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THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA

www.mastermariners.org.au

- Australian Shipping
- Marine Governance & Compliance
- Seafarer Training

From the Federal Master

This edition focusses on the state of Australian Shipping.
The unfortunate events in Ukraine are a stark reality check that global stability is anything but guaranteed. Protecting and preserving our way of life requires positive action from Government to ensure Australia's vulnerabilities are addressed.
It's not just securing our sea-lanes that is essential for passage to and from the country but being able to exercise control over the ships that use them. Foreign flagged vessels will always play a vital part of our supply chains and capability and when conditions and markets are stable this works well. However, we have been strongly warning for several years that a crisis exists with only 13 large scale commercial Australian flagged ships and likely to drop to nine by 2024.
Australia's total reliance on overseas flagged ships poses a material risk to our industry and national security.
Ampol's Lytton refinery and Viva's Geelong refinery will be the final domestic facilities capable of refining oil for use as transport fuels. These two remaining refineries will produce less than a quarter of the volume of petroleum products that Australia consumed in 2018-2019. Our emphasis on more Australian owned and operated ships and more jobs for Australian Seafarers will mean Australia can secure vital seafaring skills and create a more sustainable shipping industry.
Seafaring skills are not just critical for working on ships but are also fundamental to shore-based activities and to the broader economy.
The functioning and success of Australia's ports, major offshore energy projects and critical shore-side infrastructure all depend on the availability of qualified and experienced seafarers. Seafarers also facilitate domestic and international trade which directly impacts on consumers and businesses around Australia and the world. Without these skills, Australia's maritime industry suffers, and parts of the economy become seriously compromised. I encourage you to keep up the momentum we have with the Federal Government by raising awareness of this national security issue and continue to drive towards a positive outcome.
Fair Winds and Following Seas - Ted

Find Cape Don Stories (part 1) by Captain Richard Ireland on page 14

Cover Photo:
Searoad Tamar beached at Chittagong ready for scrapping

ferriesoftasmaina.com

Photo - Mr Ridoy

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Plight of the Searoad Tamar

Early last year it was revealed by reputable industry publications that the Searoad Tamar was sold to Greek buyers for further service.

It was later revealed the buyer was Ainaftis shipping, based in Piraeus Greece. The ship departed Devonport for the final time on 31 March 2021, bound for what many believed would be a long life in Greece, serving the domestic lines throughout the network of Ainaftis. Next morning, she discharged in Melbourne and then moved to anchor before returning briefly to Webb Dock on 3 April for auxiliary engine repairs, then to Victoria Dock on 5 April for handover to Ainaftis Shipping of Piraeus on 8 April. Officially, the owning company was listed as STAR SAILOR SA with management by UNITED SAILS SA. She was transferred to the Panama flag the following day and departed Melbourne 23:45 on 13 April showing destination Port Said, Egypt. The following is from a seafarer who was onboard the Tamar to Bangladesh and spoke with Chris Tiedemann from Devonport, Tasmania. Mitchell Bruce (seafarer)

After the pilot left the ship at the Rip, the seafarer said the threats from the "so called Captain" started… shortly after leaving Melbourne the crew were ordered to pack all the lashing and other gear into crates to be sent to Greece, or they wouldn't be paid. They couldn't figure that out as they thought they were going to Greece with the vessel anyway. Later in the voyage the owners asked the ship to turn off the AIS. The seafarer was not prepared to lose his ticket for doing things like that so it was kept on. The seafarer continued to tell Chris that his guess was that the Greeks wanted it for scrap in the first place. They asked the ship to go to Singapore for fresh water which made no sense as it's going way out of their way to Suez - then Greece.

This never happened.

Next they wanted to conduct a ship-to-ship transfer of about 100 mt of fuel to a small Sri Lankan flagged tanker Lanka Freedom. The transfer took place on 29 April at sea, off Galle, Sri Lanka. An engineer did not agree with this at all for obvious reasons, but seems it did take place. The seafarer says the food was close to gone on arrival to Bangladesh. Rice and a little amount of chicken was standard. They also had very little water. The crew contacted ITF London regarding it all, but he said he was told that ITF had very little to no power in Bangladesh, and had to accept that the Greek owners just did what they wanted to. They proceeded to Bangladesh with no paper charts or ECDIS. They only had a general chart sent by email to the Captain from the owner.

On 5 May Searoad Tamar arrived at Chittagong, Bangladesh anchorage.

Searoad Tamar departing Devonport - Photo Mitchell Bruce

The Romanian delivery crew were on four-month contracts with airfares back to Romania upon safe arrival in Greece. Upon arrival in Chittagong, crew were told to pack up all removable equipment/ goods on board and prepare for disembarkation.

Names of anyone refusing to co-operate were to be taken by the Master and reported.

The crew then in effect mutinied as allegedly they had not been paid nor provided tickets ex Chittagong back to Romania.

There was nothing wrong with the ship, but with scrap steel prices in Bangladesh and elsewhere rising steadily it was likely the owners would reap around $US4.2million due to the very sturdy construction of the vessel. They paid around US$900,000 plus cost of delivery, so a lucrative transaction.

To this day the crew has not been paid.

History of the Searoad Tamar

Built in Australia in 1991 at Carrington Slipways, Tomago New South Wales, the Searoad Tamar was the last roll-on roll-off monohull vessel built in Australia. The ship was purpose-built for its first owner, ANL, before being sold to Holyman Shipping, operating as Coastal Express Line. Early on, the ship underwent modifications to improve its sailing performance and reliability as a freight vessel. The SeaRoad Tamar was acquired by Patrick Corporation in 1999 and then sold to a group of local investors led by Devonport-based transport magnate Chas Kelly in 2007.

Mitchell Bruce lives in Queensland, but grew up in Tasmania. A self-confessed ferry enthusiast, his article was published in *ferriesoftasmania.com* on 11 September 2021. History and photos of the Searoad Tamar courtesy of *The Advocate* 31 March 2021

How Many Tugs Do We Need for Safe Port Operations?

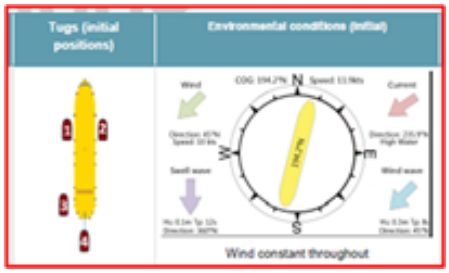
Captain Zubin Bhada AFNI MBA

How many tugs is safe?

The optimum use of tugs can have different interpretations depending on the economic priorities of the parties involved. The shipowner for example may want the fastest operations which in turn may lead to stronger tugs; the port on the other hand may not have the repeated use for very large tugs may not recover their investment. So, the answer is a balance (with pragmatism and practicality) that is appropriate to the operating environment in the port concerned with the underlying MOTTO of SAFE PORT OPERATIONS.

What is the Pilot's role in this topic?

