

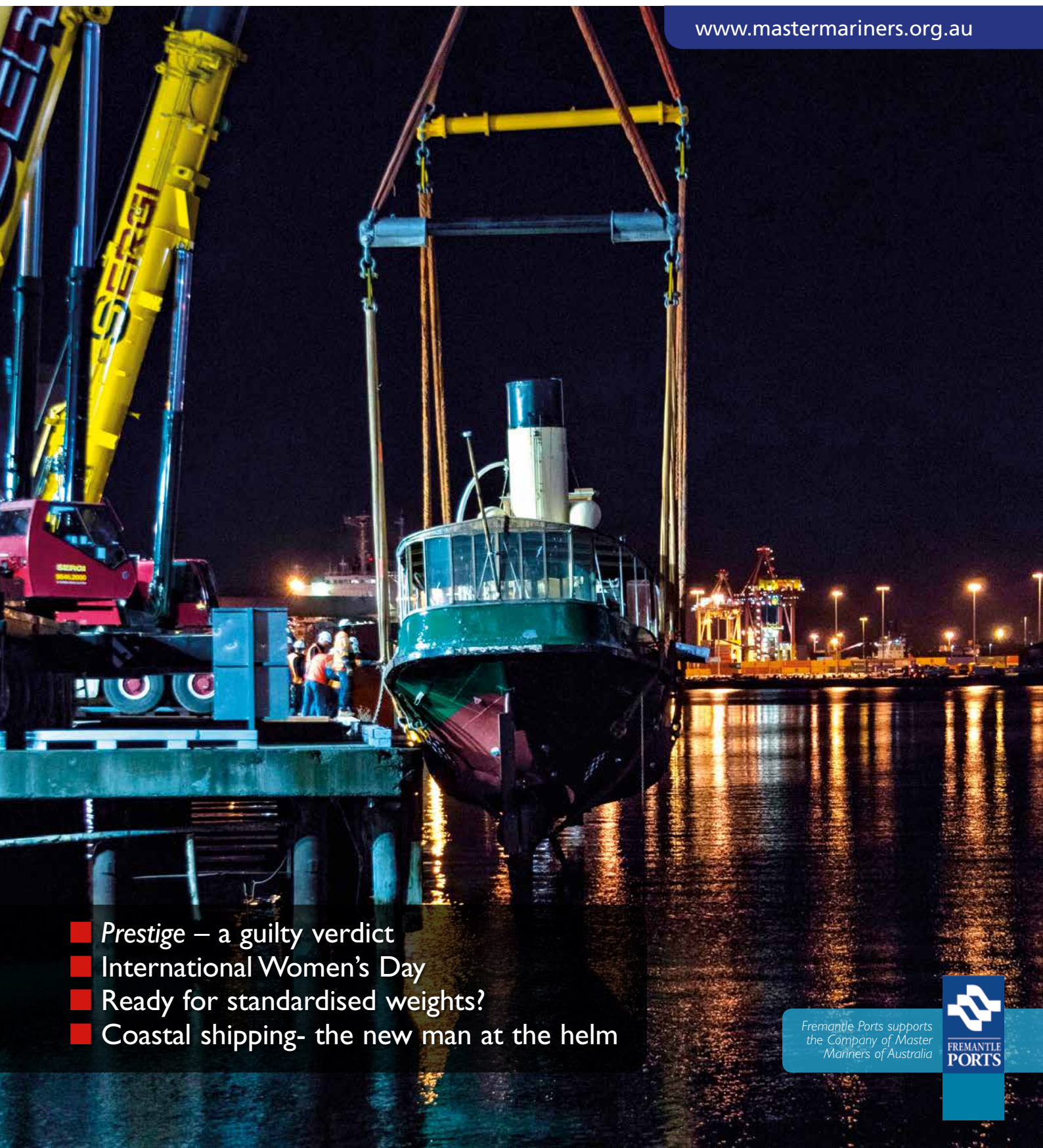


THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA



www.mastermariners.org.au



- *Prestige* – a guilty verdict
- International Women's Day
- Ready for standardised weights?
- Coastal shipping- the new man at the helm

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From the Federal Master



The Australian Senate enquiry into flag of convenience shipping has issued a 'please explain' to the Department of Immigration and Border Protection, who allege the former captain of the *Sage Sagittarius* was allowed to slip into Australia aboard the bulk carrier *Kypros Sea* in February.

Senate committee chair Glen Sterle said that a gaping hole has been exposed in national security involving foreign shipping.

It is well-reported in the media that

Captain Salas, partly on his own admission, is suspected of gun running, organised crime and also bashing crew members. One would have thought that this would have raised more questions over security and terrorism in Australia.

The complex financial and ownership arrangements often shrouded in secrecy makes it difficult to hold anyone to account in flag of convenience ships. Although most ships conduct legitimate sea trade no doubt organised crime and terrorist groups would exploit any loopholes.

Flag of convenience ships could be used for a range of illegal activities including illegal exploitation of natural resources, illegal activity in protected areas, people smuggling and prohibited imports and exports.

After a ship berths in port, crews are allowed on shore leave without going through metal detectors or passport control. The question arises, do the same persons come back on board, or a substitute, and what items are smuggled ashore? Unlike Australian crew that require a MSIC anywhere near port, foreign crews are free to proceed on shore leave.

The Lexington Institute stresses that the land border of the US is dwarfed by its 95,000 miles of national shore line, and warns that without the Jones Act (America's Merchant Marine Act), nearly 40 states could be exposed to foreign threats.

A paper by Daniel Goure, Ph.D entitled 'Venerable Jones Act Provides An Important Barrier to Terrorist Infiltration Of The Homeland,' also reinforces the critical need for the Jones Act to secure a robust maritime industry base, skilled mariners necessary to uphold the nation's defence & sealift capability. Part of the requirement that all officers and 75 per cent of the crew engaged in cabotage be US citizens, goes a long way to reduce the risk that terrorists could get on-board or execute an attack on a US target. In effect the system is self-policing, which reduces the requirements of law enforcement and homeland security organisations to expend time and effort to ensure these vessels and crews are safe to traverse US waters.

Perhaps our politicians can incorporate some of these ideas into a policy for Australian shipping. ■

Peter Karberg



Sage Sagittarius berthed in Port Kembla.



Cover Photo:

Steam Tug *Wattle* being re-launched in Melbourne's Docklands after an extensive hull restoration.

Photo - Jeff Malley

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publication are not necessarily the opinions of the Company of Master Mariners of Australia. Please direct any correspondence regarding content to the editor.

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Annual General Meeting



Captains Paul Phillips (left), Mke Handfield, Mike Tyler, Chris Langford and Kasper Kuiper.

The Federal Annual General Meeting was held in Brisbane on Saturday 16 April at the Royal on the Park Hotel. It had been seven years since the last AGM was held in Brisbane and a good opportunity for the Court to meet some of the local members.

Unfortunately Capt Iain Steverson from the Newcastle Branch could not attend and he was represented by the Federal Master, Capt Ted van Bronswijk. The Court welcomed Capt Steven Wenban, the newly elected Branch Master of WA, who had taken over from Capt Reza Vind, who loyally served the Court for three years.

The focus of the meeting was principally on finances, media, the anniversary book, and the profile of the Company. It was recognized that the Company had to do more to improve its standing in the maritime community. It was decided to upgrade the website to be accessible on smart phones and to upgrade the Facebook site, which should be moderated by a CMMA member.

The Company should also do more to highlight the lack of job and training opportunities on the Australian coast, and Court members were encouraged to create awareness with their local parliamentarians.

There was also an extensive discussion about the CMMA book and the need to switch editors, as the delays in providing a manuscript has resulted in frustrations and a loss of interest.

Apart from the directors and court officials, the meeting was also attended by local members, Captains Handfield, Langford, Tyler and Burton.

The Court announced that Mr Stuart Ballantyne, a prominent Naval Architect and Associate Member of the Queensland Branch, was honoured with the Outstanding Achievement Award 2015. The Court also made Captain Hugh Harkins a life member as recognition of his services to the Company. These honours will be covered in more detail in the next edition of the Master Mariner.

The composition of the Federal Court for 2016 is:

Capt Ted van Bronswijk - Sydney
 Capt Kasper Kuiper - Queensland
 Capt Ian French - Melbourne
 Capt Iain Steverson - Newcastle
 Capt Paul Phillips - South Australia
 Capt Steven Wenban - Western Australia
 Capt van Bronswijk was appointed as Federal Master for another year.

Court officials appointed by the directors for 2016 are:

Capt Frank Kaleveld - Secretary
 Capt Francis Castellino - Treasurer
 Capt Mike Tyler - Website Administrator
 Ms Joanna Carson - Editor
 Capt Allan Gray - Marketing Officer
 Capt David Heppingstone - Committee Member

The Court commended Ms Carson for her role in the publication of the Master Mariner.

The Court thanked the Brisbane Branch for organizing and hosting the meeting and the day was successfully completed with a dinner at the Walnut Restaurant, which was also attended by local members and their partners.

