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THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA

www.mastermariners.org.au

- Lost in Translation
- Outstanding Achiever 2017
- The Arrival of *Prelude*
- BHP's First Ships

From the Federal Master

This edition focuses on the critical topic of marine communications.

Seaspeak, a controlled natural language based on English, originated at the International Maritime Lecturers Association (IMLA) Workshop on Maritime English in 1985 in La Spezia, in a project led by Captain Fred Weeks, and has been updated since then.

After the disaster on the *MS Scandinavian Star* in 1990, in which communication errors played a significant part, an effort was made by the International Maritime Organisation (IMO) to update Seaspeak, resulting in the current development of the Standard Marine Communication Phrases (SMCP), which were adapted in 2001.This set of key phrases in the English language is internationally recognised and supported by the maritime community.

This is all leading up to e-Navigation, a harmonised exchange and presentation of maritime information, both on board and ashore by electronic means to enhance berth to berth navigation and safety and security at sea and protecting the marine environment. The latest conference for Asia Pacific Region will be held in Korea in June this year.

On a different subject, we should continue to lobby the Australian Government, in particular, The Hon. Darren Chester MP, Minister for Infrastructure and Transport, to protect the Australian Maritime Industry and support ongoing training and sea time for Australian Seafarers. In stark contrast to Australia other countries such as USA, Canada and even the UK fiercely defend their cabotage regimes to ensure the security and trade of their nations.

Finally, I was humbled and very honoured to receive the Life Membership to the Company of Master Mariners. I would like to thank the Federal Court and all our members for bestowing such an honour on me and hope to have many more years working to keep the Australian maritime industry afloat. ■

ADVERTISE IN THE MASTER MARINER

Readers will notice that *The Master Mariner* has grown by four pages. The aim is for this to be a permanent change, and is made possible thanks to the support of our new advertisers.
There is still a limited number of advertising spaces available at extremely affordable rates. Significant discounts are available for CMMA members.

Advertising revenue will be used to increase the number of magazines printed and circulated within the industry.

If you are interested in advertising, please contact the editor on Joanna@northandtrew.com to request a rate card.

Cover Photo:
The giant floating LNG platform *Prelude* will soon be making her way to her new home off Western Australia.
See story page 17.

Photo, Shell Australia.

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Two New Lifers for Company

Two new life memberships were bestowed on high performers at this year's AGM.

Current Sydney Branch Master and Federal Master Capt Ted van Bronswijk, and South Australian stalwart court member Capt Iain Dickson were granted the honour.

Capt Dickson was told the Federal Court was "unanimous in their tribute to you as the longest-serving member of the South Australian Branch.

"The Court also observed, with great admiration, your loyalty and effort as a Branch official in keeping the Branch running despite the declining numbers. Your uninterrupted service as Branch Secretary and Editor of the Porthole, and then recently taking on the responsibility as Branch Treasurer, has been appreciated by the entire South Australian Branch.

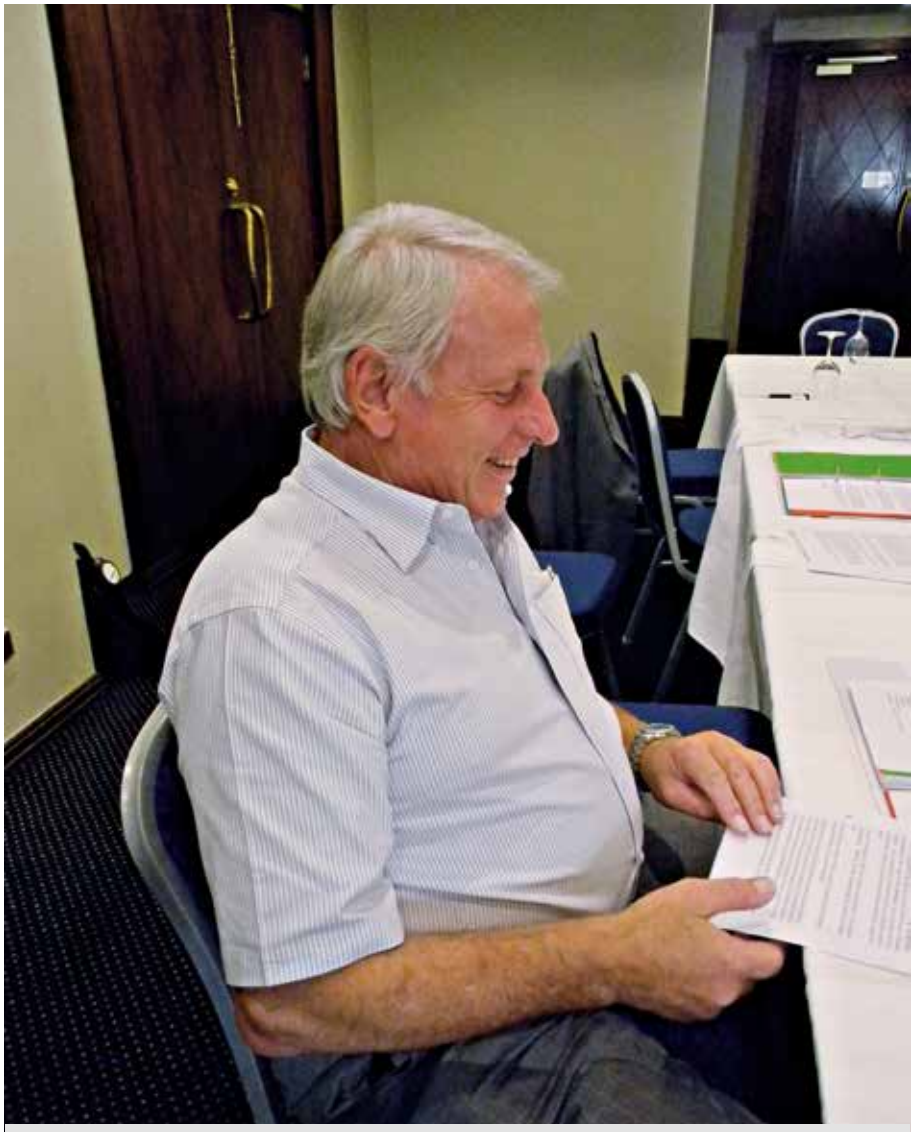
Capt Dickson, originally from Lancashire, thinks it was probably some idea of romantic adventure, along with the influence of Arthur Ransom on a young boy, which inspired him to run away to sea in 1947. After training with HMS Conway, Capt Dickson spent his full 13 years at sea with Blue Funnel Line, before being enticed ashore on the far side of the Empire by his South Australian wife-to-be. He has subsequently been a long-standing marine surveyor and contributor to the local branch of CMMA.

He says he became branch secretary because there was a need, but continued to serve in various roles because he believed in the Company's importance.

Capt van Bronswijk's story of life before Australia is somewhat similar.

After completing pre-sea training at HMS Worcester he joined P&O, initially serving out of South Africa, where his Dutch language skills were highly valued. He continued his career in the P&O Passenger and Cargo divisions.

He married in 1980 and moved to Australia, and after short spell on the NW Shelf in anchor handling supply vessels, joined E&A SS Co serving on container ships.



Federal Master Capt Ted van Bronswijk photographed at the moment he received is life membership at this year's AGM.

South Australia's newest life member, Capt Ian Dickson.

In 1988 he joined Sydney Ferries as a relief master, until a position in the harbour tugs arose in 1977. Capt van Bronswijk continues as a regular Tug Master in the Port of Sydney and at Port Botany and is a tug training master. He is regularly employed for tug deliveries from Asia, distant ports in Australia and participated in the towage of HMS Nottingham from Lord Howe Island to Australia.

He is a member of the RAN Reserve and has participated in several naval exercises and holds the Australian Defence Medal and Defence Long Service Medal.

Capt van Bronswijk, the longest-serving branch master of the Sydney Branch (serving since 2003), has been Federal Master for four years.

He was told that "The Court recognises you valuable advocacy for the preservation of Australian jobs on the Australian coast. The Court also appreciates your role as the company representative on the committee for the Merchant Navy Memorial Fund and your regular visits to Canberra to attend functions on behalf of the Company of Master Mariners.

"On behalf of the Federal Court and the Company, I congratulate you and wish you many more happy years with this Organisation.". ■

Sydney Hosts 2017 AGM

The 2017 AGM was held in Sydney on 8th April.

It has been long standing practice to hold the Federal AGM at a different Branch each year and this year the Sydney Branch hosted the meeting at the Grace Hotel in the Sydney CBD.

In the usual manner, there was a full agenda and discussions around the table lasted until late afternoon. The new Federal Court was elected and it was noted with some sadness that Director Iain Steverson, Branch Master of Newcastle, had to vacate the Board due to the closure of the Newcastle Branch.

The five remaining Branch Masters were all re-elected to the Federal Court with Capt Ted van Bronswijk again accepting his nomination as Federal Master. Capt Steverson also offered his services to the Court as a committee member and the Court appropriately appointed him on the committee as our Company's Historian.