The experience of the "marine pilot" who is given the responsibility of being the local ship-handler in the port is always a crucial factor when deciding on the appropriate use of tugs. However, another factor determining the number of tugs for safe berthing/ unberthing would be the response to a contingency in case of an unrecoverable tug event (blackout/ tow line failure).



How do we ascertain the number of tugs for safe operations?

In order to understand and ascertain the number of tugs for a particular vessel type for a particular port, below are some "recommendations to review" in order to conduct a "risk assessment" and "Simulation Studies" which will then enable an ALARP position based on pragmatism.

- The experience of the Marine Pilot as the Ship-Handler.
- The weather parameters for safe operations based on open port or safe port location.
- Other environmental conditions – wind, current, tide and seasons.
- Ship Design and Type – draft, air-draft, windage area, LOA, DWT, bridge visibility etc…
- Manoeuvering characteristics of the Ship – engine type, bow thrusters, stern thrusters, rudder, etc.
- Port design – aspect of berth in relation to environmental conditions experienced at the port.
- The experience factor - not always taken into consideration albeit important.
- Response to a contingency in case of an unrecoverable tug event – training and simulation studies to ascertain completion of safe operation with loss of one tug.

Note: Replacing a number of smaller tugs by a more powerful tug could produce savings for a tug fleet owner due to the smaller tug fleet and savings on tug crews. However, the availability of stronger tugs does not automatically mean that ships/port will use less tugs. Even ships using, for instance, four tugs on arrival, generally use the same number of tugs even when more powerful tugs become available. However, simulation studies and training if carried out, can ascertain safe operation of using three tugs and then responding to a contingency where one of three tugs fails. If it can be shown that the ship-handler (Marine Pilot) along with competent Tug Masters can safely manage the manoeuvre and berth the vessel, then the reduction is justified.

Finally, how many tugs are safe for port operation?

Nevertheless, the type of tugs, the required number of tugs and the required bollard pull should be determined in a professional way, based on simulation studies, risk assessments conducted by Pilots and Tug Masters in conjunction with Port Authorities/Harbour Masters – thus justifying "SAFE PORT OPERATIONS" by pragmatism and professional expertise.

Captain Bhada sourced the information for this article from the Internet with his own interpretations and compilations.

World Ship Society - Fremantle Branch

The World Ship Society (WSS) was formed in the UK in 1947 for those interested in ships and the sea. The WSS soon spread to branches worldwide with branches in Germany, Ireland, Spain, South Africa and the USA. In Australia there are branches in Tasmania, Victoria, NSW and WA (Fremantle). The Fremantle Branch has 50 active members. Meetings are held on the first Wednesday of each month, excluding January).

An excellent newsletter comprising ship movements in the Port of Fremantle is prepared monthly.

New members welcome**:** Secretary Capt Chris Keys *captkeys@iinet.com.au;* or Chairman Geoff Howard *meath3@westnet.com.au.*

New taskforce to examine Western Australian shipping industry

The WA State Govt recently announced the formation of a Shipping and Supply Chain Taskforce to examine the state's shipping industry and supply chains that link Western Australia with the east coast and international customers. Recent global and national events have sharpened the focus on supply chain risks and responsiveness.

This is a critical issue for WA due to its relative isolation from eastern states and international trading partners. WA is home to some of the world's busiest ports, and the Western Australian Government is keen to train more Western Australians to play key roles in the shipping industry and perform vital functions in our ports.

The main focus of the Shipping and Supply Chain Taskforce will be to examine the state's shipping industry and supply chains that link Western Australia with the east coast and international customers.

Scope

The taskforce will examine:

- the potential for domestic long-distance freight to be carried by coastal shipping between WA and eastern states;
- co-operation in the development of a national strategic shipping fleet;
- the sustainability and resilience of WA's on-water maritime labour force, including any emerging skill gaps, training requirements or critical worker shortages and the development of local WA training facilities and maritime career pathways;
- opportunities to develop multi-modal responsiveness to supply chain disruption, including freight on interstate routes and also to remote WA regions.
- the role intrastate and interstate shipping can play as an ancillary route for freight movements in the event of natural disasters and disruptions to other supply chains;
- potential support for a national approach to the agile use of interstate shipping to strengthen critical supply chains;
- opportunities to improve supply chain co-ordination and service quality at WA ports.

The Commonwealth Government has recently announced the instigation of a review of road and rail supply chain resilience. The WA Shipping and Supply Chain Taskforce will work closely with any Commonwealth initiatives in this space.

The Taskforce will not be examining issues relating to intra-state supply chain efficiency.

Commencement

The Shipping and Supply Chain Taskforce requested submissions from industry and relevant state and national agencies on subjects within the scope. Submissions were welcome from organisations and private individuals.

Next steps

The Shipping and Supply Chain Taskforce will review submissions along with current national and state policy settings to produce a summary of potential actions and initiatives for more detailed consideration.

The Shipping and Supply Chain Taskforce aims to commence discussions with the Commonwealth Government and industry stakeholders by June 2022.

A discussion paper highlighting critical issues and potential actions and initiatives will be produced early in the fourth quarter of 2022 and made available for more detailed stakeholder comment.

A final report will be produced for the Minister for Transport in the first quarter of 2023.

The taskforce announcement comes days after the Maritime Industry of Australia Limited called on the Government to urgently guarantee the survival of an Australian flagged commercial shipping fleet.

"We saw firsthand the disruption to our supply chains the once-in-a-200-year flooding in South Australia caused when it washed away parts of the Trans-Australia railway.

"We see this as a national issue, and we are keen to work with any Federal Government willing to help us to better strengthen our east-west supply links." *Hon Rita Saffiotti Tranport and Ports Minister. (March 2022)*

A Case for Modern 21st Century Training Ships

Peter Hay

Could a seagoing academy bring needed improvements to all maritime disciplines whether they are ship or shore based?

A case could be made for the reintroduction of training ships, I believe. In this I am not referring to sail training ships, which are great, but very expensive to run. What I mean is fully functional, cargo ships carrying a commercial cargo. Instead of having sailors and greasers they would have cadets, some of

A Case for Modern 21st Century Training Ships (cont...)

whom would be working on deck or in the engine room, and some of whom would be in the classroom. Fifty years ago firms such as New Zealand Shipping Co, British India, and Blue Funnel, among others, used to do this very successfully. A quick survey of the costs would show it is cheaper to take the lecturers/trainers to sea with the cadets, rather than pay the costs of a land based operation. So, if it is more economical to train people on board, let us see what the benefits are:

- Teenagers, quite possibly away from home for the first time, are far better off being with their own age group and under supervision from staff who have the cadets' interest at heart.
- Instructors are far better placed to assess a new entrant's long-term suitability to seagoing life.
- Cadets learn far more about the sea by being in ship with fellow trainees.
- Much is learnt through discussion about the day's events around the messroom table.

