



OCTOBER 2024

# THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS AUSTRALIA



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In this edition:

- Focus on Wellbeing & Safety
- Wind Propulsion
- Mystery Resolved





## From the Federal Master



On Wednesday 19<sup>th</sup> June 2024 the Company of Master Mariners of Australia co-signed a statement through IFSMA calling for action following the attacks on the *MV Tutor* and cargo ship *Verbena*.

The Shipping community is appalled and deeply saddened with the tragic loss of another

seafarer, killed in a drone strike on Wednesday 12 June 2024 while on board *MV Tutor* in the Red Sea; and the attack on the cargo ship *Verbena* on Thursday 13<sup>th</sup> June 2024, left a seafarer severely injured by anti-ship cruise missiles.

We must not forget the crew members from the *Galaxy Leader* and *MSC Aries* who were held captive until very recently. The latest report confirmed the Filipino crewmembers from *Galaxy Leader* were experiencing symptoms of malaria.

Over 80% of Global trade is shipped by sea and an estimated 1.8 million seafarers service ships, with growing shortages of qualified mariners. Some 18,000 additional officers would need to join each year to meet worldwide demand, according to recent seafarer workforce reports published in 2021. Thousands of senior officers are needed to service the current 80,000-strong ocean-going fleet. Some Greek captains have already requested to be transferred to other vessels to avoid the Red Sea area and other conflict zones.

Many ships have deployed armed guards on board to help defend crew during potential attacks, but the crew themselves are rarely trained or equipped for conflict. In addition the problem of piracy and armed robbery has risen again and repeated attacks by armed pirates to the south of the Gulf of Aden are being reported.

Seafarers covered by the International Workers Federation agreement worldwide now have the contractual right (giving 7 days' notice) to refuse to sail in designated war zones and demand to be repatriated at shipowner's expense. The Red Sea is now a designated war zone, but many don't take advantage of this rule and now suffer from trauma and anxiety. These seafarers are stressed, afraid and anxious and will likely never return to work at sea. Luckily the better ship managers and owners don't send their ships near the Red Sea.

We all hope and pray for an end to hostilities in the Middle East and a return to the negotiating table.

Yours aye,

**Ted van Bronswijk**

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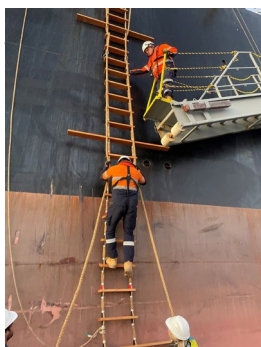
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### Cover Photo:

Photograph taken by Capt. Zubin Bhada (MNI) - Pilot/LoadMaster for Offshore Terminal (off Exmouth). This photograph was taken during disembarking from Tanker *Pusaka Java* on 3rd July 2024, where the Tanker proceeded to the pilot boarding area off Exmouth, and the offtake team (Pilot, Asst. Mooring Master and Cargo Surveyor) disembarked onto a Pilot Crew Transfer Launch vessel using a Combination Pilot Ladder arrangement before heading back into Exmouth Marina.



**Editor:** Carol Shannon

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# Seafarer Safety in Focus

**T**he IMO Secretary-General has condemned the attacks against international shipping in the Red Sea area and reiterated the strong commitment of the International Maritime Organisation to protect seafarers, ships and cargoes.

Freedom of navigation must be upheld to guarantee global trade and the flow of goods by sea. Further, there must be caution and restraint to avoid further escalation of the situation in the Red Sea and broader area in line with UN Security *Resolution 2722 (2024)* on the Red Sea.

"The entire world depends on international shipping. Seafarers, ships and cargoes should not be the subject of attacks. We must all work together to ensure safety of seafarers, freedom of navigation and stability of supply chains. And I join the calls for caution and restraint to avoid further escalation of the situation in the Red Sea and the broader region." IMO Secretary-General Arsenio Dominguez said, adding, "I wholeheartedly reiterate my strong support for the immediate release of the Galaxy Leader and its crew. IMO will continue to enhance the safety and secure transit of vessels of all States through the Red Sea and will closely monitor the situation, in collaboration with Member States and partners from the industry."

## Statement on the adoption of UN Security Council Resolution 2722 (2024) on Red Sea

### Resolution 2722(2024)

Adopted by the Security Council at its 9527<sup>th</sup> meeting, on 10 January 2024.

