

# The LOG

AUGUST 2012



The next Branch Meeting will be held on Wednesday 29th August at CQ Functions

**PLEASE NOTE THAT THIS WILL BE A LUNCHTIME MEETING STARTING AT 1230 Hours**

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Our guest speaker for the next meeting will be:-

**Wayne Cooper**

**From AMSA Melbourne.**

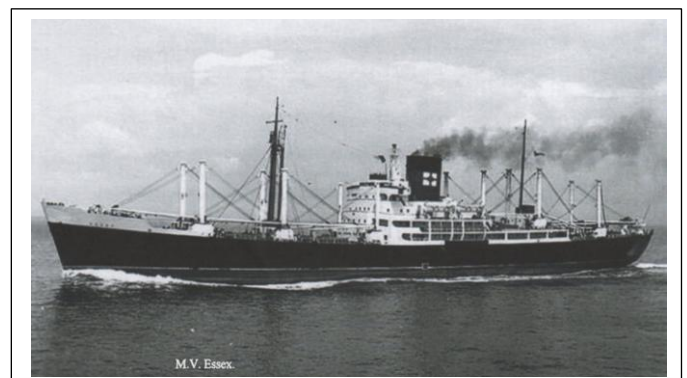
**Wayne's topic will be**

**PORT STATE CONTROL**

**Company of Master Mariners of Australia Ltd.**

**Master**

**Her Excellency Ms Quentin Bryce AC, Governor-General**



**Branch Master's report for The LOG - Capt David Shennan****Branch Master's report for the Log**

Since I last wrote I have had the opportunity to attend two functions on behalf of the Branch. Both events involved the Maltese Australian Association with the first a dinner to celebrate the 70<sup>th</sup> Anniversary of the George Cross award to Malta by HM King George VI on 15 April 1942. The dinner was attended by the Maltese and British Consuls-General with over 300 attendees and such is the Maltese opinion of master mariners, we were put on the diplomatic table. On Sunday 12 August myself, Captains John Turnbull, Detlef Koepke, Martin Spencer-Hogbin and Joanna Carson mustered at the Shrine of Remembrance to join the wreath laying ceremony in commemoration of the Malta Convoys 1940-1945, and in particular that of Operation Pedestal.

It is always a very memorable service and the Company of Master Mariners is very well represented in the march, wreath-laying ceremony and official proceedings, with the branch master reading the ode to the second siege of Malta, while John Turnbull also has a standing gig reading out the names of the ships in the convoy. It is very moving for the Maltese and, if we're honest, for the rest of us.

A tradition after the service is for the master mariners to gather for a lovely lunch at the nearby botanic gardens restaurant, making for a very pleasant Sunday in the city. If you'd like a good dose of pride in your profession, do come and join us next year.

**Seafarers Sunday**

We have the Seafarers' Sunday service coming up in October and I encourage you to attend if possible. This is followed by the Tim Muir lunch in a nearby restaurant, which is another very enjoyable gathering and always well attended, so make sure you book your seat as soon as it is advertised, which will happen in the coming weeks.

**Plaque presentations**

The plaques we recently decided to have made and presented to long-standing members have been very well received and the first of three has been formally presented. We are grateful to the Brisbane committee for organising the presentation to Captain Norman Farrell in Queensland, in recognition of his 47 year membership. A plaque has been prepared for presentation to Captain Hugh Fisher, who lives in Yarrowonga, Victoria. If any member is planning to be in that area, and would be happy to deliver the plaque to Hugh, please contact the Secretary or myself.

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## Federal issues

A tele-conference was held on 23 July at which feedback from branches was given to the Federal Executive on the matter of organisational and constitutional change. At the Branch meeting held in Melbourne the same week, an amendment proposal prepared by John Turnbull on behalf of the branch was considered and forwarded to the Federal Executive for consideration. The Federal Executive was very grateful for our contribution and will use it as the basis for the constitutional changes. Thank you to all members who have provided feedback on this subject and to John for taking the effort to prepare the document.

## Speakers

We are always looking for good, interesting speakers to present topics at our branch meetings. Members with suggestions for both speakers and topics should pass them through to the Secretary for consideration by the Court.

Finally, congratulations have to go to the 'Mother Country' for putting on such a good show at London 2012. I trust you enjoyed the spectacle as much as we did.