A further use for training ships would be forum/ideas centre/ feedback centre for the maritime industry - a type of centre for excellence. Over the years I have noticed that the disconnect between people ashore and afloat is getting wider. There is very little scope for people providing services to ships to see how the other half lives or get feedback from them as to what they want or need. Time on a training ship would give them a much better insight.

The people and practices which might benefit from this type of experience include: **Naval Architects** - About 35 years ago I wrote a list of the good/ bad points of a dozen different bulk carriers I had sailed in. I sent these off to the company's naval architect with recommendations for future tonnage. He explained that while he could see merit in most of my suggestions, when tendering for a new ship they had to take "Yard Standard Design". Any changes would be classed as an expensive variation. I do not think things have changed much since.

Some of my suggestions were "delete options" which would have been cheaper to build. Naval architects could use some sea time.

Radar - A number of years ago I joined a ship with an obscure brand of radar I had not seen before. I found an unobtrusive switch which changed the variable range marker (VRM) readout from nautical miles to kilometres. Think what would happen if someone flicked that switch in the middle of the night. That electronics guy could do with some sea time.

Electronic Charts - When I got a laptop computer with electronic charts, I could convert my way-points to lat/long co-ordinates by putting the cursor on, for instance, a lighthouse. The Land R arrows would change the bearing by 0.5 deg and the up and down arrows by 1 cable (0.1 nm). Then mouse click-drag came along and was incorporated into the system. Totally useless for us - far too imprecise - but it was still there several years later. The man who put that in could do with some sea time.

Loading Calculator - On board a new bulk carrier, going to load its first cargo, I had to work out a suitable load/deballast sequence. I had to try all options even though I knew most would probably be unworkable. Each time I wanted to start again I had to manually enter the 'full' sounding in numerals and decimals to each of 18 tanks. After the 20th such sequence, I thought a Full key would have saved a lot of time and frustration. That man could have used some sea time.

Storing ship - I joined a bulk carrier a few hours before sailing. I went to report to the master, but he was not there. Following a hunch I went aft. There was the Scandinavian master and all the crew in a chain loading stores. The stores crane could not reach the wharf. The stores/logistics people could do with some sea time.

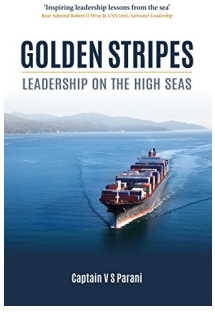
Communication - A master told me that he had been called to the bridge in the middle of the night in the South China Sea by a phone call from head office, about six time zones away. The question: "What were your last six ports?" The people in that office could do with some sea time. (Incidentally, it is a sad reflection on the company that anyone with in head office should think they have the master at their beck and call.)

Overall, cadets/trainees coming together on their first trip, under the supervision of dedicated staff would do a great deal towards building team spirit and encouraging them to stay at sea. I have noticed over the years that the people who served their time with companies running properly structured training schemes tended to stay in the maritime industry, ashore or afloat, much longer.

Author's note:
Leadership at sea, particularly in the merchant marine, and the skills needed to be a success at it are the subject of a book, titled Golden Stripes - Leadership on the High Seas *by Captain V.S. Parani.*

Book review by Rear Admiral Robert O. Wray Jr, USN (ret), author of Saltwater Leadership:

"Although merchant ships carry 90% of the world's trade, the mariners who run them have little guidance on leadership. This can result in disasters such as the Titanic, Costa Concordia, the Exxon Valdez, and the recent El Faro. With modern ships being worth several million dollars, seafarers need leadership advice at every level of their career. Golden Stripes - Leadership on the High Seas provides this guidance, and much more. Captain Parani weaves together his rich experience, cutting-edge insights and real-life stories in this book which has already garnered international acclaim."



Lifeboats, liferafts & Getting Back on Board

Captain Peter Hay

There has been considerable debate in the Nautical Institute publication *Seaways* on the design and operation of lifeboats and other lifesaving equipment.

Liferafts were introduced after I went to sea, and knowing how unwieldy and unmanoeuvrable a 90-man boat can be even in sheltered water, I initially thought my personal preference in an emergency would be for a liferaft. Until I actually had experience of one, that is. We were heading across the Great Australian Bight in about force 4 to 5 with a moderate swell when the 3/0 spotted a half-deflated liferaft about four points on the bow. We had had no warnings of anything that had gone wrong but obviously it had to be investigated.

A pilot ladder was rigged and the Old Man did a good job of putting the bottom of the ladder alongside the raft on the lee side. My original plan had been to wear a lifejacket, but I discarded that as potentially too unwieldy when trying to enter the collapsed canopy.

Instead, I had a safety harness. To spread my weight out I did a (sort of) swan dive from the ladder. I landed with my weight right across the raft, which was good; even better when I found the raft was empty.

A few seconds later I was airborne. The bosun's mate had seen fit to take a round turn when I got on to the raft and when the ship rolled the other way, up I went. An event like this is good spectator sport and most of the crew were watching. "Give him slack!"" was the cry. The bosun's mate gave me heaps and I went plummeting down into a wet, clammy, rubbery embrace. When I got clear of that I forgot about trying to put a line through the collapsed arch. Instead, I made it fast to the lifeline round the raft and got back on board.

When the crew started to pull the raft aboard, the upper ring started tearing away from the lower ring. (The brand was recalled shortly afterwards.) I went back down the ladder, and this time I started by putting a round turn and two half hitches around the gap between the upper and lower rings. At this point the liferaft had drifted so far away that in the bottom of the trough I could not see the ship. Enough is enough, and I shouted to the second officer to pull me back. The harness was in the middle of my back, and I got pulled backwards through the next swell, mostly underwater. When I got to the bottom of the ladder I was done for. I was in my late thirties and fit, but while I could use my hands and feet to guide me, I had to be pulled up the ladder.T his gave me an idea of what real emergency situations could be like.

The round turn and one half hitch held, and the crew pulled a very bedraggled raft up on deck. The scary part came when we found out the liferaft had been lost less than a day before. That made me re-evaluate my own priorities in the case of an abandon ship.

Design considerations

On ships where they can be fitted, I think freefall lifeboats are the way to go.

However, I think we need to have a serious look at whether side-mounted lifeboats that are lowered to the water by davits should be enclosed or not.

At first sight the idea of some protection from the elements seems laudable, but is it worth the down side?

Consider:

- One of the major problems in anything but smooth water is unhooking the falls when the boat is in the water. Access to the hook and falls is much easier in an open boat;
- If there are survivors in the water it is much easier to get them into an open boat;
- It is much easier to organise for boats and rafts to be lashed and kept together from open boats;
- EPIRBS, satellite phones, transponders and satellite coverage mean rescue is much more likely to come quickly than in the past;
- Some cruise ships use lifeboats as tenders, but that should not detract from their primary function of being a lifeboat.

Ideal conditions for getting into a liferaft – doing so at sea is a very different matter

Labor's Plan for a Strategic Fleet

https://www.alp.org.au/policies/strategic-fleet

An Albanese Labor Government will strengthen Australia's economic sovereignty and national security by rebuilding an independent Strategic Fleet to secure our ongoing access to fuel supplies and other essential imports.