OFFICE BEARERS 2015:

The meeting endorsed and confirmed the following office bearers for 2017:

Brisbane BM	Capt Kasper Kuiper
Sydney BM	Capt Ted van Bronswijk
Melbourne BM	Capt Ian French
SA BM	Capt Paul Phillips
WA BM	Capt Steven Wenban
Federal Secretary	Capt Frank Kaleveld
Hon Federal Treasurer	Capt Francis Castellino
Hon Federal Registrar	Capt Dick Whittington
Hon Webmaster	Capt Mike Tyler
Editor	Ms Joanna Carson
Hon Historian	Capt Iain Steverson

Capt van Bronswijk accepted the nomination to serve as the Federal Master for the year.

The Federal Court also honoured Captains Ted van Bronswijk and Ian Dickson (South Australia) by proclaiming them as Life Members of the Company. It was also a pleasure to announce Capt Warwick Norman from Melbourne as the recipient of the 2016 Outstanding Achievement Award.

The Secretary proposed to remove Clause 47 (e) from the Constitution: "No member of Federal Court may be elected as Federal Master for more than three consecutive years." This Clause proved unworkable. Each year the Federal Court evolves when members of the Court are elected by their respective Branches as their Branch Master. That means that the makeup of the Court can change annually and that newly elected Court members are not in a position to take on the role as a Federal Master.

The Secretary assured the Court that the appointment of a Federal Master as per Clause 47 (d) is sufficient to ensure that the position of the Federal Master is only held at the pleasure of the Branch Masters and their respective Branches.

47 (d) "The Members of the Federal Court shall elect one of their numbers to be Chairman with the title Federal Master. Such member elected as Federal Master shall hold office until the next succeeding Annual General Meeting."

During 2016 a proposal to amend Clause 47 was put to the Branches and passed by majority consent. The secretary is of the opinion that to amend the constitution as per the proposal has the same intent as the original proposal but in a more simplified wording.

Resolutions of the meeting are summarised in the official minutes of the AGM which have been published on the Company's website.

In conclusion to a successful day, the Sydney Branch hosted a dinner at the Occidental Hotel. It was a great opportunity for Court members to meet Sydney Branch members and their partners. The members of the Court thank the members of the Sydney Branch in organising another successful AGM and dinner. ■

The Federal Court for 2017 (from left) Dick Whittington, Paul Phillips, Ted Van Bronswijk, Iain Steverson, Kasper Kuiper, Ian French, Francis Castellino, Steven Wenban and Frank Kaleveld

RightShip Founder Honoured

Photo RightShip

Capt Warwick Norman, this year's Oustanding Achievement Award winner

The retiring CEO of RightShip has been awarded the Company of Master Mariners of Australia Outstanding Achievement Award for 2017.

Capt Warwick Norman made the transition from a seagoing to shore-based career in 1991, going on to become the founder and chief executive of vetting specialist RightShip, which in 2013 was awarded the Prime Minister's Australian Exporter of the Year as well as the Australian Business Services Award.

Under Capt Norman's stewardship, RightShip has become a global authority on maritime safety and environmental sustainability, helping shippers, terminals and ports, ship owners, managers and maritime finance organisations across the world minimise their maritime and environmental risk.

RightShip completes over 40,000 vets per year, supporting some 2000 users from around 300 organisations worldwide. In 2016 alone RightShip removed over 1000 unsafe vessels from customer supply chains.

Capt Norman's passion for maritime safety has meant that RightShip's focus has not been purely commercial. For more than a decade AMSA has worked cooperatively with RightShip to ensure a high standard of shipping is chartered for the Australian trades. This is done through the routine sharing of data such as ship inspections and the statistical analysis of the probability of individual ships being found to be unseaworthy.

Capt Norman was one of just six 'Australian Export Heroes' honoured in 2014 by the Export Council of Australia. This award acknowledges the efforts of individuals behind the companies that have achieved outstanding export results. It recognised that Capt Norman had worked exceptionally hard to secure RightShip's place on the international stage and that his personal energy, enthusiasm and professionalism has benefitted both RightShip and Australia's international business community.

Capt Norman is regularly featured in the prestigious Lloyd's List 'One Hundred Most Influential People in the Shipping Industry'. He is regularly invited to speak at international maritime conferences and asked to contribute to policy formation with international legislators such as the EU, International Maritime Organisation and the US Environmental Protection Authority, as well as government representatives from foreign nations.

He has also lectured in tanker safety at RMIT and Newcastle Tech, and served as a board member of the Seafarers' Workers Compensation and Rehabilitation Board and the Maritime Council. He is the current chairman of AUSMEPA, the Australian Marine Environmental Protection Association, and the first non-Mediterranean chairman of INTERMEPA, the International Marine Environmental Protection Association.

In addition to safety, the environmental sustainability of the maritime industry has been a hallmark of Capt Norman's work. In 2011 RightShip implemented a (then controversial) Greenhouse Gas Emissions Rating (GHG Rating), which showed the operational emissions ratings of individual vessels, and ranked them against 'sister' vessels using an A to G scale. Understanding that the effectiveness of this rating tool lay in its take-up by industry, RightShip offered the GHG Rating free of charge through www.shippingefficiency.org. Now over 50 charterers and shipowners - accounting for one in every five vessels selected for charter - use the GHG Rating as a vessel selection tool, thereby factoring sustainability in to their business decisions.

Known for business innovation, in 2016 Capt Norman led RightShip to introduce big data and predictive analytics to their new vetting platform. Named 'Qi' (pronounced 'key'), this platform mines data from – amongst other things – class, port, flag and vetting inspection reports. Through Qi, RightShip has developed sophisticated risk algorithms that determine the likelihood of a vessel having an incident for the duration of a charter. Shippers use this predictive platform to make better-informed decisions, reducing the risk to their vessel, the goods they carry, and – most importantly for Capt Norman – the seafarers.

In the near future, RightShip Qi will also provide analysis of the whole fleet, understanding how performance and risk levels change when factors such as vessel speed, scrapping rates or new-build order rates are altered.

Responding to news of the Company of Master Mariners of Australia Outstanding Achievement Award for 2017, Capt Norman said "I am honoured to be nominated for this award, and humbled to be joining the eminent group of past recipients who have made such a significant contribution to the maritime industry. On a personal level, as a third generation seafarer it's wonderful to be recognised for my own contribution to an industry that has given so much to my family and community." ■

MV Portland Crew's Misery Continues

MV Portland at Port of Portland in December 2015.

Australian's maritime unions are getting a clear lesson - just because a law is seen as unjust does not mean it can be broken.

Fair Work is sending the message to the Maritime Union of Australia (MUA) and the Australian Council of Trade Unions, by suing the MUA and some of its members for not sailing the *MV Portland* from Portland to Singapore when ordered to by Alcoa in November 2015.

The crew, which knew it would be signed off when the vessel reached Singapore, stalled for several months, citing illness and other reasons why it was unable to reach minimum crewing standards. The action, which had been deemed illegal by Fair Work early in the piece, threatened visits to Portland by cruise ships, and ended when the seafarers were routed from their beds in the middle of the night and replaced with a foreign crew. The vessel, which did not require tugs or a pilot, let itself go and had sailed by morning.

The Port of Portland had been advised by Alcoa that the vessel was due to sail ten times.

A court order filed by Fair Work recently seeks damages in the form of $500,000 compensation to be paid by the MUA to Alcoa, $54,000 in penalties for each contravention of the Fair Work decision, and $10,800 per contravention for every individual seafarer involved.

The move has resulted in a slanging match between the government and the unions, with MUA assistant national secretary Ian Bray telling *The Australian* that "The MUA accepts no wrongdoing and will vigorously defend these charges."

ACTU president Ged Kearny labelled the action a "national disgrace", calling it political and demanding an inquiry.

Upon being appointed the secretary of the Australian Council of Trade Unions recently, Sally McManus had suggested that unjust laws can be broken.

"I believe in the rule of law where the law is fair and right but when it's unjust, I don't think there's a problem with breaking it…" she told ABC's Leigh Sales.

Politicians have been quick to disagree, with employment minister Michaelia Cash labelling the comments "outrageous," and cabinet minister Christopher Pyne calling them "anarchic Marxist clap-trap."

Ombudsman Michael Campbell said unions and workers must comply with the law, while Alcoa Australia managing director Michael Parker told *The Australian* that if unions or companies could defy the commission and Federal Court with impunity, then the system was broken.

Meanwhile the unions have had little to say about another case Fair Work is pursuing against oil tanker *MT Turmoil*'s operator Transpetrol, which is accused of underpaying crew while in Australian waters.

Breaches of the Seagoing Industry Award and National Minimum Wage Order have been alleged, affecting 61 crew members.

Mr Campbell said while the crew members had now been paid their entitlements in full, the decision was made to begin legal action because of the significant amount involved, and the vulnerability of the foreign crew.

Fair Work is seeking penalties of up to $51,000 each for three separate contraventions, and a requirement for Transpetrol to provide all crew with a fact sheet when operating in Australian waters. ■

New Attempt at Coastal Shipping Reform

As we put the finishing touches on this edition, members of the shipping industry will be polishing their latest submissions on the future of Australian Coastal Shipping.

They have certainly had time to hone and beautify their arguments, with the first deadline for submissions to the current government's *Coastal Shipping Reforms Discussion Paper* being extended by several weeks at the request of the industry.

But Minister for Infrastructure and Transport Darren Chester is not going to have fun marrying their end goals, let alone the myriad ideas on how to reach them.

