

# The LOG

## SEPTEMBER 2012



The next meeting will be on  
Wednesday 26th September  
At CQ Functions 113 Queen St.  
Melbourne 3000.

**Please note this is an evening  
function starting at 1830 hrs**

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Speaker for 26th September  
**David Tinsley. MNI.**  
Assistant Underwriter at  
Lumley Insurance  
Topic: **“ROGUE WAVES”**

**Company of Master Mariners of Australia Ltd**

**Master**

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



## Branch Masters Report



### ***Presentation plaques***

We have managed to complete the outstanding plaque presentations recognising those members with 50 years of continuous service to the Company. Capt. Colin Springall was very pleased to be presented with his plaque at his home in Queenscliff in August, but unfortunately I have had to post the plaque to Capt. Hugh Fisher in Yarrawonga. Hopefully it arrives safely.

### ***Federal matters***

As reported last month a draft constitutional change prepared by Capt. John Turnbull was sent to the federal executive by the Branch. As yet no reply has been received.

### ***Annual Seafarers' memorial Service***

The service this year is to be held at St Pauls's Cathedral on Sunday 21 October 2012 at 1030 hrs. The Honourable Alex Chernov AC QC Governor of Victoria and Chief of Navy, Vice Admiral Ray Griggs AO CSC RAN are amongst the invited guests. The Royal Australian Navy Colour Guard, the Royal Australian Navy band and the Australian Navy Cadets will also be in attendance. It is an important date in the Branch's calendar and you are encouraged to attend. This year Nigel Porteous is looking for volunteers to act as ushers in the cathedral for the service ([nporteous@aspships.com](mailto:nporteous@aspships.com) 0411 487 489). The service is followed by the very popular Tim Muir lunch at Young & Jackson across the road from the Cathedral. Book early with Nigel Porteous to avoid disappointment!

If you wish to attend the service please RSVP to Capt. Alan Knott ([knott@melbpc.org.au](mailto:knott@melbpc.org.au) 5250 6148).

### ***The 2012 ANL Maritime Art Prize & Exhibition***

This year the Exhibition is celebrating 10 years. The exhibition opens for public viewing at the Mission to Seafarers on Friday 5 October through to Wednesday 31 October. The paintings are of a very high quality and it is a good excuse to visit the Mission and enjoy the unique ambiance of this interesting building. During the period of the exhibition there are a number of public lectures including; *How China rocked the cradle of Australian history*, *Finding the TSS Coramba*, *Human rights on the sea* and *Maritime Archaeology*. Further details can be obtained from the Mission regarding dates and times (Kellie Meddings, [marketing@missiontoseafarers.com.au](mailto:marketing@missiontoseafarers.com.au) 9629 7083)..

August saw the last of our lunchtime meetings and we return to our usual evening slot at CQ from September. May I remind you again that we are always looking for good quality speakers with interesting topics to present to our members, so please forward any ideas to either myself, the Secretary or any court members ([david@northandtrew.com](mailto:david@northandtrew.com) 0466 888 601).

On that note, do feel free to come to me with any thoughts, ideas or feedback you have on any COMMA issues.

David Shennan  
Branch Master  
17-09-2012



**BRANCH COURT MEETING 29th August 2012.**

Three Court members were in attendance with eight apologies.

Minutes of the previous meeting were read and accepted.

**Matters arising.**

The Branch master has spoken to the Propeller Club in the USA and due to the amount of work involved it is not felt to be appropriate for the Melbourne branch at this time. The Hon. Secretary is working on something simpler.

**Readings & Applications** Marcel Koenig Ordinary Melbourne.

**Upcoming Events** 21st October. Seafarers Service followed by the Tim Muir Lunch. **Volunteer Ushers are still required for the Cathedral Service.**

2013	9/10th April	IFSMA Conference Melbourne.
	11th/12th April	CoMMA Congress including The Boulton Lecture
	13th April	CoMMA AGM in Melbourne.

The Branch Master advised that the Maltese Association Dinner/Dance and the Operation Pedestal Service at the Shelter of Peace were both very successful.

**Boulton Lecture** This years Boulton Lecture will be held by the Sydney Branch.

**Memorabilia** The whereabouts of various pieces of memorabilia and artworks held by the Branch to be established

<b>Membership</b>	Ex-officio	03
	Life	03
	Honorary	01
	Retired	38
	Ordinary	67
	Associate	<u>15</u>
	Total	<u>127</u>

**Next Court Meeting** 26th September 2012 16.30hrs at CQ Functions, Queen Street, Melbourne.

A copy of the full minutes can be obtained from the Ho.Secretary if required.

