



# Boat Talk

VMR Brisbane's Monthly Newsletter



Above: Although they were unable to hold their traditional Open Day this year, Sandgate Yacht Club's sailing season has started.

## Around the Rigging

4

### FULL MEMBERS

Richard Mattsson

Justin Moro

Hung Thai Nguyen

Andrew Sachs

23

### WATERSIDE ASSIST

Tom Adams	Kerri Babington
Simon Barker	Adrian Batista
Ross Batten	Jack Black
Riley Cameron	Ross Cichocki
Jodi Cooper	Kristopher Freier
Jin Man Ha	Chris Martin
Anthony Miers	Moiz Mohamed
Diane Rapson	Sonny Reddy
Brett Rutherford	Tony Sheldrick
Joseph Walmsley	Adam Walsh
Michael Wright	Simon Yang
Conor Young	

## DATES TO REMEMBER

### FOOD TRUCKS EVENT

Friday, 20<sup>th</sup> November, 2020

4.00 pm to 8.00 pm

Hosted by Charlie Crew

### VMRB and PVOCC CHRISTMAS PARTY

Saturday, 21<sup>st</sup> November

From 5.00 pm at VMRB Base

We have two Diary Reminders so things are looking up! However our crews manage to fit in different activities, apart from rescues, training and essential maintenance around the base. One recent one was Alpha Crew's talk to young Scouts about water safety and you can read on page 4 how they conduct these sessions.

We still need more volunteers to assist Management in various roles so check out the list on page 6.

Another group doing a sterling job is the relatively new Moreton Bay Foundation. Their aim is to try and protect the Moreton Bay environment so the flora and fauna can continue to exist and flourish. Their map on page 8 shows the major rivers flowing into Moreton Bay but it also encompasses those creeks in our area: Cabbage Tree, Nundah and Nudgee. We can all do our bit to ensure the whole of the Bay is kept in the best possible condition beginning with properly disposing of litter such as unwanted fishing tackle and limiting fuel leakages as well as being aware of Green Zones and complying with go-slow, no-take and no-anchoring areas.

Fortunately we don't live in India or Turkey where the demolition of ships makes some of their beaches environmental disasters. With Covid-19 this year, scrapping of cruise ships has become a major industry and you can see on pages 10-12 how ships transform from their fantastic launching condition to almost nothing at all.

Our Polynesian Va'a-Alo Outriggers continue to expand with their new canoes and especially the recently established group of youngsters who are learning to paddle in teams with this passionate and friendly club.

Editor Deidre



Have you liked our VMR Brisbane Facebook Page? Stay up-to-date With all the latest VMR Brisbane news, photos and events! [@VMR Brisbane](https://www.facebook.com/VMR.Brisbane)

VMR Brisbane is proudly supported by





## President's Report

Our new year has started well after the AGM and the easing of restrictions is seeing more activity around our Base as people gather together once more. This month we were able to open the bar with

Alpha Crew on duty with the Food Trucks so this is another indication of things coming to a "new normal".

We are happy to welcome our new members and hope you have all been using your time efficiently to get your boats ship-shape so you can make the most of our wonderful location. Those of us who are fortunate enough to spend time on the bay appreciate our position but on page 8 The Moreton Bay Foundation reminds us on the need to do all we can to help keep Moreton Bay the precious jewel it is.

There are some hints on page 9 about keeping your vessels in tip-top condition so they maintain their resale value. Which is more than we can say for the many cruise ships that have met their Waterloo during the layoff caused by COVID19 and are being scrapped!

Our volunteers continue to excel with response to overnight callouts coming at unusual times (see Activations on page 3). Other volunteers are learning to handle the internet to progress their training and adding to their qualifications at times that suit them.

We were saddened to hear of the passing of the lovely Maureen McCarthy and our sincere sympathy is extended to her husband, Ian, and their 5 children and families.

As well as training our volunteers and having them out on the water to rescue people in need, we also endeavour to educate people and you will read on page 4 how enthusiastic Alpha Crew members are doing a good job spreading the word on water safety to the youngsters in scout groups.

Congratulations to Cameron Pegler on his appointment as Master and to Michael Henwood as 2nd in charge of November Crew.

As you may have heard, Marine Rescue (which includes VMR and Coast Guard) have both been recognised in the State Election Campaigns. This is very welcome news and we look forward to working with Queensland Government and Queensland Fire and Emergency Services on the future direction for our Marine Rescue Volunteers.

We are pleased to announce that we will be holding a Christmas Party in conjunction with PVOCC – see page 5 for details.

And, finally, the area we once called the boat ramp is now officially known as the Aquatic Activities Access Area.

Safe Boating

Thomas Grice, President, VMR Brisbane.

## November 2020 Crew Roster

			Sun	1	Quebec
Sat	7	Foxtrot	Sun	8	Sierra
Sat	14	Alpha	Sun	15	Tango
Sat	21	Bravo	Sun	22	November
Sat	28	Charlie	Sun	29	Papa

## December 2020 Crew Roster

Sat	5	Delta	Sun	6	Quebec
Sat	12	Foxtrot	Sun	13	Sierra
Fri	19	Papa	Sun	20	November
Fri	25	Volunteers	(Sat crews)		
Sat	26	Volunteers	(Sun crews)		
Sun	27	Tango	Mon	28	Foxtrot

## Poly Va'a-Alo Outrigger Update

The Club's third Moreton Crossing (total distance 30 km) with two PVOCC Crews of 12, a crew of 12 from Bribie and 4 x Support Boats had to be cancelled again due to forecast high winds.

The official formation of the Juniors Section of the Club has been announced. The section will initially consist of juniors in the 14-17 age group and will be limited to a maximum of 22 juniors. Two introductory sessions have been run targeting local kids and club member's teenagers. There are now 7-8 boys and 5-6 girls in the initial Juniors squad and it looks like their first race will be on 5<sup>th</sup> December at Noosa.