The next AGM will be held in Sydney on 8 April 2017. ■



Captains Steven Wenban (left), Ted van Bronswijk, Francis Castellino and Ian French.

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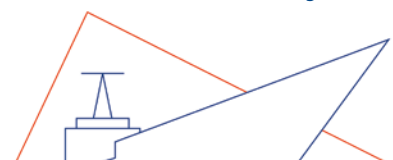
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Dark Nights and Bright Days for Coastal Shipping



CSL Melbourne in her namesake port.

Dale Crisp

For several years the future of Australian Coastal shipping has been played out largely in parliament, and in verbal volleys between policy makers and the industry, with the odd union protest to keep the spotlight on a problem that wasn't going away.

But then things got interesting – and a little ugly. The result was a ship slipping out of port in the dead of night and a police removal of crew from another. Suddenly, the spotlight was shining very brightly on the coastal shipping legislation indeed.

As we went to print in December, the Australian crew of the *MV Portland* was determinedly refusing to sail the vessel from its namesake port in Victoria. Judged illegal by Fair Work, it was not actually a strike – rather an ongoing string of crew illnesses which kept the vessel under minimum crew requirements.

This curious run of poor health continued for over three months, until the deadlock was unwittingly broken by a cruise

ship. The *Portland's* occupation of Port of Portland's only cruise-vessel-suitable berth became a major bone of contention, with widespread doubt that the vessel would move in order to allow the cruise to visit the small community, which had been gearing up for it all year.

The standoff resulted in a public war of words between the port and the union as to who would be to blame if the cruise vessel bypassed the town.

In the end the union backed down and the ship moved to anchor, on the promise it could re-enter afterwards. When that occurred, it was put on Alcoa's own berth. Several nights later, on January 13, more than a dozen men from out of town, widely reported as security guards, plus a foreign replacement crew boarded the vessel and escorted the union crew members off. She then slipped out of the port in the early hours of the morning and sailed for Singapore, where she was sold and the crew let go.

AMSA had cleared the foreign crew some weeks earlier, and the men who entered the port had visitor passes (group passes are not unusual). The ship did not need a pilot or tugs, but neither did it seek permission to depart, or use port personnel to slip its lines – all of which triggered several safety investigations and a Senate inquiry.

But it was the union picketers at the port who were most furious, with most of their rage directed at the Federal Government and the policies that allowed Alcoa to legally replace the *Portland* with a foreign ship

and crew. Suddenly, all the papers and all the polities were up in arms. If nothing else, the dramatic events certainly gave the issue a mainstream focus it hadn't had before.

Then, on February 5, it happened again, when the *CSL Melbourne* crew found themselves in the same situation in Newcastle. The vessel was to be re-deployed offshore, and her work carried out by a foreign vessel and crew on the permit system.

This time, with the benefit of lessons learned, it was all over in a week. While in Portland the police were reluctant to get involved, in NSW they met their obligation to enforce the Fair Work Commission's decision that the action was illegal. The removal of the crew members (five on each vessel) was carried out quickly and efficiently by a sizeable armed force in broad daylight.

Until now, that had been the bleak extent of it. Two more ships off the register.

Now though, out of the dark, has come a flicker of light, in the form of a proposed new Chinese/Australian shipping line, looking at trading five to ten vessels between several Australian and Chinese ports, and picking up coastal trade along the way.

While this suggests Chinese ships and crews taking over more traditional Australian-flagged trade, that's not what this partnership appears to be promising. The Rizhao Port Group, in partnership with Aussie-registered Great Southern Shipping Australia, say they'll operate on the fast-declining Australian International Shipping Register.

How this news will unfold is still to be determined, but it has yet again thrown some intrigue into the saga of Australian Coastal Shipping. ■

By Joanna Carson



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New Minister Inherits Unenviable Task

Master Mariner readers have been kept up-to-date with what can only be described as the 'coastal shipping problem', which has culminated recently in several clashes between ship operators and crews, and which is by no means over.

Since our last edition, Deputy Leader and transport minister the Hon Warren Truss, author of the lastest attempt to refine the legislation around coastal shipping, has retired, leading a new face to step into the fray.

That person is the new Infrastructure and Transport Minister The Hon Darren Chester, a Victorian who may not be familiar to many readers. To rectify this, the *Master Mariner* asked Mr Chester where he stood on the issue, and received the following responses:

Q. You have become the Minister responsible for transport at a very difficult time for Australian coastal shipping. This is an issue for which so far there have been no clear answers, no great consensus and no real agreement on the success of previous efforts to arrest the decline of the industry. Do you have any new ideas that you are keen to try?

A. The regulation of coastal shipping is complex given the diverse range of stakeholders with an interest in the industry.

In my first month as Infrastructure and Transport Minister, I have commenced consultations with stakeholders on the *Shipping Legislation Amendment Bill 2015*. As part of this process I am also asking industry for ideas on how we can develop an 'Australian Maritime Innovation' agenda that encapsulates new ways to develop and maintain a competitive maritime industry - that goes beyond shipping and considers innovation in Australian maritime logistics and maritime service industries. Going forward with the reform process, I would like to continue consultation with all industries, including those maritime industries and service areas reliant on coastal shipping.

Q. The Hon Warren Truss's efforts to amend current legislation around coastal shipping were recently defeated. What is the Government's next step?

A. It was disappointing that the *Shipping Legislation Amendment Bill 2015* was defeated in the Senate last November. It is clear to me that the Senate's failure to pass the Bill has put the viability and competitiveness of the coastal shipping sector at risk. The decision of the Senate, despite a Senate Committee recommending the legislation pass, was a missed opportunity to implement a single, streamlined permit



New Federal Infrastructure and Transport Minister, the Hon Darren Chester.

for all ships, which would have replaced the cumbersome tiered licensing system currently in place.

However, the Government remains committed to the reform of our coastal shipping industry. It is a priority of the Turnbull Government to bring legislation back into Parliament this year. As part of that process, I am ensuring there is constructive stakeholder engagement that can generate some innovative ideas.

In parallel, my Department has commissioned Thompson Clarke Shipping Pty Ltd to undertake a study into potential seafarer training initiatives for Australian seafarers. These initiatives will be aimed at preserving critical maritime skills in Australia. The report is expected to be completed in the second half of 2016, and the Government will consider its next steps in the sphere of seafarer training at that point.

Q. There have been several recent, well-publicised occasions where maritime unions took unprotected action to stop Australian-crewed vessels leaving Australia permanently, to be replaced with foreign crews. When the actions were overthrown,

the unions blamed the legislation (including in this the amended legislation being proposed by the Hon Mr Truss) that made this legal. Do you think this was a) understandable and b) fair, and what would your response to those accusations be?

A. I am well aware of attempts by the maritime unions to link the situation with the *MV Portland* and the *CSL Melbourne* with the proposed *Shipping Legislation Amendment Bill 2015* reforms. In response to your question, I do not believe that this is either understandable or fair. The decisions to withdraw these ships from the Australian coast were made under the current legislative framework, a framework that was introduced by the former Labor Government and welcomed by the MUA. These were commercial decisions by the respective owners and operators to change the way the particular vessels were used. The departure of these vessels shows us that the current system is simply not working and the need for reform to coastal shipping is critical.

I also note that there have been criticisms from Labor and the MUA that

continued on page 17

No Prestige in Spanish Verdict



In January 2016, fourteen years after his ship *Prestige* sank off the Galician coast off north-west Spain, a Spanish court, in what is in my opinion a gross miscarriage of justice, found Captain Apostolos Mangouras, Chief Engineer Nikolaos Argyropoulos, and a former official in the Spanish Merchant Navy, Jose Luis Lopez, guilty of causing the oil spill that occurred when the *Prestige* broke in two and sank on 19th November 2002.

They were each sentenced to two years in prison.

The 42,829 GRT pre-Marpol Aframax motor tanker *Prestige* was built in Osaka, Japan in 1976, one of a set of four, with the other three out of service by the time of the casualty, at which time it was owned by Mare Shipping Inc of Athens and registered at Nassau, Bahamas. It was managed by Universe Maritime, Athens and classed by the American Bureau of Shipping (ABS).

Its Safe Manning Certificate required a crew of 14 but, at the time of the casualty in November 2002, it had a crew of 27 persons, all Filipino except for the Greek Master and Chief Engineer, who were employed by the ship managers. The crew was employed by a contracted manning agency.

After employment as a storage and transfer tanker at St Petersburg, the ship loaded cargo there and at Ventspils, Latvia, and sailed for Gibraltar for orders. When passing through the Great Belt she bunkered at Kertiminde. On departure from Kertiminde, all cargo tanks were loaded except No 3 port and starboard wing tanks, and No 2 port and starboard wing tanks, which were

ballast tanks only and isolated from the cargo piping system.

On departure the maximum shear force and bending moment on the hull, according to the onboard loading calculator, were 59 and 51 percent of the maximum permissible values for the ship. The weather deteriorated gradually and the ship was slowed during the crossing of the Bay of Biscay. On the morning of 13th November *Prestige* entered the traffic separation scheme off Cape Finisterre, Spain.