Captain David Shennan presenting Capt Colin Springall with his plaque.



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**Guide to speaking the New Zealand language. A Handy Travel Guide.**

Say the words out loud to get the full meaning.

- |                |   |                         |             |   |                          |
|----------------|---|-------------------------|-------------|---|--------------------------|
| Milburn        | - | Melbourne.              | Peck        | - | Pack, to fill a suitcase |
| Pissed aside   | - | Pesticide.              | Pigs        | - | Pegs                     |
| Pug            | - | Pig, curly tailed type. | Nintendough | - | Nintendo                 |
| Munner Stroney | - | Ministrone.             | Min         | - | Men                      |
| Messkara       | - | Mascara.                | McKenock    | - | Mechanic                 |
| Kens           | - | Cairns.                 | Innerme     | - | Enemy                    |
| Guess          | - | Gas.                    | Fush        | - | Fish                     |
| Fittercheney   | - | Fettucini.              | Evercardeau | - | Avacado                  |
| Fear hear      | - | Fair hair.              | Amejen      | - | Imagine                  |
| Earroebucks    | - | Aerobics.               | Duffycult   | - | Difficult                |
| Veerjen        | - | Mythical NZ maiden.     | Brudge      | - | Bridge                   |
| Sex            | - | Six.                    | Cuds        | - | Kids.                    |



The following article was forwarded to the LOG by Capt G.McCathie via Capt J.Turnbull. It is from the Mariners Mirror of February 2011. Due to its length it is being serialised over several editions of the LOG. This is part 4.

time, for example, almost all of the relevant teaching staff at what was then Plymouth Polytechnic were studying for degrees, while continuing to teach.

Not all of these courses endured, but sufficient have done so in order to demonstrate that there was a considerable demand for them from seafarers. At the time, however, this was not matched by any significant demand from within the British shipping industry. For example, when Sir Donald Anderson, then chairman of P&O, appeared with his colleagues before Lord Rochdale's committee and was asked his opinion of giving degrees to seafarers he enquired: 'Is this one of Wally Wakefield's ideas?'<sup>25</sup> He then took a firm executive decision, adding: 'We have no intention of employing any such people.'<sup>26</sup> Lord Rochdale's committee, who had visited several of the academic institutions where these courses were well-established, were not impressed. This was broadly consistent with the Rochdale findings that 'the shipping industry makes little use of the major courses in general administration and business studies' and that, board members apart: 'only six per cent of senior management staff (had) university degrees'.<sup>27</sup>

### *Policy*

Balance of payments questions were, of course, central to the interests of the British government. Apart, however, from this its other interests were limited to a general desire for preserving an almost completely private industry. Shipping, therefore, contrasted with other transport industries (air, rail, road, and inland waterway) which were wholly or partly nationalized for much of the period. For these, the Department of Transport had extensive legislative, operational and planning responsibilities which occupied much ministerial and administrative attention.

The small Shipping Policy Division, therefore, had a 'General' and two 'Foreign Shipping Relations' branches. The first dealt with taxation and a few other matters, including a surprising amount of ministerial correspondence; the others were largely devoted to trying to persuade other governments not to engage in flag discrimination, or to refrain from regulating liner shipping, often at the behest of the Chamber of Shipping. In the post-war period many new governments were, of course, revelling in freedom from colonial rule (sometimes British) and, like many newly elected politicians, talked grandly about their intentions without actually doing very much. As both Sturmeay and the Rochdale committee found, the extent and effects of flag discrimination were greatly exaggerated.

When, however, this was threatened or appeared, ministers were duly briefed on, amongst other matters, the effects of a loss of trade on the contribution of the shipping industry to the balance of payments. Because of the structure of the survey described above it was only possible to outline the losses of gross revenue: not the associated cost-savings. (Challenged on this, the statistician responsible said that he was using the only figures he had.) Since the net effect was the value added, or net

25 His reference was to a former director of the Southampton School of Navigation, who spent an active retirement.

26 He evidently modified this, since P&O hired their first maritime graduate six months later.

27 Report of the Committee of Inquiry into Shipping (Rochdale Report). The Committee noted that more university graduates and their equivalent should be recruited to middle and higher management and that the industry should make more use of courses in management studies provided by business schools and universities, see paragraphs, 1656 and 1657.

output, of the shipping operations concerned, this approach exaggerated the effect by between three and 20 times, according to the level of profitability.<sup>28</sup>

Apart from this, however, officials of the Department of Transport became increasingly sceptical of the three standard arguments deployed by the Chamber of Shipping, and especially following their failure to attempt any refutation of the arguments presented by Sturmeay. This was duly reflected in ministerial briefs. As noted above, however, most post-war ministers of Transport had their attention concentrated elsewhere, upon those transport activities for which they had statutory responsibility and much Parliamentary activity.