More than most nations, Australia is dependent on seaborne trade.

Shipping accounts for 90 per cent of the international goods trade but 99 per cent of our imports and exports of goods, including fuel.

Despite this, Australia is now in a situation where less than half a per cent of our seaborne trade is carried by Australian ships, forcing us to reply on foreign governments and companies for our essential imports.

In times of conflict and crisis, our economic sovereignty and national security are dependent on Australian seafarers working on Australian ships.

Protecting and growing Australia's maritime sector and seafaring workforce is vital to our economic sovereignty and national security.

That's why an Albanese Labor Government will protect Australia and rebuild our strategic fleet.

This announcement forms a part of Labor's plan for a Future Made in Australia, creating jobs and building industries.

Other elements of this plan include the National Reconstruction Fund, the National Rail Manufacturing Plan and the Defence Industry Development Strategy.

Labor's Plan

An Albanese Labor Government will enhance Australia's economic sovereignty and national security by creating a Maritime Strategic Fleet to secure our access to fuel supplies and other critical resources, even in times of global instability.

These vessels will be Australian flagged and Australian crewed.

We expect the vessels will be privately owned and operate on a commercial basis, they will be available for requisition by the Defence Forces in times of national need, whether that be natural disaster or times of conflict.

As a first step towards establishing a strategic fleet, an incoming Albanese Labor Government will appoint a Taskforce to guide it on the establishment of the Fleet as quickly as possible. The Fleet is likely to include up to a dozen vessels including tankers, cargo, container and roll-on-roll-off vessels.

This Taskforce will include representatives from the shipping industry, major charterers, unions, Australian business representatives and the Department of Defence.

An Albanese Labor government will act immediately to close loopholes in the existing regulatory framework to help rebuild Australian shipping. The Taskforce will also advise on how best to enforce existing coastal shipping laws and what legislative or regulatory reforms are necessary to reinvigorate Australian shipping.

Debate

Extract - *www.thedcn.com.au/news/law-regulation-trade/industry-debates-the-pros-and-cons-of-labors-strategic-fleet-plan/*

Labor will meet resistance from even supporters of the strategic fleet over the crew makeup. The maritime industry is expected to push for Australian officers but for the owner to have the option of using lower-paid non-nationals for the crew. This will be a matter no doubt for the taskforce.

On the other known aspects of the policy, a gulf opens between supporters and opponents in the industry.

Supporters say the government would pay the ship owners a retainer, or stipend, to secure those particular vessels it may need in troubled times. Opponents say this would only lead to rent-seeking behaviour – such as pressure to provide ongoing financial support or protection from competition – and point to the old Australian National Line which needed repeated financial bail outs before being sold to France's CMA CGM in 1998.

The policy's shipping industry supporters say creation of a strategic fleet can and needs to be done. "Australia can do it," Teresa Lloyd, CEO of Maritime Industry Australia said.

"Other countries have done it, the US for instance. All we need is a level playing field with other nations' fleets in having the right corporate tax structure and seafarer tax treatment to be competitive. We have shippers who are interested in contributing to a strategic fleet," Ms Lloyd said. Shipping companies and seafarers sailing under many countries' flags pay no tax.

Opponents are not so sure. In its submission to the Productivity Commission's ongoing inquiry into Australia's Maritime Logistics System, Shipping Australia poses this question: "Will importers and exporters feel comfortable putting their cargo on ships that are crewed by Australian union-affiliated crew? The three main Australian maritime unions have all demonstrated willingness to engage in disruption to achieve their aims".

One argument put by professorial research fellow at the Australian National Centre for Ocean Resources and Security at the University of Wollongong, Sam Bateman, is that the "strategic fleet" concept would assist Australia increase the use of coastal sea transport. He said it hasn't happened because road transport appears cheaper, it doesn't pay its true costs of using the roads. The large integrated transport companies have argued strongly against the risks of increased costs.

The full article is available on the Daily Cargo News website: www.thedcn.com.au

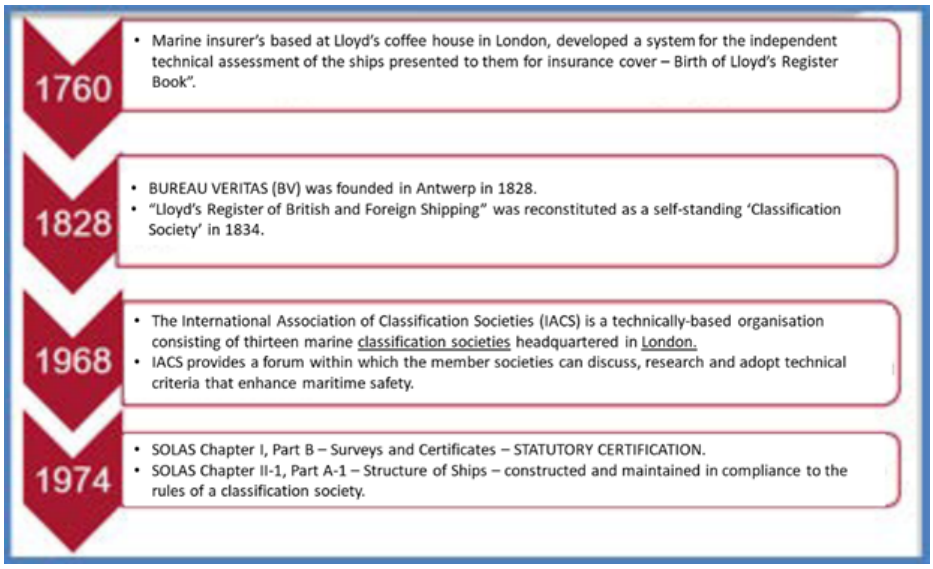
Understanding Class Surveys and Statutory Classification

Captain Zubin Bhada AFNI MBA

The birth of classification societies

In the second half of the 18th century, marine insurers, based at Lloyd's coffee house in London, developed a system for the independent technical assessment of the ships presented to them for insurance cover.
In 1760 a committee was formed for this purpose, the earliest existing result of their initiative being Lloyd's Register Book for the year 1764.

At that time, an attempt was made to 'classify' the condition of each ship on an annual basis.
The condition of the hull was classified A, E, I, O or U, according to the excellence of its construction and its adjudged continuing soundness (or otherwise).
Equipment was G, M, or B: simply, good, middling or bad. In time, G, M and B were replaced by 1, 2 or 3, which is the origin of the well-known expression 'A1', meaning 'first or highest class'.
The concept of classification slowly spread to other countries and insurance markets.
Bureau Veritas (BV) was founded in Antwerp in 1828, moving to Paris in 1832.
'Lloyd's Register of British and Foreign Shipping' was reconstituted as a self-standing 'Classification Society' in 1834; Rules for construction and survey were published the same year.
RINA (previously Registro Italiano Navale) dates from 1861. The American Bureau of Shipping (ABS) traces its origins back to 1862.
Adoption of common Rules for ship construction by Norwegian insurance societies in the late 1850s led to the establishment of Det Norske Veritas (DNV) in 1864.