Poly Va'a-Alo has received a Sports and Recreation Grant to buy a new Club OC2 and OC1 canoe for the club as well as extra racks on their shed to hold them plus four new good club paddles that come with the canoes. "Both canoes are two of the best and most advanced canoes on the market. They will allow us to be highly competitive in OC1/2 races, provide spill over seats at training and support our junior squad development." They have also done some sterling work in designing and making fitted covers for their canoes which they will use while racing.

## Groups of VMRB

Our Association is made up of the following clubs. Please click on the logo to find out more details





## Activations

### OCTOBER

2<sup>nd</sup> – Tow 6m powerboat with 2 POB from Mud Island to Whyte Island ramp.

11<sup>th</sup> - Tow jetski (which had sucked floating rope into intake) with 2 POB from Whyte Island to Bulimba.



17<sup>th</sup> - Bravo Crew towed a jet ski with 1 POB from Shorncliffe pier back to the Shorncliffe public boat ramp in CTC.

Their second tow for the day was a 4.5 m boat towed from near(ish) the outer measured mile to Port of Brisbane boat ramp near the Water Police. "The 2 POB on the towed vessel were happy to see us as both were sea sick when we arrived."



18<sup>th</sup> - November crew arrived to calm weather in the morning however that changed later in the morning when the wind picked up to a 20 - 25knot northerly.

The crew practised some drills in Sandgate 1 on Bramble Bay including using the vacuum leg splint, which is used to splint an injured/broken leg. It's



into a splint.

basically a plastic bag with polystyrene balls in it. The bag is wrapped around a person's leg, velcroed together and then it has a "bike pump" to suck the air out of the bag, creating a vacuum and turning the bag of polystyrene balls

## ACTIVE CREW ANNIVERSARY

Congratulations and thank you to the following crew member who volunteered more than 5 years ago and who joined in October.

Greg Henderson 2012 8 years

There was a late afternoon call from a broken down 5m Haines on the Brisbane River near the State Library. The trip from the base to the State Library was slow. The northerly made it a bumpy ride across to the Koopa channel and then the Brisbane River had a significant short and sharp 1m chop all the way to the Boat Passage due to an ebbing tide and strong northerly wind. The broken down Haines was towed from the State Library to the Colmslie boat ramp.



After leaving Colmslie the crew re-fuelled Sandgate 1 at the Water Police base and had a very slow trip back to base. It was direct into a strong northerly, with an extended leg out of the Koopa channel towards Woody Point before turning and using the smoother following sea to arrive back at base around 8pm.

19<sup>th</sup> - Nino, Michael and Carl had a callout at 2.30 am for a broken down tinny with engine problems and 1 POB. It was towed from the mouth of the River to Boggy Creek but it was low tide, and not enough water to return him to the boat ramp so the owner had to walk with his boat approx. 200m up the creek. Our volunteers returned to base about 6.30 am.



Thank you to all the crews who are able to assist with any activations and who are on standby. We really appreciate receiving activation details and photos to help promote VMR Brisbane. Also we are grateful for the skipper's reports as they add colour to the actual rescue details. Please email any information through to [editor@vmrbrisbane.com.au](mailto:editor@vmrbrisbane.com.au) and also to [social.media@vmrbrisbane.com.au](mailto:social.media@vmrbrisbane.com.au).

## October in Summary

Activations:	21
Fuel Used:	1,612 litres
People Assisted:	10

## Food Truck Event

The Food Trucks now are coming to VMRB on the third Friday evening of the month and on 16<sup>th</sup> October we had Alpha Crew breaking the ice and opening the bar for the first time in months. There was a good crowd so this will help get our fundraising back on track.

In November Charlie Crew will be on hand to serve drinks at the bar including boutique beers provided by the [All Inn Brewing Co.](#) So make a note in your diary for Friday, 20<sup>th</sup> November from 4 pm to 8 pm. for dinner at VMR Brisbane.

## Spreading The Safety Message

On 10<sup>th</sup> October, Alpha Crew continued spreading the water safety message to young Scouts. Below is their winning formula.

“Like many other crews have also experienced, we had a visit from the Rochedale Scouts/cubs. On our crew what normally happens is the cubs split into two groups and one goes on our boat (S1) with Paul Harris and one comes into the radio room with me and then we swap as often as necessary.

Paul and I have done this many times before and we usually allow the scouts to talk on the radio between S1 and VMRB as this is a treat for them. We have mostly used Channel 73 before but today we used 81 because it is not used as often and we thought it would be less invasive for normal use. We forgot that it is a repeater channel so our coverage was probably a bit more than previously. Paul and I always monitor and instruct the cubs exactly what to say as they have radio communications between S1 and VMRB and we often ask them to ask for a radio check so they have a few words to say.

Today, probably because we were using a repeater station, we had another VMR respond to the request for a radio check as if it was real and I jumped on and explained we were training a scout group on radio protocol. After the end of one of our sessions we had a response from a couple of VMR groups saying that we and the Scouts had done a great job. This was very popular with the Scout groups who now understood what we told them about multiple groups monitoring the radio which is what made them better than a mobile phone. I think it would be very helpful to advise all nearby VMR groups in advance and have them respond in real time similar to how it worked today.

For the benefit of other crews this is what Paul and I normally do or have added recently that we found works:

Radio room: Let's face it – the radio room is important but hard to make interesting in the short term. We tell them about channel 16 and how it works. I tell them about the police/harbour master channel. I explain about what we do and how we monitor the radio channels and what we do if we have someone log on and they do not log off when we expected. They tend to find this boring so I keep it brief.



