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THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA



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- Maritime Careers - Past - Present - Future
- Training and Development



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From the Federal Master



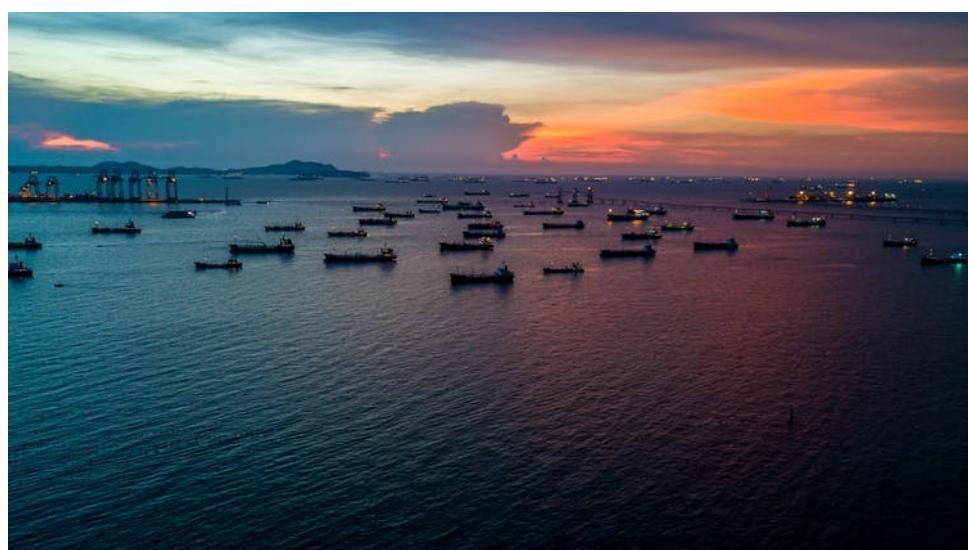
An estimated 400,000 seafarers are stranded at sea on board ships while working beyond their employment contracts because of government-imposed travel restrictions related to COVID-19.

A similar number are stuck ashore, unable to travel because of the lockdowns and denying them the ability to earn a living. Exacerbating this problem is the Charterer's use of 'No Crew Change' clauses, causing further anxiety for physically fatigued and exhausted seafarers. This is despite IMO denouncing

use of these clauses and requesting ship owners and operators to reject charterers if they are requested. In December, the U.N. General Assembly has urged all countries to designate seafarers and other key maritime personnel as essential workers and facilitate crew change arrangements and accelerate their transfer from ships even during lockdowns. The 'Essential' designation should include access to vaccines and allowing travel. It has been reported that some 45 IMO Member States have designated seafarers as key workers in an important step to resolving the ongoing crew change crisis.

Unfortunately, Australia is not part of these Nations and we should try to encourage our Politicians to adopt the 'Essential Worker' status for seafarers and key maritime personnel. I note that in recent weeks Global Investors have called for an end to the crisis involving hundreds and thousands of seafarers stuck on ships for many months. Our regulator AMSA has been proactive in this area and from the end of February any seafarer having served 11 months or more will have to be repatriated.

Once again, I would like to wish all our readers a safe, healthy, prosperous, and happy New Year 2021.

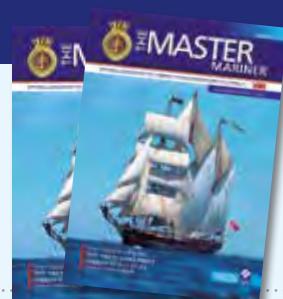


Cargo ships off the coast of Thailand. Avigator Fortuner/Shutterstock

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Cover Photo:

STS Leeuwin II - historic first dry docking at Australian Marine Complex - Henderson, Western Australia

Photo - Leeuwin Ocean Adventure Foundation Limited.



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Reflections on Maritime Careers

Three Captains reflect on their maritime careers. While we seek to understand the changes we will see in future decades, it is timely to reflect on the rapid change seen in decades past.

Captain Graham Davey

Joining My First Ship

It is October 1967 and the train pulls out of Temple Meads Station taking me to London. My friends are left behind, laughing, waving, cheering. I'm 17 and my last two years have been great - lots of girls (Rolling Stones - Let's Spend the Night Together), parties, mods and rockers, young liberals and bowling allies and clubs. I know everything, I'm full of confidence - Harold Wilson tells our generation that's very important. My work in the local factory during summer was dreadful, but I've had money to spend.

As the train rushes towards London I am scared and so tiny, confidence is dribbling away, my stability suddenly diminished. Everyone and everything that is my foundation (Mum and Dad, friends, school, Bristol and even my big sister) are rapidly receding. In my bag a telegram advising me to report to a hotel in Kensington and from there to be transferred to Hong Kong and join my first ship as a Cadet. I am alone, terrified but sooo... excited. For all of my short life I have wanted to travel to the other side of the world.

Here I Go. A very large and intimidating doorman greets me at the hotel and in a friendly but superior manner, asks my intentions. After stating my reason for entering the foyer he abruptly stands upright, distancing himself from me and points to a visibly inebriated middle aged gentleman and



I followed the suggestion and introduced myself. The gentleman shakes my hand and indicates for me to sit and then starts speaking in some indeterminable tongue. I apologised for not understanding his language; so in a painfully slow and exasperating manner he described that he was the 2nd Engineer and had travelled from Belfast!!!

The 2nd Engineer, whom I was now calling sir - I thought it expedient at this stage of our association - went on to describe the ship. Old, no air-conditioning (meant nothing to me), busy (no time at sea to repair engine) and built in Sunderland, which to him seemed to be an issue and Chinese crew (in his view apparently always a problem). At the appropriate moment I ask where the ship would be voyaging (Here I Go) and was told it would load around the Far East and S E Asia (Marco Polo eat your heart out).