At around 1500 that day the ship was struck by a large wave and a loud bang was heard. The ship developed a 20 deg starboard list. The list developed rapidly at first, then slowed. A number of Butterworth covers were displaced as the ship heeled, and spray was seen coming from the resulting openings over No 3 starboard wing tank, which had been empty, and cargo oil coming from other starboard cargo tanks.

It was the view of the Bahamian Court of Inquiry that the initial list had been caused by a hull failure in way of No 3 starboard wing tank, which caused the initial rapid list, followed by seepage through the bulkhead between No 2 and No 3 starboard wing tanks, which resulted in the slower list developing.

When the ship listed to 20 deg the main engine and auxiliary boiler cut out, and other damage to the ship included the destruction of the starboard lifeboat and the loss overboard of an inflatable liferaft.

The Master ordered the sounding of the general alarm, the activation of the EPIRB mounted on the starboard bridge wing and the transmission of a distress message by

VHF and INMARSAT C. After mustering at their emergency point, the engine room crew returned the engine room and managed to restart the main engine, now on diesel instead of heavy fuel, on the third attempt, but did not attempt to restart the boiler because of the list. The boiler supplied steam to the windlass, mooring winches and cargo pumps.

The Master had two options to reduce the list. One was to pump cargo from starboard to port, but this required the crew to operate valves on the starboard deck, which was now being swept by seas and would have almost certainly caused loss and injury to his crew, and there was no steam for the pumps. The only option was to flood the port wing tanks by gravity - the port weather deck not being so exposed to the seas at this time.

The list was reduced to 5 deg but, as it was later established by the Chief Officer, this action resulted in the maximum shear force and maximum bending moment increasing to 105 and 121 percent of the normal operational permissible value.

At 1600 the ship *Walili* arrived on the scene and stood by as requested by Finisterre Traffic and the Spanish Marine Rescue Coordination Centre (MRCC). The first of two, helicopters arrived at 1700 to evacuate the crew from *Prestige*. This was completed by 1805, although the Master, Chief Engineer and Chief Officer elected to remain on board.

The ship's managers had been contacted by the Master and appointed Smit as salvors, advising the Master. At 2101 the Master advised Finisterre Traffic that a salvage agreement had been reached and he was ready to accept a tow.

The Spanish tug *Ria de Vigo*, which had been on charter to the Spanish MRCC and had been on standby off Cape Finisterre, attempted to get a towline on board. Due to the heavy seas and storm damage to the access structure on the fore deck, it took the three remaining crew members 20 minutes to gain the forecabin. With no steam available for the winches, the Captain, Chief Engineer and Chief Officer hauled a heaving line and messenger on board. The messenger was passed round a set of bitts and back out through fairleads to the tug, which used its own winches to haul a towline attached to the messenger. Seven attempts were made to connect the towline between 2130 on 13th November and 0600 on 14th November.

Finisterre Radio asked the Master, after he had returned to the bridge, why the emergency towing gear on the poop could not be used. The Master explained that it was too dangerous, with the ship listing and rolling heavily, decks covered in oil and seas breaking over the deck. Unfortunately for the Master, one of the helicopter pilots

told Finisterre Radio that, from their point of view, it was possible to run the emergency towing gear.

After daylight on 14th November two other tugs arrived. One connected a line which parted after 55 minutes. The second later connected a towline and started towing *Prestige* in a north westerly direction, away from the Spanish coast. At no time did any tugs accept instructions from Captain Mangouras in respect to the direction of the tow; all those instructions came from the MRCC through Finisterre Radio, although the Spanish authorities would later maintain that Captain Mangouras was always in command.

During the morning, five crew members returned on board accompanied by a surveyor from the La Coruna Harbour Master's office. The surveyor did not make an inspection of *Prestige* in order to ascertain her condition, but concentrated on having the main engine restarted in order to move the ship away from the Spanish coast.

In order to restart the main engine, a second generator had to be started, after a delay to clear air-locks from the fuel lines; and repairs to fuel lines to one of the main engine cylinders after damage caused when a spare cylinder came adrift. When the main engine was finally restarted, the surveyor instructed that it be run at full speed, but Captain Mangouras persuaded him to keep the speed below 55rpm, as the Captain was worried that running the engine at critical revolutions, or above, would further weaken his already damaged ship.

The Smit salvage master and his team arrived in La Coruna about mid-afternoon on 14th November but, due to delays by the Spanish authorities, were prevented from boarding *Prestige* until after 0300 on 15 November, a delay of about 12 hours. A further delay was caused due to the Salvage Master being unable to inspect the damage until daylight. Prior to being airlifted to the ship, the salvage master had been required to sign an undertaking to remove the ship from Spanish waters. After inspecting the damage in daylight the salvage master, as had the Captain on several occasions before his arrival, requested a place of refuge. This was again refused by the authorities who had, by now, instructed a Spanish Navy frigate to escort the *Prestige* and ensure these orders were complied with.

On the evening of 15th November all eight *Prestige* crew and all nine salvage personnel were evacuated by helicopter to La Coruna, where the Master, Chief Engineer and Chief Officer were immediately arrested and questioned without being given the opportunity to rest. By the time the Master's interview finished about 0200 on 16th November, when he was placed in custody, he had been fully occupied for the previous 59 hours. The Chief Engineer

and Chief Officer were similarly occupied for over 60 hours by the time they were released to go to a hotel, as they were not charged at that time.

The tow away from the Spanish coast continued until *Prestige* broke in two and sank on 19th November, six days after an emergency was declared. The ship was, at the time she sank, 130 miles off the north-west coast of Spain.

The oil cargo was of M100 grade which, having a very high specific gravity, has little volatile material, a very low viscosity, and is highly persistent. When this type of oil is washed ashore it does not disperse naturally or when treated with chemical dispersants; the only way is to clean it is to physically remove it. Consequently any spillage is more easily dealt with if located in one place, where the consequences although severe would be limited in location, rather than spread over a length of highly indented coastline. The result of towing *Prestige*, first in a north-westerly direction, later westerly and later still southerly, was that the oil was spread over a length of coastline. It is also alleged the Spanish authorities also mistook the flow temperature of the oil as +03 deg C, when it was -03 deg C and therefore would flow instead of staying in a more cohesive and manageable mass.

ONE QUESTION REMAINS: COULD THE SAME THING HAPPEN IN AUSTRALIA?

Captain Mangouras remained in a high security prison from 16th November 2002, when his interview ended, until 7th February 2003 when his bail, set at 3 million Euros (about 4.7 million Australian dollars), was finally paid by the London Steamship Owners Mutual Insurance Association, the P&I Club. He was required to remain in Spain, under house arrest, and report to police daily. He was unable to return to his home in Greece or to attend the European Commission investigation into the casualty held in Brussels.

The Captain was arrested, on evacuation to La Coruna, because the La Coruna Harbour Master had alleged that the Master had disobeyed instructions and had tried to sabotage the starting of the main engine (it was never explained why anyone in a storm off a lee shore should want to sabotage their engine) but it was never clarified whose instructions the Master had disobeyed.

Under Article 73 of the United Nations Convention on the Law of the Sea (UNCLOS), coastal states are allowed to arrest any ship for failure to comply with any laws made under the Convention, but the Article 73 also provides that arrested crew must be released after posting of 'reasonable' (writer's italics) bail. It is alleged

that setting bail at three million Euros was in contravention of Article 73.

In October 2012, nearly 10 years after the incident, the trial of Captain Mangouras finally started in La Coruna, although the Master, accused of harming the environment, did not appear in court until some days later, after procedural questions had been answered.

On 13th November 2013, 11 years after the incident, the Galician Regional High Court found Captain Mangouras not guilty for criminal responsibility for the sinking of *Prestige*.

Despite being found not guilty, Captain Mangouras remained under house arrest in Spain while the Spanish authorities launched an appeal.

In late January 2016, over 13 years after the incident, Spain's Supreme Court found Captain Mangouras guilty of 'recklessness,' resulting in catastrophic environmental damage. The Master was sentenced to two years in prison.

The guilty verdict opens the door for damage claims against the Captain and against the ship's P&I Club, which the 2013 not guilty verdict did not allow.

If Captain Mangouras is released in January 2018, since November 2002 he will have spent 27 months in prison and

almost 13 years under house arrest for a crime he did not commit.

The Captain stayed with his ship and if the Spanish authorities had heeded his experienced advice, and that of Smit's salvage master and allowed the ship into a place of refuge, at best the oil would have been removed from *Prestige* while it remained afloat or, at worst, there would have been severe localised pollution and not the massive environmental disaster that resulted from the Spanish authorities towing *Prestige* up and down the Galician coast.

The treatment of Captain Mangouras is considered to be in contravention of UNCLOS and a violation of his human rights.

One question remains: Could the same thing happen in Australia?