This situation continued until the early 1960s, when Ernest Marples (1907–78) became Minister of Transport (1959–64), with Vice-Admiral Hughes-Hallett (1901–72) as his Parliamentary Secretary (1961–4). Both of them knew about Sturmeay's book, as well as about the Chamber's failure to respond; and they disliked the Chamber's unaltered approach. Between them, they determined to do something about British shipping. As noted above, one constraint on active politicians is that laissez-faire policies leave little scope for political action. However Marples realized that, when a minister is faced with a difficult problem with no clear solution, there are generally two actions that he can take: he can commission research; and he can set up a committee. With characteristic energy, he did both. (Later ministers were much less active.)

The first development was formally outlined in a letter dated 3 July 1962 from Sir James Dunnett, then Permanent Secretary of the Ministry of Transport, to Sir Burke Trend, then his opposite number at the Treasury.<sup>29</sup> This proposed a research staff of three scientists and three economists. It is not clear what the former were going to do but it was clearly intended that the latter should study shipping conferences in some depth. (These were bodies which fixed freight rates and, frequently, company shares, in most liner trades. They were defended on the grounds that they brought stability to the trades, though there is no particular reason to believe that, without them, there would be any marked instability. After a long period in which their significance declined, the European Union abolished them in October 2008; no ill effects have appeared.) Given the reactions to Sturmeay's book it is likely that the Chamber of Shipping would have been horrified by any proposal to study them in depth or in any other way. In fact, no such study was ever started.

After discussion between the two departments this proposal was reduced from six professionals in two disciplines to one economic adviser, whose responsibilities were then widened. At this time the head of the Treasury's Economic Section, Professor Alec Cairncross, wanted all government economists under his direct control.<sup>30</sup> The post was, therefore, nominally in the Treasury but with immediate secondment to Transport. The writer took up this post in April 1963, to advise on economic aspects of shipping, shipbuilding and ports, and found that there was no job description

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28 R. O. Goss, 'Investment in shipping and the Balance of Payments: a case study of import substitution', *Journal of Industrial Economics* (March 1965), reprinted in R. O. Goss, *Studies in Maritime Economics* (Cambridge, 1968).

29 The National Archives of England and Wales, Kew, MT 359/3281.

30 He never succeeded, since bodies like the Department of Scientific and Industrial Research continued to hire economists, labelling them 'Scientific Officers'.

or programme of research. At that time (Sturmeys work apart) very few economic studies had been published on shipping and it was therefore a simple matter to find interesting topics. Fruitful co-operation grew up with the Department's Director of Merchant Shipbuilding and Repair, Mr Amos Sutcliffe, and with the Royal Institution of Naval Architects. This was coupled with much short-term economic advice on, for example, the economics of large submarines carrying oil cargoes beneath the Arctic ice-cap.

Vice-Admiral Hughes-Hallett, however, was convinced that nuclear power had a substantial future in merchant shipping and the first six months research was devoted to a series of detailed economic studies, concentrating on those ship types and operations where the higher capital cost of a nuclear-powered ship was most likely to be overcome by the lower fuel cost. These studies, carried out with the full co-operation of the Chamber of Shipping – this seems to have been the only time that the Chamber willingly supplied cost data to the Government – ultimately showed that there was very little prospect of this.<sup>31</sup>

In general, however, the Chamber disliked economic studies being carried out by the government – or, one may suspect, anyone else. While these studies never attacked either the Chamber's three standard arguments or their support of shipping conferences, they did not see the point of government-funded studies which were not directed at public policies; and, since they were necessarily expressed in economic terms, they may not have understood them, either. When completed, these studies were sent, in draft form, to the Chamber for their comments; though they invariably replied that they had none. In one instance ("The cost of ships' time") they wrote at a very early stage to the Permanent Secretary trying to stop the study: but as they gave few reasons and the reply was able to specify several occasions on which their members had illustrated arguments deploring lengthy turnaround times for their ships by quoting sample figures on less rigorous bases, they retreated.