They have usually been on the water, so I have found that discussing the channel markers and what they are for is interesting to them. That leads into a discussion about Port and Starboard which they will not normally know but does keep them interested. I usually go from there to radio chatter from the radio room to the boat. I normally finish with the rescue of the race horse – kids like horses.

S1: Paul normally does S1 as he is a natural educator and extremely valued on our crew for his skills. I will not repeat what I have already stated above about what we do. However Paul would normally give people an overview of the boat including safety issues and the navigation system

He has found that it works to show people how to use the hand held compass and have them try to throw a rope around a cleat or to a person in distress (on our ramp).”

*Garry Wylie*

## VMRB Financial Report 2019-20

As previously recorded in AGM reports, due to the illness of Treasurer Gordon during June and July, the Annual Financial Report for 2019-2020 was not available to be presented at the September AGM.

However it has now been signed off by the Auditor and is available upon request to any Financial Member, and happily Gordon is back on his feet again. Thank you for your patience.

To obtain a copy of the Financial Report or ask any questions, please email [Treasurer Gordon](#).



## 2020 Christmas Party

We will be having a kiddies Christmas get-together in conjunction with the Food Truck event on Friday, 18<sup>th</sup> December but this is one for everybody at VMRB.



**Come celebrate Christmas with the PVOCC and VMR Brisbane.**

We are inviting all members and affiliate clubs to a feast cooked in the traditional Polynesian way.

It will be on the lawns of Volunteer Marine Rescue Brisbane (upstairs in the hall if raining)

**on Saturday, 21<sup>st</sup> November.**

The bar will be opening from 5pm.

Tickets for adults are \$30 each (which includes one free wine or beer).

Tickets for children 13 years and younger will be \$15.00 each and includes one free soft drink.



Apart from the feast and opportunity to socialise, there will be meat raffles and entertainment.

You will pay at the door but you need to RSVP to [social@vmrbrisbane.com.au](mailto:social@vmrbrisbane.com.au) by 14<sup>th</sup> November with names, contact phone number and email address as we still have to keep tabs on our numbers.

## Water, Water Everywhere

After a downfall on 25<sup>th</sup> October, it looked like Sandgate 1 could get a closer berth to the clubhouse!



## Value of Knowing Procedures

On 12<sup>th</sup> October two men were rescued after using safety equipment when jet skiing in Bramble Bay.

Around 5.45pm, multiple people called emergency services to advise they had seen a distress flare activated by the men about 1km off the coast of Woody Point.

Water Police and Polair responded and were able to quickly locate the men, whose jet ski had become disabled, and transport them and the jet ski back to the main land.

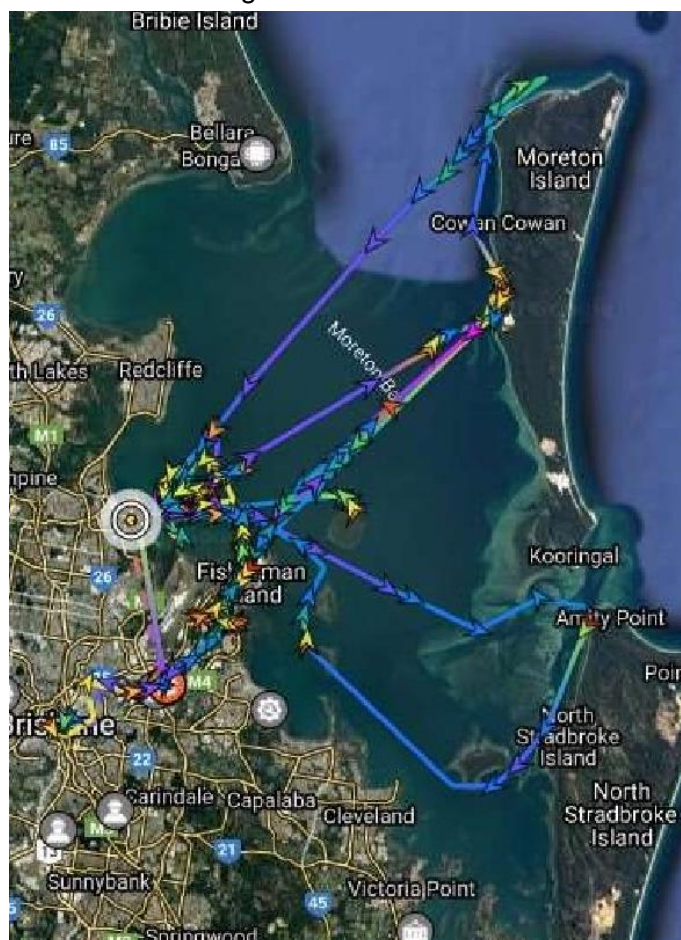
Senior Sergeant David Edden of Water Police Brisbane said: "The correct use of safety equipment can be the difference between a safe trip and tragedy. In this case, the distress signal alerted authorities and police were able to work quickly to rescue the men and their vessel before dark."

Police would also like to thank the members of the public who reported the sighting.

[https://d2haxmvzil2swt.cloudfront.net/.../075421\\_Polair...](https://d2haxmvzil2swt.cloudfront.net/.../075421_Polair...)

## October Activation Map

All the trips our rescue boats do are recorded and here is the tracking for VMRB for October.



A boat carrying red paint crashed into a boat carrying blue paint and the crews were marooned.



## EOI – Cabbage Tree Creek

On 2<sup>nd</sup> October. Keep Sandgate Beautiful Association Inc. published an update on the previously announced Expression Of Interest.



(Above) The site, showing the indicative area of the harbour including part of the boat harbour area proposed for potential development and the existing trawler berths A-J requiring replacement as part of this EOI.