As described in our April 2015 and August 2016 articles, the paper is the second suggested change to the relatively new regulatory framework in recent years. The new paper suggests:

- Removing the five-voyage minimum requirement for issuing Temporary Licences (TL) for single voyages
- Streamlining the licencing process where no General Licence (GL) vessels are available
- Streamlining the TL variation process
- Amending the voyage notification requirements and the tolerance limits on cargo volum and loading date variations
- Extending the geographical reach of the Act by amending the definition of 'coastal trading' to include voyages to-and-from other defined places in Australian waters, such as offshore installations.

Mr Chester, who supported his predecessor's senate-blocked reforms when he took office, hinted that the intention was not to change the "basic structure of the current coastal trading regulatory regime", but to reduce unnecessary administrative burdens on shipping companies, and to introduce seafarer training initiatives, including a census to help with workforce planning.

He stressed how the industry could take long-distance cargo off highways and railway lines, but that limitations in the current regulatory system were working against that.

Shadow minister Anthony Albanese, whose shipping reforms were rejected by the current government, which is still working on getting their alternative past the Senate, claimed the government's abuse of the temporary licensing system it introduced to get around the Senate block was doing nothing for Australian jobs.

Maritime Industry Australia Ltd (MIAL) CEO Teresa Lloyd told *Lloyds List* she was disappointed the new proposals did not provide a basis for a more competitive environment for Australian companies, and was sceptical that some of them would not work as intended, and that the training proposals were misguided.

"Given that the paper doesn't address any kind of Australian maritime industry per se, where are the jobs?"

The Freight and Trade Alliance seemed happy with the reforms and the increased competition and reduced costs they would bring, while Shipping Australia chief executive Rod Nairn wanted the application of the Fair Work Act to coastal freight to be scrapped altogether. In his opinion efficient coastal shipping would create jobs by reducing import substitution. He suggested a coastal levy that would be used to help place Australian seafarers on foreign-going ships to help them gain blue water experience.

In a letter to the editor of *Lloyds List*, ANL managing director John Lines pleaded for a commitment to a healthy coastal network and said as a coastal trader his company was growing, but subsequent governments were getting sidetracked by petty politics and merely tinkering with the legislation.

This was followed by one from outgoing Ports Australia head David Anderson giving the industry in general a serve, suggesting the in-fighting was not limited to government.

"Ports Australia believes the regulation applying to the coast should be improved to increase its role in the domestic shipping task, and we believe government has a duty to be more proactive in this space. But, we also observe a history of missed opportunities on the part of a united maritime industry… to take a cohesive and workable plan to the government, including on maritime workforce issues."

An article in Maritime Executive by Canadian Dermot Loughnane attempted to paint a picture of a deregulated coastal shipping industry.

"Is national flag shipping more expensive than international ships? Absolutely."

But the seafarers had to live in the same cities as the ship owners, and that was difficult to do on flag of convenience wages.

"…What also happens is that all the revenue that used to come into the country for the operation of the ship, the wages and payroll taxes for the crew now leave the country.

"The other thing that happens is that there's no one left that knows about shipping. This has implications for the shipping industry locally of course, but also for the government departments responsible for the administration of the shipping industry…

"There are many bright, well-educated hard working people, but very few of them have experience in what they're administering."

Mr Loughnane, a master mariner, said one solution was to import the necessary expertise from overseas, and put them on a long local-knowledge learning curve.

But it's at this point that the story changes again, in a way that might force another re-think on coastal shipping.

The government has just thrown out the 457 visa pathway through which Australia has, until now, imported the expertise it was lacking for its maritime industry.

In a sudden recent move, maritime skills were completely removed from the list, meaning not only will no such experts be coming in, but some existing ones will be forced, at some future point, to leave.

So if the industry does survive, who will be running it? ■

By Joanna Carson

"GIVEN THAT THE PAPER DOESN'T ADDRESS ANY KIND OF AUSTRALIAN MARITIME INDUSTRY PER SE, WHERE ARE THE JOBS?"

Marine Communications – A Difficult Conversation

Over the last few decades, the shipping industry has grabbed technology with both hands and made the most of what it offers.

Bridges are fitted out with advanced navigation tools. Pilots have kit that takes much of the guesswork out of that critical task. Ship-to-shore and emergency communication technology is streets ahead of what it used to be.

But there's one area, critical for both the safety and wellbeing of all seafarers, that hasn't improved at all, probably because it involves a very difficult conversation.

The factor that is still lost in translation is communication. Words need to be both recognised and fully comprehended, which means overcoming barriers caused by both linguistic and cultural differences – even between natural speakers of the same language.

While English is the official IMO-endorsed maritime language, it is worth noting that this was not formalised until 1995, a time when the majority of seafarers were still sourced from English-speaking nations.

As one of these nations, it is not uncommon to hear Australian mariners complain about the quality of English from the crews of the majority of visiting ships. Times have changed, and most seafarers now – from cadets right up through the officers ranks – come from countries where English is not the native language, and may not be commonly spoken at all.

It's clearly not good to hear these concerns, but equally clear that the situation is not going to change any time soon. Globalisation changes the face of things, and causes problems that need to be resolved, not simply decried and ignored.

> IF THEIR GRASP ON THE ENGLISH LANGUAGE WAS A LOT BETTER THE PROBLEM WOULD BE FIXED. OR WOULD IT?...

So the current problem is seen to be this. Lots of ships sail to Australia with crews from countries like China and the Philippines who are not very good at English, because they are not being taught it properly, and that is dangerous. If their grasp on the English language was a lot better the problem would be fixed.

Or would it?

This way of thinking could be the very reason why the problem is far bigger in the maritime space than in aviation, where communications are strictly standardised and effective in taking all possible ambiguity out of the mix.

Aviation recognises that dangerous miscommunication and ambiguity can occur extremely easily between two English-speakers. Their solution is not about different languages, but achieving absolute, instant clarity within English.

In the maritime environment there are numerous examples of non-standard communication, or even simply slack practices, resulting in incidents or near misses between two mariners who could understand each other perfectly well.

Yet around our coast there are still pockets of locally-developed phraseology, or no standard phraseology at all, in port services teams, on vessel bridges and in harbour control and VTS centres. So this is not just 'The English Problem'.

The English Problem does, of course, exist. Whether it's a good place to start depends on whether you think the chicken or the egg came first, because each (ie better English and standard phraseology) is likely to result in the success of the other.

It could be said that English speaking seafarers are extremely lucky, in that they are now in a minority, yet have the home advantage of the official language. Does this advantage come with a responsibility, as part of an international team, to take on a fair share of the effort of achieving good

communication, or should the non-English sailors be expected to take the weight, by becoming universally fluent in English to the point they can understand the quirks of conversational English in every port they visit?

The mandation of standard terms and phraseology would be an inconvenience to English-speaking mariners who feel they have a good standard of communication within their teams now, but it would be arguably a minor inconvenience compared to those who are forced to learn a whole new language. For them it would be a starting point – and one more realistic than simply 'getting fluent'.

One of the early major studies of international maritime communications, the MARCOM Project from the late 1990s, studied the type of English being taught in maritime colleges in non-English speaking countries, and found this varied from school to school, depending on the time provided for English lessons (sometimes as little as one hour a week), the resources available, the maritime experience of the teachers and a raft of other factors.

In some cases the focus was on conversational English and in others it was Maritime English. SMCP (Standard Marine Communicaiton Phrases) was new then, but it is likely that even today, its introduction in the classroom is inconsistent. If it was better emphasised, non-English-speaking mariners would have a fighting chance of making a better fist of things when they reached our waters. But what should they expect when they get here?

The visiting seafarer is faced with a range of accents, turns of phrase and cultural differences at every landfall, and stands a snowball's chance of becoming sufficiently familiar with them to avoid the raised voice, the terse tone and the stress of getting it wrong.

Yet nearly two decades after MARCOM, current studies being carried out at Australian Maritime College (University of Tasmania) are finding the same thing – that standard phrasing is still far from standard.

As often as attempts have been made to achieve a common language (Maritime English; Standard Marine Navigational Vocabulary (SMNV); Seaspeak, now SMCP), there have been detractors who say they don't work. The latest iteration, SMCP, which was adopted by the IMO in 2001 and is endorsed by AMSA, is far more comprehensive that its predecessor the SMNV, yet has been branded unworkable in many quarters. So is it really not fit for purpose, or just not considered necessary enough to implement?

WHAT IS SMCP?

In 1977 SMNV was developed to be used for navigational purposes. Its development was based on the decision that English should be established as the common language at sea. In 2001, it was replaced by SMCP, a comprehensive standardised language, consisting of more than 3000 phrases covering all major safety-related verbal communication on board ships, between ships, and between ship and shore. The aim was to deal with language barriers and avoid misunderstandings, which had been found to be intimately related to maritime accidents. The ability to understand and use SMCP is now required for officers in charge of a navigational watch on ships of 500 gross tonnage or above, as outlined in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). The underlying principle of SMCP is to establish a language that is based on English, but which relies on the simplest phraseology possible. Words not essential for the meaning of a phrase are, for example, simply omitted. Another particular feature of SMCP is message markers. Message markers are words which are spoken preceding a message to increase the likelihood that the purpose of the message will be properly understood. There are eight message markers; INSTRUCTION, ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST, and INTENTION.