The Birth of IACS (International Association of Classification Societies)

IACS can trace its origins back to the International Load Line Convention of 1930 and its recommendations. The Convention recommended collaboration between Classification Societies to secure "as much uniformity as possible in the application of the standards of strength upon which freeboard is based…".
A second major Class Society conference, held in 1955, led to the creation of Working Parties on specific topics and, in 1968, to the formation of IACS by seven leading Societies. The value of their combined level of technical knowledge and experience was quickly recognised. In 1969, IACS was given consultative status with the International Maritime Organization (IMO). It remains the only non-governmental organization with Observer status which is able to develop and apply Rules.

Compliance with the IACS Quality System Certification Scheme (QSCS) is mandatory for IACS Membership. Full details of the scheme are available on the IACS website. IACS is governed by a Council, with each Member represented by a senior management figure.
Dedicated to safe ships and clean seas, IACS makes a unique contribution to maritime safety and regulation through technical support, compliance verification and research and development. More than 90% of the world's cargo carrying tonnage is covered by the classification design, construction and through-life compliance rules and standards set by the twelve Member Societies of IACS.
IACS is a not-for-profit membership organisation of classification societies that establish minimum technical standards and requirements that address maritime safety and environmental protection and ensures their consistent application.

Understanding Class Surveys and Statutory Classification (cont...)

IACS is recognized as the principal technical advisor of IMO.

Who are the members of IACS?

- **American Bureau of Shipping (ABS)**
- **Bureau Veritas (BV)**
- **China Classification Society (CCS)**
- **Croatian Register of Shipping (CRS) [2]**
- **Det Norske Veritas (DNV)**
- **Germanischer Lloyd (GL)**
- **Indian Register of Shipping (IRS)**
- **Korean Register of Shipping (KR)**
- **Lloyd's Register (LR)**
- **Nippon Kaiji Kyokai (NK/ClassNK)**
- **Polish Register of Shipping (PRS) [3]**
- **Registro Italiano Navale (RINA)**
- **Russian Maritime Register of Shipping (RS)**

What is the purpose of Classification Societies?

The purpose of a Classification Society (CLASS) is to provide classification and statutory services and assistance to the maritime industry and regulatory bodies as regards maritime safety and pollution prevention, based on the accumulation of maritime knowledge and technology.

Classification Rules are a vital part of the Statutory Legislation (SOLAS). Statutory requirements for Ships and FPSOs are often a subject of endless discussions, in particular if the Operator has left these requirements without further directions.

The coastal or flag state will often require part or full application of the conventions—SOLAS, ILLC (Load Line), MODU and MARPOL—published by IMO.

Application of these conventions to FPSO's gives room for interpretation by designers and shipyards, as the conventions were written for seagoing ships.

Here the Classification Society can play a major role based on their experience from similar projects. Flag states might keep some of the required statutory surveys to be performed by themselves. There seems to be a common rule that Flag states often keep the 'people-type' issues for themselves and delegate most of the other parts. But often this is related to the required manpower to be mobilised by the Flag state. If a statutory requirement to be checked during construction requires a constant presence at the constructing shipyard, this is typically delegated to the Classification Society.

The Classification Societies have detailed rules for hull and marine systems but for the process facilities, reference is often made to industry standards and recommended practices, such as the American Petroleum Institute (API). The expansion of the market of these societies into industry certification has led to the availability of more advanced Classification packages for topsides process plants incorporating safety case verification schemes, etc., and which opens for a more flexible Class Society. Not all applications to Class Rules are prescriptive in nature and can be challenged. The objective of ship classification is to verify the structural strength and integrity of essential parts of the ship's hull and its appendages, and the reliability and function of the propulsion and steering systems, power generation and those other features and auxiliary systems which have been built into the ship in order to maintain essential services on board. A vessel built in accordance with the applicable Rules of an IACS Member Society may be assigned a class designation by the Society on satisfactory completion of the relevant surveys. For ships in service, the Society carries out surveys to verify that the ship remains in compliance with those Rules. Should any defects that may affect class become apparent, or damages be sustained between the relevant surveys, the owner is required to inform the Society concerned without delay.

The issuance of a class certificate will be considered by the relevant Classification Society and, if deemed satisfactory, the assignment of class may be approved and a certificate of classification issued.

Once in service, the owner must submit the vessel to a clearly specified programme of periodical class surveys, carried out onboard the vessel, to verify that the ship continues to meet the relevant Rule requirements for continuation of class.

Classification Societies are often simply referred to as 'Class Societies' or just 'Class'.

IACS
International Association of Classification Societies

Understanding Class Surveys and Statutory Classification (cont...)

SOLAS, statutory certification of ships

SOLAS and the other International Conventions permit the Flag Administration to delegate the inspection and survey of ships to a Recognised Organization (RO).

- SOLAS, Chapter 1, Part B – Surveys and Certificates: This section (Regulations 6–20) deals with Statutory Safety Certificates - who inspects, the types of Certificates issued, the duration, and measures to be taken in the case that deficiencies are found. The inspections and surveys are to be carried out by officers of the Administration, or surveyors nominated by them. In either case, the Administration assumes full responsibility for the certificates.
- SOLAS, Chapter II-1, Part A1 – Structure of Ships: Regulation 3-1 of this part requires ships shall be designed, constructed and maintained in compliance with the rules of a classification society (or equivalent national standards).

Where the result of the classification survey is taken as evidence of compliance with the corresponding statutory requirement, (e.g. load line or safety construction - hull, machinery, boilers, electrical equipment, etc.), this survey is de facto given the status of a statutory survey on behalf of the Flag Administration, if the Society is acting as its recognised organisation in this respect. When a ship is suspended or withdrawn from CLASS, the IACS Member concerned notifies the relevant Flag Administration (Bahamas, Panama, Singapore, AMSA and publishes the information (e.g. on its website). The result of the classification survey is taken as evidence of non-compliance with the corresponding statutory requirement, (e.g. load line or safety construction - hull, machinery, boilers, electrical equipment etc.), this survey is de facto given the status of a statutory survey on behalf of the Flag Administration, if the Society is acting as its recognised organisation in this respect.

What is the Ship Owner/Operator's Responsibility?

It should be emphasised that it is the shipowner who h overall responsibility for the safety and integrity ofship including the manner in which it is operated and maintained. The effectiveness of classification depends upon the shipbuilder during construction; and the shipowner, once the vessel enters service, cooperating with the Class Society in an open and transparent manner on all issues which may affect its class status. For the shipowner, this particularly requires acting in good faith by disclosing to the Class Society any damage or deterioration that may affect the vessel's classification status. If there is the smallest doubt, the owner should notify class and schedule a survey to determine if the vessel is in compliance with the relevant Class standard.

What will be the effects of not having a valid Class certificate?