I assume we will then sail back to England. Well actually, no! East and South Africa and back to the Far East taking about 5-6 months. Hmm, bit long but then fly back home from Hong Kong; what tales I will have to tell. Just one major drawback we have to do that three times. Whoa!! That could be 18 months; 1968 wiped out of my life.

The Chief and 3rd Officer (both from Scotland), two more Engineers (also from Belfast) and two other first time Cadets, one from Yorkshire and thankfully the other from London, joined us. The language barrier for me will be enormous. The Chief Officer took control and led us to a small bus taking us to a hotel at Heathrow in preparation for our '24 hour' flight the following day. I arrive at the departure gate the next day to discover that I had no certification of the many vaccinations that had been administered to me in the preceding three weeks. The Chief Officer not very pleased with me as he spends the next hour using telephones that looked as if they were props for a black and white film from the fifties. Eventually a very old doctor appears and asks if I had received the various injections. In terror, promoted by Chief Officer's disdain for anything English, I answer 'yes' and receive a whole bunch of stamps in my brand new passport. The BOAC Boeing 707 dashes along the runway with me stuck to the back of my seat and finally and gracefully leaves terra firma bound for all stops to Hong Kong.



"I ASSUME WE WILL
THEN SAIL BACK TO
ENGLAND - WELL
ACTUALLY, NO!"

Will I ever see my homeland again? Think school poetry, Robert Brooks, 'some corner of a foreign field forever England': but suddenly, wow, Windsor Castle, Wembley Stadium, English Channel, Belgium and we are landing in Frankfurt. We wander the airport terminal for an hour before reboarding and continuing on our way.

Our next stop is Rome about 45 minutes away. Here one in our motley crowd manages to wander out of the transit area and finds himself in the taxi rank bound for the city. Escorted by two 'Carabinieri' he is returned to us with assurances from the Chief Officer that he is legitimately a passenger bound for Hong Kong and we will take care of him muttering something about we should all hold hands. In the air again to Athens, Beirut, Tehran (very cold and soldiers with machine guns), Karachi (night time, very hot and humid), New Delhi, Bangkok and finally weaving our way through the maze of high-rise buildings to land at Kai-Tak Airport, Hong Kong. What a journey, even viewing Da Nang and the Vietnam War en-route: this truly is Star Trek. Hong Kong is astonishing. Full of Chinese people and Chinese writing, warm, sun bright, noisy and lots of London buses. We coach to a hotel and myself and Dave, the cadet from Yorkshire, decide immediately that discovery is the order of the day and set out into the wilds of Kowloon but that is another tale. The following morning we are taken to a very busy Star Ferry and board a boat to transport us to our new home. There she is anchored to a buoy in the middle of the harbour amongst a huge array of ships and marine craft of all description including junks and ubiquitous house boats. Surrounding the vessel at all parts of her hull, are barges and cranes. There are great streaks of white dust at numerous places and swinging from the ship's derricks is cargo being loaded and discharged simultaneously. Lots of people are shouting, waving and pointing but there appears a system which most seem to understand. It is a scene from Joseph Conrad's 'Lord Jim'

Our boat nudges the gangway and I join my first ship, the formidable 'Carronbank'.

...AND I JOIN MY FIRST SHIP, THE FORMIDABLE "CARRONBANK".

Captain Zubin Bhada

A Career at Sea - My Story

As a kid, my dream was to fly airplanes like my dad, but my teenage years steered me towards a different passion and a career at sea.

I joined the Merchant Navy as a young deck cadet with Mobil Shipping in 1989 whilst I was based in Bombay, India after completing my pre-sea training at Training Ship Jawahar.

201. CARRONBANK (1957-1974) Steel motorship. ON. 300183. 6461g, 3645n, 483' 3" x 62' 9" x 26' 0". 6-cyl. 2 S.C.S.A. oil engine by the Shipbuilders.

9.1957: Completed by Harland and Wolff Ltd., Belfast for Bank Line Ltd. 1974: Sold to Tafimar Navigation Co. Ltd., Cyprus and renamed ARIS CARRIER. 1976: Sold to Eurabia Shipping Agency Ltd., Lebanon and renamed EURABIA OCEAN. 1979: Sold to Central Trading and Shipping Co. Ltd., Lebanon and renamed NEPTUN. 1980: Sold to Proerde Shipping S.A., Panama and renamed MAYSTAR. 1982: Sold to Indian Metal Traders and 24.9.1982 arrived at Bombay to be broken up.



Zubin Bhada (centre) pre-sea training in Bombay

I joined my first ship, a very large crude carrier (oil tanker) called "Mobil Aladdin" in Philadelphia, completing my first ever stint at sea in 10 months. This is where I got initiated at sea with the old custom of the equator crossing ceremony.



Zubin Bhada - front row second from right

Life on board tankers was quite different to what it is now. We did long voyages and being large ships, we had lots of deck space, hence we made use of some fun times playing sports.

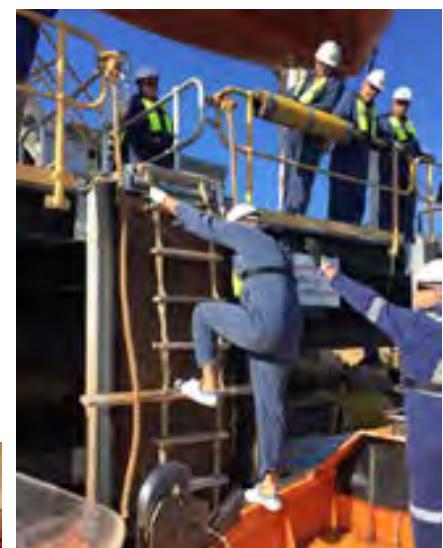


With newfound sea legs and completely committed to life at sea, I further pursued my Masters (unlimited) Certificate and in 1997 graduated from the Blackpool and Fylde College in Fleetwood, UK. I spent 9 months completing college and exams before I headed back to sea as a Chief Officer in 1998. The year 2000 presented me and my young family at the time an opportunity to move to the Land of the Long White Cloud (New Zealand) where, being the Tanker Man, I continued my life out at sea as a Fleet Safety Training Officer.