#### The Security Council:

**Reaffirming** its primary responsibility under the Charter of the United Nations for the maintenance of international peace and security, as well as its commitment to uphold the purposes and principles of the Charter,

**Reaffirming** that international law, as reflected in the United Nations Convention on the Law of the Sea of 10 December 1982 (UNCLOS), sets out the legal framework applicable to activities in the oceans, including countering illicit activities at sea,

**Expressing** its concern over the threat that unlawful acts against the safety of navigation posed to seafarers and other persons,

**Underscoring** the importance of the exercise of navigational rights and freedoms of vessels of all States in the Red Sea, including for merchant and commercial vessels transiting

the Bab al-Mandab, in accordance with international law, and further underscoring that the transit passage of merchant and commercial vessels through the Red Sea must continue unimpeded,

**Stressing** that the stability and prosperity of the coastal states of the Red Sea contributes to international peace and security,

**Emphasizing** that increased cost of transportation of essential goods will have a negative impact on the economic and humanitarian situation worldwide, including of the Yemeni civilian population,

**Recalling** its resolutions regarding Yemen, and also previous attacks against oil terminals under the control of the Government of Yemen,

**Affirming** its respect for the sovereignty and territorial integrity of the coastal States of the Red Sea, and reiterating that States in the region have a leadership role to play, in close cooperation with regional and sub-regional organizations, in contributing to peace and security,

1. **Condemns** in the strongest terms the at least two dozen Houthi attacks on merchant and commercial vessels since November 19, 2023, when the Houthis attacked and seized the Galaxy Leader and its crew;

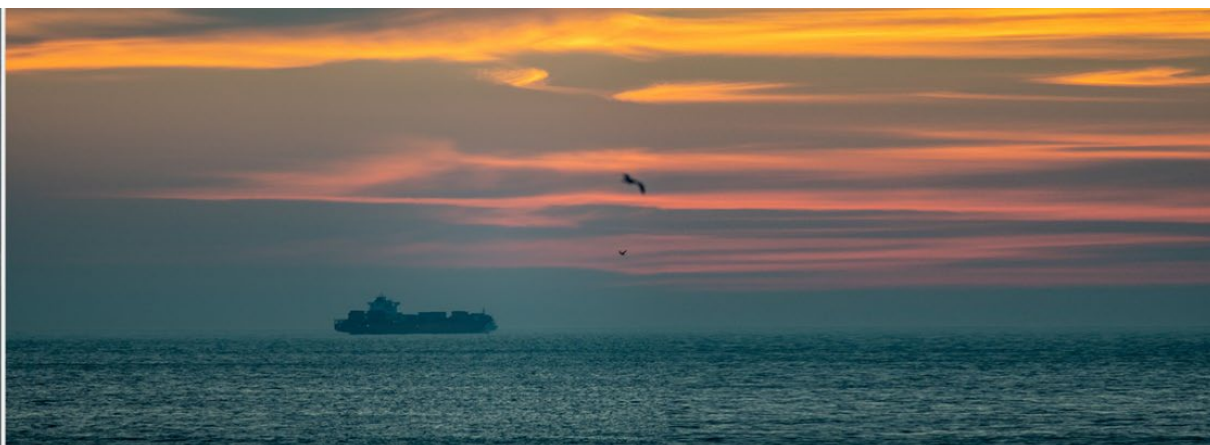
2. **Demands** that the Houthis immediately cease all such attacks, which impede global commerce and undermine navigational rights and freedoms as well as regional peace and security, and *further demands* that the Houthis immediately release the Galaxy Leader and its crew;

3. **Affirms** the exercise of navigational rights and freedoms by merchant and commercial vessels, in accordance with international law, must be respected, and *takes note* of the right of Member States, in accordance with international law, to defend their vessels from attacks, including those that undermine navigational rights and freedoms;

4. **Commends** the efforts by Member States within the framework of the International Maritime Organization, to enhance the safety and secure transit of merchant and commercial vessels of all States through the Red Sea;

5. **Encourages** Member States to support capacity building efforts of the Yemeni Coast Guard to effectively implement the measures imposed by paragraph 14 of resolution 2216 (2015), with full respect for the sovereignty and territorial integrity of Yemen;

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## Seafarer Safety in Focus (*continued*)

6. **Encourages** also that Member States continue building and strengthening their capacities and to support capacity building for coastal and port States in the Red Sea and Baab al-Mandab to enhance maritime security including by providing, as appropriate, technical assistance through relevant UN entities within their respective mandates and upon request by those States;