Notwithstanding this opposition, the studies were generally welcomed in the shipping press; and the writer found himself invited to address audiences, often at academic institutions where the published papers had become recommended reading. Journals were established so that a corpus of studies on various aspects of maritime economics was able to grow. As Marples and Hughes-Hallett had intended, this gradually established a more objective and quantitative approach, which contrasted with that of the Chamber of Shipping.

For example, the Chamber of Shipping strongly opposed a suggestion made to the Rochdale committee by the Maritime Economists' Group that a chair should be founded at a British university in maritime economics.<sup>32</sup> Senior members of the Chamber of Shipping expressed satisfaction that their own economic advisor had formally dissociated himself from this suggestion. In due course, many others contributed to the economic literature on shipping and the International Association

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<sup>31</sup> See *Nuclear Power for Ship Propulsion: Report of the working group on marine nuclear research*, Cmnd. 2358, (London, 1964). The calculations seem to have been correct as no country which built an experimental nuclear merchant ship ever built another.

<sup>32</sup> This informal discussion group, which included people from various maritime interests, met intermittently at the London School of Economics. Its name was suggested by Eric Price so as to include seaports and this was probably the first time the term was used.

of Maritime Economists (IAME) was formed. In a welcome reversal of previous attitudes the Chamber of Shipping acted as host for its first London conference.

The formation of the Shipping Advisory Panel was announced in August 1962. Essentially corporatist, it had representatives of the Chamber of Shipping, the seamen's unions and the British Shippers' Council. It thus resembled one of the contemporary 'Little Neddies', established under the National Economic Development Council for particular industries, except that it came under the Ministry of Transport and had no formal connexion with the NEDC.

However, it soon became clear that the Shippers' representatives had nothing to say (except that they wanted the *most efficient services available*, regardless of flag) and the trade union representatives left everything to the Chamber. They, therefore, saw this as a fine opportunity to present their standard arguments in a new forum and appointed shipping grandees led by the Chamber's Director, Mr H. E. Gorick, to do so. Ministers had wanted a closer relationship with the shipping industry: they did not get it.

Over time the panel discussed such topics as freight stabilization schemes, Indian taxation of British ships, government subsidies and such familiar topics. At one meeting the ship-owners took advantage of the opportunity to protest at a recent increase in the fees charged for shipping matters at local offices of the Department of Transport. This, as they might have foreseen, was easily refuted by the public officials (costs had risen) who attended. In addition, Ministers were dismayed at the ship-owners having devoted so much time to a comparatively trivial matter. Thus, it rapidly became obvious that, as nothing new was being said, nothing useful could be achieved. When the Labour government of 1964 under Harold Wilson came into office the Panel was put into abeyance. It was never revived.

### *The Pearson and Rochdale hearings*

The events of 1965-70 are relatively well known. By 1965 the Seamen's Reform Movement had grown in strength, taken over the National Union of Seamen and lodged a substantial claim. In 1966 they called a strike, even though the employers had made an improved offer. The Wilson government then appointed Lord Pearson to head a court of inquiry which recommended a further improvement; but the seamen's representatives (who had also read Sturme's book) would only accept this if the court, which had necessarily concentrated on employment issues, was followed by a committee of inquiry with much wider terms of reference. Behind the scenes the Chamber of Shipping fought hard against this but secured little support in either the Ministry of Transport or the Cabinet Office. The six-man committee was appointed on 22 July 1967 under the chairmanship of Viscount Rochdale and reported in May 1970. The writer was economic adviser to the committee. This followed logically from Lord Pearson's Court, where he had represented the Department of Transport's Shipping Policy Division.

Lord Pearson's Court, in the course of a thorough review of employment matters in British shipping, had condemned the over-centralization of the Shipping Federation, as militating against the development of any form of loyalty to particular companies and, therefore, preventing those companies from developing appropriate personnel policies. Lord Rochdale's committee, in a lengthy report covering many other topics,



Australian Government  
Australian Maritime Safety Authority

# FACT SHEET

## Australian International Shipping Register

### What is an International Shipping Register?

International ship registers are an alternative for ship owners which offer commercial advantages such as the ability to use crew of different nationalities paid at international standard rates, taxation incentives and business concessions, while maintaining a strong link between ownership/management of the ship and the national flag under which it sails. This is what makes international registers different from open registers.