Continuing my career with Teekay Shipping, in 2005, I was given the opportunity to relocate to Perth as their Offshore Operations Superintendent looking after FSO Operations and Offshore Pilotage.

Between 2006 - 2012, I safely completed 62 Tandem Offtake Pilotage and Loading operations off the NW Coast of Australia.

In 2012, I moved "across the road" to Woodside Energy Ltd as Marine Assurance Specialist and Designated Person Ashore (DPA) for Woodside FPSO Fleet. During my tenure as DPA, I supported the FPSO Fleet in influencing Marine Governance and Compliance. I moved to a new role as Port Operations Manager looking after Safe Shipping at seven terminal/berths in NW Australia. I was instrumental in getting International Standard for Maritime Pilot Organizations (ISPO) accreditation for Woodside's Port Operations for Inshore and Offshore Operations in 2017.



Supporting various near miss incidents on safe pilot transfer I was instrumental in reinstating a pilot ladder training course in Perth followed by designing / building a pilot ladder simulator for training purposes for all pilots, trainee and those who visit ships.

Over the last five years I have been an active participant in the selection of recruits for the annual Leeuwin Ocean Adventure Maritime Cadetship program, sponsored by Woodside, driving work experience opportunities and mentoring their transition into maritime careers.



Captains Zhabin Bhada and Ryan Cobb with 2020 Leeuwin Maritime Cadets Darcy Mair, Mitchell Cullen and Louis Riboni

I have recently taken up my passion to fly at Jandakot Airport and got my 1st solo on a Cessna 152 A on 8th September 2019.



Reflection of my last 30 years still has me very much involved and successful within the marine industry.

"LIFE ON BOARD TANKERS WAS VERY DIFFERENT TO WHAT IT IS NOW"

Captain JRO "Dai" Davies, OAM A fortunate life at sea ...

Who would have thought the Welsh youth pictured here in his new jacket on his way to Liverpool to sign his indenture papers to begin his apprenticeship with Alfred Holt and Co, would one morning 45 years later be sailing HM Bark Endeavour up the Thames past the Tower of London? The youth was me and I still smile with pleasure and pride at the memory.

My career at sea began 1954 on the Blue Funnel Line's Liverpool–Far East cargo run, then continued ashore in the stevedoring

industry in Western Australian ports and ended as master of square-riggers, including command of STS Leeuwin and HM Bark Endeavour.

I look back over my varied career and I can say, as author Albert Facey so memorably said: I have had a fortunate life ...



Brought up in the small fishing village of New Quay, overlooking Cardigan Bay in Wales, it was inevitable that I would look to the sea for my career. It was in my DNA: there are 23 Master Mariners in my extended family, including my father who lost his life when his ship was torpedoed in the North Atlantic in WWII. From the Outward-Bound Sea School in Aberdovey, Wales, my apprenticeship led to 14 years of service on the Blue Funnel Line, gaining my Master Foreign-Going Certificate.

The Blue Funnel Far East service carried cargo and a few passengers to and from about a hundred Asian and Australian ports. Sea trade included delivery, collection and transfer of an extensive inventory of goods and cargo between ports large and small, ranging from Liverpool and Hong Kong to tiny riverside anchorages in Indonesia. Cargo included cars, railway engines and carriages, copra, latex, spices, pilgrims on the hajj - even an elephant. Some of the ships on which I trained and served as an officer will be familiar to Blue Funnel mariners included Aeneas, Alcinous, Ixion, Agamemnon, Atreus, Antenor, Calchas, Diomed, and Patroclus. My final ship, Centaur, serviced Fremantle, Christmas Island, Singapore and Port Klang on a regular 21-day schedule and was my favourite. Passengers (now numbering 200), cargo and livestock were carried at a much faster speed (20 kts) than the older A-class ships on which I had trained.

The passengers on Centaur enjoyed traditional departures from Fremantle with streamers flying between ship and dock, finally breaking symbolising farewell and departure. But one steamer did not break ... it was on Centaur that I met my future wife, Tresna. We married and I came ashore to live in Perth. This led to a career change in 1968, to become a supervisor of stevedoring operations, servicing all ports between Darwin and Esperance loading general cargo, bulk materials, containers, and including RORO ships and livestock carriers. I could be in Esperance loading wheat one week and in Wyndham for livestock the next. I saw the transition from cargo handling being all about slings, bales, bags and crates to containers and bulk loading. I was around wharfs for long enough to see changes in cargo ships as well. A typical Bakke cargo ship at the time I began supervising was not unlike the classic Blue Funnel ships of my earlier days with not a container in sight. But changes soon came with some ships extended to provide space for containers on deck and additional hold capacity; then the container ship with large cranes to allow it to be unloaded independently of the facilities of a port; and finally, the fully dedicated container ship, massive bulk carriers and RORO ships arrived on the scene.



Captain Dai Davies - STS Leeuwin II
After retiring as labour manager from the stevedoring industry in 1989 I obtained endorsement of my Master certificate to include Square-rigged Sailing Ships and this brought STS Leeuwin into my life. Leeuwin is a barquentine sail training ship based in Fremantle with a tremendous popular following, vindicating the vision of Dr Malcom Hay to build the ship. I was Master/Relief Master for 20 years.

"I LOOK BACK OVER MY VARIED CAREER AND I CAN SAY ... I HAVE HAD A FORTUNATE LIFE"

FEATURES

I was asked to command Leeuwin when she was invited to participate in the celebration of Sail Indonesia marking the 50th anniversary of the independence of Indonesia. Leeuwin and crew represented Australia in illustrious company, sailing with tall ships from many nations, with our trainees and volunteers holding their own against professional and navy crews.