For example the everyday English question of "What is the damage?" becomes "QUESTION. What is damage?" The answer "There is no damage" becomes "ANSWER. No damage".

Despite the adoption of SMCP, many of the issues it set out to deal with appear to persist. CMMA member Capt Joakim Trygg-Mansson, a former deck and VTS officer in Sweden who is now researching navigation teamwork and communications at AMC, says communication problems are still frequently mentioned in accident investigation reports.

For this reason AMSA has stressed the importance of SMCP, he says. AMSA Marine Notice 11/2016, for example, states that 'All verbal communication used by every member of the bridge team should always be in accordance with the IMO Standard Marine Communication Phrases (SMCP).'

Yet Capt Trygg-Mansson's research shows that in practice, SMCP is rarely used. The research project, which is focused on maritime teamwork, so far consists of interviews with more than 60 maritime professionals and more than 100 hours of observation of teamwork during navigation and manoeuvring in port waters. One explanation provided by the research participants as to why SMCP is not used is a lack of training.

While many participants were aware of the existence of some sort of standardised terminology, the majority were not familiar with SMCP. Other participants had not yet been trained and certified to the capacity in which they were working, and hence not received any training in SMCP. And for some research participants, SMCP does not form part of their training as they fall outside the regulatory requirements (for example as they work on vessels below 500 gross ton, such as tugs).

Other explanations provided by research participants was that SMCP is not a user-friendly document, or is dated and to some extent irrelevant. But the research results also indicate that some maritime professionals find aspects of SMCP useful, and some communications appear to be fairly aligned with the terminology prescribed in SMCP. In particular, some VTS operators found the message markers useful, especially when communicating with non-native English speakers on the radio.

Wheel orders given by masters and pilots to helmsmen also appear to be fairly aligned with SMCP, which is not surprising given this aspect of terminology dates back to before the adoption of SMCP. In the midst of this linguistic commotion, Capt Trygg-Mansson says, it appears some maritime organisations have set out to develop their own standard terminologies.

The International Association of Marine Aids to Navigation and Lighthouse

WHILE MANY PARTICIPANTS WERE AWARE OF THE EXISTENCE OF SOME SORT OF STANDARDISED TERMINOLOGY, THE MAJORITY WERE NOT FAMILIAR WITH SMCP.

Captain Joakim Trygg-Mansson

Senior Lecturer Lidong Fan

University of Tasmania

Authorities (IALA) is, for example, considering the development of a specific VTS phraseology, in addition to that provided in SMCP. Several pilot and tug organisations have also developed their own standard terminologies.

The risk with developing parallel standards is that they will undermine SMCP. On the other hand, many feel SMCP is far from optimal, and to change it is associated with considerable effort. It is well recognised that amending a Resolution issued by the International Maritime Organization (IMO) may take years. Perhaps that is why SMCP has not been amended once since its adoption more than 15 years ago, despite significant procedural and technological developments in the maritime industry during that time.

It is possible this likelihood is what drove the other organisations to develop their own version of maritime phraseology.

The increasing role of shore-based entities in the management of ships and vessel traffic, and the introduction of a range of electronic navigational aids, has indeed made their mark on the terminology used in shipping. To a large degree, these developments are yet to be reflected in SMCP. Can such a rigid framework as SMCP endure in such a dynamic and diverse industry as shipping? Perhaps it is just because shipping is so dynamic and diverse that we need SMCP?

While SMCP may be outmoded enough for its value to be questioned in English-speaking environments, for Chinese seafarers it is a lot better than nothing, and its universal use would make a huge difference, according to another AMC researcher - a former Maritime English lecturer in both Chinese and Singaporean maritime institutes.

Lidong Fan's research team has been looking into the 'Chinese problem' for several years, and has found that the growing number of Chinese seafarers, and no doubt those of other emerging seafaring nations are, when it comes to English communication, being set up to fail.

> IT IS EASY FOR CHINESE STUDENTS TO REMEMBER ALL THE SMCPS IN A SHORT TIME. AS OF NOW, I STILL WONDER WHY SMCPS ARE NOT EMPHASISED IN MARITIME ENGLISH EDUCATION.

In an article in the Master Mariner in 2015, he said the gaps between the Chinese current status and the expectations of the industry were "very big and increasing."

From a raft of reasons, he highlighted two. Firstly, the emphasis in the Chinese classroom of English knowledge rather than language performance. This could result in a future seafarer passing his English exam, yet being too afraid and unsure to use English in practice.

The second was insufficient training in cross-cultural awareness.

"There's no text book on this. The government and the English curriculum hasn't touched on this area."

"The mastery of SMCP is important for bridge officers' communication, but is absolutely not sufficient for effective communication among all persons involved.

"Maritime English training should be treated equally as other technical skills. It should be adequately taught and assessed in maritime education."

And while more universal use of SMCPs would not reduce the need for better English training, it would make a massive difference to Chinese seafarers in the meantime, he says.

Mr Fan said while increased SMCP usage would help non-native speakers in a foreign port environment, it would only do so if it was being properly taught to the visiting crew as well.

"You know, SMCP is mainly designed for non-native English speakers. In reality, most Chinese seafarers work on Chinese ships and speak Chinese on board. The SMCP is not that emphasised in maritime English education in China. And it is far from sufficiently taught and assessed, for various reasons.

"Despite SMCP being available for 15 years, it is not popular with Chinese seafarers.

"Research shows that it is not even popular within some native English speakers, who are not willing to use the awkward phrases."

Mr Fan still believes it's a good tool, and could be the catalyst for wider improvements.

One of the ways is to encourage the use of English, and therefore the level of comfort with it.

"Communication is a two-way process. Listening and speaking are equally important. When one does not use SMCP, the other interlocutor tends not to use SMCP. For example, I can speak both Chinese and English. If others speak English to me, I will speak English too. If others speak Chinese to me, I will not speak English to them. In short, currently, there is lack of an environment of using SMCP at sea.

"SMCP is a good tool, but it is not used to full and is neglected in maritime English teaching. Also, SMCP mainly focuses on the technical English usage. Nowadays, the importance of daily English has been emphasised due to the prevailing multilingual and multicultural working environment on board."

Mr Fan has no doubt as to the result if SMCP training became standard in Chinese maritime colleges.

"It is easy for Chinese students to remember all the SMCPs in a short time. As of now, I still wonder why SMCPs are not emphasised in maritime English education.

"If they were adequately taught and assessed in China, they could be mastered easily."

But even in Australia, standard phraseology is far from universal.

STANDARD PHRASEOLOGY ON SHORE

In a recent keynote address to the IALA VTS Working Group, Fremantle Port's harbour master Captain Allan Gray, the past Federal Master of CMMA and currently Vice President of the International Harbour Master's Association, considered the topic as it related to the VTS environment.

He said VTS was a primary risk mitiga-

tion for the harbour master, as it provided more than a conduit for simple information messages.

"It forms the core of situational awareness within the port environment. It must engage with all port users to ensure a clear picture is shared by all.

"This shared picture requires clear unambiguous open air communications. Common phraseology may deal with simple information, but can it deal with the transfer of technical information in an emergency situation? It must, and therefore it must go beyond just the VTS and be applicable to all port users."

Capt Gray said while the transfer of simple communications/information is the most basic of VTS functions, there was much more value to having a VTS centre for the harbour master.

Harbour masters are now moving away from the concept of bridge resource management (BRM) towards port resource management (PRM) or maritime resource management (MRM).

This involves VTS, tugs, mooring gangs, mooring boats, pilot boats, stevedores and other port users.

"If, therefore, there is an expectation of a broader involvement and awareness within the port, then point-to-point communications seems to be counter-intuitive. VHF voice communications seems to be the most open, immediate and obvious solution."

He said he was aware of technology suppliers in the VTS space looking at the transfer of the VTS picture to the pilot's portable pilotage unit (PPU).

"Now technology is a wonderful thing, but this action seems totally counter-productive to ensuring an effective bridge team, let alone a port team.

"I think it is believed that by doing this they are taking pressure off the VTS and providing the pilot with greater situational awareness without the need to converse or understand each other. But what is occurring is that you are isolating the pilot from the bridge team and ultimately from the port team.

"So if it is reasonable to conclude therefore that as a harbour master I am more comfortable with open air voice communications which allows all port players to be immediately situationally aware, then I am faced with the question you are faced with at this workshop.

"If I want my VTSO to engage with the pilot, bridge team and port players on a technical level, how well can this be managed by a non-native language?

"Even in an English speaking country like Australia, if we talk fast, which we tend to do, can a foreign non-English speaking crew understand what is happening? If you are a native English speaker in a non-English speaking port, can the port team effectively converse in technical English so that their port players can be aware as well as the bridge team?"

Capt Gray said he believed in common marine vocabulary and message markers, although very seldom heard them used on the bridge of visiting ships.

"If the harbour master wants his/her VTS to be the centre of situational awareness in the port, actively engaging with all port users, then how far can common phraseology go to address that technical interface?

"I would argue that it's imperative that it does, but as I am sure you are aware it may be a challenging task. But it must be considered from a whole of port perspective if it is to work. That is it needs to extend beyond the walls of the VTS to all port users; bridge team, tugs etc."

