



THE MASTER MARINER

NATIONAL NEWSLETTER OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA



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From the Federal Master



The 2013 Annual General Meeting was held in Melbourne in conjunction with the 39th IFSMA AGA and the Second Master Mariner Congress. Both events were immensely successful and we were addressed by some eminent International and Australian speakers to give updates on the state of the Industry.

The Federal Court met on 19th April to implement the amended Constitution

and discuss how the New Federal Court would operate under the revised arrangements. Following that, the 2013 budget was reviewed and based on raising the levy to \$60 from the 1st May, a revised budget produced although we are still waiting on the final figures for cost and revenue with regard to the Master Mariner Conference.

I would like to welcome my colleagues from the Branches around the country that with the assistance and expertise of the Executive Team - Federal Secretary, Federal Treasurer, Federal Registrar, Webmaster and Marketing will help to manage the future of the Company. The final decision rests with the board of Directors, i.e. the Branch Masters.

Amongst some of the changes, applicants may join the Company of Master Mariners without being a member of a particular Branch. The Federal Secretary will administer the invoicing and receipts of such members.

We have also been approached by other Industry Groups who would like to share or affiliate with the CMMA and I would recommend closer working relationships with these organisations. For example in Sydney we have quarterly meetings, shared with the Nautical Institute who chose and invite the

Guest Speaker on those occasions.

We still have challenging times ahead in the Australian Coastal Trade. The Government has to be applauded for their initiative for "Revitalising Australian Shipping". It is somewhat disappointing that no shipowners have taken up the option of the Australian International Registry to date. Perhaps a review of the current framework and consultation with interested parties could produce a better result. Another problem facing the Industry is the lack of blue water training berths to allow Trainees both Engine and Deck to complete their sea time requirements. It would be close to twice the number of current trainees that the Industry needs to expand and fill current vacancies.

It's not all doom and gloom. The previous Executive have to be congratulated in getting the Company actively involved in the debate on the Australian Shipping Industry. We have an active and exciting year ahead and I would like to encourage your involvement to support the Company and give feedback and advice to the Federal Court. I look forward to working with all of you during 2013. ■

Ted van Bronswijk, Federal Master

CMMA NEWS

Annual General Meeting

Held at Melbourne on 15 April 2013



L to R: Treasurer Simon Walker, SA Branch Master Bob Westley, WA Branch Master Steve Harris and Incoming Federal Master Ted van Bronswijk

The 2013 AGM was convened prior to the IFSMA AGA and the CMMA 2nd Biennial Congress in Melbourne. The meeting had a historical significance due to the implementation of the changed board structure. During the preceding months leading up to the AGM, members of the Company had been given the oppor-

tunity to vote on a number of amendments to the Constitution, and as a result, the Federal Court structure changed to make it a leaner form of management, in line with the contemporary style of management which utilises the convenience of electronic communication practices.

Under the new Constitution, Captain

Ted van Bronswijk (Sydney Branch Master) was duly elected as Federal Master, replacing Captain Allan Gray. Captain David Heppingstone, retired as Deputy Federal Master, as this position had been abolished. Both outgoing members had expressed an ongoing interest in the management of CMMA and Captain Gray was requested to take on the Technical Advisory role as a marketing officer. Capt Heppingstone will continue as the deputy to Branch Master Vind of the WA Branch.

The main topics of discussion were Finance and the 2013 budget, the incorporation of social media in our communication process, the publication of the 75th anniversary book, the membership of IFSMA, the future of the Newcastle Branch and the acceptance of new members directly into the Federal registry and not being part of any specific branch.

The AGM concluded late afternoon with the decision to convene in Newcastle for the 2014 AGM. The minutes of the meeting have been posted on the master mariners website. The members were also unanimous in their praise for outgoing Federal Master, Capt Gray and his deputy Capt Heppingstone for their hard work in changing the CMMA structure to keep up with the changing times. ■

The Second Biennial CMMA Congress

Held at Melbourne 16 – 19 April

The second CMMA Biennial Congress attracted approximately 80 delegates, including a number of overseas delegates who attended the preceding IFSMA AGA. The Congress attracted sufficient attention from the regulatory authorities, to establish the CMMA as an accepted and contributing participant to the Australian Maritime Industry. Prominent guest speakers represented a cross section of the maritime community with a wide range of topics, relevant to the Australian Master Mariner.

CMMA members who presented papers included Captains David Shennan, Rory Main, Nihar Rai, Rajiv Singh and Mr. Stuart Ballantyne. The presentations covered a range of topics including training, regulation, e-navigation, VTS, innovations as well as a presentation of the salvage of the cargo of the CV RENA. The extensive presentation of the salvage operation provided food for thought for similar emergencies on much larger vessels and the difficulty of getting the cargo off a vessel in an environmental friendly way.



An excellent paper was presented by Mr. Robert Iverson of the South Melbourne Rotary Club, who spoke about the Mental Health of Seafarers and Suicide. This was an extremely relevant topic of an area which almost goes unnoticed in the maritime world and addresses the problems seafarers have with issues like separation from their families, their inability to be granted shore leave, fatigue, job security, cultural problems, to mention a few. It is estimated that approximately 6% of total deaths at sea are by suicide.

A copy of the presentations may be found on the "members only" section on the CMMA website (www.mastermariners.org.au). ■



The IFSMA 39th Annual General Meeting

The 39th AGA, was held in Melbourne on 16 and 17 April. It was attended by 35 delegates, including 10 from Australia.

After Capt. Allan Gray (Federal Master CMMA and delegate to IFSMA) gave the welcoming address, Captain Dickie, Secretary General opened the meeting with his keynote speech, setting the direction of the debate by describing the contemporary master's role in the industry as either a 'Super Hero' or a 'Fall Guy'. Captain Dickie stated that many of the topics for discussion did not exist in the past like piracy, criminalisation of the seafarer and the retention of trained seafarers, in particular experienced masters.

The usual format of proposing, discussing and adopting a number of resolutions to put forward to the IMO was followed. The proposals were accompanied by a number of excellent presentations. The topics of interest

were focused on the role of the shipmaster, his ability to cope with the responsibilities of running a multi-million dollar piece of equipment with an understaffed and inexperienced crew, subjected to a world of litigation, and overburdened with administrative responsibilities.

It was no surprise that the proposed resolutions included 'Dealing with Fatigue', 'Qualifications for Command', 'Criminalisation of Shipmasters' and 'Shipmasters Administrative Workload'. The relevant papers on these topics were presented by Captain Peter Turner from Canada (The Role of the Master), Captain Fritz Ganzhorn from the Danish Maritime Authority (Lean Ship of the Future), Captain Marcel van den Broek of Nautilus International (Project Horizon) and Captain Ernest van Buuren partner with Norton Rose Australia and member of CMMA (Criminalisation of the

Seafarer). These papers and many others can be viewed on the IFSMA website (www.ifsma.org).

On the final day 3 resolutions were adopted for submission to the IMO including: Dealing with Fatigue, Criminalisation of Shipmasters and Shipmasters Administrative Workload.