The next challenge was HM Bark Endeavour. Who could forget the excitement and emotion of the launching in 1993 in the Fremantle Fishing Boat Harbour of the historically authentic replica of Captain Cook's Endeavour? I was in command on one of her early voyages when she sailed to Hobart to commence a Voyage of Reconciliation up the east coast of Australia as far as Cairns. At each of 20 ports-of-call on this voyage Endeavour anchored and, as Master, I met with local civic dignitaries and Aboriginal elders to exchange speeches of reconciliation and gifts.

We happily met the objectives of the Endeavour Replica Foundation to use the voyage as a means of saying "Sorry". We were news wherever we went.

I also had the honour to command Endeavour on a voyage from Gothenburg, then to ports along the east and south coast of England and the Channel Islands, St Malo and around the Canary Islands and Madeira.

I extended my square-rigged sailing experiences to STS Young Endeavour, a square-rigged brigantine donated by the UK



The Centaur - Fremantle Port



Government to Australia as a bicentenary gift in 1988 and managed by the RAN. Then it was onto South Australia's sail-training square-rigger, STV One and All; and finally, on the beautiful "Little Dove", Duyfken, built in Fremantle as a re-creation of the Dutch jacht which reached Cape York from the Dutch East Indies in 1606.

Finally, to draw a line under my maritime career and especially to recognise my service on STS Leeuwin, in 2012 I was awarded the Medal of the Order of Australia, of which I am so proud.

Career in the Making

The Leeuwin Ocean Adventure Maritime Cadetship program commenced in 2015 with the generous support of Woodside Energy. Now in its 6th year, Woodside has been joined by Riverwijs and Rivtow, supporting the development of future Australian mariners through a twelve month cadetship program on board STS Leeuwin II.

Bt March 2021, 22 maritime cadets will have progressed through the program, achieving excellent results and an entry into the industry.

Lachlan Chaytor

Woodside sponsored Leeuwin Ocean Adventure Maritime Cadet 2018

1st Voyage on STS Leeuwin II - March 2016

Selected as a Maritime Cadet - March 2018

Qualifications Achieved through Cadetship

- Master <24m Near Coastal & Marine Engine Driver Grade 2 Near Coastal (Certificate III in Maritime Operations)
- Maritime Security Identification Card (MSIC)
- Enter & Work In Confined Spaces
- Work Safely At Heights
- AMSA Certificate of Medical Fitness
- STCW95 Certificate of Safety Training
- Construction White Card

Lachlan's story: Lachlan's Grandad took him out to sea near Dongara on the WA coast and taught him how to fish, maintain and drive a boat. He knew back then at 8 years of age that being on the ocean made him happy and that was where he saw his future.

As a 15 year old Lachlan started a part time job with BCF. He was also proactive with the Baldiris Volunteer Fire and Emergency Services as a volunteer firefighter 2015-2019,

Lachlan graduated Year 12 in 2016 from Tranby College. He was the Prefect Sports Captain and was recognised with two Academic Excellence Awards - Certificate II in Outdoor Recreation and Certificate II in Outdoor Education.

Lachlan chose to undertake a Leeuwin Ocean Adventure voyage to complete his Adventurous Journey element for the Duke of Edinburgh's International Award. It ended up being the highlight of his year and inspired his decision to pursue a career in the maritime industry. Lachlan was successful in his application to become a Woodside Leeuwin Cadet in 2018. Towards the end of the cadetship he was flown to Karratha with other Woodside Cadets to gain insight into work on the Siem Thiima Platform Supply Vessel for a week.

His experience on the Platform Supply Vessel gave him the inspiration to keep working towards a maritime career. The technology and design of the vessel and expertise of Captain Andrew Phillips honed his focus and passion to aspire to become a Captain himself in the future. The workplace exposure consolidated his belief that if you work hard and are motivated to achieve your goals there are fantastic jobs out there in the industry

Lachlan was recognised by The Nautical Institute WA in 2019 as Runner Up for Outstanding Youth Volunteer Member.

Lachlan now works for TAMS at Cape Preston in the Pilbara as a General-Purpose Deck-hand.

His advice for aspiring seafarers:

"If you want to work in the maritime industry, apply for a Leeuwin Ocean Adventure maritime cadetship. It will be the best 12 months of your life."



Diversity - Women in Maritime

The 2020 Diversity - Women in Maritime

Report has been prepared by the Maritime Industry Australia Limited (MIAL).

Extracts from the report are presented here with the permission of MIAL.

MIAL's Seafaring Skills Census quantified the concern of industry after it showed that the Australian maritime sector has a projected shortage of 560+ seafarers by 2023 (Maritime Industry Australia Ltd, 2018 Seafaring Skills Census Report, 2019, p. 5). It also highlighted the low level of female representation in roles where seafaring skills are considered essential.

In order to assess the work being done within maritime organisations to address gender diversity, MIAL undertook a further survey focused specifically on that issue. The survey was structured to capture hard data as well as the views and opinions of both employers and employees. The purpose of these surveys was for MIAL to gather information relating to gender diversity in the Australian maritime industry and gain insight into how organisations working within the industry promote diversity.

In total, there were 157 responses from a very broad cross-section of Australia's maritime industry. This comprised 26 for the HR Manager/Business Owner Survey and 131 for the Employee Survey. As noted above, both quantitative and qualitative data was captured with the qualitative responses providing valuable insights not able to be captured in a quantitative form.