“KSBA has been told by Transport and Main Roads officers that there were no proposals from the June EOI to replace trawler berths and build a facility to sell prawns fresh from the trawler that would be suitable for developing into a project at this time. The EOI will not be re-opened and TMR is now going to make the most urgent repairs on the trawler berths.

In a meeting that resulted from our letter to the Minister, the officers from TMR Strategic Property section answered KSBA questions about the extent of the land available for redevelopment (the land opposite the public boat ramp between the road and the golf course and a strip along the creek from the boat ramp to the end of the nine trawler berths). They said the land is within the boundaries of the Sandgate District Neighbourhood Plan and the way the land is used is regulated by the BCC Town Plan in which it is zoned SC6 Specialised centre (Marina). They also said that all projects must comply with relevant legislation including environmental legislation.

The process outlined in the EOI documentation makes the communication of project detail and community engagement the responsibility of the preferred developer with oversight by the State Government. This means community engagement will only occur if and when a proposal has been accepted by the State Government.

KSBA continues to be of the view that this process misses an opportunity for planning that not only provides for development in support of recreational and professional fishing and boating but also plans for high quality greenspace that supports the wider recreational needs of the community and relieves the pressure of high visitor numbers on the foreshore and around the Shorncliffe Escarpment.”

## VMR Brisbane Needs You!

As you will know, despite Covid, we held a successful Annual General meeting on 22<sup>nd</sup> September 2020, with all Management Team positions filled.

However, there are still some very important Support Positions to Management that were not filled and we are looking for volunteers. If you feel you can assist in any way, your help will be gratefully appreciated for all or part of any role.

The positions open are:

**Administration Officer:** Manage VMRB forms and Standard Operating Procedures in liaison with President and Snr Vice-President

**Corporate Relations & Sponsorship:**  
Assist President

**Internal Social Activities Organiser**

**Community Relations / Publicity Officer**

**Mid-week Maintenance Crew:** A group of Members who get together each Tuesday or as available to keep up the very important equipment maintenance and general maintenance works around the base. Volunteers are always welcomed to undertake a myriad of different but necessary tasks.

If you feel you have an interest in any position or could possibly assist with one, please feel free to call or email any of the following:

- [President Thomas Grice](#),
- [Snr Vice President Ben Gillespie](#),
- [Junior Vice President Paul Hollingdale](#) ,or
- Members Representatives [Les Pascoe](#) and [Darren Bates](#)

to discuss any aspect of the vacancies. Remember any little bit helps, no matter how small or how often. We look forward to hearing from you.



WE CAN ASSIST YOU IN THE FOLLOWING LEGAL AREAS:

Wills | Estates | Conveyancing | Property Law  
Family Law | Neighbourhood Law | Domestic Violence  
Driver Licensing | Enduring Power of Attorney

Suite 5, Sandgate Arcade  
16 Brighton Road  
Sandgate Qld 4017  
(Cnr Brighton Rd & Second Ave)

3269 1588  
grb@grbrown.com.au  
www.grbrown.com.au

3269 8511





## Ten Year Service Award

Congratulations and our thanks to Anthony Pamplin of Foxtrot Crew on receiving his ten year service award.



## Life Membership

President Thomas presented our newest Life Member, Callum Baird, with his Life Membership Certificate on Papa's crew day.



## First Stripes

Marcus Edgar was pleased to receive his first stripes from Nino on Charlie's crew day.



## Memorial Plaque: Tom Ivins

A small but touching ceremony was conducted on 10<sup>th</sup> October when Tom Ivins' family affixed his memorial plaque to our Commemoration Wall.



Plaques from left: Tom Ivins, Tony Lloyd, Ray Henery, Robert Brock, Allan Eustace, Stan Lewis and Ross Sugars.



## Our Own Backyard

Most of us spend some time in or around Moreton Bay but how aware of you of other facets of the Bay which differ to your interests? Here is a very succinct article by [The Moreton Bay Foundation](#) that highlights all features of what they call *A unique jewel of international significance*.

"Moreton Bay and its catchments is one of Australia's most important coastal and cultural resources. The Bay is a popular recreational asset due to its diversity of wildlife, habitats and seascapes. It supports diverse industries including fisheries, aquaculture, port services and tourism. Moreton Bay is the land of several traditional owner nations, including the Quandamooka peoples. Amazingly, Moreton Bay has more visitors each year than the Great Barrier Reef.

Moreton Bay has diverse and significant ecology. Ranging from shoreline mudflats and mangroves to off-shore seagrass beds and coral reefs, the area protects valuable prawn and fish nurseries, through to migratory birds.

In 1993, large areas of Moreton Bay were recognised as wetlands of international significance under the Ramsar Wetland Convention 1971. Over 40 species of shorebirds use its intertidal habitats including numerous migratory species listed by international migratory bird conservation agreements – the Moreton Bay Ramsar site supports more than 50,000 wintering and staging shorebirds during the non-breeding season. These migratory birds, some smaller than a cricket ball, travel from the northern hemisphere, including Siberia, to feed in Moreton Bay. Moreton Bay's wetlands are classified by BirdLife International as an Important Bird Area.

