



The Porthole

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The newsletter of
the Company of Master Mariners of Australia,
South Australian Branch

PO Box 1, PORT ADELAIDE, SA 5015

Branch Patron: His Excellency the Honorable Hieu Van Le AC



Branch Master's Comments

Good day to All,

Once again, the Winter Solstice has quietly passed us by without regard or concern for man or disease. A nice example of the inexorability of Mother Nature. The best thing about this is that our days are slowly becoming longer, and before we know it, we will be enjoying the warmth of another summer and our present burst of cold and wet polar sourced weather will be looked back on with nostalgia.

The focus of the Federal Court is, and has been for some time now, fixed on repairing the CMMA constitution, and to that end I trust that you all have received your voting forms by e-mail. If you are like me, you may well have had difficulty in returning these papers, in which case, use the telephone to either Ian or myself to let us know your feelings on these changes. If all else fails, just turn up at the monthly meeting and let your views be known; it's the numbers that matter, not the paperwork. I understand as I have had trouble with this myself.

I suppose we should consider ourselves lucky that our AGM went off without a hitch in the light of current travel restrictions.

On a personal note, as both myself and my bride are not getting any younger, the farm is on the market for better or for worse, and we will be moving into a smaller domicile with less acreage and no sheep; I believe it is called downsizing. If you are interested, you may view it on "realestate.com" and enter "Gemmels SA" for location. This is, for me, the end of an era.

Anyway, I will be delighted to see any who can make it to our June monthly meeting on the 30th of this month at the Largs Pier Hotel at the usual 1145 for 1200.

Until then

Happy Sailing

Bob W (SABM)

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COVID-19 restrictions permitting, the next Branch meeting will be held at The Largs Pier Hotel. 198 The Esplanade, Largs Bay, on Wednesday, 30th June 2021, at 1145 for 1200. Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 28th June 2021 with Bob Westley (0427 644 947) or Ian Dickson (0418 807 788)



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity and Prestige of Master Mariners in particular.

Justifying the unjustifiable

By Michael Grey

Nobody should be surprised that there has been something of a fight back by ship operators after the World Maritime University's research earlier in the year showed up widespread "adjustment" in the recording of seafarers' hours of work and rest (see *A Culture of Adjustment*). It was a shocking report, although it merely gave chapter and verse to what is reality aboard so many hard-pressed ships, with exhausted crews. But as reported in the *Nautilus Telegraph*, rather than looking constructively at the WMU's recommendations to make seafaring more humane and 21st century, the shipowners' representative at the Maritime Labour Convention Special Tripartite Committee sought to denigrate the report as unfounded. (<https://www.nautilusint.org/en/news-insight/telegraph/fatigue-another-inconvenient-truth>)

Adopting the time-honoured strategy of suggesting the research was suspect because of its sponsors and dubious methodology, the owners' representative went on to attack the university itself, doubtless provoked by the amount of publicity the report received in the media. You might suggest that such a response, of a lobby group that "don't like it up 'em", was entirely predictable, but a little humility would not have come amiss, rather than trying to bluff their way out of trouble. There were a whole host of serious points made in the research document, which surely deserved to be properly considered. I would be willing to bet that plenty of decent ship operators, rather than rubbishing the research, will have looked closely at the situation and are seeking to address some of the points made.

To take just one of the issues that the report highlighted, the idea that a 6/6 hour watch system can be operated legally is utterly laughable, but remains in place for a huge fleet of small ships. The UK, led by organisations like the Nautical Institute (hardly a trade union) has been trying to stop the practice for years. While the UK remained in the EU, every attempt to outlaw this practice was shot down in flames at the pre-IMO meetings insisted on by Brussels, where the antediluvian Dutch, German and Scandinavian views on "acceptable manning practices" predominate. It might be argued that such practices are economically necessary, but if they cannot be undertaken legally in a culture that never permits ships to lay by, they should stop pretending. It doesn't say much for the notion of "decent work", when inadequate manning is allowed to become institutionalised and is defended by employers who like to emphasise their commitment to safety all the time.

Let's face it, this is usually why short sea ships regularly run aground on their coastal passages, with tired people slumped in their chairs in their climate-controlled wheelhouses and no separate night lookout posted as this would interfere with the day work. It is why there are serious accidents, like the mooring fatality investigated recently by the Dutch authorities, where nobody aboard had been asleep for 17 hours and a cook and trainee were trying to handle the lines down aft.