7. **Emphasizes** the need to address the root causes, including the conflicts contributing to regional tensions and the disruption of maritime security in including the targeted arms embargo contained order to ensure a prompt, efficient, and effective response, and in this regard *reiterates* the need for all Member states to adhere to their obligations, within its resolution 2216 and the designation of the Houthis as a group subject to the arms embargo, pursuant to resolution 2624 (2022), and *recalls* that the Council's Panel of Experts report from October 2023 (S/2023/833)

noted large-scale violations of the arms embargo;

8. **Further condemns** the provision of arms and related materiel of all types to the Houthis, in violation of its resolution 2216 (2015), and *calls for* additional practical cooperation to prevent the Houthis from acquiring the materiel necessary to carry out further attacks;

9. **Urges** caution and restraint to avoid further escalation of the situation in the Red Sea and the broader region, and encourages enhanced diplomatic efforts by all parties to that end, including continued support for dialogue and Yemen's peace process under the UN auspices;

10. **Requests the Secretary-General** provide written monthly reports, through July 1, 2024, to the Security Council on any further Houthi attacks on merchant and commercial vessels in the Red Sea to inform the Council's future consultations;

11. **Decides** to remain actively seized of this matter.

Source: [Etpu \(imo.org\)](https://www.imo.org/en/pressroom/2023/08/20230823-1)

## Caught in the Crosshairs of Global Conflict

*Captain Francis Castellino - Honorary Secretary, Company of Master Mariners Australia*

**S**hipping charities and unions have aired concerns that seafarer safety and well-being is being overlooked as they get caught in the crosshairs of geopolitical

conflict in the Gulf of Aden, Red Sea and Bab el-Mandeb Strait. Recently, commercial ships have come under attacks from Houthi militia groups, forcing shipping companies to take extraordinary measures in order to address significant challenges for global trade.

Often overlooked at such moments is how shipping companies themselves must respond to conflict and security threats that impact employees and wider communities. When ships find themselves in the cross hairs, it is seafarers who bear the brunt. It is vital that all involved count the human costs and ensure that responses focus on the rights and needs of those at sea. Unfortunately, that isn't happening today to the extent needed.

The missile attack on *True Confidence* on 6<sup>th</sup> March 2024, which resulted in the tragic loss of three crew, realised the worst fears of many in the industry. However, while attacks on ships in these regions continue to disrupt the supply chain and threaten crew welfare, there are concerns that mainstream media's focus on the financial implications of these geopolitical events is overshadowing the impact on seafarers.

"People talk about the cost of 'going round'. But what's the cost of risking lives on the Red Sea?" asked Stephen Cotton, general secretary of the International Transport Workers' Federation (ITF). "Every day, Houthi attacks are putting the lives of innocent, hard-working seafarers in danger. Yet their voices have been pitifully absent in how conflicts and crises are reported" he said.

Sailors' Society's CEO, Sara Baade, expressed similar concerns, stating that supply chain and financial costs of rerouting ships have been the main focus of media coverage. "There is [also] an acute human cost," she said. "Seafarers did not sign up to be shot at, yet that is what

they are facing. We are speaking to crews who are travelling through the Bab el-Mandeb Strait and they are extremely anxious."

Boet Van Schalkwyk, one of Sailors' Society's global team of trained responders, who has been speaking to seafarers as part of the organisation's Ship Connect programme, said: "It's the stress of not knowing that has .... pushed up anxiety levels and affected everybody onboard."

ITF's 'right to refuse to sail' agreement with employers may result in more ships 'going round' if seafarers voice concerns about transiting through the area. However, it is also exploring ways to provide seafarers with dedicated helplines for mental health support and has reminded employers of the need to ensure seafarers have proper connectivity so they can communicate with their loved ones.

Such welfare support networks are vital and the international community is also taking steps to safeguard trade and reassure ship owners and crew. It continues to bolster naval activity in the region and the deployment of the European Union's Naval Force (EUNAVFOR) Operation Aspidos will enhance the protection of ships targeted by sea and air attacks, augmenting the naval assets already on station through Operation Prosperity Guardian and independent deployers.

The US and UK naval presence in the area – part of 'Operation Prosperity Guardian' - has intercepted missiles intended for ships and has provided a modicum of comfort and reassurance to some shipping companies. But the fact remains the attacks have kept coming.