South Australia Branch Master Capt Paul Philips believes the fate of the Prestige crew should have been more widely covered by media in this country, due to its implications. In compiling this article, he drew on the Bahamas Maritime Authority incident report, reports in other media (including MarineLog, the Guardian and Reuters) and an article by Anders Bjorkman. ■

By Capt Paul Phillips

A Job for Girls – Are we good at helping women up the gangway?



Melbourne Branch Secretary and experienced P&I Correspondent Alex Evered.

This March incorporated International Women's Day, and Air India celebrated in a rather cool way.

The longest flight on its schedule that day, March 7, was a 17-hour marathon from Delhi to San Francisco. Both on board and in the terminal there wasn't a male Air India staff member to be seen.

Now it may seem like a bit of a gimmick, (albeit one that set a world record as the longest ever all-female flight), but it was also quite a scheduling feat, because it can't have been easy to organise an all-female crew for that flight – or for one of the other seven all-female flights Air India made that day. Especially given that with all the will in the world, there are still many more male pilots to call on.

The airline certainly showed commitment to the cause, by ensuring all supporting staff, from controllers to check-in, ramp clearance and even the doctor, were also

female.

The point of all this trouble, according to the airline, was to encourage young girls who had dreams of getting into the skies, but believed it was too technical, or only something men did. "This flight's a symbol that every single male-dominated function can be carried out by women safely and efficiently", an airline spokeswoman said.

It's a message that seems to be getting some traction for Air India, with the airline having four times the world average number of female pilots.

Women have been working on board ships, and climbing the maritime industry ladder to the top, for decades now. However there still seems to be relatively few of them, and I wonder whether a similar stunt would be easy to recreate at sea – and if so, on a small cargo vessel, or, say, a cruise ship?

Would more women like to go to sea?

Are they welcomed, actively encouraged, or did the industry just open the doors to them and think 'that's that sorted then'?

Or is it that the circumstances that come with signing on for a deep sea voyage are just not a great fit for most women?

CMMA has a number of prominent female members, and as a female non-mariner I found myself curious, not only about their opinions on this topics, but about their own experiences...

Alex Evered – P&I Correspondent and secretary of Melbourne Branch of CMMA

I like to think I don't look old enough to have worked in the Maritime Industry for almost 30 years, but, unfortunately, I think time is starting to catch up with me.

I started my working life at Lloyd's of London, shortly after Lloyd's had opened the new Lloyd's building at 1 Lime Street. Alas, I was located in another, rather less appealing, building next to Fenchurch Street Station. My first experience of the Underwriting Room in the new Lloyd's building was quite intimidating. Very few women worked at an executive level in Lloyd's; in fact I was the only woman in a department of around 20 men. Generally, the women tended to work in administrative roles such as the typing pool. In order to gain access to the Underwriting Room there was a strict dress code; ladies were not permitted to wear trousers and skirts had to be below the knee! Not that this helped much if you found yourself in the newly installed, state-of-the-art glass lifts on the outside of the Lloyd's Building!

I worked in Lloyd's Underwriting Claims and Recoveries Office, (LUCRO) and LUCRO worked directly for the U/Ws. So, if the case warranted it, you might find yourself trotting over the new Lloyd's building to see the U/Ws concerned.

For those of you who may not be familiar with the U/W room at Lloyd's it consists of (or at least it did 30 years ago) a number of brokers, usually men, in pin-striped suits forming orderly, or not quite so orderly, queues waiting to see the U/Ws. As a staff member at LUCRO you were told not to queue on orders of the U/Ws as you essentially worked for them! So, it didn't always go down well, when, shock horror, a young woman queue jumped several hundred impatient brokers trying to fill their lines!

Back in those days, if you got a promotion it normally resulted in some gossip about who you'd slept with to get it. Whilst comments like this are still all too common in many workplaces, times are changing and more and more women are promoted to executive positions. Whether they are paid the same is another matter.

Over the years I've certainly seen more and more women enter the industry. But

it still remains predominately male dominated. Life at sea is not terribly glamorous and is certainly not for the faint hearted. As a P&I Correspondent I've attended on board many vessels and even sailed with one for a short voyage. I can honestly say I've always been treated with respect and dignity on board all the vessels I've been on, although you certainly know when you're not wanted, as I found out when attending on board a vessel in Portland, Victoria many years ago late on a very wet and windy night.

After the Master realized I was there for the duration, he kindly ordered up a cheese sandwich which duly arrived a short while later with holes cut out of the bread where it had turned mouldy! Ooh yummy!

But there have been plenty of laughs to be had as well. I recall attending on board a vessel in Melbourne which had suffered a hold flooding. The surveyor and I duly clambered down into the holds via a man-hole on deck along with the Chief Officer. On the way back up, the surveyor and C/O both politely asked me to go up the ladder first. In those days I was reasonably nimble, but not experienced at climbing in and out of manholes, so I found myself trying to manoeuvre myself out of the hatch rather inelegantly with one leg up and one leg down! To lighten the situation, I called out to the C/O a few rungs below me "Sorry, it's not the most elegant dismount you've ever seen" only for a rather quick response of "Looks alright from down here love!"

If only I could get the same response all these years later!!

If I had my time again, would I stay in the industry? For sure. It's interesting, demanding and dynamic. You never know what you might be asked to deal with on any given day.

Capt Carol Dooley, Marine Pilot, Cocos Island

My career began when I was working in Port Hedland for BHP at the port mine site, and BHP were sponsoring two employees to go in the Bi-Centennial Tall Ships Race in 1988. I went through the selection process and was fortunate to be chosen. I spent two wonderful months on the *STS Leeuwin II* and the *Asgaard II* and decided the seagoing life was for me. I spent a further eight years on tall ships both in sail training and charter work. During this time I sat coastal qualifications and had reached Master IV status with enough sea time to do Master III or Second Mate. I decided to do Second Mate and was lucky to have the opportunity to do six months over 500GRT sea time on BHP ships *Iron Newcastle* and *Iron Carpentaria*.

When I achieved second mate qualification, I could not find work in Australia, and BHP were arranging interviews with Shell

(UK) Trading and Shipping Company for ten of their finishing cadets, and were good enough to include me as well. I joined *VLCC Solaris* in the Middle East as a Third Mate and within two weeks was promoted to Second Mate. I sailed for nine years with Shell, the last two as Master on LNG Carriers *Gallina* and *Abadi*.

When I was on the BHP bulk carriers acquiring my over 500GRT sea time, I was treated well and there were other women already sailing with BHP, so it was not totally unusual. I did experience occasional sexism and harassment in my seagoing days within the company, on-board and from some foreign customs officials as a second mate. These days, there are more women in seagoing roles and in a lot of westernised countries it is not thought to be so unusual. Company policies against sexism, racism and other forms of harassment have always been in place during my seagoing career and these policies help, but don't completely eradicate bad individual attitudes. Generally there has been more encouragement and positive attitudes than negative.

Personally the strengths I brought to the role were determination, a strong work ethic and willingness to learn. I think having females on board vessels helps to 'normalise' the overall attitude on board. People are generally more polite, the atmosphere is more relaxed and friendly. Males will sometimes feel they can relax and chat with a woman about things they may hide from other males. To be able to talk about things and get it off their chests can be healthy.

Being outnumbered, females will always be the odd one out in a sense. Many

times there are no other women to talk or socialise with on board. Some individuals are sexist and women can be the target of bullying and harassment from these men. This can be very subtle at times and hard to pinpoint and stamp out. For women who want to have children there is the difficulty of having to take time out and perhaps lose rank and status. In some countries, I think it is more dangerous for a woman joining and leaving a vessel or even just entering and being in some ports.

The number of females is increasing as girls and women become more aware of the opportunities, however as a career I think it will appeal to fewer females than men because of social conditioning. I think we will never see anything close to equal numbers.

I would encourage young women interested in a maritime career to inform themselves well of what seagoing life is like, and if they are still keen, then to go for it and don't give up. I always tell all young people that they need to create their own opportunities and keep striving to reach their goals. It will not be easy, but if they keep trying they have a good chance of making it. Also that there are many ongoing opportunities and careers leading on from being at sea.

Capt Elspeth Diack, Marine Pilot, Cocos Island, and WA CMMA member

This is a fantastic industry to be involved in and I would recommend it to everyone. It was such a great experience to travel the world as a ship's officer, working with many different nationalities and visiting so many countries.

continued on page 14



Marine pilot Capt Carol Dooley.



Steve Gibson and Tim Smeaton give the engine some TLC.

Steam Tug Put on Track by Tram Enthusiasts

The problem with spending your life at sea is that you can get pretty fond of boats, especially when nostalgia sets in with the years.

No mariner likes to see a good ship sunk or scrapped, or a grand old boat just rotting away.

Those who try to save historic vessels from this fate are often regarded as dreamers, and their projects an exercise in how to throw money away. Nonetheless these projects crop up and eventually, often after decades, they prevail to everybody's delight.

The restoration of 83-year-old Melbourne-based steam tug *Wattle* is no different in any of those regards. It is set for completion by year's end after beginning 13 years ago. It has experienced ups and downs in both fortunes and volunteers. Costs have blown out and new homes have had to be found. Hopes have been raised and lowered.