It's all very well to suggest that adequately manning these ships and operating them with less of a rush would make them uneconomic against road haulage competition, but it's basically the same argument that failed to prevail against the common humanity that ended the sweat shop and child labour in more civilised countries. The problems outlined by the WMU researchers won't go away and it's time that the industry took them on board.

Maybe it is the sort of cause that Frank Coles, formerly of Wallem, might take up in his latest role as a supporter of seafarers' human rights. He surfaced last week in the e-journal *Splash 247*, with an excoriating attack on those who treat seafarers, especially during the pandemic, as people of little account – the "scum of the earth". It was explosive stuff, which will doubtless have plenty of industry folk stroking their chins, but welcome, as too many people who depend on the ships coming and going never give a thought to those who live aboard them. When somebody who has been one of the world's biggest ship managers says these things, they get noticed. See <https://splash247.com/seafarers-scum-of-the-earth/>

Michael Grey is former editor of Lloyd's List.

Source: *Maritime Advocate* 779

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Book review: *All at Sea* by Alan Loynd

Those of you looking for something enjoyable to read, a common problem when spending more time at home, should check out *All at Sea*, a memoir by Alan Loynd, whom many readers will know. Loynd, whose career included six years in the Royal Fleet Auxiliary, before joining the Swire Group, has many a tale to tell of life in the fast lane of marine salvage.

Covered are some high-profile salvage operations with Hongkong Salvage and Towage, including the successful recovery of a Boeing 747 completed in the full glare of publicity – the first time this had ever been achieved. Also described is the delicate separation of the *Inchon Glory* and *Europa* following a collision – one of four jobs on Lloyd's Open Form completed in a very short space of time – an impressive figure compared to how salvage work might be apportioned in today's environment.

Loynd writes about his experiences in a way that a wide audience will appreciate – irrespective of their knowledge of complex salvage operations - and with a good deal of humour. Copies of the book, first published by Proverse, Hong Kong, are to be found on Amazon among other outlets, including Waterstones.

Source: *Maritime Advocate* 779

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Australia Bans Decrepit Bulker for Three Years: “This is Unprecedented”

Mike Schuler May 28, 2021



File photo shows the Panama-flagged MV *Maryam*.

Photo: MarineTraffic.com/iwan afwan

Australia has booted another Aswan Shipping bulk carrier from its ports for serious deficiencies related to vessel maintenance and sub-standard working and living conditions for its crew.

The 36-month ban of the Panama-flagged MV *Maryam* comes after one of the longest detentions of a foreign ship in Australian waters, according to the Australian Maritime Safety Authority (AMSA).

“This is unprecedented,” the AMSA said.

Maryam was detained in Port Kembla on 19 February 2021 for numerous deficiencies, including issues with its safety equipment and inoperative electricity generators.

Not only was the ship deemed to be unseaworthy, but the living conditions on board were in breach of the Maritime Labour Convention, with no electricity, no running water, no sanitary facilities and no ventilation – making conditions unbearable for the seafarers onboard, according to

the AMSA.

The ban of the *Maryam* comes after a 18-month ban was issued to the MV *Movers 3*, another Aswan Shipping bulker, after it was detained in Weipa, Queensland, for unacceptable conditions just days after *Maryam* was detained. Once its failures had been rectified on 29 April 2021, AMSA released it from detention and immediately issued the ban.

The extended ban of the *Maryam* was due to subsequent issues that were discovered with the ship during its month-long detention.

“Disenfranchised with the operator’s continued reluctance to meet its most basic obligations to maintain its ships and provide decent working and living conditions for crew, roughly half of *Maryam*’s original crew demanded repatriation,” said AMSA Executive Director, Operations, Allan Schwartz.

According to the ASMA, on 28 May 2021, ten of the original crew were replaced with fresh crew who had recently completed quarantine in Queensland.

“Over the last few months AMSA, and other parties involved in this situation, have had to drag Aswan Shipping to the table to resolve the systemic failures on its ships,” said Schwartz.

The 36-month ban is the longest ever issued by the AMSA.

“The length of the banning reflects the seriousness of the operator’s failures to manage the welfare of its seafarers and the standard of maintenance of its ships,” said Schwartz, adding “Aswan shipping has been conspicuous in its absence throughout the detention of *Maryam* and *Movers 3*. This has been beyond disappointing.”

“Our message could not be clearer – sub-standard ships that fail to meet internationally agreed safety standards and labour conditions are not welcome in Australian waters.

“Aswan Shipping is officially on notice,” Schwartz added.