The report identifies that in many areas there is tremendous alignment between companies and employees in recognising the importance of gender diversity and equality in the workplace, as well as in organisational strategy, but there are also areas where there is a disconnect between what companies say they are doing and what employees experience (such as initiatives to promote gender diversity in daily work practices). Key findings include:

- The number of females in leadership roles within organisations is low overall, particularly in higher level leadership roles;
- Both smaller organisations and larger organisations have higher female representation in their workforce compared to other organisational sizes;

- The defence industry is strong in its employment of females in younger age brackets in both seagoing and shore-based roles, which increases the gender diversity input across the breadth of the maritime industry;

- Without the defence industry, the representation of females within seagoing roles in particular is very low;

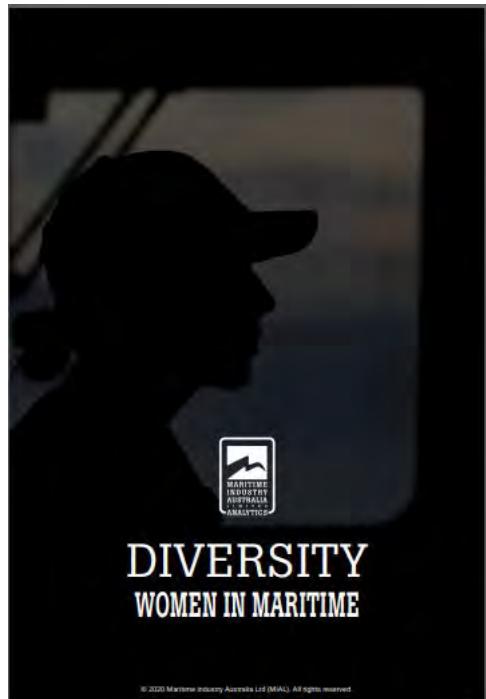
- Organisations largely don't incorporate gender diversity strategies in recruitment processes;

- The biggest barriers to entry identified by both employees and organisations is work/life balance and unconscious bias; and

- Gender diversity is considered a barrier to career progression by a minority of respondents.

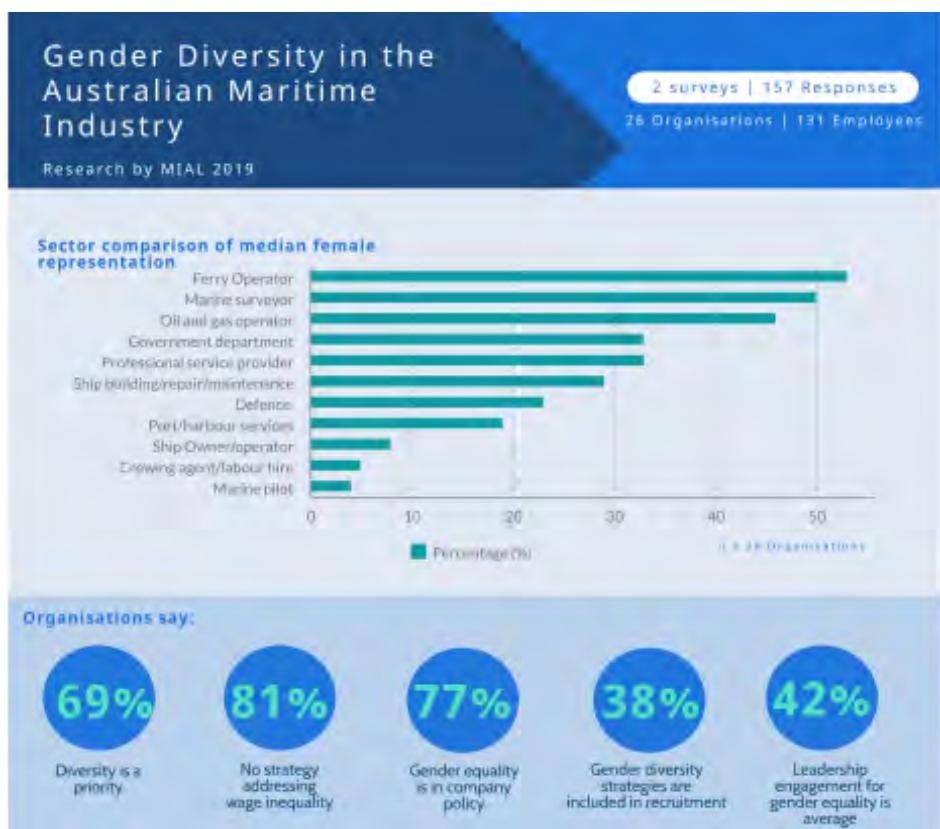
The independent data and comments obtained across the breadth of the Australian maritime sector contained in the report provides valuable insights against which individual organisations can test their own systems and processes, and from which the sector as a whole can target future initiatives.

Key Findings...



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Royal Australian Navy officer, Sub-Lieutenant Holly Boubouras on the bridge of HMAS Canberra .
Photographer: LSIS Ryan Tasca.
Photo courtesy Department of Defence. © Commonwealth of Australia 2020



The full report can be found on the Marine Industry Australia Website at:
<https://www.mial.com.au/our-work/diversity---women-in-maritime-report>

MIAL's Seafaring Skills Census quantified the concern of industry after it showed that the Australian maritime sector has a projected shortage of 560+ seafarers by 2023.

Women in Maritime - Leeuwin Ocean Adventure Leads the Way

For over a decade, the permanent Master and members of the crew of STS Leeuwin II have been young women. These young women have demonstrated technical excellence and masters in the craft of sail-training, delivering life skills development to young people from Australia and abroad.

After over two decades of sailing on tall ships around the world and over a decade as Master, STS Leeuwin II, based in Fremantle, Western Australia, Captain Sarah Robinson was selected from a field of almost 200 applicants for the role she aspired to - Marine Pilot. Commencing her training early in 2000, Captain Robinson is now a fully fledged pilot with Southern Ports Authority - Bunbury.



Captain Sarah Robinson

Sarah's legacy at Leeuwin Ocean Adventure is manyfold, not least as an inspiration to young women seeking a maritime career.

On 1 January 2020, Captain Angela Lewis assumed command of STS Leeuwin II. As a young teenager, Captain Lewis joined a sail training voyage on Leeuwin II. By her own admission, she was hooked, returning as a volunteer on voyage after voyage before making the decision to pursue maritime studies with a clear eye on a career at sea.

Putting herself through college, Captain Lewis achieved her first maritime qualifications and was appointed to the position of Bosun, or Second Mate, on STS Leeuwin II, serving under Captain Robinson. She progressed to Chief Officer and it was without hesitation that Leeuwin Ocean Adventure recruited her into the role of Master in 2020. In a year like no other, Captain Lewis has demonstrated strong leadership of her crew, maintaining their commitment and loyalty during a long period of voyage inactivity and the vessel parked on the hardstand in Henderson, south of Fremantle.