The resolution on the Qualifications for Command was thoroughly debated, but without an agreement on the precise wording it was withdrawn for the time being.

The IFSMA AGA was immensely productive and had a substantial relevance to the Australian Shipmasters, who are facing an increasing administrative burden, in particular with the soon to be implemented Maritime Labour Convention.

Captain Dickie closed the meeting with a word of thanks to the CMMA. He also reminded the delegates of the next AGA which will be held in Oslo, Norway in 2014. ■

Outstanding Achievement Award 2012 honour awarded to Mike Lutze

Each year, the Federal Court accepts nominations from all the Branches for the "Outstanding Achievement Award". The nominee is not a member of the Company of Master Mariners but has made a significant contribution to the Maritime Industry.

At the last AGM in Melbourne, The Court unanimously awarded the honour to Capt Mike Lutze, the current Harbour Master of Gladstone and Central Queensland Ports, for his involvement with the development of the Port of Gladstone and his mentoring of new participants in the industry. The announcement was made during the Congress Dinner in the Melbourne Aquarium on 17 April. Capt Lutze will be presented with a Certificate at the next general meeting of the Brisbane Branch on 29 August.

Master/ pilot to the Port of Gladstone, a position that he has held for almost 20 years.

Mike Lutze is admired and respected by the staff at Maritime Safety Queensland and sets an outstanding example. He is generous with his time and willing to share his vast maritime knowledge both within Maritime Safety Queensland and across industry. Throughout Mike's career he has played a key mentoring role to the various maritime professionals within MSQ, including pilots, harbour masters, surveyors, VTSOs, admin-

He has had his fair share of disaster management. The first major event was the oil spill that occurred on 24th January 2006 when a tug pierced the fuel tank of the bulk carrier "Global Peace". Mike, under the Queensland Coastal Contingency Action Plan, became the Incident Controller and went into action almost immediately. The successful clearing up of the spill and foreshore was due partly to his knowledge of the port, all its facilities as well as his relationship with all local industry players.

These attributes came to the fore again with the grounding of the Chinese bulk Carrier "Shen Neng 1" on Douglas Shoal on 3rd April 2010. Mike played a crucial role as Incident Controller during the highly successful response and outcome to this incident. The vessel grounded at about 1700 on Easter Saturday and departed Australian waters on May 31st, nearly 2 months later. The response was a very complex operation due to major environmental concerns, being a fully loaded (coal) panamax size ship within the Great Barrier Reef. The ship grounded on Douglas Shoal offshore from Gladstone, had oil and sludge lightered from the vessel, was refloated, towed to Gladstone for inspection but then taken to Keppel Island due to adverse weather, towed to Hervey Bay to have part cargo offloaded to smaller ships and then towed back to Gladstone for preparation for being towing back to China. As IC Mike had to deal with 5 major government departments, salvors, P&I Surveyor, Incident investigators, Local Disaster management groups, the press and of course visiting politicians, It was Mike's suggestion that the casualty be moved to the lee of Fraser Island to conduct the lightering of the vessel. The management of the incident was overseen by Mike and unanimous feedback from all sectors is that it was handled particularly well. The Premier labelled it a "textbook response".

Mike has made a significant and enduring contribution to marine safety in the port of Gladstone. His energy and zeal for achieving marine safety outcomes are exceptional. His longstanding commitment for supporting the development of the port of Gladstone and his tenacity to get things done, makes him an exceptional candidate for recognition within the maritime industry. ■



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The following submission was made by Captain Peter Marchbank on behalf of the Brisbane Branch:

Captain Mike Lutze

Captain Mike Lutze is a Master Mariner with over 40 years experience in the maritime industry and is the quintessential Mariner's Mariner complete with his trademark Greek Fishermans cap. His experience spans from an apprenticeship at sea, to obtaining his Masters Foreign Going Certificate, then becoming a Marine Pilot, a Shipping Inspector and Harbour Master.

Mike commenced his career at sea in 1966 with the CSR Company as a Cadet on the m.v "Rona". He later joined the Australian National Line sailing in container-ships and bulk carriers in the coastal and overseas trades. He obtained his Masters Certificate in 1975.

In 1982 Mike left the ANL to become a Marine Pilot with Harbours and Marine Queensland, now Maritime Safety Queensland (MSQ). Mike was appointed Harbour Master/ Pilot for the port of Weipa. He later transferred to the position of Harbour Master/Pilot for the port of Townsville. After a spell with Mount Isa Mines in 1994 he was appointed Harbour

administrators, and marine officers. He is not a person for standing on ceremony but gives credit where credit is due.

In Gladstone he has overseen and had major input into, from a navigational and marine safety aspect, the introduction of VTS/Port Control services, updating navigational aids, extensions to the Fisherman Landing facilities and the R.G.Tanna Coal loading facility, as well as all dredging programs, the current major LNG Projects on Curtiss Island and the future Wiggins Island Coal Terminal.

The port of Gladstone has experienced a high operational tempo over the last two years in readiness for the LNG export trade. Mike has been instrumental in ensuring an efficient operating environment has been maintained during the construction and dredging stages of the project, always underscored by sustaining marine safety and marine environment protection. He was instrumental in publication of the "Standard for Marine Construction Activities within Gladstone Harbour" the safety/operational manual for the LNG construction program. The safety record within the port of Gladstone over this period has been upheld to the highest levels. Mike has been the key influence in achieving these outcomes.

Q&A Session: Managing change, capability and career development



Captain Allan Gray, Past Federal Master for the Company of Master Mariners Australia joined an “Informa” panel to discuss the career paths and opportunities available to today’s mariners. Before coming ashore and eventually becoming the Harbour Master and General Manager, Port Operations at Fremantle Ports, Capt Gray had a 20 year career at sea. His passion for advancing the role and voice of mariners continues as he discusses his hopes and aspirations for mariners and the industry as a whole.

At the inaugural CMMA congress in Fremantle, we asked industry to list the major challenges facing them. One of the comments received mentioned that, “From an Australian perspective, the challenge is having an industry in which to work”. What impact will the current revitalisation of Australia’s shipping industry have for master mariners and professional associations such as the CMMA?

The changes made by the revitalisation package are certainly considered to be in the right direction however we have yet to see any take up of the incentives offered. From a professional perspective there still seems to be a number of unanswered questions. If there is no satisfactory process in the development of future seafarers where will the master and chief engineer come from in order to fill these roles on the second shipping registry? Plus, how do we instil confidence for investment in Australian shipping when there is still an apparent fear of the industrial climate?

Another comment from this questionnaire highlighted that, “Seafaring as an occupation is becoming less and less attractive”. With the Company of Master Mariners Australia celebrating its 75th Anniversary this year, how attractive do you believe the industry is for new recruits?

There’s certainly interest, but you need to view the sustainability of the industry and its approach to career development to consider its attractiveness. It is understood that there are some 600 young Australians registered to pursue a career at sea, however Australia does not have the vessels to provide these recruits with sea experience. Another factor is that the blue water sector is not as attractive as the offshore sector due to the disparity in wages. I am not suggesting that the blue water section needs to price match the offshore sector as this would be unsustainable, however it needs to be noted that this is an impact. Additionally the current training system is focused around only providing seafarers and does not provide for a whole of industry career perspective. A more



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holistic training program which appeals, equips or facilitates career paths into shore based marine sectors, provides recognised degrees and does not have to be borne as a cost to the ship owners is necessary to attract high calibre people without undue burden on the industry.