Source: gCaptain 210529

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Mauritius Coast Guard Watch Officer Comes Under Fire in *Wakashio* Grounding Investigation

gCaptain June 1, 2021

By Vel Moonien in Mauritius,



A general view shows the bulk carrier ship *MV Wakashio*, that ran aground on a reef, at Riviere des Creoles, Mauritius, in this handout image obtained by Reuters on August 10, 2020. French Army command/ Handout via REUTERS

A Mauritius Coast Guard watch officer has come under fire in the investigation into last year’s grounding of the *Wakashio* ore carrier at Pointe-d’Esny, resulting in the island-nation’s worst environmental disaster. The officer, Constable Ujoodha, looked at his screen only once even though he saw that the vessel was 11.5 nautical miles from the coast when it should have been 20 nautical miles away.

He did see that the *MV Wakashio* had deviated from its course but ignored it and chose instead to concentrate on other administrative work. Constable Ujoodha was the officer in charge of the radar surveillance of Mauritius’ territorial waters at the headquarters of the National Coast Guard (NCG), in Fort-William, Port-Louis, at the time of the accident on July 25, 2020.

Summoned before a special Court of investigation tasked with shed-

ding light on the accident, Constable Ujoodha was blamed for his “negligence”. During the 180 minutes of his hearing, he admitted that he only looked at the radar screen once at around 6:05 p.m., about two hours before the ship grounded, when the *MV Wakashio* was 11.5 nautical miles from the south-eastern tip of the Indian Ocean island.

Technically, the vessel was making an innocent passage and should have been 20 nautical miles away. Constable Ujoodha said that he was not overly concerned because after the procedural checks with the Anti-Drug and Smuggling Unit and the French authorities on the neighbouring Reunion Island, the vessel was not considered as suspicious or a threat to the security. It was when he found that the ship was 6 nautical miles away, 65 minutes later, that he asked radar station at Pointe-du-Diable to establish radio contact with the captain of the *Wakashio*.

The Chairman of the Court of Investigation, ex-judge Rafeek Hamuth, did not fail to ask the officer why he chose to turn to the radar station of Pointe-du-Diable to make contact with the captain when the coast guard stations of Blue-Bay and Mahébourg were the closest to the ship. “It seems that you failed to assess the situation?” the Chairman asked, only to be met with silence. “You have not followed up with the Pointe-du-Diable station. You are admitting you were negligent,” former Judge Rafeek Hamuth said.

Meanwhile, Constable Sujeebhun from the Pointe-du-Diable radar station, indicated that he unsuccessfully attempted to contact the captain of the ore carrier seven times as of 6:15 p.m. He maintained that he did not take his eyes off the radar screen, rather he did not think that the *MV Wakashio* was a threat. At 7:10 p.m., he called the NCG HQ alerting them there of the situation. In his opinion, the captain was probably busy with other communications, which would explain why he did not respond to his calls.

He was given a hard time by marine engineer Jean-Mario Geneviève, one of Rafeek’s assessors, about his interpretation of the images on his radar screen. While Constable Sujeebhun maintained that the vessel was parallel to the lagoon of Pointe-d’Esny, Jean-Mario Geneviève reminded him that the screenshots in the court’s possession clearly show that the *Wakashio* was heading straight for land.

Between 18:00 and 19:25, however, no message from the NCG was recorded on the ship’s VDR, Mauritius’s police stated in October 2020.

During a press briefing on the progress of the investigation, Assistant Superintendent of Police (ASP) Roshan Kokhil had pointed out that this could be explained by the fact that the ship’s VHF was turned off, that the volume had been turned down, that the NCG contacted the ship on a different frequency, or that the VHF antenna was disconnected.

It was not until about 8:05 p.m. that the Coast Guard station in Blue-Bay, near Pointe-d’Esny, was able to speak to the captain. For ASP Kokhil, the investigation has not shown any “mishap” from the NCG in the handling of the situation on the night of the accident.

Later in the Court of investigation, another officer of the NCG revealed that of the four radar stations on the Northern, Eastern and Southern coasts of the island, only the Pointe-du-Diable post was fully operational. A third officer admitted it was a member of the public who had alerted the NCG about the grounding.

A fourth officer based in Blue Bay, next to Pointe d’Esny, said he tried to approach the ship on a dinghy, but could not do so due to low tide and high waves on the other side of the barrier reef. This officer has also been criticized for having tuned his VHF on a frequency used to communicate with the HQ of the NCG and not the one which could be used to get in touch with an incoming vessel.