But what makes this story slightly unusual are the benefactors who eventually secured her fate – the group of local businessmen who make up Sorrento Steam.

When the friends who owned beach houses at Sorrento, on the Mornington Peninsula, decided they wanted to protect a piece of Victoria's steam history, they were thinking about a tram. The men were keen

to revive the era when steam trams linked the back and front beaches of the popular seaside peninsula, but when they discovered that dream would cost them well over \$20m, they decided to look elsewhere for an outlet for their philanthropy.

And there was the *Wattle*, down-at-heel but far more financially viable, and equally important to Australia's history.

By then (2008), Bay Steamers Maritime Museum Ltd, which owned the *Wattle*, was progressing with her restoration slowly and

at something of a low ebb. Many of the volunteers had dropped off over the years. Selling the vessel to Sorrento Steam would, if the group's promise to completely fund the restoration could be trusted, get the vessel back on the water at last.

A meeting was called to discuss the sale. Everybody turned up, but not everybody found it easy to let the *Wattle* go, as ownership was a condition of the funding offer. The vote was close, but Sorrento Steam had just bought their steam project for \$2.



Wattle restoration stalwarts (from left) Jeff Malley (archivist), current Bay Steamers Chairman (and former CMMA Melbourne Branch Master) Capt Dick Francis and Tony Lewis.

Board chairman Capt Dick Francis and archivist Jeff Malley, long-term members of the team, believe Sorrento Steam probably expected to be spending \$100,000, but that dream lasted as long as the first professional quote of \$160,000. Once up on the slip for a proper survey, even that estimate blew out to \$650,000.

At that point a re-energised and optimistic volunteer group decided to undertake the restoration themselves, reducing costs as best they could. And Sorrento Steam has so far kept its side of the bargain – signing the checks and leaving the team to manage the work without interference, although they pop down from time to time to check up on progress.

Late last year, hull restored, *Wattle* was trucked to a new location in Melbourne's South Wharf to be relaunched. Her workshop is located in the same shed as that of another project, the topsail schooner *Alma Doepl*.

She is now showing signs of her former glory, thanks to the ongoing efforts of her volunteers, which can now number over 20 at a Saturday session, and professionals when required. The current work rate is about 20-30 hours a week, which when added up this Christmas came to 16,000 work hours, and about \$1m worth of works.

But while the end is in sight, there is still a need for certain skills, including engineers, fitters and turners, metalworkers, and woodworking.

The *Wattle's* future role is still being considered, and is, at the end of the day, up to Sorrento Steam. The volunteers hope an idea currently being floated of a historic fleet based at adjacent Centre Pier, Docklands, would be the perfect showcase for the little tug that could, and they can see her taking visitors around the Port of Melbourne, educating passengers on the port's history and how it helped build the city. ■



A BRIEF HISTORY OF STEAM

The circumstances leading to the construction of the *Wattle* seem to reflect much about the history and fortunes of the Cockatoo Island Dockyard where she was built. From the early 1920s, a declining throughput of work and the consequent decline in workforce numbers at Cockatoo Island appear to be influenced by three main factors. One was the withdrawal of the Navy and its maintenance facilities to Garden Island in 1921, another was the High Court decision of 1927 to limit the activities of Cockatoo in open competitive tendering in heavy engineering projects, and the third was the effect of the depression on business activity.

By 1929 the Dockyard was finding it difficult to obtain sufficient work, and by 1931 was struggling to recover costs. In this context of decline the Commonwealth Government, through the Commonwealth Shipping Board, offered the yard by tender, but found no takers at that time. It was not until February 1933 that dockyard operations were transferred to Cockatoo Docks & Engineering Co. Ltd (Codeco). The change to a private leaseholder is significant in that it occurred after the Commonwealth Shipping Board had approved and commenced construction of a small steam tug ship, number 111 – the last ship approved by the CSB. The general arrangement drawings for ship 111 were completed in April 1932; construction commenced sometime during 1932, and drawings for rigging, navigation lights etc on mast and funnel were completed during 1933. The 24m, 100T tugboat was built with a riveted steel hull, but welding was used on the bulkheads and fuel bunkers for the first time in an Australian shipyard.

The vessel was also the first Australian tugboat to be built with an oil-fired compound steam engine. The tug was launched as *Codeco* by the floating crane *Titan* in June 1933.

There is little direct evidence with regard to the decision and reasons to build the *Codeco*, although records show she cost over £18,000 to build and was worth about £6,000 on the open market, so skill retention and work creation is the most likely. Once complete, potential owners started sniffing around, including the Geelong Harbour Board, South Australian Gulfs, and the Naval Board, which eventually won out – being given the vessel, naming her *Wattle* and operating her as a non-commissioned warship tug and target tower in Sydney Harbour until she was disposed of in 1967.

She was then operated as a tourist vessel in Sydney harbour, before being donated and relocated to Port Phillip to take up a similar role, which she did from 1979 – 2003, when she failed survey and was withdrawn from service. She was towed to Melbourne free of charge by the new Howard Smith tug *Edina* on her maiden voyage.

Wattle was listed by the Australian Register of Historic Vessels as being of national historic significance on 16 June 1993. According to them, *Wattle* is the only surviving small harbour steam tug in Australia, and one of only twenty-two worldwide. She is also one of only eight Australian-built steam-powered ships of any kind remaining. In addition to multiple 'firsts' in construction, the vessel serves as an important example of Depression-era shipbuilding and the transition of technology occurring at this time.

Joanna Carson



Richard Sbrana working on the wheelhouse.

Container weight verification

Container weight verification is coming soon, and there is widespread concern that shippers are not ready for it.



Barry Barford.

As a consultant to Australian shippers of small-scale overseas aid projects, I have first-hand knowledge of the confusion and lack of preparedness this new requirement is causing. So what is container weight verification and why is it being introduced?

It is an amended regulation that places the onus on the shipper to obtain and declare a container's verified gross mass (VGM) to the ocean carrier and port terminal operator prior to it being loaded onto a ship. If the verified weight is not provided, the container will not be loaded aboard a vessel for export.

Safety issues surrounding the loading and carriage of shipping containers had been discussed for years, following the *MSC Napoli* incident in the English Channel in

2007, when the 275 metre-long container ship suffered structural damage during a storm and was subsequently broken up. The accident investigation found that a large number of containers weighed significantly more than the weights declared. Since then, mis-declared container weights leading to unsafe loading have also been implicated in the partial capsizing of the *MV Deneb* at Algeciras in 2011 and the sinking of the *MOL Comfort* in the Indian Ocean in 2013.

In November 2014, the International Maritime Organization (IMO) adopted mandatory amendments to the International Convention for the Safety of Life at Sea (SOLAS) Chapter VI, Part A, Regulation 2 – Cargo Information, requiring shippers to obtain and document the verified gross mass of containers. The SOLAS amendments were announced in 2015, more than a year ahead of the date when the new regulation comes into force – 1 July 2016 – but the indications are that not enough has been done in that time to prepare shippers for the change.

Soon, shippers globally will be legally responsible for the verification of a packed container's weight, regardless of who packed it. Each country is responsible for implementing the SOLAS regulation by 1st July 2016 and shippers, freight forwarders, shipping lines and terminal operators will need to establish policies and procedures to ensure effective implementation of the regulatory change.

The new regulation will impose a significant burden on shippers if they do not prepare for it. A number of industry sources have expressed concern that the signs do not augur well for a smooth transition to the new regulatory environment.

The ocean shipping e-marketplace, INTTRA, reports that in a poll of 410 of its customers late last year, 66 percent expected a moderate or major disruption in the industry, while only 30 percent expected that their companies and/or their customers will be ready for implementation. A representative of Maersk Line has been quoted as saying that the current state of industry readiness was in significant need of improvement, and the line is conducting an awareness campaign for its customers. And the European Shippers' Council (ESC) has expressed concern over the lack of government guidance surrounding the regulations. "A lack of international harmonisation poses a challenge for many businesses," it said. Only a handful of countries had published national regulations for the weighing of containers.

In Australia some industry sources have observed that verifying container weights has been a requirement of Marine Order 42 since 1998 and that the new regulation is not new at all. In theory this is true but in practice weights declared have often not been properly verified and in many cases have been estimates. In any event there have been no consequences for the shipper. The key differences once the new regulation comes into force are:

The weight must be verified by one of only two methods, the method used must be stated and the verification must be signed off by the shipper;

The verified weight must be provided

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Containers delivered to the wharf without a verified weight will not be loaded onto the ship...

sufficiently far in advance for it to be included in the ship's stowage plan;

Containers delivered to the wharf without a verified weight will not be loaded onto the ship;

It will be a violation of the SOLAS Convention to attempt to load a packed container onto a vessel if the vessel operator and marine terminal operator are not in possession of a verified container weight.

The SOLAS regulations prescribe two methods that the shipper can use to obtain the verified gross mass of a packed container:

The first method states that 'upon the conclusion of packing and sealing a container and using calibrated and certified equipment the shipper may weigh, or have arranged that a freight forwarding third party weigh, the packed container. The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container must meet the applicable accuracy standards and requirements of the location where the equipment is being used.'