There, he says, their standards and practices will slip to fit into the environment they are in.

This, of course, is cultural – the culture on board the vessel. But it's another cultural observation that is of equal importance.

"The environment is a lot more formal in Europe and you will hear standard phraseology more often – it's definitely a requirement. Australians and New Zealanders are lovely people, but are a lot more relaxed about formality."

It may well be the positive pride we take in being informal, perhaps even 'casual', that makes us less likely to use standard phraseology.

As Mr Williams puts it, there is a "medley of little problems that all conspire against making it (communications) as fluent as it should be."

One of them is the lack of insistence on the mandatory use of standard phraseology, as happens in aviation.

International Harbour Master's Association Vice President Capt Allan Gray

A QUESTION OF CULTURE

South Metropolitan Tafe Senior Lecturer James Williams has the voice you want to hear over your marine radio. The former UK radio officer's Queen's English is not the slightest bit eroded from his time in Australia. His diction is perfect and the speed of his speech slow by Australian standards.

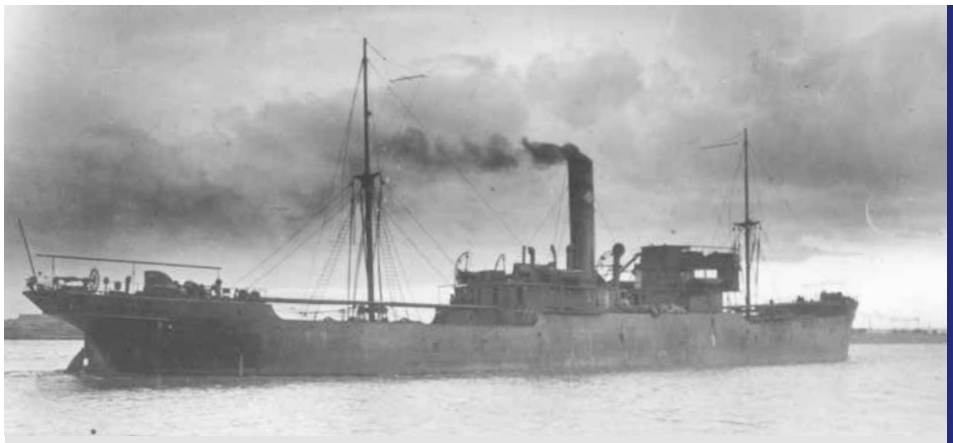
The GMDSS and Radio Services lecturer of some 19 years shows no hint of a laissez faire attitude to standard phraseology, and is adamant that his students do not pass the module if they don't meet rigid standards. With the maritime college not having any other English module, the two weeks he is given to teach the subject – as part of the Deck Watchkeeper Officer's course - is intensive.

But he cannot do anything about what happens when his students go to sea.

That industry has a global regulatory setup that can introduce safety measures and demand compliance in impressively short order. The reasons for this vastly different approach between sea and air is for another day, but there would surely be no better way to focus attention on the quality of SMCP than if everybody was forced to use it.

In the absence of that, Australia can recognise how its own inherent culture contributes to the low usage of SMCP and bring about its own cultural change. This would instigate better SMCP training in the foreign maritime classroom, because taking Mr Fan's point, if you are spoken to with standard phraseology, you are far more likely to reply with it. ■

By Joanna Carson


SA Maritime Museum

A rare photograph of the first BHP *Iron Baron*, formerly *Emerald Wings*

THE FIRST SHIP TO LOAD AT HUMMOCK HILL WAS EMERALD WINGS, WHICH LOADED A TRIAL SHIPMENT OF 2,800 TONS OF IRON ORE ON JANUARY 8TH 1915...

A Hundred Years of Ore

The decision by the Broken Hill Proprietary Company to build a steelworks at Port Waratah, Newcastle, was initiated by the Australian Federal Government by moving the *Newcastle Iron and Steel Act 1912-1913*.

The intention was to utilise iron ore from South Australia and the readily-available coal within the Newcastle area. The Newcastle Steelworks was officially opened on June 5th 1915. This required the shipping of iron ore from what was then known as Hummock Hill (renamed Whyalla in 1921) and limestone from Devonport, Tasmania, as well as finished products to the local market. From 1889 BHP had been involved in the chartering of ships in order to move their Broken Hill-sourced lead and zinc ore from Port Pirie, South Australia to overseas markets.

From the commencement of this operation, BHP had contracted with the Adelaide Steamship Company to move coal and coke for the smelter from Newcastle to Port Pirie, while contracting the P&O Line to move the resultant product overseas. Adelaide Steamship Company, then a very large and influential South Australian establishment, must have raised some eyebrows in their prestigious boardroom when BHP, in 1914, appointed a small Sydney-based company, W. Scott Fell & Co. Ltd, as BHP's shipping agents and charterers for this prestigious new project. A charter on behalf of BHP was made for a trio of three modern British cargo ships, each of 5,600 DWT for a period of three years. They were namely *Emerald Wings, Bright Wings* and *Southborough,* which formed the nucleus of a fleet which on arrival on the coast was registered at Sydney. The first ship to load at Hummock Hill was *Emerald Wings*, which loaded a trial shipment of 2,800 tons of iron ore on January 8th 1915, having previously part-loaded lead at Port Pirie for transhipment for overseas at Sydney.

As the U-boat warfare increased in 1917, with the resulting massive loss of UK ships, the orders came from London for the prompt return of the three ships on completion of their respective charters. It should be remembered that in both WW1 and WW2 all ships, even those being Australian owned and operated, were considered to be UK ships and could be commandeered at the direction of the UK Shipping Controller. *Southborough* returned only to be torpedoed in the North Sea a week after arrival with a large loss of life.

Scott Fell advised BHP on August 7th 1917 that they had received an option to purchase the two 'Wing' steamers - at an exorbitant price at the time of £205,000, with a decision required by the end of business in London that day - which happened of course to be a Friday. If this offer was not accepted, the two ships could be immediately commandeered by the Commonwealth Government on behalf of the UK Controller of Shipping.

BHP had been reluctant to own ships because of a concern that the Commonwealth


Victorian State Library

The *Koolonga*, which became the *Iron Monarch*

could commandeer the ships for their likely return to the UK. It was an indication perhaps of BHP's reluctance in becoming ship owners and operators on their own account, and it pre-empted BHP Billiton's eventual withdrawal in 1998 from ship owning. BHP and the National Bank agreed to finance the purchase, but being a weekend a settlement in London that quick was not feasible, and when everything was in place five days later, the Scott Fell/BHP option was lost. The British Government then advised the Commonwealth Controller of Shipping that the 'Wings', together with other Australian ships, would be commandeered by the UK. The Chairman of BHP had an urgent meeting with Prime Minister Hughes, who accepted that the continuing transport of ore was essential for the maintenance of an industry on which Australia depended for vital supplies of iron and steel. The British Government was advised by cable on September 24th1917 that the two 'Wings' would not be allowed to leave the coast!

Negotiations were ongoing towards the eventual purchase of the 'Wings'; however in October 1917 McIllwraith McEachern placed their 1914-built collier *Koolonga*, which had been operating in the ore trade from 1915, up for sale, no doubt with a view to making a good profit in a desperate market. The high price for the time was £170,000. Ownership was vested 11/64th shares by Scott Fell at £30,000, and 53/64th by Edward Percy Simpson, BHP's nominee, at £140,000. The transaction was completed 17th November 1917, and the ship was renamed *Iron Monarch* on the 22nd November 1917.

Thus the first ship with the familiar Iron prefix was introduced to Australia's coastal trade; a title that was used by both Scott Fell in their own right (except for two – *Echunga* and *Ellaroo*) and by BHP, with their owned-and-directly-manned Australian ships concluding with the 1993 built *Iron Chieftain*.

Eventually the 'Wings' were purchased, following a rather delayed but eventual removal of wartime controls at the end of 1919. In the interim, the two ships had been sold to the Limerick Steamship Co. Ltd. of Limerick, Ireland and then to Margam Steamship Co. Ltd. of Cardiff, Wales, retaining their Sydney port of registry. They had been renamed *Kilbaha* (ex *Emerald Wings*) and *Auchinish* (*Bright Wings).*

Kilbaha was purchased by BHP in October 1919, being finally renamed *Iron Baron* in June 1920. *Aughinish* was in 1919 also purchased by BHP, being renamed *Iron Prince* in May 1920. The two ships operated under Scott Fell's management, an arrangement that lasted until 1923 and which included the loss by stranding of *Iron Prince* near Cape Howe in April 1923.

BHP had set up its own in house shipping department in April 1921, and with the company purchasing four ex Commonwealth Line of Steamers vessels in 1923, they finally took full control of their operations.

Scott Fell's, later operating as Interstate Steamships Pty Ltd, continued to act as shipping agents in various ports, and remained as ship owners operating in the BHP trades until the sale of their last ship, *Echunga* - the 1944 BHP Whyalla-built former (ANL) *River Derwent* in November1961. ■

By Capt Iain Steverson


Photo: Helen Lyth

MARTHA fatigue report is launched at the IMO

InterManager, the trade association for in-house and third party ship managers, together with The Warsash Maritime Academy, has presented the findings of its fatigue study, Project MARTHA, to The International Maritime Organization (IMO).