The Court of Investigation also heard Captain Alan Stephen, former inspector for the Mauritius Ports Authority (MPA), the organization managing the Port-Louis harbor. This former manager of the Port-Mathurin harbor in the autonomous island of Rodrigues maintains that the Mauritian authorities did not take ample measure of the situation after the grounding. He regrets the fact that, although the ship’s captain revealed the presence of 4,000 tons of heavy oil on board, booms capable of catering to an oil leak of up to only 10 tons had been deployed in the lagoon.

For Alan Stephen, now a lecturer at the Mauritius Maritime Academy, the Ministry of the Environment is to blame for the oil spill, not the Ministry of Shipping. Recalling a similar accident with the “MV Benita” in 2016 in the same region, he wondered why buoys with solar-powered lights were not installed in the south of the island. For his part, former sailor Dani Appave said that Mauritius could have asked for help from the French authorities in Reunion Island by airlifting booms as soon as the ore carrier ran aground.

Source: gCaptain 210602

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Deep Blue Project

Shipping associations have given their backing to Nigeria’s Deep Blue Project which aims to address the issue of piracy off the African coast.

Nigeria has recently announced a significant investment in military and law enforcement infrastructure to secure its maritime domain as part of stepping up action to address the ongoing piracy issue in the Gulf of Guinea. Managed by the Nigerian Maritime Safety Agency (NIMASA), the multi-agency project will significantly increase maritime security in the region, an area blighted by piracy, armed robbery, and other maritime crimes.

A central command and control centre based in Lagos will oversee a network of integrated assets, including two special mission

vessels, two special mission long- range aircraft, 17 fast-response vessels capable of speeds of 50 knots, three helicopters, and four airborne drones, providing 24/7 cover for the region. These complement the Yaounde ICC structure offering real capability to both Nigeria and the region.

It is the hope of the industry organisations that Deep Blue, coordinated with other navies and programmes through the mechanism of the GOG – Maritime Collaboration Forum/SHADE, will seriously impact on the ability of pirate groups to prey on merchant shipping.

Guy Platten, ICS Secretary General said, “The Deep Blue Project can be a game-changer in the fight against piracy in the Gulf of Guinea, and we congratulate Nigeria in launching the project despite the significant difficulties presented by COVID. We look forward to continuing our close cooperation with NIMASA and the Nigerian Navy to realise our shared vision of a region free from the threat of piracy and armed robbery.”

David Loosley, BIMCO Secretary General, added: “Deep Blue becoming operational represents a significant opportunity to expand law and order at sea in cooperation with international forces in the area. We look forward to seeing Nigeria make the best of these assets to the benefit of Nigeria, its citizens and economy, and of course the seafarers from all over the world going about their daily business in the Gulf of Guinea.”

Source: *Maritime Advocate* 780

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UK Marine Accident Investigation Branch: Too Early to Tell ‘Common Themes’ in North Pacific Container Losses

Mike Schuler June 9, 2021

The U.K. Marine Accident Investigation Branch says it's too early say what exactly is causing the increasing number of container loss incidents in the North Pacific Ocean, or whether these incidents could have wider implications for the container shipping sector.



Photo showing collapsed container stacks on the deck of the UK-registered M/V *Ever Smart*. Photo: MAIB

The MAIB highlighted recent cargo loss incidents, along with other marine casualties involving UK vessels worldwide, or foreign vessels in UK territorial waters in its annual marine casualty report for 2020, providing an overview of accident reports and recommendations the MAIB issued throughout the calendar year.

In 2020, the MAIB published two investigation reports into the collapse of container stacks on large container ships, both of which were transiting the North Pacific Ocean in heavy weather.

The MAIB's investigation into the October 2017 loss of 42 containers overboard from the UK-flagged *Ever Smart*, about 700 miles east of Japan, highlighted weather routing, including bow slamming and hull vibration, as safety issues identified during

investigation. It also determined containers were not stowed or secured in accordance with the guidance contained in the ship's cargo securing manual; the lashing rod locking arrangements were not used, which increased the risk of loosening; and Verified Gross Mass irregularities were found in 36% of the stow.

In another incident, the UK-flagged *CMA CGM G. Washington*, back in January 2018, lost 137 containers of cargo overboard and another 85 were damaged after the ship unexpectedly rolled as much as 20 degrees while on passage in heavy seas from Xiamen, China, to Los Angeles, California. The MAIB issued its report into that accident in January 2020, identifying safety issues, including weather routing and parametric rolling, loose lashings, and inaccurate container weight declarations and mis-stowed containers.

The MAIB's annual report noted that there have been more accidents involving large losses of containers since the two incidents it investigated, the most notable being *ONE Apus*, and more general concerns raised about large container vessels even before *Ever Given* grounded in the Suez Canal earlier this year.