The second method states 'the shipper (or by arrangement of the shipper a freight forwarding third party) may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container to the sum of the single masses of the container's contents.'

Estimating weight is not permitted under any circumstances. The party packing the

container cannot use the weight somebody else has provided, except in one specific set of defined circumstances where the cargo has been previously weighed and that weight is clearly and permanently marked on the surface of the goods.

These requirements have so far raised more questions than answers. Ocean carriers, port operators, freight forwarders and AMSA are all telling shippers what has to be done, but very little can be found about how it is to be achieved. For example, a shipper using Method One decides to use a weighbridge to obtain the verified weight and this will occur when the truck is en route to the port with the container. How will the verified weight be communicated to the shipper in time for it to be included in the shipping documents? Is the driver to phone it through? Not very satisfactory.

Just how far in advance of the ship's sailing is 'sufficiently' for the purpose of lodging the weight with the operators anyway? And what is all of this going to cost?

Some of the answers can be found here www.worldshipping.org/industry-issues/safety/cargo-weight in the FAQs, although many answers neatly and frustratingly pass the ball back to the shipper or industry. Other information on the amended regulations can also be viewed at this site.

Australian peak industry bodies are discussing the issues, but small shippers are not privy to these talks and are likely to miss out on any solutions put forward. Small shippers also tend not to have access to the more sophisticated tools like EDI,

which are certain to feature in the plans of large exporters.

Unfortunately, there is also confusion and ambiguity over the term 'shipper', with some erroneously believing that the shipper is the freight forwarder. This is not usually the case unless the forwarder is consolidating LCL cargo into one container on behalf of multiple senders. In simple terms the shipper is the entity named as such on the bill of lading.

Other countries no doubt have similar issues and time is running out for them to be resolved. Most shippers want to co-operate with a change designed to improve safety at sea, but a lack of clarity is making it difficult for them.

Mobile weighing services are being offered by at least one company but I have seen no opinion given on these by port state control authorities. Although unproven they must be worth a look. ■

By Barry Barford

After a brief period at sea, Barry Barford worked ashore in the maritime industry in the UK, Papua New Guinea and Australia. He now advises on and organises container shipping for a number of clients.



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Capt John Kavanagh AFNI MQLS

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Now I work as a pilot, it's great to still be part of the bridge team guiding ships in and out of port.

I wanted to go to sea as it seemed like a good career that would let me travel the world. I was fortunate and managed to travel to most parts of the world over the years. I got into the industry as a cadet with E&A on their container ships, running from Australia to Japan & SE Asia. Afterwards I worked for Kvaerner, Havtor & Bergesen on gas tankers trading worldwide.

The attitude towards female cadets was much harsher than I expected. While the younger officers and crew were accepting, the older and senior officers were very negative. They felt it wasn't worth training women as we would just quit the industry.

Once I was an officer and I moved overseas to gas tankers, everything changed and most people were respectful. I found that if I just got on with my job in a professional manner then I was treated the same as any other officer on board.

Now I think the marine industry and society in general are more accepting of women in the workplace. It all takes time. With each generation moving through the industry, and more women moving into senior roles, the acceptance of equality will improve.

Most of the difficulties that women face are the negative attitudes of other seafarers. There is nothing about the job that women cannot do. There are limited places available for training or entry level positions. A female candidate generally needs to stand out to be selected. It also takes a commitment to equality from the management team. Once on board the most

difficult part is any bullying or harassment.

I can see the numbers of women in the industry increasing, although this is difficult with the current decline in Australian seafaring jobs available. Girls in Australia are generally raised to believe they can do any job, so if they have any exposure to the maritime industry they would probably think there is no reason they can't be part of it.

I would tell young women wanting to go to sea to go for it. It is a fantastic career. They would need to understand some of the challenges that face all seafarers, and some of the issues with working in a male dominated workplace.

I recall some funny moments as a woman at sea.

People confided their most personal thoughts and events in their life. I regularly had different people telling me about very personal details of their life. One of these was a Captain that I had just met a few days before. Looking back on it I think they just needed someone to talk to.

In my first year with Bergesen, I was on a gas tanker alongside in Sicily. As I was on cargo watch when the new Captain was joining the ship, I thought I'd do the right thing and introduce myself. As he got to the top of the gangway I introduced myself as the third mate. He got all flustered and blurted out "You're a woman". My response was "I know!" It was just the first thing that came to mind. It all worked out OK, as he was so embarrassed by what he'd said. Over the years he regularly told that story to everyone on different ships, to point out how silly he'd been. ■









By Joanna Carson



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Captain David Shennan, Principal



Capt Elspeth Diack.

Studies Hope to Silence Navy Vessels



Complex bubbly wake trails behind a Littoral Combat Ship, leaving it vulnerable to detection.

Researchers at the Australian Maritime College are working with national and international collaborators on three key projects investigating different elements of noise reduction for naval vessels.

Associate Professor Paul Brandner said the objective of the research is to understand how to make ships and submarines as quiet, and therefore undetectable, as possible.

Physical experiments and numerical modelling will take place at AMC's world-class \$10 million Cavitation Research Laboratory in Launceston, Tasmania.

The first project, funded by a \$1 million grant from the Australian Defence Science and Technology Group, will study the effect of microbubble populations and turbulent flow on tip vortex cavitation inception. It is part of a greater collaborative program with the Acquisition, Technology & Logistics Agency (ATLA) of the Japanese Ministry of Defence.

"An understanding of the physics and the ability to predict when cavitation starts

is vital to improving the operation of ships and submarines and reducing radiated noise," Associate Professor Brandner said.

"Lifting surfaces such as propeller blades and hydrofoils generate swirling flows at their tips, known as tip vortices, in which there are low pressures. For this reason, tip vortex cavitation is often the first type of cavitation to occur about propellers and hydrofoils."

The second project will study the complex bubbly wake ships leave behind that makes them vulnerable to detection.

The cavitation tunnel will be used to create test flows with varying bubble sizes to study the effects of turbulence and cavitation created by propellers and hydrofoils on passing bubble populations.

This \$1 million project is funded by the United States Office of Naval Research and the Australian Defence Science and Technology Group, and involves collaboration with the University of Michigan on the experimental program, and the Universities of Minnesota and Iowa for complementary computational work.

The third project looks at the role marine propellers play in noise production and will explore whether composite propellers offer a solution for reduced sound radiation.

"Marine propellers are a harmful source of noise in the marine environment, disturbing animal behaviour, revealing the location of naval vessels and interfering with sonar operation," Associate Professor Brandner said. "Adaptive composite propellers are potentially quieter than metal propellers, as well as offering improvements in efficiency and fuel consumption. We are aiming to provide advanced numerical capabilities that will enable quieter marine propeller designs."

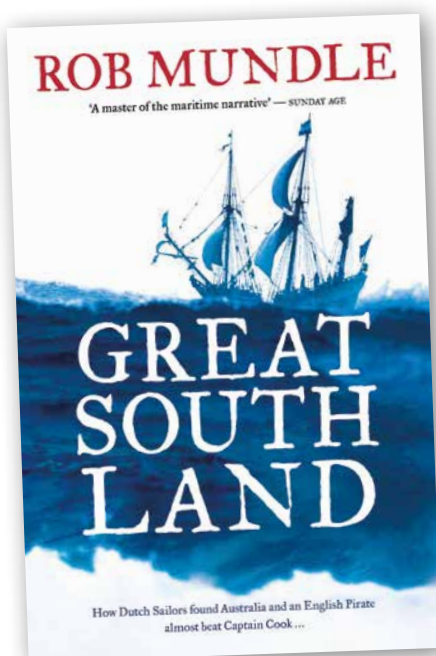
AMC is collaborating with the University of New South Wales to acquire experimental data sets to develop and validate computational models for noise prediction. The project is funded through a \$1 million Australian Research Council Linkage Project grant and supported by Pacific Engineering Systems International, Bundeswehr University Munich, Germany, and RK Acoustics, UK. ■

Four Ways to Get through Winter

Over Easter at our house, as the weather invariably turns autumnal and the pool furniture gets packed away, we start thinking about firewood and hot chocolate. And another thing happens – we find ourselves picking up books that had been abandoned sometime in the previous spring.

As I write this my husband has gone to bed to read – and if he of all people has done that, I can be certain it's on the mind of many members far more able to stay still and concentrate on the written page than he is.

So with apologies for members in the north, whom I can only assume never read as they don't have a winter, we bring you a collection of fireside-curlers we think you will enjoy ■



Great South Land By Rob Mundle

ABC Books (HarperCollins)
\$45 at www.boatbooks-aust.com.au

For many, the colonial story of Australia starts with Captain Cook's discovery of the East Coast in 1770, but it was some 164 years before his historic voyage that European mariners began their romance with the immensity of the Australian continent. Between 1606 and 1688, while the British had their hands full with the Gunpowder Plot and the English Civil War, it was highly-skilled Dutch seafarers who, by design, chance or shipwreck, discovered and mapped the majority of the vast, unknown waters and land masses in the Indian and Southern Oceans.