Captains Robinson and Lewis were instrumental in the development of the Leeuwin Ocean Adventure Maritime Cadetship program, about to enter its seventh year. During the twelve month cadetship, STS Leeuwin's crew lead, mentor and develop young men and women as future officers, as they progress through their entry level maritime qualification, Certificates III in Maritime Operations, Master under 24m NC and Marine Engine Driver 2 with generous sponsorship by Woodside Energy, Riverwijs and Rivtow. Following in Captains Robinson and Lewis's footsteps are Rachel Norrie, STS Leeuwin II Third Mate and Relief Bosun and Engineer, and Elsemieke Marren, currently completing a maritime cadetship with Go Offshore, a three year program at the end of



Captain Angela Lewis

which Elsemieke will achieve a Bachelor of Applied Science (Nautical Science) and be an AMSA certified Deck Officer. Leeuwin Ocean Adventure CEO, Carol Shannon noted "we are immensely proud of the achievements of these young women - and know many will follow in their footsteps, inspired to achieve in the industry".



Leeuwin Ocean Adventure Maritime Cadets
Rachel Norrie (2017) left, and Elsemieke Marren (2018), right.

International Federation of Shipmasters' Associations (ISFMA)

International Federation of Shipmasters' Associations (ISFMA) represents some 15,000 ship masters from 65 countries worldwide in a professional, non-political independent federation of National Associations and individual ship masters.



There is no other organisation within the international forums that specifically represents and raises the voice of the ship masters i.e. as Non-Governmental Organizations (NGO) in UN, IMO, ILO and EU. "There are other NGOs organizations for ship-owners, class, insurance, seafarers, aids to navigation, pilots and maritime academies – but not specifically representing ship masters", said Federal Master Captain Ted van Bronswijk, explaining why it is important for CMMA to maintain our membership of ISFMA. "Interested members can participate in 'Master Mariner Protect', a tailor-made defence and legal cost program for masters of ocean-going vessels", he said.

<http://www.ifsm.org/>



The Forgotten Ones

2020 has redefined business disruption.

Has everything been considered?

The following essay is reproduced with the permission of MIAL.

A ship is a complicated thing. It has machinery and equipment for navigation and cargo handling, it generates its own power, carries its own fuel, feeds and accommodates its crew and most importantly it has a main engine to drive the ship from port to port and turn a profit. But a ship has to have a crew to make all these systems work.

A ship without a crew does none of these things, it becomes a floating liability. It doesn't carry cargo and doesn't earn an income. A ship that isn't trading makes massive drains on the owner's purse with things like layup costs, on-going maintenance, demurrage, insurance and survey fees-the costs keep mounting up.

There is estimated to be about 90, 000 ships trading worldwide (that's roughly 2 million seafarers at sea at any one time) but at the moment they are more like prisons than ships. COVID 19 has trapped tens of thousands of seafarers on ships with very little hope of being relieved or getting home. A similar number are unable to work, to join the ships, thwarted by lockdown rules in countries around the world. Some crews have been trapped in this situation for over 12 months, unable to leave their ship (even in port) and unable to swing off on leave. Mental health issues like depression and despondency are on the rise. Suicides are prevalent but seldom reported. Many seafarers come from poor countries like the Philippines, Bangladesh and from eastern Europe.

One of the biggest marine training colleges in the world is in the Philippines. Each year, they turn out thousands of seafarers mainly from impoverished backgrounds, to pursue a career at sea. They're young, keen and willing to work at sea to get ahead. They leave behind grinding poverty to get a better life at sea. Many turn out to be extremely good at their jobs. And they come very cheap. So cheap in fact, that the general public doesn't even recognize the part they play in getting their goods to them. They are the forgotten ones. But without them the ships can't operate.

Australia is unique in that it is an island nation, totally dependent on shipping. In the tiny slice of world shipping, Australia hardly rates a mention. Our population is smaller than that of California or even cities like Shanghai. Yet because we are an island nation Australia sits near the top of the list of the world's largest importers and exporters, all by sea. For example, our biggest export, iron ore, generates over \$100 billion income a year (about one third of this is to China alone). The iron ore trade is crucial to Australia's economic health.

In fact, almost all of our trade is by sea.

So, it's not surprising that any disruption to the so-called "supply chain" will cause major disruptions to our way of life.

Already there's been so much written about COVID 19 that it hardly needs more analysis by this author. Yet COVID 19 has impacted every single person's life and unbeknown to most of us, our supply chain teeters on the brink of collapse. Recent incidents in Australia have highlighted this situation. Shipping, our link with the world trade, is in danger of being strangled.

It all started with the Ruby Princess fiasco in Sydney which spread across Australia. The press covered the plight of COVID infected passengers in detail. Nothing was said about the crew. Then there was the cruise ship Artania in Fremantle. This ship incurred long delays, again the crew were ignored (unless, of course, if they were infected themselves). The livestock carriers Al-Kuwait and Al-Messiah, in Fremantle have had delays and disruptions from COVID 19. There was the Key Integrity in Geraldton and in Port Hedland we've had the crews of the Patricia Oldendorff and the Vega Dream taken ashore and isolated, leaving their ships undermanned and vulnerable. Bear in mind the cyclone season in the Pilbara is almost upon us. Ships of this size pose an enormous threat if they are undermanned if a cyclone hits the anchorage.