The MAIB said such accidents are challenging to investigate due to the multiple inter-related factors involved, and that critical evidence could be lost overboard during the accident.

“There is no doubt that accidents involving Ultra Large Container vessels will continue to receive intense focus, but it is too early to say what common themes might emerge from accident investigations and whether these could have wider implications for the sector,” the MAIB said in its report.

Since last fall, more than 3,000 containers have fallen into the North Pacific Ocean from large containerships, as bigger ships carrying more cargo continue to pour into U.S. ports, as U.S. consumers continue to gorge themselves on imported goods from Asia. In addition to the *ONE Apus*, which lost an estimated 1,800 boxes overboard back in November, the *Maersk Essen* lost about 750 boxes while sailing from Xiamen, China, to Los Angeles in January. A month later, 260 containers fell off the *Maersk Eindhoven* when it lost power in heavy seas.

Source: *gCaptain* 210610

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World's Longest Subsea Power Cable Sparks Up

Bloomberg June 17, 2021 By Rachel Morison (Bloomberg)

The first megawatts of electricity will flow between Norway and the U.K. Wednesday along the longest submarine power cable in the world. Once fully operational Britain is expected to import supplies of low carbon power on a regular basis.



The UK-Norway subsea power cable was laid by the Giulio Verne, a DP2 cable laying vessel built for most challenging worldwide subsea operations. With its 7,000 tons carousel capacity, the vessel is equipped to conduct deepest power cable lay up to 1,600m water depth. Photo by Meijert de Haan, via Marine Traffic.

Tests on the 1,400-megawatt, 450-mile long cable will be complete in time to transport power from Norway's hydro reserves this winter. In return, Britain will be able to send Norway its excess wind-generated power.

"We expect Norway to export fairly consistently through the North Sea Link over the short/medium term," said Glenn Rickson, head of European power analysis at S&P Global Platts. "As of now Nordic stocks are at the top end of the recent historic range, so, unless there is a prolonged dry spell this summer, that should be good news for flows to the U.K. by the winter."

The extra supply is needed. The U.K. experienced record power prices this winter as tight margins brought National Grid Plc's supply buffer to alarmingly low levels. Supplies were particularly low after the BritNed interconnector with the Netherlands had an outage and the start of a new cable to France was delayed.

Given some of the recent issues with existing interconnectors it is understandable that there may be some concerns about the North Sea Link, Rickson said.

The interconnector will provide the equivalent of about 4% of U.K. demand, according to consultant EnAppSys Ltd. That means any failure will cause big swings in day-ahead power prices with expensive plants needed to fill the gap, said Phil Hewitt, director at EnAppSys.

As Britain builds offshore wind capacity to reach a 40 gigawatt-target by 2030, flows should start to equalize in both directions, Hewitt said.

Norway has some of the lowest power prices in Europe, meaning that most years it is able to meet its own demand and send power abroad. The nation already has existing interconnectors with Sweden, Denmark, the Netherlands and Russia. A new link with Germany started in April.

Last year a combination of very wet weather and lower domestic demand left Nordic reservoirs full to the brim. With not enough demand for the electricity, hydroelectric producers in Norway had to spill out water to avoid overflowing their dams. This year it hasn't been as wet, but there is still a surplus compared to normal, which means producers will be able to export electricity abroad for higher prices than those available domestically.

Norway may depend on power imports from Sweden, Germany or the Netherlands to match the export capacity to the U.K. — where prices are higher — according to Sigbjorn Seland, an analyst with Stormgeo Nena Analysis AS in Oslo. Power flows along interconnectors to where prices are highest and in this case to the U.K., which will probably increase Norwegian prices.

Traders can't take the surplus of power in Norway for granted. The business case for connecting vast natural green resources with growing demand abroad has been dented by a forecast surge in domestic consumption. Electrification of transport, heating and industry to meet climate goals will spur a growth in domestic consumption of 30% by 2040, according to a forecast from Statnett, the Norwegian grid operator. To remain a net exporter for the next 30 years Norway needs to increase its wind and solar generation almost fivefold.

Norway's energy ministry paused plans to build a second interconnector to Scotland in March last year.

Commercial operations start on Oct. 1 when the testing phase ends for the North Sea Link.

By Rachel Morison and Jesper Starn © 2021 Bloomberg L.P.

Source: gCaptain 210618

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Officer shortfall

The diminishing attraction of a career at sea, coupled with rising man-berth ratios and continued fleet growth, will lead to the highest shortfall of officers to crew the world's merchant fleet in over a decade by 2026, with important implications for both hiring and future manning cost inflation, according to the latest Manning Annual Review and Forecast report published by global shipping consultancy Drewry.