This is the setting that sees Rob Mundle back on the water with another sweeping and powerful account of Australian maritime history. It is the story of 17th-century European mariners – sailors, adventurers and explorers – who became transfixed by the idea of the existence of a Great South Land: 'Terra Australis Incognita'. Rob takes you aboard the tiny ship, *Duyfken*, in 1606 when Dutch navigator and explorer, Willem Janszoon, and his 20-man crew became the first Europeans to discover Australia on the coast of the Gulf of Carpentaria. In the decades that followed, more Dutch mariners, like Hartog, Tasman, and Janszoon (for a second time), discovered and mapped the majority of the coast of what would become Australia. Yet, incredibly, the Dutch made no effort to lay claim to it, or establish any settlements. This process began with English explorer and former pirate William Dampier on the west coast in 1688, and by the time Captain Cook arrived in 1770, all that was to be done was chart the east coast and claim what the Dutch had discovered. ■

Ate the Dog Yesterday By Graham Faiella Reviewed by Richard Fernley

Whittles Publishing
\$57.50 at www.Booktopia.com.au

If you want to start the winter period off in style then this is the book for you! It is a compelling true-life story about mariners' dreadful experiences at sea during the heyday of deep-sea commercial sail.

Did you know that in 1895, the total number of men employed was a total of

217,794? Or that the total number of deaths was 1,862 – of which 990 was by drowning? I don't know what Health and Safety would say about that.

Recounted mainly as original narrative compiled from the casualties columns and pages of Lloyd's List, this book is a wealth of fascinating topics including strandings, mutiny, murder, messages in a bottle and seaquakes.

The constant dangers that deep-sea sailing ships and sailors of the late 19th Century and early 20th centuries faced were numerous, and this book recounts the true-life dramas of their perils and misfortunes.

Life was tough for the sailors in sail; ship-board work was hard and routinely dangerous. Crew members were frequently killed by the sea, or by any number of dangers they faced while working their ships.

Great disasters from around the world are featured, with remarkable voyages, mutinies, hoaxes, curiosities and disease, this book has a fund of amazing tales to engross the reader.

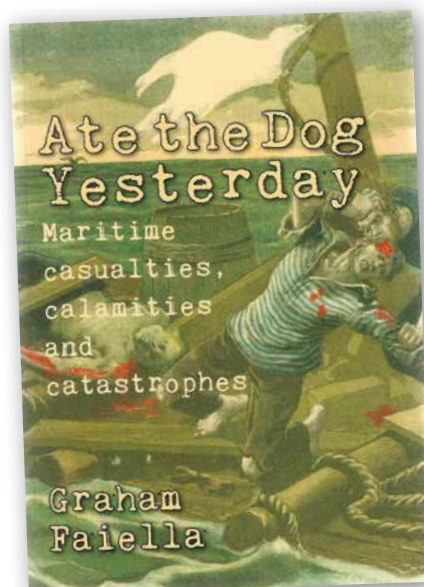
The author Graham Faiella was formally a magazine journalist, editor and consultant and has had various educational and social history titles published, and is a member of the Society of Authors. ■

The Dazzle-Painted Ships of WW1 By Glyn L Evans

Bernard McCall
\$17.60 at www.bookdepository.com

There is a long history of man's attempts at camouflage, endeavouring to emulate examples from nature. Experts in ornithology and optical physics had for many years put their minds to the possibility of affording to ships at sea the same advantage of near-invisibility through various paint schemes. Most of these efforts centred upon the practice of making areas of shadow lighter in tone to produce a 'one shade suits all' effect that, while possibly effective in an environment where the background remains relatively unchanged, proved unsuitable for an ever-changing seascape.

Something more radical was required, and in 1917 the maritime artist Lt. N. Wilkinson RNVR, came up with his dazzle paint scheme which went against the concealment convention completely. Accepting that no paint scheme can make a ship invisible, Wilkinson instead approached the problem more directly with a concept of such practicality that perhaps only someone serving at sea in a wartime situation



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the Government has used the temporary licence provisions under the current regime as a way to implement the Government's proposed policy that was defeated in the Senate. This is false and a misdirection. In fact, the number of temporary licences granted by both the previous Labor Government and our Government has largely stayed the same.

Q. Some of our members are of the opinion that times have changed and that the discussion shouldn't be about protecting the flag, but about ensuring shipping is better considered as part of the overall transport solution, given greater recognition as a rightful alternative to road and rail in some instances, and grown that way (ie by its own quantified merits). What are your thoughts on this?

A. I completely agree. The future of coastal shipping is about creating a viable sector that will become a vital part of our transport network. The Government was hoping to achieve this objective by replacing the tiered permit system with a streamlined single coastal shipping permit. The domestic freight task is growing exponentially and shipping must carry a larger share of the load. However, the current situation clearly shows that the coastal shipping sector is not able to meet this demand. Between 2000 and 2012, shipping's share of Australian freight fell from 27 per cent to just under 17 per cent, while the volume of freight across Australia actually grew by 57 per cent.

I would be happy to see more Australian flagged vessels operating on our coast, however, the current framework has actually had the opposite effect. Between 2006-07 and 2013-14, the fleet of major Australian registered vessels (over 2,000 dead weight tonnes) with coastal licences fell from 30 to 15. With recent departures from our coast of Australian manned and flagged vessels, we see that the situation is only becoming more dire.

It is clear that reform is needed to make coastal shipping viable, and to give Australians the ability to choose the most appropriate mode of transport for their businesses based on speed, price, availability and quality of service.

The infrastructure on our coastal highways is already there, and by restoring competition to sea freight we can ease congestion and improve safety on land transport routes.

Getting a greater share of freight off our roads and onto ships will deliver economic benefits, and there are also environmental benefits. Moving long haul freight by sea is four times more environmentally efficient than rail and twenty times more efficient than road in terms of green-house gas emissions. ■



could envisage it. If it is not possible to make a ship invisible, use a dazzle paint pattern instead, making it virtually impossible for a submarine to score a hit. To understand the logic behind the dazzle paint concept, it should be understood that for a U-boat commander to hit his target, he must first establish its course and speed. The object of dazzle painting was to cause confusion by optical illusion, confounding computation of those elements required for a successful sinking.

So why was Wilkinson's scheme selected ahead of the many other similar suggestions that were also designed to halt the loss of merchant ships through war at sea? This book gives the answer, along with a wealth of wonderful illustrations.

As well as admiring the boldness of this plan, you will learn about Thayer's Law of Concealment, disruptive colouration and a great deal more you didn't know about hiding in plain daylight. You will also learn why the Navy was eventually painted grey again.

Glyn Evans, a member of the Honourable Company of Master Mariners, HQS 'Wellington' London, is a well-known British historian who is clearly passionate about this subject, and a fascinating subject it is too – as interesting as it is a visual feast. ■

The Lost Sailors

By Jean-Claude Izzo

Reviewed by Richard Fernley

Europa Editions

\$10.95 at www.Booktopia.com.au

This is a truly gripping novel about a merchant ship that has been impounded due to the owner's bankruptcy.

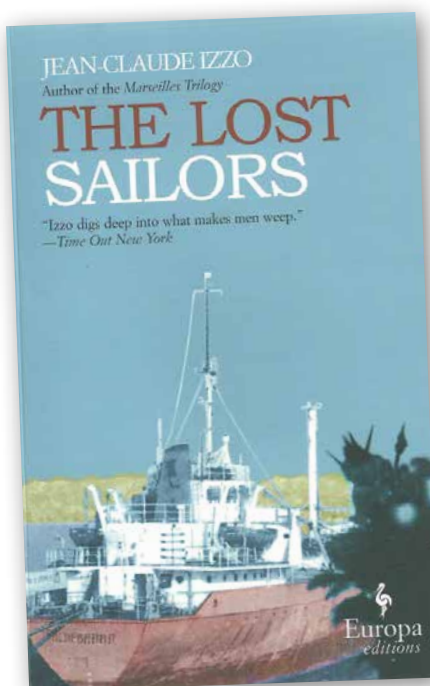
If you have ever been to Port-de-Bouc then you are in the right part of the world – Marseilles.

Although a fictional account, you can understand that the author has experience of the sea. He knows and understands the frustrations of the seafarer, the trials and tribulations experienced by the officers and crew.

Without giving too much of the story away, the crew of the *Aldebaran* are impounded in Marseilles, and on board the men are divided - wait for the money owed them, which might never come, or accept their fate and abandon ship?

The Captain is determined to save his charge and stand by his men. Tensions arise for each of these marooned sailors.

The story is a bit racy in parts and not for the faint-hearted. A great read from someone who understands the seafarer. ■



Vale – Former Federal Master Captain William ‘Bill’ Duthie

Sydney branch members are mourning the recent passing of Capt William ‘Bill’ Duthie.