There are two critical issues here. One is ships in port with COVID affected crews and the other is ships at anchor in a cyclone prone region. The ships in port have extended stays tying up berths and incurring massive deep cleaning costs. A costly exercise. The ships at anchor are another issue entirely. They must steam away, they can't be towed, so with a skeleton crew they proceed to sea. Then what? Putting aside our moral obligation to treat infected crews there is a real jurisdictional issue of who is responsible for these people. Little is heard from the ships' managing agents even though they have an obligation to provide a safe workplace for their crews. It appears that the least of their worries are the crews on board. At the same time the charterers are keeping their heads down. Their job is to charter the cheapest ship available for the job. The ships come with a crew, that's the end of their legal obligation. There is no obligation to ensure the crews are COVID free. But who remembers the Ships of Shame Inquiries of the 1990s? Perhaps now is the time for the charterers to again come under scrutiny.

In these crisis times the crews aren't really considered. They are treated as a commodity, the cheapest ships get the work, irrespective of the possibility (or in this case, probability) of exposure to the crew to COVID 19. The legal ramifications of who is ultimately responsible for the ships' crews once they are in Australian waters pose another new and unresolved dilemma for "authorities".

But what is the answer? Do ships sail away short-handed or do they risk being driven ashore? A tough judgment call.

What happens to the remaining crew on board? Where do the ships go and how are they manned? All these problems ignore the human aspect of the crew's welfare. What becomes of the crew members brought ashore for isolation? Are they sent home? Do they return to their ship after they are given the all-clear? When and how do they crew change? What becomes of the ship after leaving the anchorage? Does it still fall under the control of Australian "authorities" or are they back on the high seas? Are they in breach of their safe manning certificate? (yes). But this is an unforeseen emergency situation. How do flag, Class, insurers and the P&I Clubs view this situation? This is the situation that exists in Australia. Extrapolate this to a worldwide scenario.

Rightly or wrongly, the Commonwealth and State government authorities are acting with the best intentions for the safety of the seafarer's health when they take them into isolation ashore. But our government's primary focus is on the welfare of our immediate population. Who is looking at the long game? The seafarer's welfare. Are they repatriated or are they prisoners of their ships? It depends on who makes the ultimate decisions for these crews.

They can't turn to a union for support. The fledgling Philippines Seafarers Union, for example, hasn't the wherewithal to deal with the complex problems of COVID 19 and the effects on their members. Probably no union in the world has experience with such a far reaching and complicated issue as COVID 19 and ships crews. There are the various Missions to Seafarers around the world but they can only deal with the consequences of this unique situation on a small scale in their individual ports. Surprisingly, ITLOS, the International Tribunal for the Law of the Sea, doesn't address crew welfare directly. Does the discretion of the ship's master come into play? The local flag state authorities have limited jurisdictional clout. None look at the most integral part of the ship, its crew.

I sought a legal opinion from one of Australia's leading maritime lawyers. He said essentially each case is different and it comes down to a judgment call of the Master. But the Master will be under tremendous pressure from the Charterers, the Owners, Class and flag and insurers not to mention Port Authorities and health experts. The decision, when it's finally made, doesn't consider the forgotten ones - the crew members.

New asset for Australia's Emergency Response Agencies

During the Black Summer bushfires, the vessels rendering bushfire support were well suited to the roles they undertook and the crews were able to be tasked at very short notice. The local civilian maritime industry proved itself to be flexible, nimble, professional and highly capable.

In response to the valuable assistance that the commercial maritime sector provided during the catastrophic bushfires, Maritime Industry Australia Ltd (MIAL) will be compiling an Emergency Response Compendium for emergency response agencies to utilise.

The Compendium will hold currency on the available assets in Australia and will be available on demand.

Specifically, the compendium will contain:

- Key contacts within companies in the maritime sector
- A list of assets available along with details including:
 - capabilities
 - areas of operation
 - range
 - equipment available
- Sailing routes, and more.

This Compendium will allow emergency response agencies to rapidly determine what is available in the area, what vessels might be passing by, who to call and, most importantly, provide the ability to speak directly to key decision makers.

Teresa Lloyd, MIAL CEO says: "Improving the plans for the engagement of civilian maritime resources, establishing contacts and relationships across the business and government/emergency response divide and gaining a solid understanding of the requirements from both sides will lead to even more assistance in the future. This will be an asset to all of those involved in emergencies."

There are enormous benefits to the nation having maritime companies and maritime capabilities, including wharves and maintenance bases as well as vessels, based in Australia. The MIAL Emergency Response Compendium will become a valued resource in future emergency events. To register your interest in the compendium as either an asset provider or an emergency response agency, please go to mial.com.au to register your interest.

Maritime Industry Australia Ltd (MIAL) is an industry and employer association that reflects members' requirements domestically and internationally. They represent the collective interests of maritime businesses, primarily those operating maritime assets or facilities from Australia. MIAL is positioned to provide dedicated maritime expertise and advice, and is driven to promote a sustainable, vibrant and competitive Australian maritime industry and to expand the Australian maritime cluster.

MIAL's role is to:

advocate and lobby on behalf of members and the industry | be a source of information on the sector in Australia | promote the sector in Australia | be the link between the sector, governments and other key stakeholders | provide the Australian voice in the international maritime community | focus on safety performance and provide tools for continuous improvement | raise awareness of and drive improved environmental performance | coordinate industry on human resources best practice and industrial relations issues | identify and advocate strategies to secure the maritime skills base – both ashore and at sea | provide members with advisory services and networking forums

MIAL has existed in various guises for over 115 years, with its genesis as the Australasian Steamship Owners Federation (ASOF) formed in 1899, closely followed by industrial body, the Commonwealth Steamship Owners Association (CSOA). In 1986 ASOF became the Australian National Maritime Association (ANMA) and CSOA merged to become the Australian Shipowners Industrial Association (ASIA). During the 1990s ANMA became the Australian Shipowners Association (ASA) which soon absorbed the functions of ASIA. In early 2015 ASA became Maritime Industry Australia Limited (MIAL).



MIAL MAX

MIAL - Submission to the Department of Home Affairs

Protecting Critical Infrastructure and Systems of National Significance

The following is extracted from the submission to the Department of Home Affairs in relation to the Protection in relation to a proposed enhanced regulatory framework, building on existing requirements under the Security of Critical Infrastructure Act 2018 (the Act).