The current officer supply shortfall is estimated to equate to around 3% of the global pool, which is broadly manageable and is not noticeably impacting hiring, but is to some extent masked by the temporary idling of vessels in certain sectors such as cruise, due to the Covid-19 pandemic, Drewry suggests. Ratings supply is much more elastic due to lower entry requirements and shorter training periods.

However, looking ahead to 2026, the supply / demand gap is expected to widen to a deficit equating to over 5% of the global officer pool and the highest level since 2013. The principal reason for this is the slowdown in officer supply as the attraction of a career at sea is diminishing. In the five years to 2016 the supply of seafarers available to crew the global merchant fleet was growing at an average annual rate of 2.7%, according to Drewry estimates. However, over the last five years this growth rate has shrunk to just 0.5% annually.

“With the ongoing negative effects of life at sea brought about by the Covid-19 pandemic, some seafarers may bring retirement plans forward, while others may look for work ashore,” said Drewry’s head of manning research Rhet Harris. “It has been the case for a number of years that quality officers have been difficult to recruit and retain. This situation is expected to get worse as the growth in supply fails to keep pace with an expanding world fleet.”

Despite these trends, underlying aggregate manning costs, excluding the impact of Covid-19, are expected to rise moderately in 2021, according to Drewry estimates, increasing just 0.4% over the year, a similar pace to 2020. Looking further ahead, tightening labour market conditions and better affordability will drive up crewing costs, but increases will remain below the prevailing rate of consumer price inflation.

“While ratings supply has slowed, availability is relatively elastic and wage levels will remain driven by collective bargaining arrangements,” explained Harris. “By contrast, officer remuneration is more market driven, but the widening shortage of officers is expected to affect the quality more than the quantity available for service. Drewry therefore expects employers currently, paying low-wages, will be more affected by fallout from the Covid-19 pandemic, as disgruntled seafarers are enticed to better paying owners or different roles ashore.”

Source: *Maritime Advocate* 779

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Of Ships and their Crews By Michael Grey

I have always been terribly enthused by Oliver St. John Gogarty’s poem *The Ship* and its first stanza – “A ship from Valparaiso came/ And in the Bay her sails were furled, / She brought the wonder of her name/ And tidings from a sunnier world.” It came back to me this week reading about all the congestion in the liner trades with Covid-19 in the China ports and 400 or so ships swinging around their anchors in roadsteads across the world. My next-door neighbour has been told that the new garden furniture he ordered in time for summer will be delivered, if luck is on his side, around the time of the autumn equinox.

It is a salutary reminder that the next time your company’s finance director starts burling on about Just In Time and the cost of carrying stocks of goods against interruptions in the logistics chain, you should take him outside and shoot him. Or at least issue him with his P45. Congestion or not, you cannot surely grudge the carriers their current time in the sun, after so many years of financial gloom. Rest assured, it won’t last, as they move with alacrity to produce the next containership slot surplus.

But the poem mostly came to my mind reading about peevish complaints by those favoured folk who live on Puget Sound, voicing their outrage at having their sea views spoiled by container ships anchored off as they wait for berths in Seattle and Portland. The noise of their generators irked them no end, while their exhausts were polluting the pristine air. Couldn’t they, it was inferred, go some place else.

I would probably admit that a couple of 15000teu monsters swinging around their hooks does not conjure up the same romantic vision as a barquentine inbound from Valparaiso, but it might occur to them that they could need some of the stuff they have in their containers. It might be their new garden furniture, lovingly crafted in some rustic haven up the Pearl River. Selfish blighters. They certainly won’t give a thought to the steel accommodation block amidships and the twenty people living in it. The crew might be enjoying a few days relative rest, the frantic time in port being postponed for a while.

It is a truism that ships today and those aboard them only intrude into the public consciousness when something goes wrong, and then everyone who has never noticed them before is swift to complain. But it is sad that something so important to our lives is so invisible, like the drains. The miserable two-month saga of the containership *Ital Libera* which ended this week in Italy, spoke volumes about attitudes to those who go down to the sea in ships in 2021. With her dead master aboard, cases of Covid among the crew, the ship was rejected by no fewer than eight countries when they requested leave to enter port and repatriate the corpse of her captain. In the end the operators very decently decided to bring the ship, with both the cargo and her late master, back to Italy.