Speaking at the presentation, Capt Kuba Szymanski, Secretary-General of InterManager, urged the maritime industry to take notice of the findings as the industry recruits aspiring seafarers.

Funded by the TK Foundation in the Bahamas and led by Southampton Solent University, the $1million, three year project gathered a large database of new information from over 1000 seafarers, and carried out a field study of over 100 seafarers working at sea worldwide. The study, which follows on from Project HORIZON, has collected data on their fatigue levels, sleep patterns and psychological wellbeing. Of particular importance was the use of Actiwatches for extended periods, which volunteers wore to register their periods of activity and sleep.

The report highlights growing levels of fatigue, particularly among masters and watch keepers, and noted that motivation was a major factor in fatigue experienced by seafarers.

Findings of the report included that fatigue had a great effect on masters.

'A Master's place on a ship is central to its performance, a claim which many would agree with. The project confirmed this and found a number of reasons for how a master's role differed from that of other crew members, including that masters:

- Have more weekly work hours
- Feel that work in port is less demanding than work at sea
- Are far more fatigued at the end of a contract
- Are slightly more overweight compared to others on board
- Suffer from mental fatigue, compared to physical fatigue suffered by other seafarers.

Fatigue's effect on performance was also studied, because the performance of seafarers on board is paramount to a vessel's operation and efficiency. The study found:

- During interviews, seafarers pointed out that not being relieved on time was having an effect on motivation
- 48.6% of participants felt stress was higher at the end of a voyage
- Sleepiness levels varied little during the voyage, suggesting there are opportunities for recovery while on board

The cultural differences Project MARTHA sought to examine threw up some interesting results, and a clear divide between European and Chinese seafarers were found, including that:

- European seafarers worked fewer hours than their Chinese colleagues
- Chinese seafarers on dry bulk carriers worked an average of 15.11 hours a day compared to European seafarers who worked an average 10.23 hours a day.
- There is evidence of higher levels of fatigue and stress in Chinese seafarers, rather than European seafarers

Addressing IMO delegates and invited guests, Capt Szymanski said: "I sincerely hope the results of our research will be read and acted upon by ship managers and ship owners who will go on to revise their attitudes and procedures. There are a number of "low hanging fruits" which, with a little adjustment, could make a big difference. These are not necessarily costly changes – such as having seafarers relieved on time and organising work onboard with humans and not regulations in mind and engaging sea staff in decisions – but empowering seafarers to take care of their lives more than it is today.

"Our people are our assets and we need to develop a strategy whereby shipping is once again seen as a career of choice for tomorrow's young talented people.

There is no avoiding the fact that the global fleet is increasing and more manpower is needed. However, we are demanding more from current seafarers rather than recruiting even more cadets into the market. Attracting new seafarers and retaining them will test the industry, but we cannot ignore these findings in making the industry an attractive place for aspiring seafarers."

Southampton Solent University and other partners from Sweden, Denmark, China and the UK presented the report's findings to the wider industry at a seminar held at Warsash last year. Attending that seminar were representatives from the UK's Maritime and Coastguard Authority and Marine Accident Investigation Board, International Transport Federation, Lloyd's Register, IMarEST, the UK Chamber of Shipping and Shell.

Those representatives were particularly interested in the impact of long voyages on sleep patterns, including both sleep quantity and sleep quality.

Claire Pekcan, Associate Professor at Warsash, who worked on the actigraphy analysis with Dr Anne Hillstrom of the University of Southampton, said "The actigraphy analysis has been particularly interesting and demonstrates how the overall amount of sleep decreases over time on board, and how the quality of sleep, as measured through disturbances to sleep, increase the longer crew are on board."

Other important issues covered during the seminar included the differences in perception of fatigue between seafarers managed by European companies and Chinese owned companies, and the effects of port visits on workload and fatigue.

Speaking about the future impact of the study, Emeritus Professor Mike Barnett said the shipping industry had been following MARTHA's progress with considerable interest as the momentum for revising the guidance on fatigue has grown at the International Maritime Organization (IMO).

"The findings from MARTHA are anticipated to have an influence on the eventual guidelines to be published by IMO," he said.

Our fatigue series will continue in the next edition, covering fatigue tools being adopted by Australian operators. ■

Why are Lifeboats Killing Seafarers?

During my life at sea, I was always anxious during lifeboat drills. One of my relatives was employed on a MSC container carrier as an engineer watchkeeper, and during his routine inspection inside the free-fall lifeboat, the craft suddenly released and fell into the water while a ship was underway.

He was lucky enough to survive and suffered only severe injury to his knee, and since the vessel was close to the shore he was evacuated by the helicopter. He spent a year recovering.

When I was working for Maersk Line, one of our ships reported that a rescue boat accident resulted in one crewmember being killed instantly. Another crewmember was seriously injured.

Unfortunately, there are no comprehensive statistics on lifeboat accidents, but there is an ample amount of research showing a scary outcome. To name a few studies, from 1992-2004, marine insurer Gard recorded "32 cases of accidental release of lifeboats. Five cases were without injury to people (there are certainly much more, but these five have been reported because they involved P&I claims). The others caused 12 deaths and injury to 74 people. Among the people injured there were several very serious cases of head and spine injury; some causing paralysis or possibly leading to death at a later stage.

"There were also a few cases where members' vessels have picked up drifting lifeboats at sea – boats which had obviously fallen from the ships they belonged to."

In 2001, the UK Marine Accident Investigation Branch (MAIB) published a review of lifeboat and launching system accidents covering a 10 year period from 1991, where seven people were killed and 10 injured.

- Some of the recent cases of lifeboat accidents:
- Thomson Majesty accident – five crewk-Killed during lifeboat drill on cruise ship
- Lifeboat drill accident - one killed, four injured in fall aboard *Harmony of the Seas*
- Rescue boat accident on Norwegian Breakaway injures four.
- Lifeboat accident on NCL's *Pride of America* sends two crew members to hospital
- MTM *Westport*: fourth seafarer/lifeboat death in two months
- Sailor killed, two others injured in apparent lifeboat accident off Germany
- Lifeboat failure leads to fatalities aboard Ensco rig

As most of the accidents occurred during routine drills and maintenance activities, the main causes are design failure, lack of maintenance, and lack of proper training.

South Metropolitan TAFE

"The equipment failure was reported to be the most common cause of accidents, within which quick release mechanism failure was identified as the most frequent cause," according to a report by the Nautical Institute.

In response to the growing number of lifeboat accidents, the IMO has released new SOLAS Regulation III/1.5, and the amendments to Chapter IV of the LSA Code concern on-load release mechanisms fitted to new and existing cargo and passenger vessels. SOLAS Regulation III/1.5 also specifies other important dates.

"For ships constructed on or after 1 July 2014, on-load release and retrieval systems shall comply with the LSA Code, as amended by Resolution MSC.320(89); and

"Member Governments are encouraged to ensure that ships constructed on or after 20 May 2011 but before 1 July 2014, on-load release and retrieval systems shall comply with the LSA Code, as amended by Resolution MSC.320(89)."

For vessels constructed prior to 20 May 2011, any on-load release systems that do not comply with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the revised LSA Code must be replaced at the first scheduled dry docking after 1 July 2014, but no later than 1 July 2019.

For the ships which are awaiting for the modification or fitting of the new design on-load release mechanism, the IMO has issued the 'Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems' and advise that Fall Preventer Devices (FPDs) are to be used with each existing RRS, in accordance with MSC.1/Circ.1327 'Guidelines for the Fitting and Use of Fall Preventer Devices (FPDs)'.

Some of the current requirements for the lifeboat/rescue boat inspections and maintenance are:

Davit-launched lifeboats moved weekly from stowed position (SOLAS III/20.6.3)

Rescue boats other than lifeboats launched monthly (SOLAS III/19.3.3.6)

Lifeboats and rescue boats launched quarterly (SOLAS III/19.3.4.3 & .6, MSC/Circ. 1206)

Free-fall lifeboat drill every six months (SOLAS III/19.3.4.4, MSC/Circ. 1206)

Considering all the accidents, do you think it is viable to break the boats from its stowed position every week, or even worse, to launch them with the crew inside every three months?

The Marine Accident Investigation Branch (MAIB) went even further and recommended that the IMO undertake a study on the present value, need and desirability of lifeboats.

While I'm not ready to argue the present value of the lifeboats, I'm confident that simply a change in on-load hook design is not good enough. Many accidents occurred due to the failed winch operation, damaged wire or some minor imperfection such as remote wire control. I believe more radical changes are required, for example reducing the requirement for the davit-launched lifeboats to be moved from stowed position from weekly to monthly or even quarterly. Reducing the launching of the lifeboats and rescue boats from quarterly and monthly respectively, to annually. Or even more radically, test the off and on-load release mechanism by shore contractors only with the boat in stowed position - of course with the additional securing arrangements, thereby completely removing the requirements to launch the boat with the crew inside.

The crew has been trained how to use the survival craft during their STCW courses which are compulsory. During the external inspections the inspector, such as port state control, can test the knowledge by asking relative questions. I'm very confident that in a case of emergency the crew would be able to lower the boat, start the engine, let go the hooks and steer away from the vessel. ■

By: Capt Nick Yatsenko

First printed in GCaptain

Norwegian Coastal Administration

An artist's impression of the proposed Stad Ship Tunnel

Norwegians Will Move Mountains for Shipping

The next generation of seafarers and cruise passengers will have an opportunity nobody before them has experienced. They will be able to sail, in a commercial vessel, through a tunnel.