A full-term Safety Management Certificate (SMC) will not be issued to a ship if:

- the Company Document of Compliance (DOC) is only interim, or
- the Company DOC is not valid, or
- the Ship is suspended or cancelled by the respective Class Society, such as overdue Class periodical survey, overdue condition of class, etc., or
- a Ship statutory certificate is not valid, such as overdue mandatory survey, etc., or
- there exists any unresolved major non-conformity noted issued by the Flag State to the company of the Ship.

A DOC or SMC will not be issued, endorsed or renewed if an unresolved major non-conformity exists. A major non-conformity note issued to the Company or the ship must be downgraded to minor non-conformity and any identified serious risks or threats to personnel or ship or the environment must be removed or reduced to an acceptable level.

Depending on the number and severity of non-conformities, the Lead Auditor may consider an additional verification audit to verify the completion of the corrective and preventative action.

Captain Bhada sourced the information for this article from the Internet with his own interpretations and compilations.

The Refloating of Crystal Sea

Paula Wallace

Australia's TMC

Marine played a key role in the successful response to the grounding of general cargo vessel, Crystal Sea, on the south-east coast of Papua New Guinea.

In November 2019, the Japanese-owned MVCrystal Sea, a general cargo vessel loaded with rough sawn logs, ran aground on one of the many Tufi group of reefs. The ship was on passage from Alotau to Zhangjiagang when it grounded on Greaves Reef, somewhat embarrassingly only 15 metres from a lighthouse.

There are four reefs each bounding the recommended route for ships approaching and passing east of Tufi, a village located on the south-eastern peninsula of Cape Nelson, Oro Province, Papua New Guinea (PNG).

These clusters of reefs are also a famous attraction for divers and tourists with the legendary white hammerhead sharks frequenting Ritchie's Bommie.

The 8810 DWT Crystal Sea, at 115.48 metres long, was hard aground on the remote reef due to a fatigue- related navigation error.

TMC Marine's Captain Roger King, who had been attending other casualties in the Oceania region including the Solomon Trader off Rennell Island, received the call to attend the scene at Tufi.

He also recently attended the completed full wreck removal of the high-profile Kea Trader in New Caledonia as part of a rotation with colleagues from London and Australia.

"You never know when the phone call is going to come because there's never any warning of a grounding or marine incident," Captain King told Daily Cargo News.

"In this case the call came late at night and by the next morning my travel guru Nathan had me on my way to PNG."

The exact location of the casualty was unknown except that it was off a remote part of

The former WWII PT boat base in Tufi

PNG however, more details emerged during the course of the day.

"By the time I arrived in Port Moresby, news came though that the casualty was off Tufi," Captain King said.

"After securing the last seat on the last flight to Tufi I was away, in company with the head of the PNG Maritime Safety Authority."

Fortunately, there is a dive resort at Tufi constructed from the remains of a World War II American PT boat base. Resort managers Jana and Thomas found a room for Captain King after a tractor ride from the airport on what turned out to be the only road on the peninsula.

Oro or Northern Province is historically significant as the site of the final World War II battle between Australian and Japanese forces. Its capital, Popondetta, is located at the commencement of the Kokoda Track.

"There is also butterfly that is endemic to Oro which is the provincial symbol," Captain King said.

As is often the case in these remote locations, the "jungle whisper" or "coconut wireless" was a great source of information. The ship was aground on a reef in a remote location, on the edge of an ancient volcano where the only access is by boat.

"I settled in for the evening with a cocktail to observe the casualty from the balcony of the resort," Captain King said.

The next day, a resort dive boat was commissioned to convey the PNG MSA manager of operations Captain Orlowski and Captain King to the casualty.

"Captain Orlowski was able to commence his incident investigation and I liaised with the master ship management superintendent and salvage master.

"With a ground reaction of around 2000 tonnes, the vessel required lightening of its cargo of rough logs in order to refloat it," Captain King said, adding that local operator Pacific Towing (PacTow) and Japanese group Nippon Salvage were appointed as co-salvors, with the latter providing technical advice.

Local Understanding

Captain King said, "I was appointed by the ship's protection and indemnity insurer with my role to ensure the welfare of the master and crew, liaise with the national and local authorities and to ensure that no environmental damage was done during the refloat operation".

The liaison role was significant, given there has historically been a number of incidents involving stricken vessels in PNG that have resulted in breakdowns in communication with local communities and subsequent violence.

"The wreck of the World Discoverer is testament to when that occurs, where salvors abandoned the wreck following gun-related violence," Captain King said.

The wreck of the World Discoverer still sits in Roderick Bay, in the Central Province of the Solomon Islands.

"It is often related to land ownership rights that extend to the sea including reefs, where land owners believe they have the right of possession of a wreck," Captain King said.

"The looting and ransacking of the Solomon Trader is a classic example of where that has occurred."

The tribal and clan land ownership structure in Melanesia is quite complex and needs to be well understood by those operating in areas of PNG and the Solomon Islands in particular. Traditionally, each village consists of usually four to five clans (but sometimes more). The land and sea around the village is divided up between the clans. The head of the clan is also the "landowner".

"To engage with the incorrect village or the wrong landowner about a piece or land (or reef) will cause much offense and can lead to violence. There is a paramount

The Refloating of Crystal Sea (cont...)

chief for each village which is a birth right," Captain King said.
In the modern formal context, there is an Oro provincial governor who sits in the National Parliament. Each province has their officials and has a local MP who represents them in Port Moresby.
Reporting to the MP is the council president who represents around 10 villages in a geographical area elected by the village councillors.

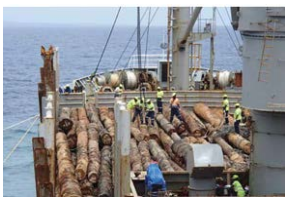
Lightening the Load

Over the coming days a refloat plan for the Crystal Sea was developed and a hull and machinery surveyor arrived. PacTow also mobilised a team of stevedores, a salvage engineer, the barge Nivani Challenger and the harbor tug Langila from Lae.
The plan involved the discharge of the deck cargo of logs onto a barge that had been towed from Madang. With the casualty lightened to reduce the ground reaction, the Langila would pull from astern as the tide reached spring highwater.
"Following some tense moments, the vessel slipped through the reef on a reciprocal course to her grounding with no additional affect to the coral reef," Captain King said.
Before the vessel was refloated, Jana (also the dive instructor) and TMC conducted an underwater survey to assess the extent of reef damage for future reference as well as to determine whether an expert assessment was required.
"Fortunately, the damage on the reef was only impacted to the extent of where the vessel had grounded," Captain King said.

TMC's Captain Roger King on board *Crystal Sea*

"As there was no apparent hull damage, and no other releases, the vessel proceeded to Oro Bay, the port for Popondetta.
"Once there a full underwater inspection was conducted, the deck cargo was reloaded and the vessel inspection was conducted, the deck cargo was reloaded and the vessel proceeded on its voyage," Captain King said.
TMC continued to liaise with the local authorities, including the president of the province and the mayor of Popondetta, to ensure they were kept well informed of progress and were satisfied with the result.