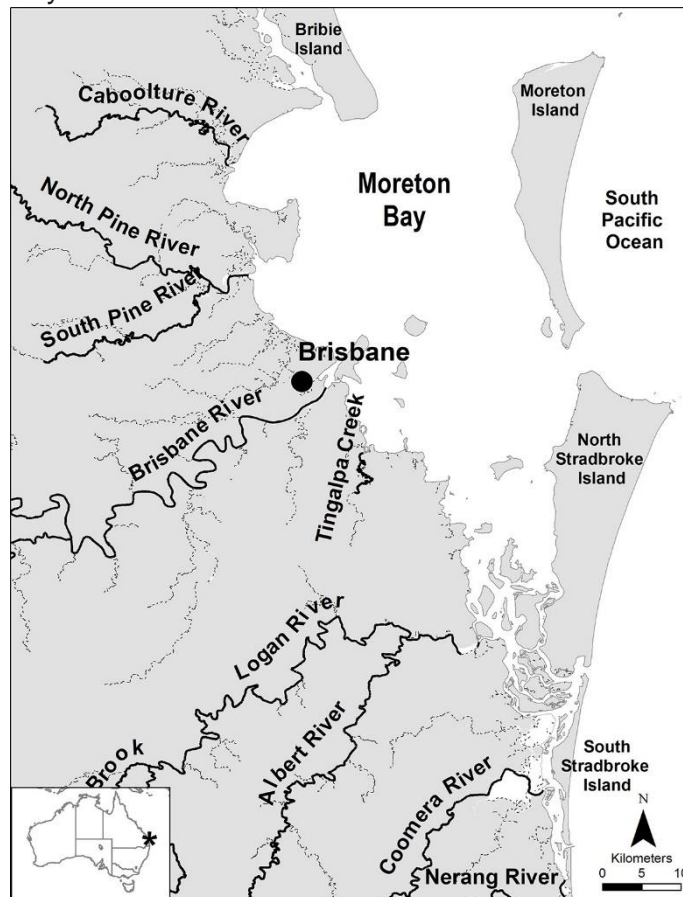
The Queensland government also declared parts of Moreton Bay as Marine Park in 1993. This marine park zoning plan was renewed in 2008 and remade in 2019. Moreton and St Helena Islands are also protected as National Parks.

The Bay supports large numbers of the nationally threatened green turtle, hawksbill turtle and loggerhead turtle. It is among the top ten habitats in Queensland for the internationally vulnerable dugong.

The pressures on the bay include water quality impacts from upstream catchments and habitat loss due to development. An increasing threat to the safety of Moreton Bay turtles and other marine life is being struck by boats as propeller injury can cause death. In response to these pressures and a concern for the long-term health of the bay, The Moreton Bay Foundation was recently launched. Their vision is for Moreton Bay to be an international treasure, known for its excellent environmental health, biological diversity, and ecological sustainability, its innovative robust and resilient economy, and its indigenous culture and heritage.

Moreton Bay is a unique jewel of biodiversity, cultural

heritage, and aesthetic beauty; not only on a local scale but on a world scale. Protecting the fragile environment of Moreton Bay is important so we can enjoy this wonderful resource into the future. We should all be concerned about preserving it, and the work of The Moreton Bay Foundation will give the Bay the voice it needs.



For more information on how you can be more involved, visit [Moreton Bay Foundation](#)

### Moreton Bay Statistics

Bay area:	3,400 km <sup>2</sup>
Length:	115 km
Width:	40 km
Catchment Area:	22,700 km <sup>2</sup>
Rivers:	Logan-Albert, Brisbane, Pine, Maroochy.
Tidal Range:	up to 2 m.



### What is the RAMSAR Convention?

The Convention on Wetlands of International Importance holds the unique distinction of being the first modern treaty between nations aimed at conserving natural resources. The signing of the Convention on Wetlands took place in 1971 at the small Iranian town of Ramsar. Since then, the Convention on Wetlands has been known as the Ramsar Convention.

In designating a wetland as a Ramsar site, countries agree to establish and oversee a management framework aimed at conserving the wetland and ensuring its wise use – broadly defined as maintaining the ecological character of a wetland."

[www.environment.gov.au/water/wetlands/ramsar](http://www.environment.gov.au/water/wetlands/ramsar)  
[BoatGoldCoast.com.au](http://BoatGoldCoast.com.au) Aug-Nov 2020



## Maintaining Your Investment

We may well be preaching to the converted here but you've chosen your vessel and proclaimed it is there for the long haul. However circumstances can change and you may have to end up selling it. This is where this good advice from CreditOne (Smarter Finance and Insurance) comes in because they give suggestions on how to look after your boat to keep it in tip-top condition to maintain its resale value. This means it also is in the best state to give you maximum enjoyment for the duration of your ownership. It's not just luxurious craft that require ongoing attention, there are tips for everyone from canoes and tinnies upward – although one presumes the smaller the boat, then less intensive care is required to keep it in great shape. Don't let your boat look like this one!



Or, heaven forbid, this one! (Both seen in the same yard and it's no wonder they haven't been sold.)



"Purchasing a sea vessel is a large investment and one that you want to protect. Keeping your boat in good working order will help to maintain its value over time. Proper boat maintenance and repair is absolutely essential to ensure your vessel is worth almost as much when you sell as when you bought.

Boat maintenance does not have to be difficult. There are some simple tasks you can undertake on a regular basis to keep your boat ship shape. Easy chores, such as washing and waxing your boat's fibreglass exterior, help protect the external appearance of your asset.

However, boat hull maintenance should not be the only item on your list. Regular cleaning of the interior is just as important. Uncleaned canvas and upholstery can lead to the growth of mould and mildew. Protecting against these organisms ensures your boat looks great inside and out and retains its

overall value. Keeping the interior areas clean also helps to identify any issues in your bilge. A dirty or chalky bilge can disguise fluid and fuel leaks, both of which, if not addressed in a timely manner, can lead to major issues down the road. It is also recommended to flush your engine after boating in saltwater, based on your manufacturer's recommendations. Salt build-up can block your cooling system. This can cause overheating and corrode your boat's engine from the inside out.