### Why was the Australian International Shipping Register (AISR) established?

The aim of the AISR is to:

- facilitate Australian participation in international trade;
- provide an internationally competitive register to facilitate the long term growth of the Australian shipping industry; and
- promote the enhancement and viability of the Australian maritime skills base and the Australian shipping industry.

### What ships can register under the AISR?

Registration on the AISR is available to ships which are Australian owned and/or operated and are predominantly engaged in international trading.

The following ships are **not eligible** to be registered on the AISR:

- Non-commercial ships or ships of less than 24 metres;
- ships which are predominantly used for domestic trading; or
- ships for which a collective agreement has not been made between the owners and the ship's seafarer bargaining unit.

### What does 'predominantly engaged in international trading' mean?

The ship must spend more than 50% of each calendar year undertaking international trading voyages to be considered 'predominantly engaged in international trading'.

International trade is the carriage of goods to and from Australia. It excludes carriage of cargo loaded in one Australian port for discharge in another Australian port. AISR ships will be able to:

- carry cargoes from overseas destinations to Australian ports;
- load cargoes for overseas destinations in Australian ports; and
- transit Australian waters.

### Is the Australian International Ship Register going to affect coastal trading?

No; coastal trading is a separate arrangement for voyages between Australian ports managed by the Department of Infrastructure and Transport. AISR ships are able to apply for coastal trading licences. For more information on coastal trading please visit the Department's website at

<http://www.shipping.infrastructure.gov.au/>

### Why register on the Australian International Shipping Register?

Ships registered on the AISR will have the advantage of being registered on a quality register that requires ships to meet Australia's high maritime safety and environmental standards, while having access to the following incentives:

- **crewing** — when undertaking international voyages AISR ships may use foreign seafarers employed under negotiated agreements at international wage rates with employment conditions consistent with the Maritime Labour Convention;
- **taxation** — AISR ships will have access to a range of tax incentives to ensure the register is competitive with other international registers. The *Tax Laws Amendment (Shipping Reform) Act 2012* is administered by the Australian Taxation Office and provides detail on the tax incentives available to AISR ships.. More information is available on the Department of Infrastructure and Transport website at <http://www.shipping.infrastructure.gov.au/>

### What will AMSA consider when assessing an application for registration on the AISR?

AMSA will not accept registration on the AISR unless the ship is of a suitable standard. When deciding this, AMSA will consider at least the following matters:

- the nominal age of the ship;
- the Port State Control history of the ship and owners;
- the ship's Classification Society record; and
- pre-registration inspection of the ship by a surveyor, if required.

### Are there any additional requirements for registration of a ship in the AISR?

The owner or operator of an AISR ship must ensure the ship meets the following additional requirements:

- ✓ Two senior officer positions are to be filled by Australian nationals or residents, these being at least one of either the:
  - Master or Chief Mate; and
  - Chief Engineer or First Engineer.

This requirement assists in increasing Australia's maritime skills base by providing opportunities for Australian seafarers.

- ✓ All seafarers working on AISR ships who do not already hold a current AMSA seafarer certificate will need to obtain a certificate, issued by AMSA.

Whilst not being a condition of registration, in order to maximise the tax incentives training places must be provided on or for each AISR ship.

### What happens to ships on the existing Australian Shipping Register?

There will be no changes to Australian Shipping Register, however it will be known as the General Register.

### What is the difference between the General Register and the Australian International Shipping Register?

Ships may only be registered on **one** register. A summary of the difference between the two is below:

<i>General Register</i>	<i>AISR</i>
Is <b>compulsory</b> for ships which are: <ul style="list-style-type: none"> <li>• Australian owned commercial ships 24 metres or</li> </ul>	Is <b>voluntary</b> for ships which are Australian owned and/or operated and are predominantly engaged on international trading.