Looking at career paths for seafarers, how does someone get promoted to the position of master? Are certain qualifications necessary and what training options are available for continued professional development?

Seafarers undertake training and ongoing marine experience to progress through the interim qualifications of watch keeper, chief mate and then master. Continued professional development has not been targeted well in Australia but is certainly at the forefront of attention for the Nautical Institute. That said the Australian Maritime College currently provides for post graduate qualifications which assist mariners in progressing to shore based jobs.

There seems to be a growing acceptance of the claims that there’s both a shortage of skilled seafarers and that seafarer competencies are declining. Given the growing trend for criminalisation of masters and their officers, how do you view current crew competency levels? Or more importantly, how can industry address these concerns?

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There is certainly anecdotal evidence that general crew competencies appear to be declining. In many ports in Australia we are observing what would be some very basic marine tasks not being done or not being done effectively. This is quite often as a result of industry shortages as it is viewed acceptable to 'express' persons through training and the minimum standard without providing the opportunity for them to consolidate this training with real experience. Quite often with smaller crews

on board and greater time demands, the crew do not have the time to mentor the less experienced seafarer.

How does the modern master mariner manage the change of the introduction of e-Nav and new technology? What can the profession do to ensure that the end user, the mariner, has appropriate input?

It is essential for e-Nav to consider the end user, the seafarer. Historically and far too often nowadays, new technology is driven by vendor development capability rather than user, and in our industry, crew capability. Additionally, for any change management to be successful there is the need for real training both at a generic and type specific level. We seem to be continuing in our intent to allow freedom in engineering design and whilst we are an industry older than aviation, we have not learnt or accepted the learnings of the aviation industry with regards to the minimisation of human error through engineering design and standardisation.

What attracted you to industry and what do you hope the next generation of master mariners will contribute to the industry's professionalism?

I have always had an interest in all things marine but in reality it was my father who suggested I go to sea. It was a good decision in the end. I wish that the next generation of master mariners become more than just mariners. That they realise they are part of a larger logistics chain and

that in adopting a whole of industry career perspective, rather than a silo view, that they have a significant amount to offer the professionalism and performance of the wider maritime sector.

The CMMA held its second biennial congress in Melbourne in April. What do you hope the congress has achieved?

I hope that this congress have provided the platform for an open dialogue about the future of the industry and the profession. Signifying our role in the international sphere, we were privileged to welcome delegates of the International Federation of Shipmasters' Associations (IFSMA) in attendance this year, together with a record number of national and international experts, including Australia's Gary Prosser who is currently IALA's Secretary-General. In addition, I hope that the congress showcased to the marine industry that we as master mariners are not insular in our thinking. As a profession and an association, we wish to engage with the wider industry and provide stewardship for the industry with a reasoned and experienced voice. We celebrate our 75th Anniversary in 2013 and I trust the great speakers and interesting sessions at this year's congress did inspire vibrant discussion across generations and the whole of industry! ■

Courtesy of 'Informa', organisers of the Biennial Congress

CMMA NEWS

Appreciation from IFSMA



Captain Allan Gray
 Federal Master
 Company of Master Mariners of Australia
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 Fremantle WA 6959
 Australia
 29 April 2013

Dear Allan

On behalf of our President, Captain Christer Lindvall, and the IFSMA Secretariat, we wish to send you our sincere thanks in making our Annual General Assembly held in Melbourne 16 and 17 April an interesting and successful Assembly.

It was good to see that fourteen Associations were represented during the Assembly, and the Papers presented were of high quality, which was much appreciated by those attending. The venue was well chosen, being so central and the excellent Dinner held in the unusual setting of the Antarctica Exhibit in the Melbourne Aquarium was a very jolly occasion. Similarly, we were most pleased to have had the opportunity of attending the CMMA Conference on 18 and 19 April. My thanks also for your excellent Paper 'Time for Change' which I believe set exactly the right tone for our Annual General Assembly.

We would also like to say how much IFSMA appreciated being asked to share in the 75th anniversary of the Company of Master Mariners of Australia, and we wish the Association many more successful years ahead.

Yours sincerely

Captain John W Dickie
 Secretary General

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Yours sincerely

Captain John W Dickie
 Secretary General
 International Federation of Shipmasters' Associations

Q&A Session: Shipmasters, IFSMA and IMO



Captain Christer Lindvall, President of the International Federation of Shipmasters' Associations (IFSMA) and Senior Advisor, Swedish Maritime Officers joined an "Informa" panel to discuss IFSMA's work, objectives and policies. With over 50 years' experience in the maritime industry, Capt Lindvall provided an overview of the issues that impact today's shipmaster and highlighted the need for international cooperation in advancing the interests of shipmasters.

Who does IFSMA represent and why?

IFSMA represents some 15000 shipmasters from 65 countries worldwide in a professional, non-political independent federation of National Associations and Individual shipmasters. There is no other organization within the international forums that specifically represents and raises the voice of the shipmasters i.e. as Non-Governmental Organizations (NGO) in UN, IMO, ILO and EU. There are other NGOs organizations for ship-owners, class, insurance, seafarers, aids to navigation, pilots and maritime academies - but not specifically representing the shipmasters.

Why?

Shipmasters have specific roles and responsibilities in respect to international instruments and national legislations. In my mind, it is important to represent shipmasters at international forums in order:

1. To improve the health, working environment, safety and security for us as well as for our passengers
2. To improve the competitiveness for us as officers and for the serious ship-owners
3. To improve our image as ship officers and as proud representatives of serious bona-fide flag states, serious ship-owners and competent colleagues and the entire shipping industry in the eyes of the general public.

What are some of the working groups IFSMA participates in?

IFSMA participates in IMO Committees and Sub Committees which usually set up three working groups per session. We also participate in intercessional meetings, round table discussions and correspondence groups. Outside IMO, we participate and chair conferences and also conduct focus days and working groups in connection with conferences such as, the Manning & Training conference in Manila and the Master Mariners Congress in Melbourne.

We usually participate in meetings that focus on issues that impact shipmasters, which means mainly of an operational nature but now includes goal based concepts and construction. Human elements and safety issues in general are key concerns and of special interest to us is the impact on shipmasters of the increasing workload, paper exercise, work and rest

"no other organization within the international forums that specifically represents and raises the voice of the shipmasters"

hours, manning and fatigue, especially on small ships. Also of interest is the implication of criminalization, piracy, the ISPS-Code visas and the right to shore leave while the ship is in port. Other issues of importance are mass evacuation from passenger ships, Life Saving Appliances (LSA) including lifeboats and recovery of persons from the sea. We are also involved in the EU project "Mona Lisa" which was a feature at the Melbourne congress.

Given that most working group provisions come down to a national level, why does IFSMA deal with safety and shipping matters in a wider international context?