Experts recommend following the four-step maintenance routine: BEST, which means checking your boat, your equipment, the safety elements, and the trailer. Ensuring all your on-board safety equipment is in full working condition means that, should you encounter problems on the open seas, you will be well prepared and able to rectify the situation quickly. This helps prevent any further impact to your asset. Checking your boat trailer on a regular basis can help prevent bumps and scrapes in transport. Make sure you check not only the elements that physically make contact with your boat, but also items such as your trailer's brake lights, tyre pressure and wheel bearings. All of these elements, though separate to the boat's housing, are vital in protecting your investment during transport.

Ensuring your boat's battery maintenance is properly taken care of helps to extend its shelf life and bodes well for your boat as a whole when the time comes to sell. If you have a serviceable battery, remember to regularly check and fill it with distilled water. The battery is the heart of your boat and needs to be taken care of. A boat with a good track record of overall performance is most likely to fetch a higher price at time of sale.

On top of these regular, easy at-home tasks, the best way to maintain your boat's value is by ensuring it meets regular servicing requirements. Speak to your broker or dealer when purchasing your vessel and find out ahead of time what is required for your particular model. Different manufacturers require different servicing updates for their vessels. Your requirement will also vary depending on your boat's internal and external makeup."

[www.creditone.com.au](http://www.creditone.com.au)

[BoatGoldCoast.com.au](http://BoatGoldCoast.com.au) Aug-Nov 2020



## Scrapping Cruise Ships

Most ships have an official lifespan of 30 years, the amount of time it takes for the asset to depreciate to 15 percent of its original book value.

It is estimated that the most expensive cruise ships cost over \$1 billion US dollars to construct. The estimated price for a cruise ship starts at \$550 million for a passenger capacity of 500 and for those carrying 2000-3000, the average price starts close to a billion dollars.

Officially, cruise ships are priced by the number of berths (beds). When she was launched in 2004, the final cost of Cunard's *Queen Mary 2* was approximately US\$300,000 (AU\$323,000) per berth. This made her one of the most expensive cruise ships in the world. Compared to the *QM2*, *Oasis of the Seas* was a bargain at "only" US\$240,000 (AU\$258,000) per berth!

For all cruise ships, the build cost comes down to a variety of factors: the size of the vessel, onboard features and amenities, the building shipyard, and the state of the economy at the time it's built.

For the *Queen Mary 2*, it mostly came down to the materials used. Because *QM2* was designed as an ocean liner rather than a standard cruise ship, she required 40% more steel – which doesn't come cheap! Added to this are the sheer size of the ship (which measures 345m long by 41m wide by 72m high, and the technology behind her speed (she is one of the fastest cruise ships in the world, after all).

Royal Caribbean tops the list for the most expensive cruise ships, with both *Allure of the Seas* and *Oasis of the Seas* costing in excess of US\$1.4 billion. However, not all its ships are so extravagant; *Monarch* and *Majesty* were "only" US\$150 million each. Likewise, Carnival's Fantasy-class ships might have cost around US\$250 million each, but the newest Dream-class ships were three times more expensive to build.

And then there's MSC Cruises' *Splendida*. Designed in an extravagant Italian style, this ship features two sweeping staircases crafted from Swarovski crystal. As you climb the 72 steps, you step onto \$40,000 worth of crystals...per step. That's \$2.8 million worth of crystals by the time you've reached the top! It's no wonder the whole ship cost \$550 million to build.

In the cruise industry, the birth of new vessels is celebrated with press conferences and smashed bottles of Champagne, but rarely do we address what happens to retired cruise ships. If you've been wondering where your old favourite vessels disappeared to, here's what you need to know about cruise ship scrapping and graveyards.

As ships age, cruise lines have several choices, which include extensively refurbishing and relocating vessels to smaller, less popular regions; transferring or selling them to other lines; or sending them to a cruise ship junkyard for scrapping. Ultimately, all

ships will be retired and scrapped, with the exception of a few beloved vessels, like *Queen Mary*, which are turned into hotels or attractions.

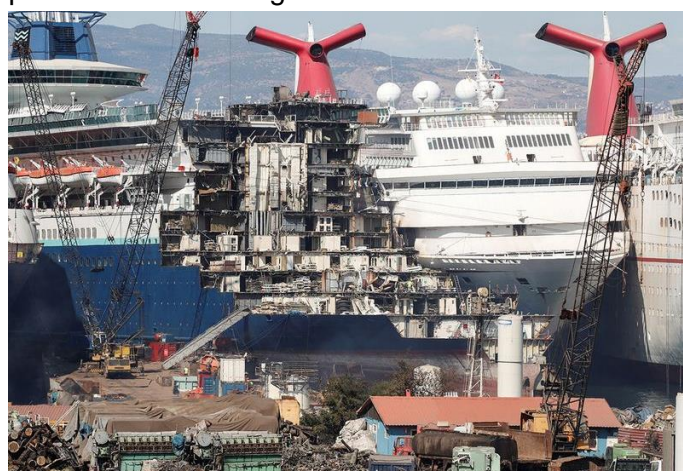
It's hard to imagine, but most cruise ships will eventually end up in breaking yards such as Gadani, near the Pakistan port of Karachi, and Alang, in Gujarat, India, where they'll be systematically torn apart. Ship recycling in Turkey is carried out in an industrial zone that is state-owned and leased out to private companies. The yards are located in Aliaga, around 50 km north of Izmir on the Aegean coast in an area that hosts a large cluster of heavy industries. Ship dismantling is highly necessary as the maintenance expenses of a particular vessel keep soaring with time and it becomes really difficult to handle the same. Therefore, the shipowners seek the easy way out and hand over the old vessel for effective disposal, so that they can concentrate on dealing with other regular expenses like port charges, fuel charges, and also salaries of the crew members.

Ship dismantling, also popularly referred to as "ship recycling" is a process of breaking down a ship (also called ship breaking) when it completes its life tenure. As one of the ship disposal techniques, ship dismantling involves the retired ships to be stripped of their machinery, barring the value-adding materials which are rightfully reused for new ships or for other applications.