It is one of the pandemic stories that will, at least among shipping people, probably be imprinted on the memory, long after the world gets back to normal. It ranks alongside incidents of ships being denied medical assistance by coastal states, and the glacial pace of vaccinating seafarers, while taking for granted the goods they carry in their ships. Will the history of this past couple of years even acknowledge the debt owed to the world’s seafarers?

And while thinking of attitudes to requests from ships, and the ease with which problems can be moved on to somebody else’s jurisdiction, it will be interesting to see if any lessons are learned from the ruins of the *X-Press Pearl*, sitting on the bottom off Colombo as her cargo washes ashore. Two wayports, we are told, refused requests for the container of leaking acid to be discharged, leaving it for the ship, or somebody else down the line, to deal with the problem. Maybe a more robust master would have refused to take the ship to sea and insisted that it was hazardous to do so. But masters aren’t encouraged to be too assertive, these days. If a ship from Valparaiso comes into your bay, move it on, as quickly as possible, before the residents complain about the noise. *Michael Grey is former editor of Lloyd’s List.*

Source: *Maritime Advocate* 780

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PLAGUES in order of Severity).

	Description	Period	Affected Area
300 to 500 million	Smallpox	(Over 12,000 years)	
75 to 200 million	Black Death	1346 to 1353 (7 years) 2nd Bubonic Plague Yersinia Pestis (formerly Pasturella Pestis)	Worldwide
17 to 100 million	Spanish 'flu	1918 to 1920 (2-3 years)	Worldwide
15 to 100 million	Plague of Justinian	541 to 549 (8 years) several bouts to 747	Europe and West Asia
35 million	HIV /Aids	1981 to present	Worldwide
12 to 15 million	3rd Bubonic	1855 to 1960 (105 years)	Worldwide, India & China
5 to 15 million	Cocoliztli Epidemic	1545 to 1548 (3 years)	Mexico
5 to 10 million	Antonine Plague	165 to 180 (15 years)	Roman Empire
5 to 8 million	Mexico Smallpox	1519 to 1520 (1 year)	Mexico
3.5 million	Covid-19	2019 to date (1.5 years)	Worldwide
2 3 million	Russian Typhus	1918 to 1922 (4 years)	Russia
1 to 4 million	Asian Flu	1957 to 1958 (1 year)	Worldwide
1 to 4 million	Hong Kong 'flu	1968 to 1969 (1 year)	Worldwide
69 to 100,000	Great Plague	1665 (Bubonic - centuries long) ?	London & UK
46 to 95,000	Seasonal 'flu	2017 to 2018-one year for example	USA figures
20,000	2nd Bubonic	1563 to 1564	London
10,000	Sweating Sickness	1485 to 1491 (6 years) 5 recurring bouts after	UK & Europe

During 20th century, 150 to 300 million died of Malaria - and in 2019 Malaria killed 409,000 – mainly in Africa and tropical countries.

Longest lasting pandemic was 7th Cholera Pandemic from 1961 to present, started in Indonesia, infects 3 to 5 million annually. There were 7 Cholera Epidemics over the last 200 years.

With the exception of TB, Malaria kills 1.5 to 2.7 million / year. More than any other communicable disease in the World. It's a parasite called Plasmodium, and there are 5 parasite types responsible.

Biggest killer of humanity is Ischaemic Heart Disease - responsible for 16 % of World Deaths. Next biggest killers, in order are - MOSQUITOES, HUMANS and SNAKES.

Then the order of severity in disease goes: Cholera, Bubonic, Smallpox and 'flu.

CHRONOLOGICAL ORDER - Excepting Smallpox as above, and seasonal 'flu.

165 to 180	Antonine Bubonic Plague - 15 years
541 to 549	1st Bubonic Plague of Justinian - with several bouts which lasted to 747 (206 years)
1346 to 1353	2nd Bubonic Plague called the Black Death - 7 years
1485 to 1491	Sweating Sickness - 6 years with several recurring bouts over about 50 years, due to Henry VII
1519	Mexican Smallpox
1545 to 1548	Cocoliztli Epidemic - 3 years
1563 to 1564	2nd Bubonic Plague
1665 to 1666	London Bubonic Plague, called the Great Plague.
1855 to 1960	3rd Bubonic Plague (105 years)
1918 to 1922	Russian Typhus – 4 years
1918 to 1920	Spanish 'flu – 2 years mainly but tailing off over several years
1957	Asian 'flu
1968	Hong Kong 'flu
1981 to present	HIV / Aids
2019 to present	COVID-19