Unfortunately, practically all international instruments have to be adopted and implemented into national laws and regulations to fulfill the international minimum standards. This doesn't allow much room to make any changes. Sometimes they include a provision: "up to the satisfaction of the Administration", which gives some possibil-

ities to other interpretations or equivalence. At a national level however, it is usually too late to try to make any changes and this work must be left to the national associations which are hopefully in line with the IFSMA policy and objectives.

It is also very important to us that all member governments have the same minimum standards so that the shipping industry can participate on "a level playing field". For instance, IFSMA participated in the development and merger of the new ILO Maritime Labor Convention 2006 which will enter into force in August 20 this year. **We are told that there is a shortage of skilled seafarers but at the same time there are claims of declining competencies of seafarers. Has STCW really addressed the issues of crew competencies and what can the industry do to raise its level of professionalism?**

There is a growing shortage of skilled seafarers, officers, and an increasing waste by officers leaving the industry before retirement, because of issues such as the threats of criminalization, piracy and denial to go ashore while in port. There is still a need for high quality seafarers to man the ships of today and tomorrow, while the demands of the shore side infrastructure for younger replacements to the elderly retirees remain ever present. Results from the shipping company survey indicate problems with the supply of particular grades of seafarer, such as senior officers and engineers in some labor markets. There is also some evidence

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of continuing recruitment and retention problems, especially in certain segments of the industry such as tankers and offshore support vessels.

In my mind the requirements in the STCW and the obligation for the member states to report back to IMO is how they fulfil the provisions in order to stay on the "white list". Today there are some problems according to the European Maritime Safety Agency (EMSA) with the education and training of the Filipino Officers especially at management level.

The industry can as I see it put pressure on the authorities, which some have already done and look into the quality of the maritime academies and don't employ unskilled seafarers.

With the introduction of e-Nav and new technology how does the modern master mariner manage this change and what can the profession do to ensure that the end user, the mariner, has appropriate input?

First of all we must accept new technology but also look into what impact it has on the people on-board. Shall the master only monitor the navigating and operation of the ship or should he be the one operating? Where will the responsibility lie and who will make the final decision? We must also remember that the master will still be on-board and have the full responsibility to himself, the ship and his crew.

The discussion of e-navigation will also be debated thoroughly after we have received the final report from the Costa Concordia. There are already discussions at IMO about voyage planning and deviations not caused by safety of the ship.

We were fortunate to have had Capt. Rodger MacDonald discuss the fair treatment of seafarers at the inaugural Company of Master Mariners of Australia congress in 2011. Since then, how has IFSMA's Master Mariner Protect scheme developed?

Fair treatment is a never ending story. But we must remember only casualties caused by maritime accidents are covered by the IMO resolution. Regarding the IFSMA Master Mariner Protect scheme, unfortunately I must say it was not successful. I think many captains believe 'it will never happen to me and why should I pay for this risk'.

What other support organizations are available for seafarers and shipmasters?

With the increasing abandonment of seafarers, criminalization cases, ISPS code and piracy there is more and more cooperation between international NGOs and support

organizations.

There are some new welfare and support organizations which have been established in connection with the increased criminalization of seafarers and seafarers who have been attacked or been held hostage by pirates, including organizations such as 'Save our Seafarers', 'Maritime Piracy Humanitarian Response', 'Seafarers' Rights International' and the 'Seamen's Church Institute'.

100 years after the Titanic, we had the Costa Concordia accident last year which captured the media's attention and imagination for quite some time. What do such incidents highlight for you?

As we are still waiting for the final report from Italy, IMO has only looked into some operational matters, urging the relevant ship-owners on issues such as: mustering of passengers when embarking, lifeboat drills, internal communications, listing the nationality of passengers, voyage planning and limiting visitors to the bridge at sea. To

sustainable maritime development goals.

Mr. Sekimizu said that, as the United Nations' international regulatory body for shipping, IMO has been, and continues to be, the focal point for, and the driving force behind, efforts to ensure that the industry becomes greener and cleaner. He was confident that, through this initiative – it will be something in which IMO, the shipping industry and all other stakeholders that are keen to turn the concept of sustainability into a tangible reality, will be able to join together and make a very positive contribution.

In connection with the next IMO MSC in June the SG has invited Member Governments, IGOs and NGOs to a Conference to submit papers and discuss how we can improve the safety on all types of ships. IFSMA intends to submit such a paper.

IFSMA held its 39th AGA in Melbourne this April alongside the Company of Master Mariners of Australia's biennial congress.



us it is very important to look at operational issues while also in this case, looking at issues such as construction, watertight sections and damage stability.

The IMO theme for this year's World Maritime Day is "Sustainable development". What goals does this present for industry?

IMO Secretary-General Koji Sekimizu has launched this year's World Maritime Day theme, "Sustainable development: IMO's contribution beyond Rio + 20", calling on Governments and the entire shipping industry to join together and provide a positive contribution towards formulating

What do you hope delegates took away from this experience?

We must get more and more of our member associations to participate in the work within IMO. In that way they can see and hopefully understand the importance and the need for IFSMA's participation and the support we can give to IMO. This is really appreciated by IMO and can be noticed, as the IMO Secretary General Koji Sekimizu accepted an honorary membership of IFSMA in December last year. ■

Courtesy of "Informa", organisers of the Biennial Congress

Outgoing Master's Report

It is with some hesitation that after four years as Federal Master I step down. However, there is always a need for fresh eyes and there are other causes that I feel I need to work on.

It has been a challenging four years but I believe myself and the executive team have made significant progress on some of the key objectives. You may recall that when I commenced, changes voiced by Captain Arthur Diack were not formulated. I remember Capt. John Turnbull commenting at an Annual dinner in WA about the call to arms of younger members.

THE KEY OBJECTIVES THAT THIS OUTGOING COURT FOCUSED ON HAVE INCLUDED:

- Raising the profile of the Company of Master Mariners
- Becoming more relevant
- Seeking to change the age profile and nature of membership.

RAISE THE PROFILE:

The Court has completed significant work on the website thanks to Mike Tyler and the website reflects an active and fresh organisation. More work is still to be done to engage members in relation to the website.

The Court have commenced a facebook page which I have personally managed which indicates an audience (growing) in the age group of 35-45.

We are investigating the use of linkedin.

This year, we will host the second Master Mariners congress and although it is being conducted in difficult economic times with considerable competition it still enlivens positive comment about its contents and the activity of the Master Mariners group.

Western Australia continues to hold its Celebrate Maritime Day event which draws around 15000 attendees every year and exposes them and young people to the many opportunities in the maritime sector as a whole.

We are actively engaging with other peak

body groups which are reflected in the attendance at our conference.

BECOME MORE RELEVANT:

The Court have been making every attempt to make comment on key legislation when it is requested however with the majority of our membership being shore based and our organisation being focused around branch



"To continue to encourage membership from active seafarers and younger members, we need to be seen as relevant, vibrant and a leading organisation."

activity, it is difficult to draw seagoing members to the fold.

Changes in the constitution voted up by the membership and pushed by the executive team over the last 6 years will serve a

great step towards opening opportunities in this area.