From the major shipping companies there have been a series of different responses and reactions. Some have said they will continue to sail the route, citing insurance as adequate protection. Others have ploughed on until the risks have escalated, prompting re-routing. Ship owners, operators, and managers now find themselves in a state of uncertainty. Troublingly, even some of the most reputable companies appear to be disregarding the worries of their seafarers. Media



## Caught in the Crosshairs of Global Conflict *(continued)*

reports highlight formal emails from entire crews expressing concerns that remain unanswered. It is vital to encourage dialogue and for companies to listen to their seafarers.

While noting shipping's inability to shape the ongoing geopolitical events, Roy Khoury, CEO of Blue Fleet Group, operator of the *Rubymar* – which sank on 2 March 2024 after being struck by missiles on 18 February – stressed that leadership, crew training and trust between ship and shore-based personnel can help mitigate risk. “Our crews perform firefighting, damage control, and lifeboat deployment drills twice a week to ensure preparedness and readiness in case of any emergency. There was no panic on board, and the crew took a strong stand in facing the situation. When they decided to abandon ship, the owner agreed – there was no argument, no disagreement”, he told *ICS Leadership Insights*.

There were no casualties on board the *Rubymar* and the crew was safely evacuated to Djibouti and subsequently repatriated on Tuesday, 20th February.

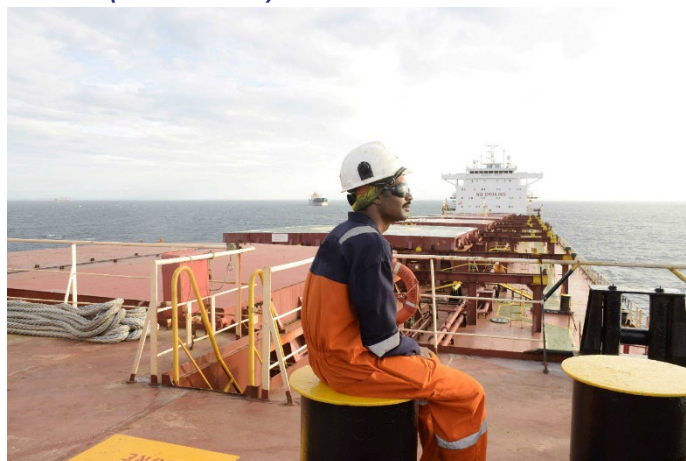
However, the ship's leaking fuel oil and cargo of ammonium phosphate sulphate fertiliser now pose grave environmental risks to marine life, and the livelihoods of coastal communities. During a conference in Doha on 5th March, George Wikoff, the head of the US Navy's Fifth Fleet, also noted that the ship itself also “presents a subsurface impact risk” to other ships navigating the Red Sea.

ICS' previous [statement](#) on the security situation in the Red Sea, condemned unacceptable acts of aggression, which continue to threaten the lives of innocent seafarers and the safety of merchant shipping. The maritime industry also continues to [express](#) its concern for the crew of the *Galaxy Leader*, held hostage since 19th November 2023, and calls on the Houthis to release them.

The Sailors' Society continues to reach out to crews and their families affected by geopolitical turmoil through its helpline, Crisis Response Network and chaplaincy support. As noted by Van Schalkwyk: “They are aware that we are on 24/7 standby – they know our numbers, and they use them.” The human impact is a real concern. While we can talk easily of ship numbers and trade flow data, we must remember the toll taken on seafarers. For the crews in the firing line, one can only imagine the stress, extra work-load and fatigue which accompanies fears of whether the next missile has your ship's name on it.

Yes, there is a jump in wages in a warlike area, but do double payments really compensate for fear and risk to life? Additionally, while seafarers can refuse to sail, and can ask to be replaced at a preceding port, most do not take this option as they fear losing their jobs or cannot afford the safer option. Policies which reassure seafarers about the freedom to make the right choices for them is a vital cornerstone of any engagement on such issues.

Van Schalkwyk further noted “the impacts on the families and communities of seafarers also shouldn't be underestimated. I know from bitter experience as the child of a seafarer in the Gulf during the Iran-Iraq Tanker wars the sleepless nights and horror of seeing news broadcasts of ships blown up and knowing that my father was right in the middle.”



Crew are facing physical threats from geopolitical conflict that are impacting their wellbeing. Photo: Shutterstock

Rerouting to avoid dangerous conflicts brings other challenges. The journey around the Cape of Good Hope significantly extends the voyage time, contrasting a typical 19-day journey from the Persian Gulf to the Amsterdam-Rotterdam-Antwerp petroleum trading hub (ARA) via the Suez Canal with nearly 35 days up the western seaboard of Africa.