The proposed amendments will include:

- a positive security obligation for critical infrastructure entities, supported by sector-specific requirements;
- enhanced cyber security obligations for those entities most important to the nation; and
- Government assistance to entities in response to significant cyber attacks on Australian systems.

MIAL prepared specific comments on the questions raised in the consultation paper however the overarching comment is that more needs to be understood about who/which entities might be considered critical infrastructure within the maritime context to properly answer many of the questions raised.

MIAL's understanding is that it is not expected to reach too far into foreign ships creating two significant issues:

- 1) Australian ships would then be subject to the additional compliance impost and costs and further erode their ability to compete; and
- 2) supply chain security cannot be assured unless foreign ships are included since they provide almost the entire sea transport task to, from and around Australia.

An extract from consultation paper:

The Australian Government's Critical Infrastructure Resilience Strategy currently defines critical infrastructure as:

'those physical facilities, supply chains, information technologies and communication networks, which if destroyed, degraded or rendered unavailable for an extended period, would significantly impact on the social or economic wellbeing of the nation, or affect Australia's ability to conduct national defence and ensure national security.'

Within that broad definition of critical infrastructure, the Act currently places regulatory obligations on specific entities in the electricity, gas, water and maritime ports sectors.

However, entities across all critical infrastructure sectors are facing increasing threats and may require enhanced protections.

These reforms will bring proportionate security obligations to a number of industry sectors, including transport

The intention is for the new requirements to build on and not duplicate existing frameworks. The consultation paper identifies that regulators in those sectors are already equipped to supervise those entities, identify emerging threats, and assist regulated entities respond to those threats.

It is understood that in the maritime space the existing regulation that is intended to be used is MTOFSA.

The Australian Government regulates the security of the Australian maritime transport

through the Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA) and the Maritime Transport and Offshore Facilities Security Regulations 2003. This legislation was introduced to meet obligations in response to Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974 (SOLAS) and the International Ship and Port Facility Security Code 2003 (ISPS). Ports are captured by the coverage provisions of the Security of Critical Infrastructure Act 2018. The Act applies to the land that forms any part of the following critical ports:

Broome, Gladstone, Adelaide, Hay Point, Brisbane, Hobart, Cairns, Melbourne Christmas Island, Newcastle, Dampier Botany, Darwin, Port Hedland, Eden, Rockhampton, Fremantle, Sydney Harbour, Geelong, Townsville. To review the full submission, go to:

<https://www.mial.com.au/our-work/publications>



Video School Kids Talk About Ships of the Future

What we can learn by asking School Kids About Ships of the Future

This year, for the SEA15 '2035 Maritime Space' conference organized by MIAL, we interviewed school children about ships of the future. The idea was to refresh those who have worked in the industry for a long time about the endless possibilities the imagination can provide.

This provided insight into the possibilities of technology, science, nature and design from a 12 year old's perspective.



Branch Membership

Membership Statistics - 31 March 2021

Membership Status as at 31/03/2021										
	1/04/2020 Total	Ex Off	Life	Hon	Ret	Ord	Assoc	Student	Not Ratified	Current Total
Melbourne	99	0	1	3	39	44	6	0	2	95
Queensland	54	1	1	2	17	24	3	0	0	48
SA	29	0	2	1	14	8	2	0	0	27
Sydney	66	0	2	2	23	32	4	0	1	64
WA	124	1	2	3	23	79	13	0	1	122
Federal	9	0	0	0	0	8	1	0	0	9
Total	381	2	8	11	116	195	29	0	4	365

Membership Changes Between 1/04/2020 & 31/03/2021										
		Ex Off	Life	Hon	Ret	Ord	Assoc	Student	Not Ratified	Total Change
Melbourne		0	0	0	0	-4	-1	0	+1	-4
Queensland		0	0	0	-1	-3	-1	0	-1	-6
SA		0	0	-1	-1	0	0	0	0	-2
Sydney		0	0	0	-2	-1	0	0	+1	-2
WA		0	0	0	+4	-6	-1	0	+1	-2
Federal		0	0	0	0	0	0	0	0	0
Total		0	0	-1	0	-14	-3	0	+2	-16

Membership Changes:

MELBOURNE BRANCH

DECEASED MEMBERS

Captain B Redmond

NEW MEMBERS

Captain A Ravi (Ordinary)

Captain A Kavanagh (Ordinary)

CHANGED CATEGORY

Captain N Porteus (Ordinary to Retired)

NEW APPLICANTS

Captain L Fernando

Captain L Gilby

6 Members Resigned/Terminated

SYDNEY BRANCH

DECEASED MEMBERS

Captain W Forster

NEW MEMBERS

Captain K Matta (Ordinary)

NEW APPLICANTS

Captain J Bradley (Ordinary)

3 Members Resigned/Terminated

QUEENSLAND BRANCH

DECEASED MEMBERS

Captain A De Vere

NEW MEMBERS

Lt Cmdr P Mellick RAN (Orindary)

Captain J Bond (Ordinary)

CHANGED CATEGORY

Captain M Bochenksi (Ordinary to Retired)

Captain J Dunn (Ordinary to Retired)

Captain G Martin (Ordinary to Retired)

6 Members Resigned

SOUTH AUSTRALIA BRANCH

DECEASED MEMBERS

Captain R Pearson

Captain P Hammond

FEDERAL BRANCH

No changes

WEST AUSTRALIA BRANCH

DECEASED MEMBERS

Captain A Tandon

NEW MEMBERS

Captain P Kumar(Ordinary)

Ms K Mountford (Associate)

Captain C Daruwalla (Ordinary)

Captain D Dhulup(Ordinary)

Captain P Gray (Ordinary)

NEW APPLICANTS

Dr T Gourlay (Associate)

CHANGED CATEGORY

Captain S Harris (Ordinary to Retired)

Captain R Pettman (Ordinary to Retired)

7 Members Resigned or Terminated