<p>more in tonnage length, or</p> <ul style="list-style-type: none"> <li>Departing an Australian port for a place outside Australia</li> </ul> <p>Is <b>voluntary</b> for ships which are:</p> <ul style="list-style-type: none"> <li>On demise charter to an Australian based operator, commercially operated and 24 metres or more in tonnage length</li> <li>Australian owned and less than 24 metres in tonnage length and is a government ship, fishing vessel or a recreational craft.</li> <li>Less than 12 metres in length, owned or operated by Australian residents, nationals or both.</li> </ul> <p>Working conditions on ships on the General Register will be governed by relevant State, Territory and Commonwealth employment and occupational health and safety law.</p>	<p>AMSA has the ability to refuse an application or to cancel registration. Ships will then default to the General Register.</p> <p>The <i>Occupational Health and Safety (Maritime Industry) Act 1993</i> and the <i>Navigation Act 1912</i> will apply at all times.</p> <p>The <i>Seafarers Rehabilitation and Compensation Act 1992</i> will not apply to AISR ships and the <i>Fair Work Act 2009</i> will not apply when undertaking international voyages.</p> <p>AISR ships may use a mix of Australian and foreign seafarers when undertaking international voyages and working conditions will be governed by Collective Agreements and the legislation noted above</p>
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#### How will Australia maintain the quality of ships and the international reputation of the AISR?

The performance results of any ship on the AISR will affect the reputation of all ships on the AISR, for this reason AMSA has the ability to refuse an application or cancel a ships registration. AISR ships will also be subject to ongoing flag State inspection and monitoring, wherever they may operate.

#### Legislative modifications for AISR ships

As noted above, the *Navigation Act 1912* will apply to AISR ships at all times. *Marine Order 2 – Australian International Shipping Register* details the minor modifications to other Marine Orders that will be applicable to AISR ships. **A draft of this document is currently available for public comment.**

#### Who do I contact for more information?

Question relates to:	Contact details:
<b>Registering a Ship</b>	AMSA Shipping Registration Office 02 6279 5925 <a href="http://www.amsa.gov.au">www.amsa.gov.au</a>
<b>Ship Inspection and Certification</b>	AMSA Ship Inspections Group 02 6279 5000 <a href="http://www.amsa.gov.au">www.amsa.gov.au</a>
<b>Crewing Qualifications</b>	AMSA Ship Operations and Qualifications 02 6279 5000 <a href="mailto:quals@amsa.gov.au">quals@amsa.gov.au</a>
<b>Taxation Incentives</b>	Department of Infrastructure & Transport <a href="http://www.shipping.infrastructure.gov.au/">http://www.shipping.infrastructure.gov.au/</a>
<b>Coastal Trading</b>	Department of Infrastructure & Transport <a href="http://www.shipping.infrastructure.gov.au/">http://www.shipping.infrastructure.gov.au/</a>
<b>Legislation</b>	All legislation is available at <a href="http://www.comlaw.gov.au">www.comlaw.gov.au</a>

**VOLUNTEER USHERS ARE REQUIRED FOR THE SEAFARERS SERVICE ON 21st OCTOBER**

**Please contact Capt Nigel Porteous on 0411 487 489 or nporteous@aspships.com**

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

### DATE & TIME

**Wednesday 26 Sept 2012**

6 for 6.30 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. 24 Sept 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 31 Oct 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.*

## Rogue Waves

David Tilsley MNI, Assistant Underwriter - Marine & Logistics, Lumley Insurance



Rogue waves (also known as freak waves, monster waves, killer waves, extreme waves, and abnormal waves) are relatively large and spontaneous ocean surface waves that occur far out in sea, and are a threat even to large ships and ocean liners. In oceanography, they are more precisely defined as waves whose height is more than twice the significant wave height (SWH), which is itself defined as the mean of the largest third of waves in a wave record. Therefore rogue waves are not necessarily the biggest waves found at sea; they are, rather, surprisingly large waves for a given sea state. Recent studies suggest these waves are more common than anyone previously imagined. While scientists have gained a greater understanding of rogue waves in the last decade, they are still quite enigmatic. No one has ever filmed the formation of a rogue wave in the ocean or followed one through its entire life cycle. There are very few photographs of rogue waves. For centuries, the best evidence for their existence was anecdotal - the countless stories told by

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

September

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sailors who had survived one. This month, we are delighted to welcome David Tilsley who encountered such a rogue wave off Durban earlier this year. David started his seagoing career with Maersk Line and has gone on to sail on foreign going container ships, chemical tankers and offshore support vessels. From 2010 to 2011, David spent a yearlong secondment working as a Safety and Loss Prevention Executive in London with the Standard P&I Club where he advised on maritime risks, implemented loss prevention initiatives for members, was principal marine technical writer and assisted on ship surveys and audits. More recently, David sailed with Swire Pacific Offshore before joining Lumley Insurance in their Marine & Logistics department in August 2012. David is presently studying a marine surveying degree specialising in bulk and containerised cargo surveying.