Longer routes exert upward pressure on freight rates due to increased fuel costs and a reduced availability of ships. Beyond fuel expenses and increased emissions, crew concerns are also escalating due to forced contract extensions, prolonged time onboard, and issues related to supplies and refuelling. The impacts of the COVID pandemic are still a vivid memory for many seafarers. Freedom of navigation in our global oceans remains vital, and that is the backdrop to protecting seafarers too. The attacks in the Red Sea spotlight the immense risks crews bear to enable trade. Conflict at sea means seafarers pay the highest price. For shipping companies, the best security plans can be found wanting when faced with military grade aggressors like we see today in the Red Sea. Using armed personnel to protect crew and cargo causes its own considerable issues.

Collective action by the shipping industry to protect crews from geopolitical tensions is imperative. Seafarers are the lifeblood of shipping and should not become collateral damage. Upholding their safety, welfare and dignity must be prioritised by the shipping industry and governments responding to attacks.

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 21 March 2024

**Red Sea attacks: response must focus on seafarer rights**  
 Institute for Human Rights and Business  
<https://www.ihrb.org/latest/red-sea-attacks-spotlight-the-need-to-prioritise-seafarer-rights> written by Steven Jones, CEO, Sustainable Shipping Initiative

# Worse Things Happen at Sea

Mark Thirlwell, GAICD

**D**espite currently navigating troubled waters, this is not the first time global maritime trade has been threatened by geopolitics, and probably won't be the last.

On 19 November 2023, Temeni Houthi rebels (Ansar Allah) seized the cargo ship *Galaxy Leader*. Events then escalated, with missile strikes on three bulk carriers on 3 December 2023 heralding further attacks across December-January. The US-led Operation Prosperity Guardian launched on 23 December, aimed at protecting commercial vessels from further attack, and US and UK airstrikes took place against Houthi targets in Yemen on 12 January 2024. More would follow.

Commercial shipping in the Red Sea and the Bab-el-Mandeb Strait has suffered. January's Kiel Trade Indicator said the volume of container traffic in the Red Sea in December last year had fallen by half, hitting levels almost 70 per cent below normal. Ships were rerouted from the Suez Canal around Africa's Cape of Good Hope, adding seven to 20 days to the transport time for goods between Asia and Europe. According to shipping services company Clarksons, in the week to 28 January, average daily arrivals of dry bulk ships were down 45 per cent from early December 2023 levels and container ship arrivals down by 91 per cent. Supply chain advisers Drewry said the cost of shipping a standard-sized container from Shanghai to Rotterdam had more than tripled between mid-December and mid-January and was approaching US\$5,000 (decreasing slightly to under US\$4,000 in early February). War risk insurance premiums for the area had also risen from 0.07 per cent in October 2023 to one per cent by mid-January.

This is not the first time the world's maritime trade has been threatened in recent years. In 2019, there were attacks on tankers near the Strait of Hormuz, described by the US Energy Information Administration as the "the world's most important oil chokepoint." The Russian invasion of Ukraine in February 2022 was followed by major disruptions to dry bulk and tanker shipments in the Black Sea, with damaging consequences for the global grain and world food prices. And geopolitical tensions in the strategically important South China Sea and Taiwan Strait are now a recurring theme.

## Supply Chain Blues

Pandemic-related disruptions to global shipping during 2021-2022 were a major driver of the post COVID inflation shock. Now, use of the Suez Canal (carrying about 12 per cent of global cargo transport and 30 per cent of container trade has been compromised. Another critical chokepoint the Panama Canal (accounting for about six per cent of global maritime trade) has struggled with low water levels due to severe drought attributable to a prolonged El Nino and possibly climate change. The driest October in the canal region since the earliest records 73 years ago has forced authorities to restrict transits to 22 vessels per day.

All of which brings two books to mind. *The Box*, by Marc Levison, is a paean to the "simple metal container" that transformed shipping costs and helped drive the modern era of globalization. *The End of the World is Just the Beginning: Mapping the Collapse of Globalization*, by Peter Zeihan, argues that, from the world of "cheap and better and faster" – in part created by Levison's box – "we're rapidly transitioning to a world that's pricier and worse and slower."