Norway has given the green light to the building of the Stad Ship Tunnel, which will begin in 2019 and should be completed in just three to four years.

The tunnel, which will be the first full-scale ship tunnel in the world, is expected to cost 2.7 billion krone, (AUD 420m approx).

Despite it being well known that feasibility studies have been underway for years, confirmation of the project has created worldwide interest, according to project manager Terje Andreassen.

"We experience great interest in the project, beyond that it is a project that will secure safe journeys and transportation of passengers and freight on the most exposed and dangerous part of the Norwegian coast. In recent weeks, we have shared film, photographs and interviews with journalists in the UK, the US, Germany, Poland, Brazil, Argentina and Australia. We expect the interest to become even greater when the actual construction begins," he said.

Norwegian Transportation Minister Ketil Solvik-Olsen recently told the ABC that sea currents and underwater topography in the country's south-western coast "result in particularly complex wave conditions.

"We are pleased that the ship tunnel now becomes reality," Mr Solvik-Olsen said, adding that travel time between Norwegian cities and towns in the area would be reduced.

The tunnel will be located at the narrowest point of the Stadlandet peninsula.

It will be 1.7 kilometres long, 37 metres high and 26.5 metres wide, and it will allow coastal steamer (Hurtigruten) sized vessels to navigate more safely through the very exposed Stadhavet Sea.

About three million square metres of solid rock will be removed – the equivalent of 8m tonnes of blasted rock. It will be built using conventional blasting, using underground drilling rigs and pallet rigs.

The Australian also took an interest in the project, quoting project officials as saying that instead of braving the worst of the weather, freight and passenger ships will be able to sail directly between the Norwegian Sea to the north and the North Sea to the south while remaining within fjord waters.

While journey times will not be affected, the tunnel will allow safe passage all year on the essential shipping route between the coastal cities of Bergen and Alesund.

Historians say the tunnel idea is nothing new, being first mooted in 1874, and it shouldn't come as a surprise to many by now, as Norway has form in this area – the country already boasts the world's longest road tunnel at 24.5km. ■

The tunnel will shorten the route, and provided safer waters, for much shipping around the Norwegian Coast.

Prelude Will Soon Be the Main Event

Shell Australia

The giant floating LNG vessel that is the *Prelude* is a step closer to entering service off Western Australia, with attention turning to how to get her there.

HR Wallingford's Fremantle simulator has been working with the team responsible for towing the *Prelude* FLNG facility from Geoje in South Korea and positioning it at the remote Prelude gas field in the East Browse Basin, 200 kilometres off the coast.

Tug masters skilled in towing large facilities such as oil and gas platforms have been employed for the job. However according to owner Shell, the *Prelude* FLNG facility represents a new challenge due to it being the largest offshore floating facility ever built.

By modelling actual wind, wave and tidal conditions recorded at the site, the crew will test the capability and power of the tugs at Wallingford. These tugs will be attached to the FLNG facility by a 700-metre-long wire, weighing approximately 30 tonnes.

Becoming familiar with the scenario they will be faced with once *Prelude* is ready to leave the shipyard in Geoje is a rare opportunity for the oil and gas industry. As the crew headed into their last day in the simulator, Captain Roy Lewisson, master of the *Deep Orient* - the vessel that will connect *Prelude* to the 16 mooring lines, confirmed he had taken great value from the workshops.

"Never before in oil and gas history have we had the chance to practice in the simulator before we get on the water," he said.

The *Prelude* FLNG Environment Plan was accepted on the December 9th, and covers the arrival of the FLNG facility to the Browse Basin, installation of the FLNG facility plus commissioning and start-up, operations and maintenance of the facility and the subsea structure for the operations phase (with reviews every five years).

Activities also covered are the operation of support vessels and helicopters within the safety zone around *Prelude*, well intervention activities using a light well intervention vessel and product transfer from the FLNG to carriers and associated berthing activities.

Shell says *Prelude,* which will produce and liquefy natural gas from the Browse Basin, is expected to create significant economic and social benefits for Australia. They include hundreds of jobs, tax revenues, business opportunities for local companies, and community programmes.

The facility will extract and process gas from the Prelude and Concerto gas fields. The project enables the production, liquefaction, storage and transfer of LNG at sea, as well as the processing and exporting of Liquefied Petroleum Gas (LPG) and condensate.

Prelude's hull is 488m long (1,600 feet), stretching further than four soccer fields laid end-to-end. Despite its large proportions, the FLNG facility will take up just a quarter of the footprint of an equivalent land-based LNG plant.

Shell has made safety the central focus of FLNG technology since it began developing it in the 1990s. It has incorporated proven LNG technologies, plus new ones, to ensure the *Prelude* facility can operate safely at sea. *Prelude* is designed to remain in place in severe weather conditions and even withstand a 1-in-10,000-year storm.

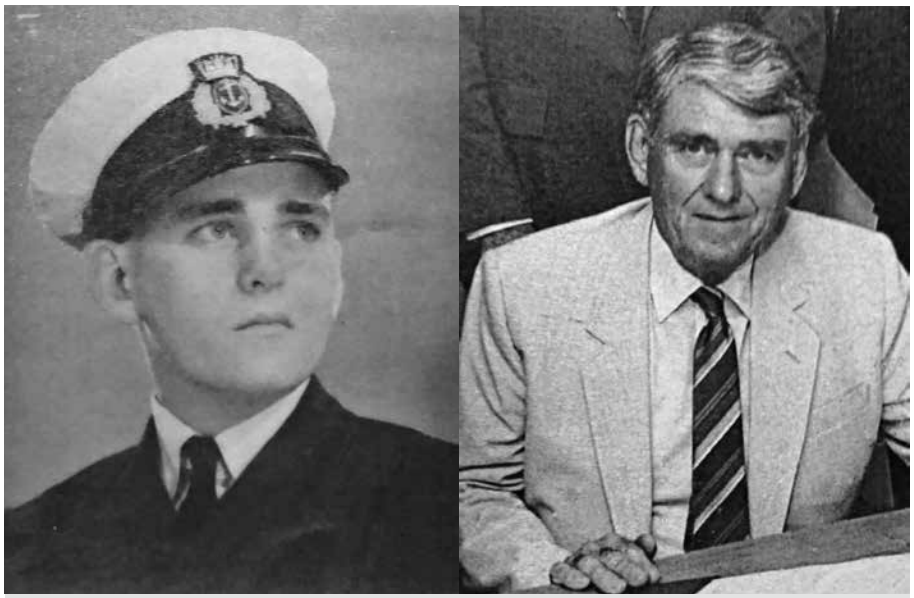
The facility is designed to remain at sea for around 25 years. It will be moored in the Browse Basin off the northwest coast of Australia, in about 250 metres of water. FLNG facilities can be re-deployed to develop new gas fields.

Shell Australia

SOME *PRELUDE* STATISTICS:

- 6,700 horsepower thrusters will be used to position the facility
- 50 million litres of cold water will be drawn from the ocean every hour to help cool the natural gas
- 6 of the largest aircraft carriers would displace the same amount of water as the facility
- 93 metres (305 feet) is the height of the turret that runs through the facility, secured to the seabed by mooring lines
- -162° Celsius (-260° Fahrenheit) is the temperature at which natural gas turns into LNG
- 117% of Hong Kong's annual natural gas demand could be met by the facility's annual LNG production
- 5,000 people have been involved in constructing the Prelude facility with another 1,000 on the Turret Mooring System, subsea and wells equipment. ■

Vale – Two Industry Doyens Cross the Bar



Captain Trevor Beckinsale at two different stages of his career

Queensland Branch is mourning the loss of a member with a strong family pedigree, both in the Queensland maritime industry and within the Company.

Captain Trevor Beckinsale passed away in the early hours of Anzac Day.

He was born in Brisbane in 1927, a few years before his father became a pilot for Rockhampton and Port Alma, and later harbour master at Bowen and Brisbane, and commander of Naval Reserve vessel *Karangi* during WW2.

After attending Brisbane Grammar School his father, who was a member of CMMA, advised him the Company was sponsoring two boy apprenticeships with the AUSN company, and suggested he apply.

By February 1944 the successful candidate was on his first ship *Murada*, carrying troops around Pacific.

His apprenticeship was completed in calmer peacetime waters, and his passed his second mate's exam in 1947 and worked as a third mate with River Burnett, plying the coastal trade and obtaining his Master Foreign Going certificate in 1953.

He became a pilot in Cairns in 1956, and later on his father's piloting turf in Gladstone, just as the port began expanding.

In 1964 Capt Beckinsale was appointed to Brisbane as Relieving Harbour Master Northern Ports, and also served as a pilot. During his piloting years he gained licences for a large number of north eastern ports.

He left the bridge in 1979 when he became the Marine Officer Planning and Development, and subsequent served as Shipping Inspector, Superintendent Pilotage and Navigation, Assistant Director, Port Master and Chairman of the Marine Board of Queensland.

He retired at 60 from the same position from which his father had retired 20 years before.