Most ships are cut up and recycled. But, it's nasty work, and it's not cheap. In some instances, you see ships deliberately sunk in order to act as a platform for a coral reef, or to attract scuba divers.

When a ship's been earmarked for scrapping in somewhere like Alang, its operator will first remove anything it wants for salvage.

The primary and the most common way to dismantle a ship is by breaking it apart into several different parts before breaking them further.



Pieces of the hull simply fall off and are dragged up on the beach, possibly aided with a winch or bulldozer. These are then cut into smaller pieces away from the coast. 90% of the steel is re-rollable scrap: higher quality steel plates that are heated and reused as reinforcement bar for construction.

(Cont'd page 11)



## Scrapping Cruise Ships (Cont'd)

In a slow and clean sweep, workers use torches, sledgehammers and sheer elbow grease to scrap the ship. It takes anywhere from two weeks to a year to dismantle a ship.

The steel scraps obtained after dismantling an old ship are liquefied and used again in building new vessels. The molten steel is renovated and proves useful even for many other industries. Moreover, all other parts such as wooden furniture, glass etc. are also reused for a variety of applications.

Shipbreaking has been declared the most dangerous job in the world by the International Labour Organisation. The unsafe working conditions on the beaches expose workers to unnecessary risk. Loss of life and serious injuries are caused by fires and falling steel plates.

In addition to taking a huge toll on the health of workers, ship breaking is a highly polluting industry. Large amounts of carcinogens and toxic substances (PCBs, PVCs, PAHs, TBT, mercury, lead, isocyanates, sulphuric acid) not only intoxicate workers but are also dumped into the soil and coastal waters.

At present Bangladesh has a demand for 50,000 tons of metal / steels, but Bangladesh has no iron ore sources or mines, which make ship scrapping the inevitable and important source of raw materials. More than 350 re-rolling mills have been using ship scraps as their raw materials.

Located in Mauritania, the Bay of Nouadhibou is regarded unequivocally across the world as being the world's largest ship graveyard. It is said that more than 300 vessels can be found in this graveyard, both in the water and on land.

The largest cruise ship scrap yard is in Alang, India, which recycles more than 50 percent of the world's abandoned and decommissioned cruise ships.

"Aliaga in Turkey is a distant second," Peter Knego, journalist and ocean liner historian, told Cruise Critic. "There are also shipyards in China that scrap ships in a dry dock or alongside a berth versus on a beach." It is said that Turkey is inclined to recycle the ships with more environmental awareness than in India.

At Alang, ships are either towed to the facility or sail there under their own power. "It's a very lonesome last voyage, because the ship is empty, no passengers, but yet it has the feel as if it's still a cruise ship, because all the furniture would still be in place."

When they arrive, vessels are run aground on the beach when the tide comes in. Shipbreakers -- the workers who dismantle the ships -- then use machinery to drag them further onto the sand and secure them.

"Most go under their own power if their engines still function," Knego said. "A few are towed, which presents more of a challenge since workers must ensure the tug doesn't get stuck, too. Plus tugs can't

muster the speed and power to get the ships as far up the beach."

When this is complete, any remaining fuel is emptied, and interior fixtures, furnishings and other salvageable items are removed for resale before shipbreakers deconstruct the vessels for scrap using a variety of tools and machinery.

"They are stripped of all contents, then gradually cut down and dragged up the beach until the last keel plates are demolished," explained Knego, who features many photos of ships during the scrapping process on his website, [Midship Century](http://MidshipCentury.com). "In Alang, there is a marketplace outside the yards where vendors offer up items like toilets, lights, panelling, furniture and navigation instruments for sale."

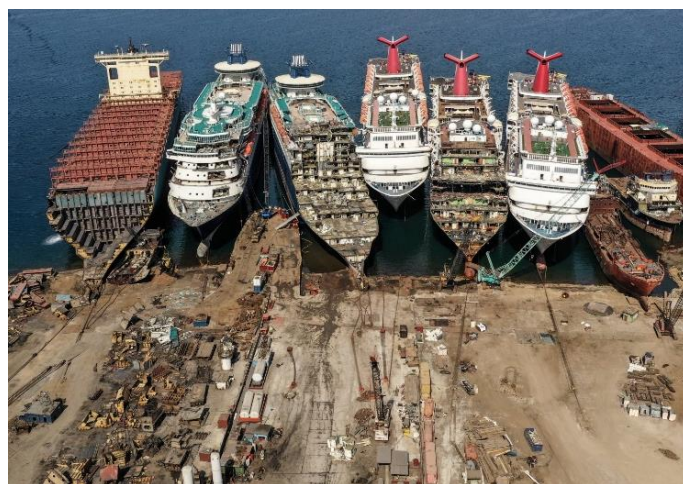
"Any fuel that can be removed is used to help in the scrapping process (powering winches), burned off or sold for use on other ships."

As for the environmental effects, Knego said they can be a problem, despite strict regulations. "There are higher standards today, but the beach in Alang is still rather toxic with PCBs, leaked fuel, paint and other toxic substances. The amount varies from yard to yard and how environmentally conscious the specific breakers are."

"In recent years, there has been an asbestos abatement program where the asbestos is burned at extremely high temperatures and buried in sealed pits."

Although Knego said some military ships and small freighters have been purposefully sunk for use as artificial reefs, it's an expensive practice that requires vessels to be removed of all harmful substances. Because of that, it's a tactic that has not yet been adopted for cruise ships.

<https://www.cruisecritic.com.au/articles.cfm?ID=5212>



Business is booming at the sea dock in western Turkey, where five hulking cruise ships are being dismantled for scrap metal sales after the COVID-19 pandemic all but destroyed the industry, the head of a ship recyclers' group said.