Zeihan's thesis is that globalisation's future collapse is the inevitable outcome of the withdrawal of a global US security guarantee. Safe, cheap, long-haul seaborne cargo plays an indispensable role in stitching together the modern global economy – according to the OED, the main transportation mode for global trade is ocean shipping, which accounts for about 90 per cent of traded goods. But this is "only possible because of a lingering American commitment to a security paradigm that suspends geopolitical competition."

In the absence of ongoing US willingness or ability to maintain that commitment, Zeihan argues no one else has the military capacity to support global security and from that, global trade.

In January *The Economist* ran a special report on the new era of global sea power, arguing. "If the oceans are at the heart of the international order, they are also the landscape where challenges to that order are playing out". In the same month the *Financial Times* and *The Wall Street Journal* both published pieces on the threat to global commerce posed by the apparent buckling of freedom of navigation.

## No need to panic just yet

For all the geopolitical angst, most economic commentary to date has been sanguine, even given the example of the post-COVID great supply chain inflation. That's because, for now, this shock is much smaller. Container shipping rates during a pandemic-disrupted 2021-22 hit highs of around US\$20,000 – far above current rates. Moreover the context is quite different. Then, consumer demand was rebounding post-lockdowns and macro policy was still in expansionary mode. Central banks have now hit the monetary brakes hard, leaving consumers much less bullish.

Granted, there has already been economic fallout. January's Purchasing Managers' Index (PMI) surveys showed manufacturing businesses across Europe reporting deteriorating supply conditions and longer delivery times. Some also noted higher input costs. Some car factories paused operations. While the impact to date has been modest, it could get worse. An extended period of disruption, or worse, trouble at other chokepoints – such as the Straits of Hormuz – would threaten higher inflation and complicate future monetary policy.

Australia's direction of trade provides some insulation. In 2021-22, about 90 per cent of our maritime exports by tonnage went to East and South East Asia, less than three per cent to Europe and the Middle East. Almost 70 per cent of imports by volume were shipped from East and South East Asia versus about 13 per cent from Europe and the Middle East. But we're not immune. The Judo Bank Australia Manufacturing PMI reported supplier delivery times in January were the worst since August 2022, with survey respondents citing Red Sea disruption alongside domestic port issues.

Shipping accounts for 99 per cent of Australia's international goods trade by volume (80 per cent by value). Australia is the world's fifth largest user of shipping services, reflecting our bulk commodity exports. An increasingly contested internal shipping sector will impact us adversely.

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# Putting People First

*Guy Platten, Secretary General International Chamber of Shipping*

**A**s the shipping industry continues to grow and evolve, there are great opportunities ahead for our industry, for whole nations and most importantly, for our workforce.

The green energy transition is one of the world's and shipping's biggest challenges and I know that Australia stands ready to help make this transition a success. It is really promising to hear that Australia's government is investing heavily in green energy projects, with plans to become a major exporter of hydrogen. With shipping playing a major role enabling the world to decarbonise by transporting up to 50 per cent of new green fuels, the piloting of the world's first hydrogen carrier from Japan to Australia showcases Australia's leadership role.

Now we must be making sure that our seafarers are prepared, as our industry's success in the green energy transition will only be possible thanks to them.

Decarbonisation is creating hurdles for our workforce, but this is where we also have opportunities. We have an opportunity to collaborate across the shipping industry to create a robust, skilled workforce in an industry that offers excellent career prospects.

The need for collaboration and taking a human centred approach to developing human infrastructure was a message that came through loud and clear at the Seafarer 2050 summit. The summit, which was held in Manila in June 2023, was dedicated to looking at what the seafarer of the future will look like, where they will come from, and what training they will need.

What also became clear from the summit is the need for data. Policymakers need to create national strategies to address the seafarer shortage and unlock investment opportunities. For this to happen, there must be consistent data which shows the value of seafarers to national economies, and data that can be benchmarked across countries. We need to kickstart this area of work if we are to make progress recruiting and training our workforce. It is also a perfect opportunity to highlight the incredible value of our seafarers.

With the industry facing a shortage of 90,000 seafarers, attracting people to a career in shipping is critical. In the industry we know what a rewarding career seafaring can be, and now we need to show that to other people. With a workforce over 7,000 seafarers strong, Australia is in a great position to build on this.

Taking a human centred approach means employers, unions and governments all need to cooperate to create a career path that works for our people. In recent years there has been a damaging shift towards seafarers being viewed as commodities. We need to change this attitude and redefine the social contract for seafarers to one that puts people first and creates an environment in which they want to work. This will in turn attract the attention of more people to consider a career in shipping as well as lead to higher levels of employee retainment.