Again the web site and congress have and will continue to assist in this area.

SEEK TO CHANGE THE AGE PROFILE AND NATURE OF MEMBERSHIP:

This has been a challenging task, but many of the strategies already discussed a part of this overall objective. To continue to encourage membership from active seafarers and younger members, we need to be seen as relevant, vibrant and a leading organisation. The statistics provided by our registrar indicate the possibilities. Whilst the overall average age has remained around 65, WA's membership has gone from 91 in 2009 to 145 in 2013 with an average age declining from 62.4 to 59.1. It is encouraging that 66% of its membership are now below retirement age. Here is an active branch seeking change and demanding relativity in the maritime industry.

The change can be achieved, but there needs to be willingness and a drive to do so. It is hoped that the new board can achieve this momentum at a national level.

There were things that over the time I did not unfortunately achieve. Centralised financial structure being one but there is ongoing agreement to discuss and if nothing else, I have warmed people to the idea that change is needed and inevitable.

I would like to take this opportunity to thank the executive for their continuous support, in particular towards my overall vision. They never faulted and despite other full time commitments strived to achieve the desired outcomes for the company.

Whilst I am stepping down as Federal Master, I intend to be active in the continued performance of the company and its objectives and wish the incoming board of Branch Masters and new Federal Master every success in continuing the task of modernising the company and maintaining relevance and stewardship in the Maritime sector. ■

Capt. Allan Gray
Outgoing Federal Master

The Federal Court members for 2013

Federal Master:

Capt Ted van Bronswijk
Sydney Branch Master

Members:

Capt Kasper Kuiper
Qld Branch Master

Capt Iain Steverso
Newcastle Branch Master

Capt David Shennan
Melbourne Branch Master

Capt Robert Westley
SA Branch Master

Capt Reza Vind
WA Branch Master

Technical Advisors:

Capt Frank Kaleveld
Secretary

Capt Ian French
Treasurer

Capt Wim van Alebeek
Registrar

Capt Allan Gray
Marketing Officer

Capt Mike Tyler
Webmaster

Ms Joanna Carson
Editor MM Journal

M.V Cape Don – Australian History in development

Older members will remember the three attractive sister ships built by Newcastle State Dockyard in the early 60's for Commonwealth Lighthouse Service, M.V. Cape Don, M.V. Cape Moreton and M.V. Cape Pillar. Cape Moreton serviced the Queensland and Barrier Reef lights, Cape Pillar, the Victorian, South Australian and Tasmanian lights, and Cape Don, the Northern Territory and West Australian lights.

I joined the ship in April 1974 after being interviewed by the Master, Capt. John Marion, as 2nd Mate relieving 3rd Mate. In those days the roster worked on 8 weeks on and 4 off, this, of course, required 1½ permanent crew.

When I joined the ship the DUKW had been replaced by a LARC 5. This was a much more capable amphibious vehicle, fitted with a HIAB crane and able to carry 5 tons of cargo. The routine was to do

Eclipse Island off the south coast of WA was very different but was serviced by a fortnightly boat from Albany. Supplies were run in by the work boat to the foot of the high cliff. The work boat would pick up the anchored trot line, running it through a cleat in the boat's transom to check the boat's forward progress until the bow of the boat was inches away from the cliff and it would on occasion touch the cliff as the boat would rise on the swell.



The M.V. Don – placed on the Australian Register of Historic Vessels in 2008.

Cape Don was completed in 1963, of length 243' 7" oa. 2,106 GRT, 1,013 DWT. Her 2 stroke S.A. Polar engine of 2,000 BHP and VP propeller gave her a speed of 12 kts. On the Bridge, she had the usual aids which included two radars, VHF radio, voice short wave for communicating with light stations on a private frequency and later a radio which included the aircraft distress frequency.

She had a Western Australian crew of 39 and accommodation for 12 passengers. She was equipped with a 12.5 SWL crane, two lifeboats, two workboats and a DUKW amphibious vehicle and she also had a large workshop. She arrived in Fremantle in March 1963. Cape Don maintained the Commonwealth owned navigational aids from Esperance around to the NW as far as Groote Eylandt.

several voyages to the NW and NT lights during autumn, winter and spring, returning to Fremantle before Christmas.

My first voyage was from Fremantle where we headed for the NW lights on our regular pre-planned itinerary and work programme. On this occasion, our stop at Troughton Island to salvage as the radio station had recently been destroyed in a cyclone.

I recall that Cape Leveque was a very isolated station and all the supplies for the families looking after the lighthouse had to come in by sea. They would place their orders with the suppliers in Perth and about every three months we would spend about two days at Cape Leveque landing the supplies, including diesel fuel for the station's generators and carrying out any maintenance.

Navigation Lights are there to warn mariners of dangerous reefs etc, but Cape Don, had to enter those waters to service the lights. Great care was taken in very poorly charted waters. The practice was to make our own "mud maps". We were fortunate that over many years only two major groundings occurred.

I first sailed as relief Master on Cape Don in 1978 becoming her permanent Master in 1982. It was in 1980 that Cape Pillar was taken up by National Mapping and equipped to be full time on survey work. From then on, Cape Don took over maintaining the South Australian, Victorian and Tasmanian lights during the summer months and WA and NT lights during the winter. One of our main tasks was the conversion of gas powered lights to electric and all the lights to solar power. Helipads

were also built at each light and lighthouses were being de-manned and converted to solar power. So we were steadily building ourselves out of a job.

On Australia Day in 1988 Cape Don was in the public eye when, in all her white glory, she led the re-enactment of the First Fleet into Port Jackson as part of the Bi-centenary Celebrations.

In 1989, I accepted voluntary redundancy and the ship was sold in 1992, renamed Western Express to provide a passenger and cargo service between several islands. She then had a rather checkered career being involved in a failed charter to take nuclear protesters to the Mururoa Atoll in 1995, ending up in the Clarence River and reverted to Cape Don and was later

reported aground. She was used in the making of a B grade movie during which her propeller was damaged. In 2002 she was laid up in Sydney and advertised for sale by the Federal High Court.

In 2003, Derek Emerson-Elliot, with the encouragement of Frank Allis an ex ship's AB, bought the ship and started The Cape Don Society. He then created the Sea Heritage Foundation and generously donated ownership of Cape Don to them. Society members have been working to restore services and equipment and have achieved much.

The next aim is to slip the ship but that of course requires a considerable sum. The ship, now berthed at Balls Head (The Old Coal Wharf) Sydney, represents a piece of

Australian history in the development of the Iron Ore Ports and a bygone era in ship construction and in 2008 was placed on the Australian Register of Historic Vessels. The Society is a registered Charity so donations are tax deductible and further information and membership is available on the Society's web site www.mvcapeondon-society.org.au

This year we will be holding a re-union dinner in Perth for ex-crew members and their families to celebrate the 50th anniversary of Cape Don arriving in Fremantle. ■

By Captain Richard Ireland, Branch Member of WA. Please see the CMMA website for full article.