Cruise ships were home to some of the earliest clusters of COVID-19 as the pandemic spread globally early this year.

(Cont'd page 12)

## Scrapping Cruise Ships (Cont'd)

In March, U.S. authorities issued a no-sail order for all cruise ships that remains in place.

On Friday 2<sup>nd</sup> October, dozens of workers stripped walls, windows, floors and railings from several vessels in the dock in Aliağa. Three more ships are set to join those already being dismantled. Although exact prices are unknown, most sell for only a few million dollars.

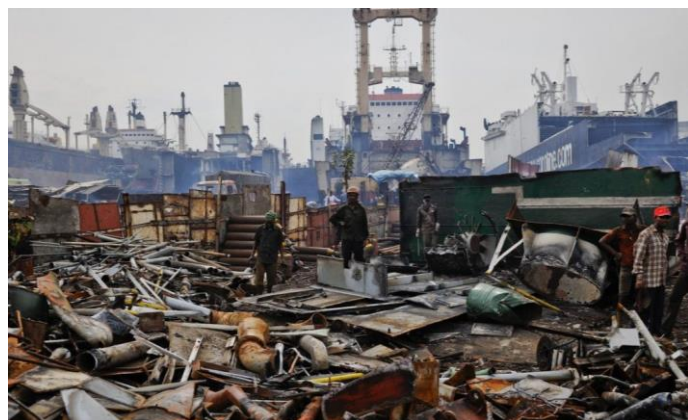
Before the pandemic, Turkey's ship breaking yards typically handled cargo and container ships, Kamil Onal, chairman of a ship recycling industrialists' association, told Reuters. "But after the pandemic, cruise ships changed course toward Aliağa in a very significant way," he said of the town. "There was growth in the sector due to the crisis. When the ships couldn't find work, they turned to dismantling."

Onal said some 2,500 people work at the yard in teams that take around six months to dismantle a full passenger ship. The vessels arrived from Britain, Italy and the U.S.

"The shipyard aims to increase the volume of dismantled steel to 1.1 million metric tons by the end of the year, from 700,000 metric tons in January," he said. "We are trying to change the crisis into an opportunity," he said. "Even the ships' non-metal fittings do not go to waste as hotel operators have come to the yard to buy useful materials," he added.

<https://www.dailysabah.com/business/economy/ship-breaking-booms-in-turkey-as-pandemic-hits-cruise-industry>

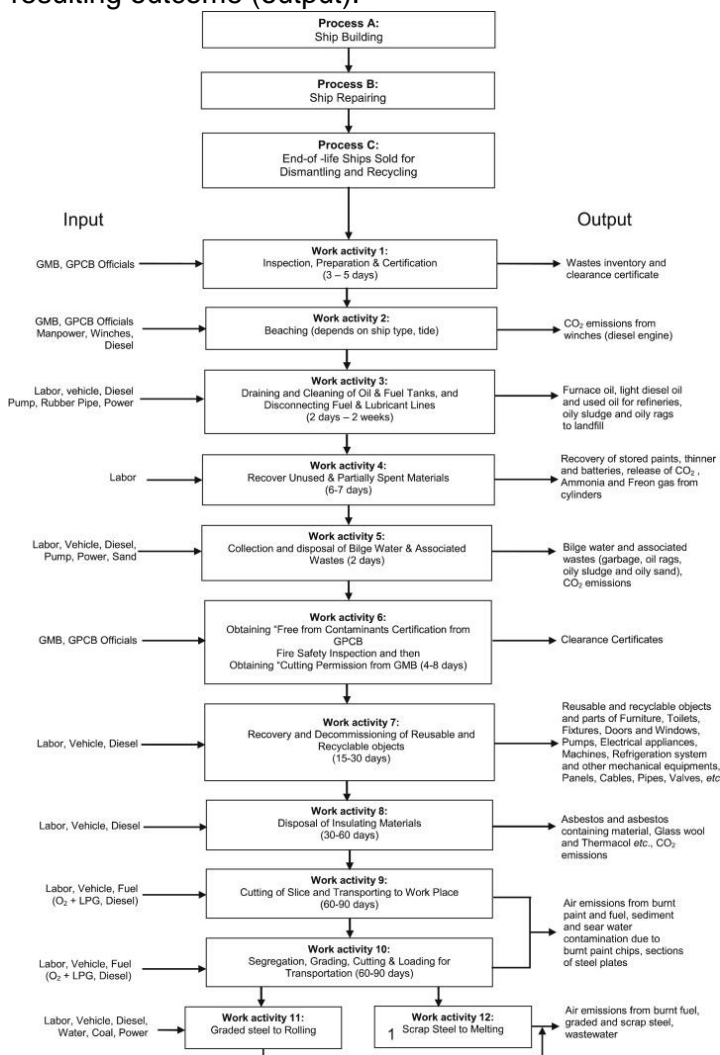
(c) Copyright Thomson Reuters 2020.



Above and below: <https://safety4sea.com/the-problems-of-ship-breaking-in-india-an-overview>



Below is a timeline from when a ship is being built to its eventual demise. It details the process and what is required to activate each level (input) and the resulting outcome (output).



<https://www.sciencedirect.com/science/article/abs/pii/S0959652614009615>

## Marine Hazard

Maritime Safety Queensland sent an alert out to boaties in the Sunshine Coast area at the beginning of October after reports there was a large yellow buoy adrift in the area. It finally washed up on Mudjimba Beach after obviously being in the water for quite some time, so its original location is unknown.



The buoy is huge: 5 metres long and 2 metres in diameter. Local resident Phill Burke said it looked like a submarine cable location marker. It was removed on 4th October, 2020.