After all, shipping is not the only industry facing a workforce shortage; we are competing against multiple sectors all trying to recruit the best and brightest candidates. Therefore, re-defining the social contract is not optional, it is necessary to make us stand out amongst the crowd.

Training is of course at the top of shipping's agenda. The introduction of new fuels and technologies means seafarers will need new skills to use and handle them. Australia is already home to respected maritime training institutions, and as the industry evolves we need to ensure that we continually invest in training to maintain competitiveness.

The work of the Just Transition Task Force and review of the STCW are helping to address this challenge. The review of the STCW Convention, called for by the International Chamber of Shipping, is investigating how it can remain fit for purpose, and the International Maritime Organization hopes to complete this by 2026.

To support seafarers and their communities through the green energy transition, at COP26 we unveiled the Maritime Just Transition Task Force. The Taskforce has already been making great strides in its work to shine the light on the training that our seafarers will need to capitalise on the opportunity decarbonisation offers. Now we need consideration given to how their training can be funded. This funding is an investment in the future of the workforce, the future of the shipping industry and the future of national economies. It is only with our seafarers by our side that we are going to succeed on our green energy transition. This is why we must all be putting our people first, creating a human-centred workplace that people can be proud to be a part of.



*Photo courtesy of Mark König – Unsplash Photo Community*

**Source: Shipping Australia Limited Annual Review 2023**

# Seafarer Wellbeing

## Remembering the hardships imposed on ships' crews

**25** June is the “Day of the Seafarer,” a day designated by the International Maritime Organization – a specialised agency of the United Nations. The Day of the Seafarer recognises the contribution that the seafarer makes to our everyday lives. Seafarers are required to carry out their duties in a constantly changing, challenging and often dangerous environment, in order that the lifeblood of our economy – international trade – continues to flow.

### Seafarers' contribution highlighted by the IMO

Kitack Lim, the Secretary General of the International Maritime Organization paid tribute to seafarers.

“This year we highlight seafarers’ contribution to the safety of ships and protection of the marine environment... As the maritime sector continuously works towards making shipping more environmentally sound and sustainable, seafarers play an increasingly important role in helping to protect the health of our ocean and planet. Every day at sea, they help to enforce IMO’s environment related treaties by implementing rules on garbage, and sewage, and air pollution prevention. This year, as we celebrate the 50-year anniversary of our main environmental instrument – the MARPOL Convention – renewing our firm commitment towards the protection of our environment, this remains even more relevant. As the shipping industry accelerates its support of the global efforts to combat climate change by moving towards

decarbonization, seafarers’ voices and actions are key to ensuring a just transition to a zero-carbon future,” the Secretary General said in a statement. The Day of the Seafarer is recognized by the United Nations as an observance day. The Day was established in a resolution adopted by the 2010 Diplomatic Conference in Manila to adopt the revised STCW Convention. Its stated purpose is to recognize the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole.

The resolution “encourages Governments, shipping organizations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer and take action to celebrate it meaningfully”.

### People in positions of power ought to reflect

And on that note, it would be well for governments, official bodies, and formal authorities of every kind everywhere in the world to reflect upon their poor attitudes to, behaviours towards, decisions made in respect of, policies applying to, and conduct towards seafarers all across the world over the last few years. Developing and implementing policies that help seafarers in their time of need is a matter of basic self-interest. Here in Australia, nearly 6,000 unique cargo ships on approximately 17,500 voyages call at our island nation every year, transporting 99.92% of everything that comes and goes from these shores.



Photo courtesy of Paolo Chiabrando on Unsplash Photo Community



## Seafarer Wellbeing (continued)

Helping seafarers helps us.

But more than that, basic humanity and compassion should tell us to treat seafarers well. They do difficult, dangerous, jobs in hard conditions far from the comforts of home, family, and friends.

But that basic humanity and compassion was in short supply these last few years.

### Human rights of seafarers were denied

Official bodies would not let seafarers have their shore leave. This is a basic human right of seafarers. It should not have been abridged during the pandemic. They had a right to get off the ship and to experience the comforts of being on land. This could have been done safely in a bio-secure way.

But there was no leadership from those in charge. It was easier to deny shore leave – in grave breach of the human rights of seafarers. We hear platitudes now from many in charge about how important seafarers are, but, when it really mattered, those in charge of such organisations conveniently forgot how important seafarers were.

They were to be feared, shunned, and forbidden from coming ashore.