New Court Member appointed

CMMA NEWS

At the 2013 AGM, Captain Reza Vind (Branch Master WA) was nominated and accepted as the WA representative on the Federal Court, replacing Capt Steve Harris, who retired after serving as WA Branch Master for 2 years.

Please take time to read about Captain Vind's career history in his profile below.

Capt Vind joined the Company in 2009, and after serving on the Branch Court as the Social Officer, he accepted the position as Deputy Branch Master in 2011. With the retirement of Capt Harris at the Branch AGM in March 2013, Capt Vind was appointed Branch Master WA.

We welcome Capt Vind on the Board of Directors, and are looking forward to a valuable contribution from the WA representative.

CAPTAIN REZA VIND PROFILE

Reza commenced his cadetship with Arya National Shipping lines in 1976 and obtained his Master class 1 certificate of competency in 1984.

He sailed for 14 years (4 years as a master) on various types of vessels including ro-ro passenger ships, container ships, general cargo ships and Bulk Carriers.

In 199, Reza joined Australian Maritime Safety Authority as a Marine Surveyor in Dampier and was promoted to a Senior Marine Surveyor in 1993 in charge of day to day activities of the West. His responsibilities included ship surveys, Port and Flag State Control inspections, PSC Auditor, OH&S inspector, Investigation of incidents, Causality coordinator and Examiner of Masters and Mates.



Reza moved to AMSA's Fremantle office in 1996 as the Senior Marine Surveyor and was promoted to the Manager, Maritime Operations Division (currently Ship Safety Division), for Western Region in 2008.

His responsibility includes ship safety and pollution prevention activities in line with AMSA mission for the Western Region.

Reza is also the Quality Manager for Ship Safety Division in AMSA." ■

Life Member honours for Captain Frank Kaleveld

Life membership of the Company is an honour bestowed by the Federal Court in recognition of a distinguished and loyal service of a long serving member of the Company. There are currently 8 Life Members; Capt's J. Carroll, J Lucas & R. McDonnell from Melbourne, Capt A. Diack from Queensland, Capt's R. Buchanan & D. Bourne-Jones from South Australia and Captain Bill Duthie from Sydney.

With the sad loss of Capt John Jones from WA, the Federal Court appointed Captain Frank Kaleveld as a Life Member of the Company. Frank joined the Company in 1989, and served on the Branch Court as a co-editor of the (then) Western Gateway,

before taking on the role as Deputy Branch Master of WA. Capt Kaleveld was the Branch Master of WA from 1999 to 2001, before he was posted overseas to Indonesia for 6 years. Upon his return, he accepted to assist as the Federal Secretary to the incoming Federal Court in 2009 when Capt Allan Gray from WA was appointed Federal Master.

Frank feels very honoured and feels that he could have done a lot more for the Company to be honoured in such a manner. He does thank the Federal Court and the nominating Branch, for the trust and confidence they bestowed to him. ■



Farewell to John Ivor Jones

It is with the greatest sadness that I must report that Captain John Ivor Jones died peacefully at home in the company of his loving wife Noray on 14th February 2013. In his passing, we have lost a dear friend, colleague and mentor.

John was born at Holyhead in North Wales on 10th June 1932, sharing his childhood with a brother and sisters in a town where almost everyone 'went to sea'. His father was known locally as 'Jones the Pilot'.



John Ivor Jones with his son Capt David Jones.

Failing to secure his dream of an apprenticeship at sea, he managed to win the inaugural scholarship to the cadet training ship HMS CONWAY. This was a wonderful opportunity that set him on a course for which he had always dreamed.

Having completed two years at this training establishment, John spent the next eight years with Holt's Blue Funnel Line, which he described as being a very good experience for his future as it's ships traded world-wide. He did several trips on the CHARON, GORGON and CENTAUR between Fremantle and Singapore. This gave him an appetite for life Down Under.

Having sailed with some difficult Masters, he next decided to try life on the cross-channel ferries. While waiting for an opening with British Rail's Holyhead/Dublin service, he spent six months with Unilevers

Palm Line to West Africa.

John transferred to the Heysham to Belfast service across the Irish Sea, six nights a week in the worst possible weather, and before long realized that there must be a better life than this. A friend of his living in New Zealand advised that they were short of officers out there.

John married the love of his life Noray Lancaster, secured a cabin on the SOUTHERN CROSS and set sail for a working honeymoon to New Zealand,

where they stayed for a year, John working with Union Steamships. While on leave in Perth visiting Noray's family, he heard that WA State Ships was also recruiting, so he then joined SSS, and began his career on the West Coast.

After eight years with State Shipping Service, the fleet was declining, so he opted for another change. John was promoted to Master of the bulk cement carrier CLIEVEDEN and this position lasted three and a half years, until the vessel was finally laid up.

The next move was for an 18 month stint as 'swing' Master (with Capt Mike Gusterson) on a very modern seismic vessel, the EUGENE MCDERMOTT.

With the sea-going game becoming too unpredictable, John joined the Department of Harbour & Light. So began a new career

as Harbourmaster/ Pilot.

After five years resident in Carnarvon, the family returned to Attadale, where for the next twelve years he was one of four Relieving Harbourmasters. This was a very interesting brief as it covered all ports in WA, except Dampier and Fremantle, along the huge stretch of coastline between Wyndham and Esperance.

At the age of 60, he retired from the State Marine Department and took on a contractual pilotage position with WAPET out of Dampier, followed by relief pilot work out of Broome.

Now aged 65, John decided that it was time to end his pilotage career. This allowed him to concentrate on his compass adjusting, as well as spending more time with his family. 'Jones the Pilot' became 'Jones the Compass' for the next fifteen years. He was well known up and down the coast by both large and small commercial and fishing vessels and ensured that his 'craft' was able to continue by training others to follow in his footsteps.

Captain J.I.Jones joined the W.A.Branch of CoMMA in 1963 fulfilling many different positions within the Company including Branch Master in 1997. Forty years and many sea miles later he was awarded Honorary Membership of the Branch in 2003. His role within the Federal body was further recognised by being elected a Life Member in 2005.

John and his wife Noray shared married life for fifty two years, a delightful family of three children, Glen, Delappe and David and five grand-children. His love for his family equaled his love of the sea.

The long seafaring tradition is now in it's fifth generation with son David, also a member of the Company, working as a Fremantle pilot.

John, your overall integrity, good humour and friendship will be sorely missed by all whose lives you have touched. ■

God bless you. Travel well, my friend.
Paddy Evelegh

Amendments to the Constitution

1. Changes to structure of Federal Court and Branch Courts: The Federal Court now constitutes of the 6 Branch Masters with a cap of 8 members. The Federal Court elects one of its own as the Federal Master. The Federal Executive as described in the Constitution has been abolished and members of the court may appoint technical advisors to assist in the management of the Court.