Capt Duthie was born in Aberdeen and is descended from a long line of ship-owners and shipbuilders from that port, including gold rush immigrant ships such as the *Brilliant* and the *Ballarat*. He served as a cadet and deck officer in Port Line, before coming to Australia in 1957 as Second Officer of CSR’s *Rona* on her delivery voyage from Aberdeen. He commanded that Company’s ships *Tambua* and *Rona* before joining the Maritime Services Board of

NSW, where he served as pilot and assistant and relief harbour master of the ports of Port Kembla, Botany Bay and Sydney. He subsequently joined Burns Philp as General Manager Shipping Services, when that company managed the cruise ship *Minghua*, and later General Manager of TT Line, introducing the passenger and vehicular ferry *Abel Tasman* into the Melbourne – Devonport service. Capt Duthie served as Branch Master from 1972-74, and as Federal Master from 1978. He was a life member of the Company and he remained a member of the Sydney Branch.



Capt William ‘Bill’ Duthie.

Membership Changes: November 2015 to March 2016

DECEASED MEMBERS

MELBOURNE

Capt David Evans (Ret) 22/11/15

SYDNEY

Capt Bill Duthie (Life) 25/12/15

MEMBERS WHO HAVE RESIGNED

MELBOURNE

Capt Malcolm Mendonsa (Ord)
Capt Albie Gurkin (Ret)

MEMBERS WHO HAVE TRANSFERRED

Capt Francis Burgess, from Melbourne to Queensland

Capt Anurodh Prasad, from Sydney to Melbourne

MEMBERS WHO HAVE MOVED TO RETIRED LIST

MELBOURNE

Capt David Burns
Capt Leslie Jones
Capt Dick Lowry
Mr Ronald McAlister



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A Modern Cadet's First Trip

With so few ships on the Australian register, it is difficult for today's cadets to get the necessary sea time to complete their training. They need all the help they can get.

This is keenly appreciated at the Port of Fremantle, which has taken young cadet Andrew Kierath under its wing from the beginning.

Harbour Master Captain Allan Gray has advised Andrew from the start of his training at Challenger Tafe, and last year deputy harbour master Capt Stuart Davey not only ensured Andrew some practical experience at the port, but scored him a four-month stint on *AAL Fremantle*.

Andrew has since entertained the WA Branch of CMMA with the modern-day form of a dairy or log – a blog, which is bound to bring back many memories for readers. His blog will run over the next few editions.



The cabin aboard the *AAL Fremantle* exceeded the expectations of first-trip officer cadet Andrew Kierath – a good start to his career at sea.

THURSDAY 10TH SEPTEMBER 2015

On the 14th of July I went aboard *AAL Fremantle*. I was nervous, excited and had no idea what to expect. I was shown to my cabin and it looked better than I imagined it would look. We left Fremantle the same day to go to Geraldton to get some bulk. I was put on the third mate's watch to learn how all the bridge equipment worked. I found out that it was his first time being a third mate and he had only recently joined about a month before me. The food on board takes a bit of getting used to. We all have a designated seat at the mess room. As I am an officer, we get our food brought out to us by the messman. We have breakfast at 0700 and we normally have boiled or scrambled eggs with some toast. Lunch is at 1200 where we have soup for a starter and then the main meal. Ice-cream is also given to everyone every Sunday. Dinner is at 1730 and we could have fish, chicken, beef or pork with rice.

We left Geraldton and we were heading to Qinhuangdao. I had my first man overboard and fire drill. For the man overboard my duty is to be a lookout on the bridge. For the fire drill I was really just observing

how the crew did the drill. On the bridge I was getting used to all of the equipment and I was starting to get the gyro error. I also had to fill out the bridge logbook every few hours getting the position, heading, wind speed, wind direction, RPM and making sure the equipment was in good order. I had my work hours changed so I would be on watch in the morning with the third mate, and then did deck work. I was excited to get out on the deck and do some work. I was painting on the top of the cargo hatch for a few days.

We arrived in Qinhuangdao, China on the 2nd of August to discharge our bulk. We had a businessman on board who was trying to sell the crew electronic goods. The businessman organised for a taxi driver to take some of us to The Great Wall of China, and exchanged our money to the local currency. It was about a 45 minute drive to the Great Wall. The roads are really crazy compared to the roads back home. When we got to the Great Wall we had to buy our ticket. As soon as I got out of the taxi a little old Chinese woman came over to me and put a leaf hat on my head. I took it off my head and gave it back to her but she immediately put it back on my head and demanded for me to pay. The other two Filipinos I was with did get a leaf hat. I think she saw a tall, white man and thought I would have money. So in the end I gave her the money so she would leave me alone. We walked through the gate and into the main area. We had to walk a little further to get to the Great Wall. When we got to the wall it was amazing. It went forever in either direction you were looking. We walked for about half an hour and decided we had walked enough. The view from one of the guard towers was really good. This was a highlight for sure.

When we got back from the wall I was put on the gangway with another member of the crew. It is really hard to get some information out of the Chinese to write in the logbook when I have no idea of what they are saying and they don't understand what I am saying to them.

We left Qinhuangdao on the 5th of August and were heading to Shanghai. On the 8th of August we arrived at Shanghai, we had the Marine Superintendent from CSM come to audit our ship. We were loading more machinery parts. I was assisting someone on the gangway and I was trying to break the language barrier, but I still found it hard. I also helped to put the store supplies away.

We left Shanghai on the 9th of August and headed to Lingang. I was learning how to use the winch when we were leaving port. I was doing more painting and I



Andrew Kierath enjoys one of the perks of a seagoing career – the sightseeing – but has yet to learn the art of avoiding hawkers...

started to find it really enjoyable when I had music playing through headphones. The Superintendent was from England, and he was telling me the score of the Ashes and how bad Australia was playing. The ports in China are so much bigger than any port in Australia. I was really amazed. On the way to Lingang we went through a Chinese military gunnery training area by accident. Someone didn't plot the area on the charts, so we got an angry call on the radio. The Superintendent was not impressed with this.

On the 12th of August we arrived in Lingang to get more machinery parts. I was on the gangway again and was getting better, but still had trouble getting the right information out of the Chinese. The next day I was about to go and get changed into my overalls when then Chief said go back to your cabin. He didn't tell me why, but I saw a picture on the computer of an explosion in the distance. Later on I found out that a container had exploded in a warehouse last night. It was only about 5 – 10km away from our ship. I was speaking to one of the super cargo and he said that he was on deck at the time, and showed me a video on his phone that he took. It was very loud and very big. I don't know how I slept through it. After the explosion, granules of sodium cyanide started to rain down on our ship. Nobody on board got hurt or injured. Later on that day the Superintendent got me to start the emergency generator with a little bit of help from the 3/E. The Superintendent left on the 13th of August. Before he left he gave the crew a safety meeting. We also had a crew change. The Chief Officer, Second Engineer, Third Engineer, Ordinary Seaman, Bosun and two Able Seamen

All signed off. The new crew signed on and the dynamics of the ship changed a little. ■

To be continued.

New ANZAC Tribute Opens in SA

Capt Paul Phillips



A memorial walk and wall featuring images of South Australia's servicemen and women, and pavers embossed with the names of the places they fought, has been officially opened at a ceremony in Adelaide.

The Anzac Centenary Memorial Walk links the National War Memorial on North Terrace with the Torrens Parade Ground, the spot where many locals gathered before leaving to fight.

The path runs along Kintore Avenue outside Government House.

The project was first announced two years ago and construction began in November.

South Australian Governor Hieu Van Le told veterans and onlookers who gathered for the occasion it would be a "special place of reflection and remembrance."

Rat of Tobruk Bill Corey cut the ribbon to open the walk, flanked by Mr Le and Premier Jay Weatherill.

The 98-year-old, who also served in El Alamein, Papua New Guinea and Borneo, fought back tears as he described the significance of the site.

The Merchant Navy is one of the forces memorialised on the walk, but only after some effective lobbying by honorary member Sir Eric Neale and branch master Capt Paul Phillips of the SA branch of CMMA. ■

Left: Standing proudly before the stunning Anzac Centenary Memorial Walk in Adelaide are: (left to right) The Hon Martin Hamilton-Smith MP, Premier of South Australia the Hon Jay Weatherill MP, Bill Corey, His Excellency the Hon Hieu Van Le AO, Governor of South Australia, Sir Eric Neale AO, and the Right Honourable The Lord Mayor of Adelaide, Martin Haese. **Right:** Sir Eric Neale AO, Honorary Member of the Company of Master Mariners of Australia, South Australian branch, poses next to the Australian Merchant Navy crest which he was instrumental in ensuring was included on the memorial.

ANZAC DAY



Representing the Queensland Branch of CMMA, and master mariners in general at the Brisbane Anzac Day parade this year were (from left): Capt William Burton, Capt John Crowsley, Captain Michael Handfield, Miss Jorgia Monroe (marching on behalf of her father Tom Monroe), Capt P Maher (Merchant Navy RSL) and Capt Dave Ellis (wearing his father's Merchant Navy Sub-Branch jacket and beret).