Crystal Sea aground on Greaves Reef - note large stern trim caused through ground reaction under the bow



Stevedores slinging Crystal Sea's deck cargo of rough sawn logs

Captain King with PacTow's stevedores

Article produced with the kind permission of Captain Roger King - originally published in Daily Cargo News 2021

The South Steyne

John Bennett

With publicity regarding the recent sinking of the former Manly Ferry Baragoola on 01 Jan 2022 at the old Balls Head Coal Loader, the local tabloids and TV News have had a field day with various writers lamenting her demise. Attention has now been directed to the other side of Balls Head, where the mighty South Steyne rests quietly in Berry's Bay, after having been evicted from her Cockle Bay berth in Darling Harbour some 5 or 6 years ago. During her time as a Manly Ferry between 1938 to 1974 for a few years during the summer months on Sundays, she conducted Ocean Cruises up the coast into Broken Bay, voyaging up into Cowan Creek, before returning to Sydney. In the 1960's, along with some friends I decided to take the Ocean Cruise.
On departing the Quay, we learned we were aboard the biggest steam ferry in the world and given the polite warning that as we would be 'going deep sea' a nurse was dispensing seasick pills in the lady's parlour. The nurse was not short of customers as many heeded the warning.
After rounding Bennelong Point noting the half built Opera House, South Steyne was soon up to speed. The ferry's Captain Harold Gibson steered South Steyne on a nor-east course with sea conditions moderate and a gentle sea breeze.
The South Steyne is an excellent sea keeping vessel, thanks to the weight below waterline of her four Scotch boilers and crank – triple expansion steam engine.
After two hours steaming, we rounded Barrenjoey Headland to port and entered into Broken Bay, observing Pittwater opening up to port; and over to starboard, Lion Island and Ettalong.
Our attention was drawn to a little white ferry passing behind us, the South Steyne's 'little sister ship,' the West Head also owned by the Port Jackson & Manly Steamship Co., on her run from Palm Beach to Patonga.
Steaming straight ahead we entered Cowan Creek, on passing to port the twin bays of America & Refuge, the latter famous for the departure of the WWII war hero ship the KRAIT. And then, our return to Sydney Harbour.

John Bennett is Hon President of the Australian Ferry Society

Cape Don Stories

Captain Richard Ireland

Light Stations & Families

When I joined Cape Don in 1974, one of the important tasks for the ship, apart from servicing the lights, was to transfer families and carry their goods and chattels between stations, and to take food and supplies to those manned stations with no road access, which in our case was usually Cape Leveque. Two families lived on that station and about every three months they would order their food and supplies from Boans, a department store in Perth. We would load them in Fremantle and then deliver them on our next voyage north. The wives would have to plan their meals carefully as obviously there was no popping round to the corner shop for a bag of sugar. We would spend a couple of days there landing the supplies and carrying out maintenance. We were always made welcome, no doubt because we provided a break in their routine. The station wives would usually put on a nice afternoon tea on the last day. The Captain would be anxious to sail and would be blowing the whistle to get the shore party back but we could not disappoint the generous hospitality of the families. Living on such isolated light stations brought their own problems, some of them perhaps rather unexpected. We were down in southern Tasmanian waters when we received urgent instructions to proceed to Swan Island, situated on the N.E. corner of Tasmania at the eastern entrance to Bass Strait, as one of the Keepers had resigned. We were to pick him up, together with all his belongings and take him to Devonport. Apparently he had discovered that his wife had been having an affair with a fisherman who had been bringing his boat into one of the island's little bays. Whether this was a result of boredom or lack of a social life, I don't know. The two families at a station usually got on together but I remember one occasion when we arrived at a station to find that the two families were almost at war. First one family would take us aside and tell us all the terrible things that the other family had done, and then the other family would get us aside with their accusations. One had to be tactful in such a situation. How it was resolved I don't remember but living next door to each other would have been very difficult for them.

MV Cape Don off Port Hedland ssmaritime.com

It was in November 1987 during one of our repositioning voyages to Brisbane that we had to de-man the Cape Capricorn Lighthouse and transfer the family to Sandy Cape. The wife was a keen gardener and had nourished a large collection of pot plants in those harsh conditions. The last lighter, amphibious, resupply, card (LARC) load was to carefully bring all these rather sorry looking pot plants, under the eagle eyed supervision of the wife, back to the ship. The next day we arrived at Sandy Cape and on taking the wife and her precious pot plants ashore, her face was an absolute picture when she saw the lush vegetation there.

An unusual problem

It was during my time as 2nd Mate on the M.V. CAPE DON that in November 1974 the ship had visited East Island to carry out routine repairs and maintenance. East Island is a small, low, flat sand cay about 80 nautical miles (approx 130 kms) north of Broome and is inhabited by a large colony of booby/frigate birds. The light is mounted on a lattice steel tower about 10 meters high; a platform on top with a hand rail around contains the lantern house. Soon after our visit passing ships began reporting that the light was irregular. This seemed strange as we knew that the light was working correctly when we had left. So we made a return visit, arriving early one evening we found that, sure enough, the light was indeed irregular. Early next morning at first light the shore party set off in the LARC to fix the problem. It was as well that it was only twilight as the cause of the problem was only too apparent. The booby birds were roosting on the hand rail surrounding the lantern house and their height was the same as the focal plane of the light so that as the birds shuffled around they interfered with the visibility of the light. The solution was simple, the gas axe was applied to the hand rail and it was re-welded on at a lower level. No more reports of irregularity were received.

Scientists on board

Occasionally if we were visiting areas which came within a particular field of study and we had accommodation available, scientists would join us for the trip and we would put them ashore when required or otherwise assist them with their research. One such occasion was when we were visiting the lights and islands in Arnhem Land and across the top of Australia. The Curator from the Darwin Museum joined us in Darwin and his particular interest was the fauna. He would go ashore with the LARC and at the end of the day he would return with wildly leaping sacks which he would pass up to the deck crew who received them reluctantly and carefully.

At the end of the trip I persuaded him to give us a talk on his collection. He was very interesting and pleased with the results, as he had found fauna on the off shore islands not previously known to be there. On another occasion it was suggested that turtles' mating habits around the Monte Bello Islands were being adversely affected by the flashing of North West Is. and Trimouille Is. lights. A scientist then boarded to investigate this claim. We anchored at night off the lights, put a ladder over the side and the scientist then climbed down the ladder, stuck their head under the water to watch for the flashing light. They couldn't see the light at all and concluded that the lights had no adverse effect on the turtles' habits.

The Alma Doepel

Ian Ackerman

The 3-masted schooner ALMA DOEPEL got back into the water in 2021 after being re-planked as part of a years-long restoration effort. The vessel was lifted into the water by the vessel AAL SHANGHAI, at Melbourne's Appleton Dock. Restoration of the vessel reached an important milestone in May 2020 with the final plank fitted to the hull.