Under the new Constitution, Branches may operate with a minimum of 3 Branch Court members, but have the flexibility to arrange their own management team

2. Formation of Branches and membership of the Company: The Constitution prescribes the manner in which a Branch can be established. An applicant for membership may elect a branch of association, or may elect to be a

member of the CMMA in which case, registration and administration will be done by the Federal Secretary

3. Other changes: There will be a number of minor changes to effect the re-numbering of the current clauses. Electronic banking will be formally incorporated in the Constitution. In voting procedures, the title of "proxy" has been amended to incorporate national membership, which will be administered by the Federal Secretary. ■

The Norton Rose Sail the World Challenge

The Jubilee Sailing Trust's 55m tall ship Lord Nelson, which was purpose-built to be sailed by physically disabled and able-bodied people, is sailing around the world. This is the first time that an accessible tall ship has undertaken such a journey.

The Norton Rose Sail the World Challenge will visit more than 30 countries in all 7 continents, cross the Equator 4 times and cover 50,000 miles in a series of stages.

Lord Nelson is the first tall ship in the world to have been designed and built to be sailed by people of all physical abilities on equal terms – from able-bodied to wheelchair-users. So whatever your physical ability, anyone can take part in this great adventure.

The vessel arrives in Fremantle in July, visit Adelaide, Melbourne, Hobart and Sydney taking part in the Naval Centenary Celebrations in Sydney Harbour in October then sailing onto New Zealand. JST are looking for participants to sail on their ship Lord Nelson. Anyone from 16 and up with a physical disability as well as able-bodied friends and companions. No previous sailing experience is required.



The Jubilee Sailing Trust operates two fully accessible tall ships, with the purpose of promoting the integration of physically disabled and able bodied people through the challenge of tall ship sailing, focusing on ability rather than disability, and inspiring all crew to push themselves to reach their full potential. Lord Nelson's visit is to promote the JST's ethos of inclusion, to engage with local disability charities and run short voyages for local people (including those with disabilities), to host events in port and at sea with sponsors (yet to be secured...) and to allow for a changeover of crew.

The JST is a charity that promotes the integration of people of all physical abilities, through the challenge and adventure of tall ship sailing aboard two very special ships, Lord Nelson and Tenacious.

Facilities on board the ships include wheelchair lifts between deck levels, a hearing loop, a speaking compass and hydraulic power-assisted steering.

Since its founding in 1978, the JST has taken 37,000 people to sea, 14,000 of which were physically disabled, including 5,000 wheelchair users.

The Jubilee Sailing Trust asks for your assistance be it to help locate possible local crew or to open doors for the JST by putting it in touch with anyone on the ground who might want to sail (able bodied and disabled), and/or with media contacts and disability charities, and generally to help to promote the ethos of the JST in Australia. ■ Details of the voyage, itinerary and fares could be found on the JST website <http://aus.jubilee-sailing-trust.com>



The Lord Nelson under sail.

The Seafarers Welfare Forum

The 2013 Seafarers Welfare Forum is a free forum hosted by the Australian Maritime Safety Authority, and will be held at the Four Points by Sheraton, Darling Harbour on Thursday 15 August.

The forum is aimed at those involved in delivering welfare services to seafarers, shipowners and managers and those representing seafarer interests. The shipping industry and Australian community depend on the seafarers that crew the ships of the world's commercial fleets. The welfare of those seafarers is a major factor in the safe working and operation of the industry. However, until early last decade, there has

been little done in Australia in the way of a coordinated national approach to this vital human aspect.

The AMSA Seafarers' Welfare Advisory Committee (SWAC) aims to encourage, coordinate and support the development of port welfare committees, promote communication and networking between stakeholders, and raise awareness of the risks affecting seafarer welfare.

This free forum is aimed at delivering those outcomes with a particular focus on the mental health of seafarers and what we as an industry can do to provide for not only a safe working environment that

provides physical wellbeing, but also one that ensures the mental wellbeing of the seafarers working in it.

The Maritime Labour Convention 2006, which comes into effect on 20 August 2013, is also focused on seafarers and their rights to decent working and living conditions, social, health and welfare protections. This forum will assist Australia and its maritime stakeholders to meet not just our legal obligations, but our moral obligations too. ■

Details and information regarding registration, can be found on the AMSA website under Community – "events and conferences"

Thank you to Jane Edwards

This is the final edition edited by Jane Edwards, who decided to have a break after 6 years as editor of the WA "Points West" and the "Master Mariner Journal".

Jane's work and dedication has been invaluable, having assisted in the growth of the "Master Mariner" from the inaugural 6 page magazine to the current 16 page edition.

On behalf of the Federal Court, I would like to thank Jane for her service to the Company of Master Mariners and wish her all the best with other ventures in the future, including the organisation of World Maritime Day in Fremantle on 31 August this year.

I also wish to welcome our new editor Joanna Carson, Associate Member of the Melbourne Branch, who will be taking over as editor of the "Master Mariner". ■

Frank Kaleveld – Federal Secretary

Vale Captain Arie Van Andel



Arie van Andel "crossed the bar" on 10 June this year. At the time of his death, he was the long serving secretary of the Newcastle Branch.

Arie was the epitome of the typical post war Australian Seafarer. His extraordinary service following his arrival in Australia as a young immigrant which prior had seen him serve from a small lad in his Family fishing boats, the Nederland (Dutch?) Merchant Navy and then under-

take that country's Compulsory Military Training. On arrival as an immigrant in Australia, saw him serve in the Australian Army, as a Rigger on the Snowy Mountain Scheme, Rigger at the BHP Newcastle steel works then a return to his original seagoing career. Following an acceptance firstly, into the Seaman's Union of Australia, then, after obtaining his 2nd Mates Certificate with the BHP Fleet, from Third Officer through to and including Master. A lengthy spell ashore as the BHP Fleet Safety Officer resulted in his meeting personnel across the Fleet before eventually returning to deep sea service as Master. On retirement from BHPT he has put together his Family history in a quite remarkable manner and undertaken extremely efficiently the role of Branch Secretary of the CMMA. He was equally proud of his time spent in the SUA as an AB, in the BHP Fleet as an Officer and was unstinting in his support of the Newcastle Branch of The Company. ■

Iain Steverson, Branch Master Newcastle

CMMA MEMBERS

NEW MEMBERS DURING JAN-JUNE 2013

MELB - New Members

- Capt. Gary Wilson
- Capt. Glenn Santos
- Capt. Stephen D'Souza
- Mr. Jordan Low

Newc - New Members

- Capt. Peter R Hay
- Capt. James D. Eddon

QLD - New Member

- Capt. Joseph W Bailey (Rejoining)

SA - New Members

- Capt. Egil S Hansen

SYD - New Members

- Mr Robert F McMahon

WA - New Members

- Commander James Harrap
- Capt. Michel Lagesse
- Capt. Gregory S Chaffey
- Capt. Peter Aplin (Rejoining)
- Capt. Burjis N Wadia
- Capt. David J Fleay

DECEASED MEMBERS DURING JAN-JUNE 2013

MELB - Deceased

- Capt. Peter C Goodson

NEWC - Deceased

- Capt. William (Bill) Reid
- Capt Arie van Andel

QLD - Deceased

- Capt. Peter J Zealley
- Capt. George E Hunt
- Capt. Ian G Smith
- Capt. A.G. Wright