### Operation Pedestal

Convoy left Gibraltar on 9 August 1942

- **Operation Pedestal - Merchant Ships:**
  - o **SS Almeria Lykes (sunk)**
  - o **MV Brisbane Star (damaged, arrived 14 August)**
  - o **MV Clan Ferguson (sunk)**
  - o **MV Deucalion (sunk)**
  - o **MV Dorset (sunk)**
  - o **MV Empire Hope (sunk)**
  - o **MV Glenorchy (sunk)**
  - o **MV Melbourne Star (arrived 13 August)**
  - o **SS Ohio (fuel tanker, damaged beyond repair, arrived 15 August)**
  - o **MV Port Chalmers (arrived 13 August)**
  - o **MV Rochester Castle (damaged, arrived 13 August)**
  - o **SS Santa Elisa (freighter, drums of fuel, sunk)**
  - o **SS Waimarama (freighter, drums of fuel, sunk)**
  - o **MV Wairangi (freighter, ammo and drums of fuel, sunk)**



The George Cross. Awarded for

“..... acts of the greatest heroism or of the most conspicuous courage in circumstances of extreme danger”.



Parade at the Shrine



Maltese Bagpipes???



CoMMA Ensign

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For some reason the photograph of the March did not reproduce very clearly. The Branch Master is the shades wearer on the left..... I think!



### **BRANCH COURT MEETING 25<sup>th</sup> July 2012**

Seven Court members were in attendance with four apologies.

Minutes of the previous meeting were read and accepted.

Matters arising.

#### **James Craig Paperweights.**

These consist of a rivet removed from the hull during renovation and then enclosed in plastic. These are available for a nominal fee direct from the Sydney heritage fleet.

#### **Meeting Minutes.**

Readings and Applications.

David Bayliss	Student	Queensland
Joshua Johnson	Associate	W.A.
Philip Dooley	Associate	W.A.
Irwin de Graaf	Ordinary	W.A.
Jennifer Tumbers	Ordinary	W.A.
Andre Russel Winkler	Ordinary	W.A.
William Taylor	Associate	W.A.
Pasquale Guida	Ordinary	W.A.
Paul MacGillivray	Ordinary	W.A.

Ratifications

David John Smith	Ordinary	W.A.
Gregory Allan Duma	Associate	W.A.

#### **Upcoming Events.**

3 <sup>rd</sup> September	Merchant Navy Day
21 <sup>st</sup> October	Seafarers Service followed by The Tim Muir Lunch.
2013	
09/10 <sup>th</sup> April	IFSMA Conference – Melbourne
11/12 <sup>th</sup> April	CoMMA Congress including the Boulton Lecture
13 <sup>th</sup> April	CoMMA Annual General Meeting in Melbourne.

#### **Seafarers Service**

When it gets closer to the date Capt Nigel Porteous will be calling for volunteers to assist with the service.

#### **Federal Anniversary Book.**

Capt John Turnbull is in touch with the Editor. The Court wishes to place on record their thanks to Capt Turnbull for all his hard work in producing "A Brief look Back".

#### **Membership**

Ex-officio	03
Life	03
Honorary	01
Retired	38
Ordinary	67
Associate	14
Total	126

#### **CoMMA Congress, Melbourne 2013.**

The Federal Master, through the Branch Master, advised that the Melbourne Conference will go ahead as planned and the profit will be split 75% Informa 25% CoMMA in accordance with their usual terms.

The theme will be Port Resource Management "Beyond the Bridge".

**Commemorative Coin.** See advert elsewhere in the Log.

**Plaques**

A plaque has been presented to Capt Norm Farrell – see report elsewhere in the Log

If any members are travelling anywhere near Yarrowonga they would perhaps care to make the presentation to Capt Hugh Fisher on behalf of the branch.

A letter has been received from the daughter of Capt George Smith thanking the branch for his plaque and presentation which he very much appreciated.

**AMC/Challenger/Hunter TAFE MOU**

Capt Peter Bosman reported that the above institutions have agreed to sign an MOU to further develop and strengthen their co-operation in maritime education and research.

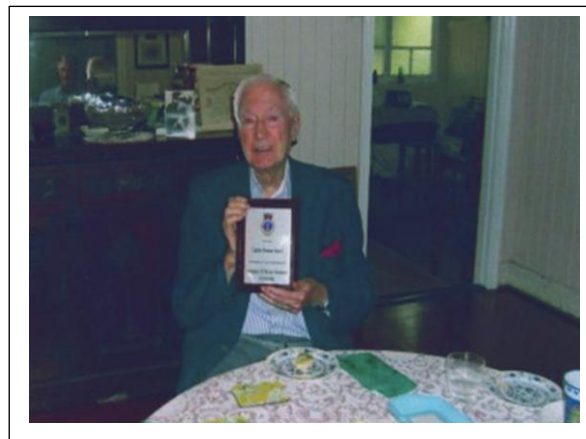
**Next Branch Court meeting.**

Wednesday 29<sup>th</sup> August 2012 at 10.30am. CQ Functions, 113 Queen Street, Melbourne 3000.