Capt Beckinsale joined the Company of Master Mariners in 1979. He served as Prime Warden of Brisbane Branch 1981-83 and as Branch Master 1983-4 and 1984-5.

Judging by the responses received by the Queensland Branch to news of his passing, Capt Beckinsale was held in great regard both as a seafarer and a man, and will be sorely missed.

Melbourne Branch wishes to commemorate Life Member and branch stalwart Captain Ralph McDonnell OAM, a highly respected colleague who passed away in October last year. Capt McDonnell was a great writer, and supporter of Australia's maritime heritage. He was editor of the Melbourne branch newsletter *The Log* for 20 years and wrote profusely for *The Master Mariner.* Born in Kerang, Victoria, in 1928 to parents who had emigrated to Australia post WW1 to take up farming in the area, he returned to the UK at aged three, due to depression-era difficulties in the farming industry.

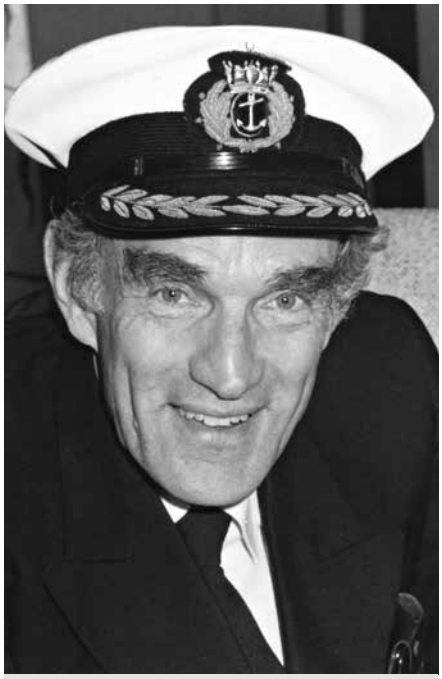
He was educated during the difficult wartime years and obtained an apprenticeship with Cunard White Star Line, where his first ship was the managed Liberty ship *Samouse* (later Bank Line *Marabank*) in 1946.

He visited Australasia on the new general cargo ship *Asia* on occasions when she was on charter to the Cunard subsidiary, Port Line. However he mainly sailed on their passenger ships, including *Saxonia* and *Britannic.*

Returning to Australia in December 1957, he was accepted by ANL, joining *Bulwarra* as third officer in January 1958. He served across the many classes in their fleet, until receiving his first command, which was the steamer *Daylesford* in 1968. During his 19 years as master he was in command of so many ships, and visited so many Australian ports, he had the largest number of pilotage exemptions of any Australian master.

He retired in 1987 after a stint on Bass Strait during which he clocked up 1,805 crossings.

As well as his writings for CMMA, Capt McDonnell wrote the outstanding 1976 history of the Commonwealth Line of Steamers, entitled *Build a Fleet, Lose a Fleet.* This was followed in 1987 with *Alma Doepel, the History of an Australian Schooner* and in 1995 *Australian Salvors in WW2 – The History of the Maritime Salvage Board 1942-1946.*



Capt Ralph McDonnell

His many articles in local maritime publications were always humorous and of general interest, relating to his seafaring adventures. His life membership of CMMA was in recognition of the excellent newsletter he produced for Melbourne Branch.

Capt McDonnell served as chairman of the Polly Woodside Volunteers Association for 13 years and was president of the Alma Doepel Supporter's Club for nearly 20 years, and it was for his services to maritime history that he was awarded his OAM in 2001.

He also in his retirement taught navigation at the Royal Melbourne Institute of Technology. ■

David Sexton, Lloyds List

Phil Kelly

Vale – Victoria Loses Industry Stalwart

The maritime community was sad to learn of the passing earlier this year of Shipping Australia's Phil Kelly, a member of the Melbourne Branch, who passed away after a tenacious but ultimately unsuccessful battle with cancer. Phil had beaten cancer once before and was optimistic about his prospects, But in his words "we fight a lot of battles in this industry and we certainly don't win them all."

Shipping Australia colleague Rod Nairn said he was told by Phil he would continue to work for as long as he could make a contribution, because he loved the industry and it kept him active, and that he did.

He reluctantly resigned from his role as Victorian State Secretary in July last year when he realised that he would not have the energy and strength to continue while undergoing chemotherapy. Since then, he had remained optimistic about the outcome until quite recently.

Phil was been an icon of the shipping industry, especially in Melbourne where he has spent almost 70 years in the industry. He was influential during the transition from general cargo to containerisation, became Victorian State Manager of Associated Container Transport Australia, served on the board of the Melbourne Harbour Trust and later took on the role of general manager of the historic barque Polly Woodside. Retiring from full-time work 28 years ago, his commitment to the maritime sector saw him immediately take on the role of Victorian Secretary of the Australian Chamber of Shipping, which later became part of Shipping Australia Limited. It was a role he held until his retirement in July last year.

With his polite demeanour and quiet efficiency, he guided the Victorian State Committee, demonstrating an outstanding ability to represent the industry at the highest level and negotiating positive outcomes for members. He contributed to numerous Victorian logistics reviews and represented the shipping industry in the Port of Melbourne channel deepening project, empty container park working groups and the 2015 review of the privatisation bill for the Port of Melbourne.

In 2008 he was awarded the Medal of the Order of Australia for services to the shipping industry, and to the preservation of Australia's maritime history. Most recently, in November 2016 Phil was selected as the 2016 inductee to the Australian Maritime Hall of Fame.

CMMA, and Melbourne Branch in particular, offers condolences to his family. ■

Long-Term Members Recognised

Three members of Melbourne Branch reached the milestone of 50 years of CMMA membership this year, and therefore qualify for a special branch plaque. Two of the plaques have been presented, to Captains Mike Pratt (left with wife Myra) and Graeme Smethurst (right with wife Mo). Capt Pratt was brought up in India where his father was Marine Superintendent with British India Steam Navigation Company. He sailed with Cunard on the Mauritania and also on Queen Mary and Queen Elizabeth before setting in Melbourne as a nautical surveyor. Capt Smethurst was apprenticed to the Australian shipping Board before joining Shaw Savill, Huddart Parker and other companies. He has also held roles as a marine surveyor and manager of marine services for ANL. He was also a Lt Comdr in the RANR, and commanded Attack class patrol boats. Capt Terry Green, who lives in Portland, has yet to be presented with his plaque. ■

Membership Changes: December 2016 – April 2017

DECEASED MEMBERS

MELBOURNE
Capt. K. Dann
Mr. P. Kelly

NEW MEMBERS

SYDNEY
Capt. W. D'Souza, Ord
Capt. K. Tygg-Mannsson, Ord

WA
Capt. A. Lysenko, Ord
Capt. W. Purio, Ord
Capt. M. Gimm, Ord
Capt. C. Kouvatsos, Ord
Capt. R. Punnen, Ord
Ms. C. Shannon, Assoc
Mr. M. Toohey, Assoc
Mr. D. Bowden, Assoc

MEMBERS WHO HAVE TRANSFERRED

Capt. S. Estella
(From Sydney to Melbourne)
Capt. I. Steverson
(From Newcastle to Sydney)

MEMBERS WHO HAVE CHANGED MEMBERSHIP CATEGORY

SA
Capt. I. Dickson (From Hon to Life)

SYDNEY
Capt. S. Herklots (From Ord to Retired)

MEMBERS WHO HAVE RESIGNED

NEWCASTLE
Capt. B. Wallis

A Month of Commemorations

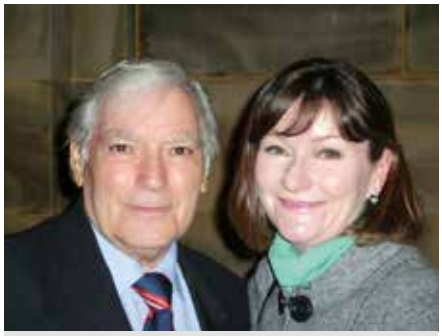
Capt John Crowsley

CMMA's very smart Anzac Day representation in the Brisbane parade was made up of Capt William Burton, Capt Arthur Diack, Capt Peter Marchbank, Branch Master Capt Kasper Kuiper, Jorgia Monroe (daughter of Tom Monroe), Capt John Crowsley and Capt David Ellis.

Anzac Day is the most famous day of April's commemoration calendar, but on April 9th the Maltese Australian Association conducted the Commemoration of the 75th anniversary of the award of the George Cross to the people of Malta. The ceremony is usually held on the forecourt of the Victorian Shrine of Remembrance and at the Shelter of Peace, but due to the wet weather this year it was moved into the Sanctuary of the Shrine.

Due to the significant contribution of the Merchant Navy convoys to Malta, CMMA is always invited to this event and treated as a special guest. With the Melbourne Branch Master and Deputy Branch Master both away in Sydney for the Federal AGM, the branch was represented by branch secretary Alex Evered, who did one of the readings and laid a wreath.

Meanwhile later in the month the Queensland Branch, finely presented as usual, played their part in the Anzac Day march through the city of Brisbane. There was a familiar look to the contingent this year, as many appeared in our photograph of last year's parade and gathered again to do CMMA proud on this important occasion. ■



Capt Detlet Kopfe

Maltese Association of Malta Melbourne president Ben Soler with CMMA secretary Alex Evered at the George Cross commemoration