SA - Deceased

- Capt. John S. Fisher

SYD - Deceased

- Capt. Edward A Purnell-Webb
- Capt. Andrew Hutton

WA - Deceased

- Capt. John I Jones

LEFT THIS ORGANISATION DURING JAN-JUNE 2013

MELB - Left

- Capt. David C Keyes
- Mr Geoff Hutcheson
- Ms L Clough
- Cmdr. S G Furlonger
- Capt Mark D Hill

NEWC - Left

- Capt. Peter Dwyer
- Capt. Ian Marr
- Capt. David Peers

QLD - Left

- Capt. Peter W Campbell
- Capt. J.C. Sullivan
- Capt. D.R. Earnshaw
- Capt. G.J. Smith

SYD - Left

- Mr John C Mann
- Justice Greg James

WA - Left

- Capt. Craig Holmes
- Capt. Steven R.T. Miller
- Capt. Sriram Balasubramaniam
- Mrs Jane Edwards (Ex Officio, Editor)



Q&A Session: The IMO & e-navigation



Mr Gurpreet Singhota, Deputy Director/Head, Operational Safety Section, Maritime Safety Division at the International Maritime Organization (IMO) joined an “Informa” panel for a Q&A session to discuss the aims, impact and progress of the IMO’s e-navigation strategy. As Secretary of the Sub-Committee on Safety of Navigation (NAV), Mr Singhota has the responsibility for both the NAV and the Sub-Committee on Radiocommunications Search and Rescue (COMSAR) including the development of an e-navigation strategy implementation plan. Mr. Singhota is a Master Mariner with 14 years of sea-going experience, including six years of command experience on a variety of vessels including super tanker, bulk carrier, chemical tanker, cadet training ships.

The idea of e-navigation introducing a “new paradigm” is regularly used by commentators. What are the aims of the IMO’s e-navigation strategy and what impact will it have for both sea and shore-based mariners?

The e-navigation Strategy Implementation Plan (SIP) aims to integrate existing and new navigational aids, in particular, electronic aids to navigation, in an all-embracing transparent, user-friendly, cost-effective and compatible system that will contribute to enhanced navigational safety (with all the positive benefits this will have on maritime safety overall and environmental protection) while simultaneously reducing the workload burden on the navigator. In addition, it will enable shore-based operators to manage more effectively vessel traffic and related services through better provision, coordination and exchange of comprehensive data in formats that will be more easily understood.

The IMO has mandated that this initiative be led by ‘user needs’. How can industry, including port authorities and shipping companies, be involved in the development of the e-navigation strategy?

Their interests are, in general, represented via the Member States attending the relevant Sub-Committees. In addition, the marine industry represented by ICS, IACS, Intertanko, IMPA, BIMCO, ITF, et al, including the International Association of Ports and Harbours (IAPH), have consultative status at IMO and as such can attend any of the technical meetings and provide input and participate in the discussions. So if there are any concerns or viewpoints from the industry or port authorities they can raise them and bring their views to IMO, through their national delegation (Member State) or themselves. IMO all along has been encouraging all stakeholders to get involved in the process and indeed nearly all have been very cooperative and pro-active, including Member States, NGOs and other international Organizations, such as the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and the International Hydrographic Office (IHO).

What do you think of the progress made so far?

Overall, the work is progressing quite well. The lead body is the Sub-Committee on Safety of Navigation (NAV), which is developing the e-navigation concept in co-operation with the Sub-Committees on Radiocommunications, Search and Rescue

opening the detailed ship and shore architecture and the concept of Maritime Service Portfolios including the draft Strategy Implementation Plan (SIP). The correspondence group, which has the participation of a substantial number of Member States as well as international NGOs, has also been asked to provide comments and recom-



“an all-embracing transparent, user-friendly, cost-effective and compatible system that will contribute to enhanced navigational safety... while simultaneously reducing the workload burden on the navigator.”

(COMSAR) and Standards of Training and Watchkeeping (STW).

The NAV Sub-Committee next meets from 2 to 6 September this year, and will further develop the e-navigation concept, based on submissions from Member Governments and interested NGOs, including the report of a correspondence group which has been tasked with further devel-

opments with respect to software quality assurance and to progress the development of draft guidelines for usability evaluations of navigational equipment and for the harmonization of test beds.

At its session in 2012, the NAV Sub-Committee completed a gap analysis, iden-

> continued on page 16

> continued from page 15

tifying those current issues which e-navigation might address and also identifying the need for adequate bandwidth for potential e-navigation communication needs which need to be addressed. NAV endorsed a preliminary list of potential e-navigation solutions, which included improvements to bridge design, improved resilience and presentation of information, standardized and automated reporting and better information management.

How is the IMO addressing the human element and training issues related to e-navigation?

The discussion on what new training or training guidance would be needed will be taken up in the Sub-Committee on Standards of Training and Watchkeeping (STW), which has the remit to review all aspects of e-navigation from the human element perspective, including training issues. The next STW 44 session in April 2013 will receive an update on ongoing work. Then the outcome of NAV 59 in September 2013 and relevant aspects of the work of the correspondence group will be submitted to STW 45 in the first half of 2014, so that the STW Sub-Committee might make recommendations as to what guidance or training is needed.

Software, like people, is subject to continuous technical maintenance. How does e-navigation work with existing navigational aids?

This issue has been fully recognized by the Organization and the Correspondence Group established during NAV 58 in July last year is working on the issue of software quality assurance and will provide its input to NAV 59 in September 2013 for its



consideration. IMO has already issued relevant safety of navigation circulars inviting the attention of all concerned to this matter.

Given that shipping is an international industry, there are a number of issues and potential risks around the standardisation of technology. What lessons have the IMO observed from the aviation industry in regards the standardisation of technology and the reduction of human error on the bridge and ship/shore interface?

Yes, there is the distinct possibility of learning and adapting from the aviation industry regarding the standardisation of technology and the reduction of human error on the bridge and ship/shore interface; however, this is something that still has to be looked at. Presently, the focus has been to identify five main practical solutions, covering ship-board and shore-based users, that would demonstrate a workable and efficient transfer of marine information/data between ship and shore and vice-versa.

Looking ahead, what do you, as an experienced master mariner, see as the next major challenge for the modern navigator?

The most important challenge for the

modern navigator is to acknowledge and recognize the fact that technology has changed tremendously and they have to adapt to it pretty quickly. The younger and upcoming navigators would adjust fairly quickly to the new concepts; however, I visualize not exactly a problem, but perhaps a slow transition, by mariners of the previous generation to accept the fact that new technology is here to stay and they have no option but to adapt. This will require a change in the mind set, extra training and a more personal commitment from them. In conclusion, the modern navigator should not forget the basic tenets of good seamanship, which includes proper bridge watch keeping procedures and, most important of all, the need to keep a proper lookout at all times. Modern navigational and radio communications equipment are nothing more than aids to navigation and can never replace good seamanship and common sense.

Mr. Singhota presented the IMO's e-navigation strategy at the Company of Master Mariners of Australia congress in Melbourne this April. ■

Courtesy of "Informa", organisers of the Biennial Congress. (www.informa.com.au/mastermariners)

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