The meeting concluded at 12.10hrs. Members wishing a full set of minutes can obtain them on application to the Honorary Secretary.



Capt Norm Farrell was presented with his plaque by Capt Charles Lunn and Mrs Lunn on behalf of the Branch. Norm was very pleased and excited to receive it.



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Members are reminded that they can purchase a copy of Capt John Turnbills Book from the Editor of the Log at [wendick@hotmail.com](mailto:wendick@hotmail.com) or 9873 2009 or 0413 797791. The cost is \$20 + p&P. For each copy sold a donation is made to the Mission to Seafarers

**A BRIEF LOOK BACK**  
**A History of the Melbourne Branch**  
**By Capt John Turnbull**

The following article was forwarded to The LOG by Capt G. McCathie via Capt John Turnbull. It is from "The Mariners Mirror" of February 2011. Due to its length it is being serialized over several editions. This is part 3.

*Strategies in British Shipping, 1945-1970*

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Despite the criticism by Sturmeay and others, the Chamber made no response or attempt at refutation; nor did it modify these views. (A senior Chamber official once described this to the writer as 'Water off a duck's back'). In 1969 they presented them to the Rochdale committee as if they had never been discussed, still less criticized, elsewhere. There can be no doubt that British shipping disliked outside criticism or scrutiny. Indeed, one representative banged the table and told Dr Sturmeay: 'If I could stop you writing this bloody book, I would.'<sup>18</sup>

Consistently their annual reports and other publications emphasized generalizations favourable to their members and were notably short on economic statistics concerning shipping. Many of their statistics were expressed in gross tons; this is a traditional measure used in shipping – a gross ton is 100 cubic feet of permanently enclosed space; but the unit has no equivalent in any other industry and serves no economic purpose. Meanwhile reliable figures on gross or net values of output (in either real or money terms), prices, employment, earnings, wages, profits and accidental deaths and injuries were all lacking or only available for certain sections of the industry. Thus, for example, although the Chamber could claim that 'Safety is paramount!' the standard measures of industrial safety – the numbers of accidental deaths and injuries per 10,000 employed – could not be produced, since no one knew either the numerator or the denominator.

After 1945, with sterling generally over-valued in a régime of fixed exchange rates, and the UK therefore suffering a more or less chronic balance of payments problem, the Chamber came to emphasize the contributions that their members could make in this respect. They carried out extremely detailed statistical surveys of earnings, separately for liners, tramps and tankers, and by overseas trade route. They also surveyed the costs incurred in overseas ports. These, again, were divided by ship type but not by trade route, since the same port call might well cover two or more routes. All this information was directly related to the balance of payments. No equivalent surveys were made of domestic operations like ferries to Northern Ireland, the Isles of Man or Wight, to the Scottish islands or other coastal shipping like coal for power stations or road stone, even though it might have been represented as import substitution. There was no collection of domestic costs, for example, of spending on fuel, repairs, stevedoring or stores, nor of the labour and capital employed in British shipping.

Officials of the Chamber of Shipping could therefore prepare speeches and briefing material which emphasized the considerable gross earnings of British foreign-going shipping, all of which could legitimately be presented as either export-earning or import-saving, as helping the country's balance of payments. The directors of the companies concerned were therefore encouraged to think of themselves as making patriotic sacrifices by accepting a lower rate of return for the good of their country: and the Chamber officials were able to continue in their well-paid jobs. A symbiotic relationship was thus achieved, with mutual benefits.

The Chamber, however, understood that, to have an essentially national industry trading successfully in international markets, it was necessary to achieve two equilibria. The first was that the labour must have rewards commensurate with what they could get elsewhere in the national economy; the second was that prices (and

<sup>18</sup> S. G. Sturmeay, *Shipping Economics: Collected papers* (London, 1965).

therefore costs) must meet those of the major international competitors. In the period under discussion (and, indeed, probably throughout much of the interwar period), these were in conflict. The British seafarers' unions naturally thought mainly about the first: the Chamber about the second.