Source: Google, about 3 weeks ago

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The Company of Master Mariners Ltd S.A. Branch
Minutes of Branch Meeting at the Largs Pier Hotel, Largs Bay, on Wednesday 26 May 2021 at 1200

1. Meeting opened at 12:00 with the members being welcomed by the Branch Master, R. Westley
2. Attendance: R. Westley (Branch Master), I. Dickson, M. Hehir, D. Kemp and A. Wynne.
3. Apologies: Sir E. Neal, R. Buchanan, E. Carr, M. Carrington, W. Ferrao, N. Ganesan, H. Jayasuriya, C. Marshall, J. Olsson, P. Phillips, H. Pronk and R. Ratnathurai.
4. Minutes of last meeting 28 April 2021: (circulated in Porthole): M. Hehir proposed that the minutes represented a true and correct record of proceedings. Seconded by A. Wynne and carried.
5. Business arising from the minutes:
 Speakers: None scheduled.
 Visits: None scheduled.
6. Treasurer's Report:

Westpac Balance at 23/04/2021	2,689.15	Bendigo Bank Term Deposit at 23/04/21	8,228.35
Income	0.00	Re-invested for 12 months from 1/08/20 @ 0.90%	
Expenditure	0.00		
Westpac Balance at 21/05/2021	2,689.15		

The Treasurer proposed that the report be accepted. Seconded by M. Hehir and carried.

7. Membership:

Applications: Nil
 Ratifications:

Branch

Members:

Applicant	Status granted	Branch
Leon GILBY	Ordinary	Melbourne
Leonard FERNANDO	Ordinary	Melbourne
John BRADLEY	Ordinary	Sydney
Dr Tim GOURLAY	Associate	West Australia

Category	Number		
	Financial	Unfinancial	Total
Ordinary Members	4	0	4
Seagoing members (incl. tug crews & pilots)	3	0	3
Retired members	15	0	15
Associate members	<u>2</u>	<u>0</u>	<u>2</u>
Total paying members	24	0	24
Honorary members	<u>1</u>	<u>0</u>	<u>1</u>
Total Levied Members	<u>25</u>	<u>0</u>	25
Life Members			<u>2</u>
Total Branch Membership			<u>27</u>

At this point, 12:40, the meeting was adjourned for lunch and resumed at 13:10.

8. Correspondence: 24/04/2021 to 21/05/2021 Nil.
9. Federal Matters: The Branch Master informed members that the proposed Constitutional amendments had been discussed at length by the Federal Court, resulting in a number of recommendations, which he summarised for those present. The views of individual Branches will be ascertained when an official vote is taken in the near future.
10. General Business:
 Articles for the Porthole: Always required.
 Any other business: None
11. **The next Branch Meeting will be held at 1200 on Wednesday 30 June 2021 at the Largs Pier Hotel, Largs Bay.**
12. The meeting closed at 14:00.

WINDJAMMERS



Windjammers is the newest addition to the SA Maritime Museum's permanent exhibitions.

It explores the lives of the young crew who sailed enormous four-masted square-rigged ships, transporting South Australian grain during the final days of commercial sail.

Sailing yearly from the Åland Islands, in the Finnish Baltic, windjammers arrived in the South Australian summer to collect grain. They also collected young South Australians keen to learn the ropes.

With small crews of 25-30 sailors, the youngest about 13 years old, skilled Captains sailed the enormous ships east and south passing through the tumultuous seas of Cape Horn where the ships of iron and steel 90 metres long, rode waves that loomed like walls of water.

The gallery includes an immersive and interactive cinema experience, presents windjammer objects from the South Australian History Collection and for those who wish to delve deeper, a selection of short films and digitised sailors journals are available via iPad kiosk.

The exhibition is supported by temporary exhibition, *Pamela and the Duchess*, which tells the story of life, love and loss on the high seas through intimate photographs taken by British journalist, Pamela Bourne aboard the *Herzogin Cecilie*.

The Windjammers immersive experience was developed by the South Australian Maritime Museum in collaboration with the University of New South Wales Centre for iCinema.

On behalf of the South Australian Merchant Navy Association you are cordially invited to attend this memorial on the 11th July 2021 at 1100am for a short service dedicated to all seafarers at rest in the Cheltenham Cemetery.

This memorial is dedicated to Merchant Navy Seafarers who died in South Australian waters between 1942 - 1974

We meet and park in Chippingham Street, off Port Road Cheltenham.

You are welcome to join us for lunch at the Alberton Hotel afterwards.

Contact: Phil on 0411027905 or Errol on 0414440450 ASAP.

  **Sea Sunday**  

The memorial service for all seafarers in South Australia.