The vessel was a common sight on Port Philip Bay in the 1980's and 1990's when it was used for youth development programs for people from a diversity of backgrounds. Over the past decade, the vessel has been on a barge in the Docklands precinct undergoing renovations. Alma Doepel's return to water was live-streamed on the vessel's organisation website.

https://www.almadoepel.com.au/

Alma Doepel was launched on October 10, 1903, and sailed to Sydney on her maiden voyage. She was fashioned from local timbers in Bellingen, northern New South Wales, under the guidance of trader, boat builder and shipping

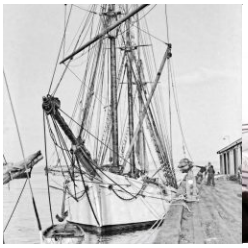
entrepreneur, Frederick Doepel. On launching day he proudly named her in honour of one of his daughters. During her first year the Alma Doepel plied the Tasman, and set a record for the fastest voyage by a sailing ship. In 1905 she traded along the New South Wales coast and became a familiar sight in the ports of Australia's east coast over the next 12 years.

In 1917 ownership changed and she traded from Henry Jones (IXL in Hobart to the mainland and the South Yarra Jam Factory. As part of the "Mosquito Fleet" Alma Doepel established another record, sailing from Hobart to Melbourne Heads in 58 hours 30 minutes. She was the only trader in that famous Bass Strait fleet to carry square sail.

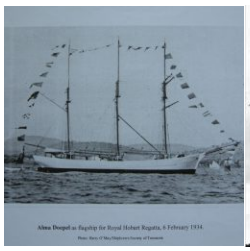
During the Second World War Alma Doepel was commissioned by the Australian Army, de-rigged, and transformed to serve in New Guinea carrying supplies and troops. After the war she was re-rigged as a three-masted, bald headed schooner and resumed trade across Bass Strait. In the '60's she became a limestone carrier in Tasmania.

But finally, after lying idle for 12 months, she was bought in 1976 to be restored as a youth training ship. The purchase by Sail & Adventure began the modern struggle, which would bring the romance of yesteryear to Port Phillip and the concept of Youth Sail Training to Australia.

Sail & Adventure Limited is the company formed as a non-profit organisation to carry out the restoration and to operate this floating maritime museum and youth program.



In early 1984 Alma Doepel appeared under square sail on the fore mast for the first time since 1937. During 1984/85, progress on structural work was frustrated by a tough period for fund raising. Nevertheless, pulley blocks and other running rigging were completed for carrying full sail. Protective sponsons were fitted to the hull and a full hydraulic system fitted to the anchor winch. The necessary design work and drawings required for Maritime Board Survey proceeded. Supporters erected a visitor reception area at the construction berth at No. 20 Victoria Dock, Melbourne, and cut flooring from huge Cyprus logs obtained from Queenscliff. The 1988 Australian Bicentenary sparked renewed interest in tall ships. A sponsorship package was offered by Elders IXL and Alma was taken to Adelaide for completion of the fit-out - accomplished in time for Alma Doepel to join the tall ship fleet for the celebrations in Sydney.

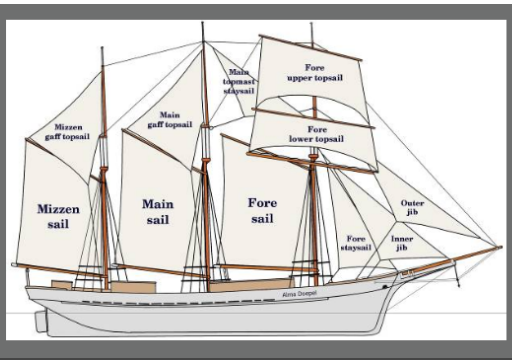


History of the Alma Doepel and images - *https://www.almadoepel.com.au/history/*

Ship Dimensions

- Length Overall Including Bowsprit 45.5 metres
- Excluding Bowsprit 35.4 metres
- Beam 8.1 metres
- Draft 2.3 metres
- Mast Head 28.0 metres
- Sail Area 557.0 square metres

https://www.almadoepel.com.au/history/



Branch Membership

Membership Statistics - 31 March 2022

Membership Status as at 31/03/2022

	1/04/21 Total	Ex Off	Life	Hon	Ret	Ord	Assoc	Student	Not Ratified	31/03/22 Total
Melbourne	95	0	1	3	37	47	6	0	1	95
Queensland	48	1	1	2	18	25	3	0	0	50
SA	27	0	2	1	13	7	2	0	0	25
Sydney	64	0	2	2	20	35	4	0	0	63
WA	122	1	2	4	21	80	14	0	2	124
Federal	9	1	0	0	0	8	1	0	0	10
Total	365	3	8	12	109	202	30	0	3	367

Membership Changes Between 01/04/2021 & 31/03/2022

		Ex Off	Life	Hon	Ret	Ord	Assoc	Student	Not Ratified	Total Change
Melbourne		0	0	0	-2	+3	0	0	-1	0
Queensland		0	0	0	+1	+1	0	0	0	+2
SA		0	0	0	-1	-1	0	0	0	-2
Sydney		0	0	0	-3	+3	0	0	-1	-1
WA		0	0	+1	-2	+1	+1	0	+1	+2
Federal		+1	0	0	0	0	0	0	0	+1
Total		+1	0	+1	-7	+7	+1	0	-1	+2

Membership Changes:

MELBOURNE BRANCH

NEW MEMBERS

Captain H Kumar (Ordinary)
Captain A Riar (Ordinary)
Captain T Shandy (Ordinary)
Mr M McIlwain (Associate)

NEW APPLICANT

Captain O Olubowale (Ordinary)

5 Members Resigned/Terminated

SYDNEY BRANCH

DECEASED MEMBERS

Captain C Oppen

NEW MEMBERS

Captain M Kelly (Ordinary)
Captain D Dhawan (Ordinary)

2 Members Resigned/Terminated

QUEENSLAND BRANCH

NEW MEMBER

Captain M Pearce (Orindary)

REINSTATED MEMBER

Captain C Thompson

SOUTH AUSTRALIA BRANCH

DECEASED MEMBERS

Captain D Sleath
Captain P Hammond

1 Member Resigned/Terminated

FEDERAL BRANCH

The Federal members will be allocated a CoMMA Branch, nearest their domicile, effective 1 July 2022

WEST AUSTRALIA BRANCH

DECEASED MEMBERS

Captain S Young
Captain P Dudding

NEW MEMBERS

Dr T Gourlay (Associate)
Captain M Bajwa (Ordinary)
Captain D Bharati (Ordinary)
Captain S Coote (Ordinary)
Captain R Dagnall (Ordinary)
Captain R George (Ordinary)
Captain S Joshi (Ordinary)
Captain M Parker (Ordinary)

NEW APPLICANTS

Captain A Lewis (Ordinary)
Mr R Easther (Associate)

5 Members Resigned or Terminated