The Chamber therefore organized meetings with the British seafarers' unions at which they handed over confidential information about crew costs under other flags – particularly the flags of convenience, where crews were often employed from developing countries like China, Hong Kong and the Philippine Republic. In this way they hoped to persuade the unions' leaders that raising wage rates any further would be counter-productive, especially in terms of union membership.

As time passed, the Chamber tended to emphasize the second equilibrium over the needs of the first; and this led to problems. British seamen perceived this close union-employer co-operation. This led to a low reputation of union leaders amongst the crews (there was a closed shop, with union subscriptions automatically deducted from wages, so that membership was compulsory); and, ultimately, to the National Seamen's Reform Movement aiming to replace the leadership of the National Union of Seamen and the seamen's strike of 1966.

### *The Shipping Federation*

The shipping employers maintained a separate organization for dealing with seafarers. Originally founded to break strikes, the Shipping Federation was a distinct body, with different functions and a similar (but not identical) membership.<sup>19</sup> In practice, of course, it co-operated closely with the Chamber of Shipping on all policy matters and this was often facilitated by senior people holding office in both organizations. Apart from taking the lead in negotiations with the seafarers' trade unions the Federation operated a specialized labour exchange for ratings (most ships' officers were directly employed by the companies concerned), with offices in most British seaports. Their officials usually attended the opening and closing of the statutory 'articles of agreement', working with union representatives and Department of Transport officials to resolve misunderstandings and disputes. The Shipping Federation had nothing to do with shore staff and was, therefore, quite unable to facilitate the movement of seafarers into shore management.

For many years the Federation's record, both on dispute resolution and in providing ships crews as and when they were needed, was remarkably successful. Although a small number of unofficial strikes took place in the 1950s and 1960s, mostly involving stewards on passenger liners, there was no official strike in British shipping between 1917 and 1966.<sup>20</sup> Similarly, there were very few instances of ships being delayed for want of crews. It may, however, be argued that it is difficult for seamen to organize strikes, since they are geographically widespread and communication difficult. It may also be argued that seamen, including officers, did not withdraw their labour

19 L. H. Powell, *The Shipping Federation: The first sixty years, 1890–1950* (London, 1950). For many years Powell was responsible for public relations at the Chamber of Shipping. His work cannot, therefore, be regarded as impartial.

20 J. McConville, 'Industrial relations in the UK shipping industry since the Second World War', unpublished PhD thesis (University of Warwick, 1982) provides an extremely well-informed account.

collectively: they did so as individuals. Thus, although there were very few strikes, there was a high turnover, which the Federation referred to as 'wastage'.

Although this had existed for many years, the Federation had always attributed it to 'marriage'. When their officials were questioned about this before the Rochdale committee they admitted that their view was not based on any survey but on an unknown number of informal conversations with seafarers at paying-off time conducted by officials who had no relevant training or reporting system. Questioned further, they said that the 'Shipping Federation had no research capacity and had never done any research into anything' and suggested that they relied on the research capacity of the Chamber of Shipping. However, Lord Pearson's Court of Inquiry had earlier noted that the industry had made no use of the social sciences.<sup>21</sup>

Lord Pearson's Court had also been impressed by the Federation's evidence that their members spent some £4.2 million a year on training but, while Lord Rochdale's committee were sitting, Professor David Moreby, of Plymouth Polytechnic, presented a paper to the Honourable Company of Master Mariners on the costs of training and of labour turnover in British shipping. The paper was never published (typed copies are held in the libraries of Cardiff and Plymouth universities as well as in that of the Hon. Co. itself) but its detail and professionalism impressed the committee, who contrasted it with the amateurism of the Federation. They inserted a revised version as appendix 12 to their report. Whereas the Federation had counted only costs to their member companies, this followed Moreby's work in attempting to take account of costs to all parts of the British economy. They thus included costs to public funds and deducted some £0.83 million for the value of cadets' services. The Federation objected to this last – indeed, they seem to have objected to the whole of Professor Moreby's paper – saying that, as trainees, the cadets did little or no useful work. However, this was easily refuted by asking a class of students, some 80 per cent of whom thought differently. The Rochdale conclusion was a net annual cost of £9.03 million.

Since this was rather more than double the Federation's figure, the Rochdale committee considered that this could be reduced in either of two ways: by having a lower level of turnover or by reforming the training schemes so that far less was done before going to sea (many cadets had previously had two years training) and substituting shorter courses at various later stages in the careers of those who had decided to stay at sea. The latter course was adopted and a number of pre-sea training schools were closed. The committee also laid a basis for the former by commissioning the first survey of British seafarers' attitudes to their employment.<sup>22</sup> This showed that, while family matters were indeed important, there were, as one would expect, a number of other factors were likely to be involved in any decision as important as a change of career. Since then the Chamber of Shipping has come to lay stress on the number of shore-based nautical careers available to those with good seafaring qualifications, e.g. as harbour masters, pilots, teachers, consultants and surveyors, as well as in ship management.

<sup>21</sup> Pearson Report: Final Report of the Court of Inquiry into certain matters concerning the shipping industry, Cmnd. 3211, (London, 1967).

<sup>22</sup> Gallup Polls, *Attitudes of Seafarers to their Employment*, Board of Trade (London, 1970).

## *The government*

### *Regulation and safety*

Governmental interests in shipping were twofold. First, the Marine Division of the Department of Transport administered the various Merchant Shipping Acts. Since there was, at that time, very little use of statutory rules there were many of these, mostly concerned with the safe construction, loading and operation of British merchant ships. However, although the Department of Transport had achieved international fame for its use of cost-benefit analysis in other modes of transport (e.g. the construction of motorways and underground railways) the Marine Division resisted the use of this approach until some time after the Rochdale committee had advocated its use. Indeed, as the Marine Division had no research capability, there were no statistical analyses of casualties to ships or accidents to people; for, though these were seriously investigated, usually on legal bases and with a view to establishing blame, each was treated in isolation. Underlying causes, such as fatigue or inappropriate regulations were not examined.

Much attention was devoted, especially by seafarers, to the statutory examinations for masters, mates and engineers. Although these were held in many centres, and with a surprisingly high frequency, they were repetitive and involved much learning of detailed regulations, with no encouragement of quality or imagination. Borland<sup>23</sup> has provided a detailed account of how the examinations were conducted, with marks being deducted for errors, but never added for high quality or originality, and with some papers remaining unmarked. The results were simply 'pass' or 'fail', with no indication of quality, such as 'honours'. The syllabuses were purely at technician level, i.e. aimed at ensuring sufficient competence at performing given functions: never at producing new ideas or criticizing existing ones. Since the Marine Division regarded its brief as limited to safety, there was nothing on shipping efficiency, history, policy, costs or economics. The master's exams involved writing an essay, but this was simply a test of literacy.<sup>24</sup> Marine Division was also extremely slow in making use of simulators, though these were standard in aviation tests.

Yet this was a period when the British education system was being transformed, with existing institutions being expanded and with new universities and polytechnics being founded. Many of the colleges which prepared students for the Department of Transport examinations were absorbed into these institutions so that the teachers often sought new opportunities for teaching people to be technologists instead of technicians; that is, for education instead of training. First and second (e.g. MSc) degree courses were therefore started at a number of institutions, e.g. at Cardiff, Glasgow, London, Plymouth, Southampton and South Shields, largely as a result of efforts by a small number of academics, including Alastair Couper, Roy Hughes, Frank Main and David Moreby. Neither the shipowners' organizations nor the Department of Transport played any part in this transformation. Though many of the teaching staff possessed senior seafarers' certificates they had no degrees. They therefore set about acquiring them, usually by part-time study and research. At one

23 M. Borland in D. Smith and J. Johnson-Allen (eds), *Voices from the Bridge: Recollections from members of the Honourable Company of Master Mariners* (Rendlesham, 2010).

24 Knowing this, the author wrote his essay as if he was a Marxist – and duly passed.



### Lighting the way

The Victorian Regional Channels Authority believes its multi-million dollar upgrade of navigation aids will help guide the next generation of bigger ships safely into Geelong's thriving port.

Chief executive officer Captain Peter McGovern said the authority had replaced all markers lining the channels with 78 state-of-the-art beacons as part of its on-going risk-mitigation program in recent years. "Geelong's channels are long, narrow and relatively shallow at 12.3 metres and we know that the industry trend is for bigger ships," Captain McGovern said.

"So it's vital we make sure we have the technology and equipment in place to guide these large vessels safely into Geelong's shipping hub.

"That's why we've invested about \$9 million on the new beacons and other risk-mitigation improvements in Geelong's waters in the past few years. The visibility of these beacons will become increasingly important as vessels visiting the port increase in size and number."

The 10-metre-high beacons, pile-driven into the bottom of Corio Bay, are made of 600mm steel tubes enclosed in a high-density poly jacket and filled with concrete to minimise maintenance. The box around the top of each beacon is made of aluminium covered with highly reflective material.

"The lights are solar-powered LED lights that are 'intelligent' and talk to a satellite when they switch on, setting up a synchronised flashing pattern to define the channel edges," Captain McGovern said.

Lights at critical points such as the channel entrance and bends also send messages to mobile telephones to report faults, such as underperforming batteries.

The VRCA is also dependent on passing vessels for reports of faulty lights. The authority is currently experimenting with lights that not only have a GSM capability but will also appear on a web site with details of their capability.

The beacons are also gated, ensuring they provide maximum visibility on the channels that form shipping highways into Victoria's largest regional port.

Last year the port handled 12.5 million tonnes of cargo worth about \$7 billion. It also recorded a significant increase in grain tonnage to 2.6 million tonnes, a strong recovery after tough years of drought.

The authority, which oversees the general direction and control of all vessels entering Corio Bay, has installed three weather stations along the channels as part of its continual focus on shipping safety. The first is at the channel entrance, the second in the middle of the channel system and the third, near Refinery Pier.

The stations provide precise wind speed and direction information in addition to tidal data. The information is available live on the authority's website.

The channels authority has added a laser-docking device at Refinery Pier Three and Four, arming pilots with information about speed of approach.

"We've completely overhauled the port's VHF radio system and installed an automatic identification system for ships," Captain McGovern said.

The Marine Controller's office and VRCA headquarters both have AIS displays in place to allow monitoring and recording of ship movement when vessels enter and leave the port.

The authority, established in 2004, is conscious of the trend to larger bulk carrying vessels in the world fleet and the effect of this size increase on all of Victoria's regional ports. It has commissioned maritime consultants Thompson Clarke to carry out a study on ship-size trends to help with strategic planning.

Captain McGovern said the report was almost complete and would be a vital planning tool for the VRCA, regional ports of Geelong, Hastings and Portland and commercial stakeholders as they prepare for the forecast of larger ships.

"Bigger ships will be a reality and we must make sure we can cope with them," Captain McGovern said. "That means we need the best navigational equipment and data on conditions for these big visitors' safe passage. Safety is paramount and we've just got to plan effectively for the future."

## The Company of Master Mariners of Australia Ltd, Melbourne Branch

### Port State Control

Capt. Wayne Cooper, Manager, Maritime Operations, The Australian Maritime Safety Authority



August

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#### DATE & TIME

Wednesday 29 Aug 2012

12.00 for 12.30 pm

#### LOCATION

CQuisine Restaurant, CQ  
Functions, 113 Queen Street,  
Melbourne VIC 3000

#### COST

Members and Spouses - \$40  
Non-Members - \$50  
Drinks at Bar Prices

#### RSVP

Alexandra Evered  
12 pm Mon. 20 August 2012  
alex@baysideshipping.com  
03 5424 1224

Guests Most Welcome!

#### PAYMENT

Cash, Cheque or EFT.  
The Company of Master  
Mariners of Australia Ltd  
BSB 063 141  
A/C 1042 1609

#### NEXT MEETING

Wednesday 26 Sept. 2012  
6.00 for 6.30 pm

*Please note that whilst we appreciate the unpredictable nature of shipping and whilst we do try to accommodate members where we can – we do operate a no refund policy. Cancellations and 'no shows' will require payment.*

The Australian Government is committed to the protection of life and property at sea and to the preservation of the marine environment. Port State Control (PSC) is one of the strategies used to ensure that these objectives are achieved, however responsibility for the safety and operation of the vessel lies with shipowners and flag States.

We are delighted to welcome Wayne Cooper of AMSA to discuss the role played by AMSA and the functions and aims of PSC.

Wayne Cooper commenced an engineering cadetship with ANL in 1984, and sailed for 15 years on a variety of ships, including oil tankers, ro-ro pax ships, bulk carriers and container ships. He holds a combined steam and motor Engineer Class 1 certificate of competency, as well as a Bachelor of Applied Science in Marine

Engineering and a Diploma of Government in Management. He joined AMSA in 1999 as a Marine Surveyor and was appointed Principal Port Marine Surveyor in 2005. During that time he has been responsible for the oversight of the operational activities of the MOD South region, which encompasses Victoria, South Australia and Tasmania. At various times he has also been Head PSC Trainer, Casualty Coordinator, Examiner of Engineers, OHS inspector, and regional quality System coordinator. He has also presented an expert missions on PSC in Korea as well as developing and delivering capacity building PSC programs in Indonesia.



Master: Her Excellency, Ms Quentin Bryce AC  
Governor-General of the Commonwealth of Australia