Just for the avoidance of doubt, we do not direct these comments at the IMO or its personnel; on the contrary the IMO and related UN agencies were at the forefront of urging that seafarer rights should be respected. We applaud them for their political leadership. Their stance reflects well upon them.

Nor are these comments directed at shipping companies. They took care of their crews. They took all possible steps and measures to keep their seafarers healthy. They briefed their crews: they provided safe travel to and from the ship; they enforced quarantine zones before, on, and after, a ship's voyage; they carried out regular testing onboard. In fact, shipping companies did everything possible on every leg of a seafarer's journey to, on, and from, a ship. Their stance reflects well upon them.

### They did not care; they allowed seafarers to suffer

Not that any of this was recognised by those in charge. They still denied seafarers their basic human rights. And there are many who now say the easy words, but, when it mattered, they were silent. They did not care.

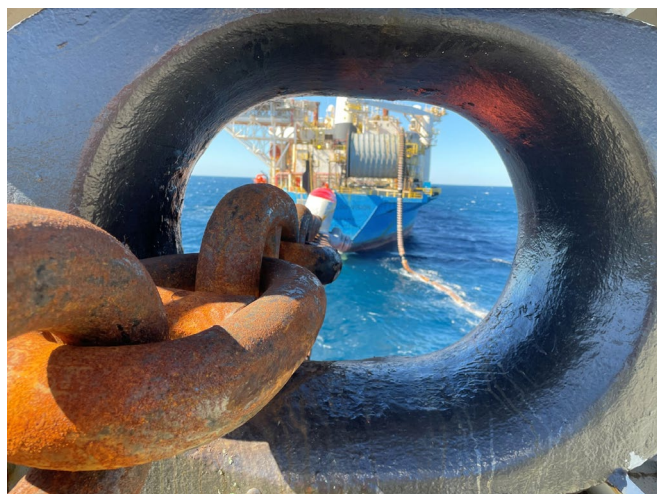


Photo: courtesy Captain Zubin Bhada

And worse, through inaction or inactivity, they allowed seafarers to suffer. We are thinking of the seafarer who was denied access to medical attention for a broken ankle. Or the seafarer who was forbidden access to a dentist to treat his grossly engorged abscess. We cannot imagine the agony which that seafarer must have experienced – days upon days stretching into weeks upon weeks of indescribable pain.

We think also of the hundreds of thousands of seafarers who were unable to leave ship, the many seafarers who were thrown into hotel-quarantine after hotel-quarantine after hotel-quarantine for having the temerity to cross a border for the purposes of delivering food, fuel, and medicine. We think of all the hundreds of thousands of seafarers who were stuck on land and desperate to go back to sea to earn a living for themselves and their families. But none of that was important to those in charge.

Although the IMO, and other UN agencies, designated seafarers as essential workers, those in charge in national jurisdictions did not do so. Being so designated would have enabled seafarers to undertake crew changes, to avoid unnecessary ever-changing red tape, and to avoid being repeatedly thrown into hotel-prison. But none of that was important to those in charge.

### Official proposal: go away and die

We also think of the policy proposal to turn ships away from ports, and away from medical treatment, if COVID was detected aboard. What was the message of such a policy? “Go away and die, for we do not care”.

To call such a policy callous, reckless, and inhumane does not begin to deliver words strong enough in condemnation. But none of that was important to those in charge.

Fortunately, the policy was not implemented. But it should never have been proposed.

Then there are others who, at the time, forgot about the importance of seafarers, did not respect their rights, and who disregarded the basic humanity of seafarers. But none of that was important to those in charge.

### Invitation to reflect

On the Day of the Seafarer, Shipping Australia invited people in positions of power and authority to reflect upon the effect of their attitudes, policies, decisions, and conduct, during the time that seafarers really needed empathy, care, and compassion.

We continue to invite people in power to carry out this reflection. Unfortunately, given that the calls from the many in the general public and in the industry to the few in power to carry out COVID reviews have gone unheeded, and given the general lack of reflection or contrition seen so far, it would seem that this vital reflection is not, nor will it be, carried out. For shame.

### Courtesy: Shipping Australia Limited (SAL) Mid-Year 2023 magazine

*The focus of SAL, as a peak industry body, is to promote and advance the interests of ship owners and shipping agents in all matters of shipping policy and safe environmentally sustainable ship operations. SAL also provides a forum for discussion and the exchange of information between members and other parties, researchers and compiles data on the industry and maintains formal contacts between the industry, interest groups and the public.*

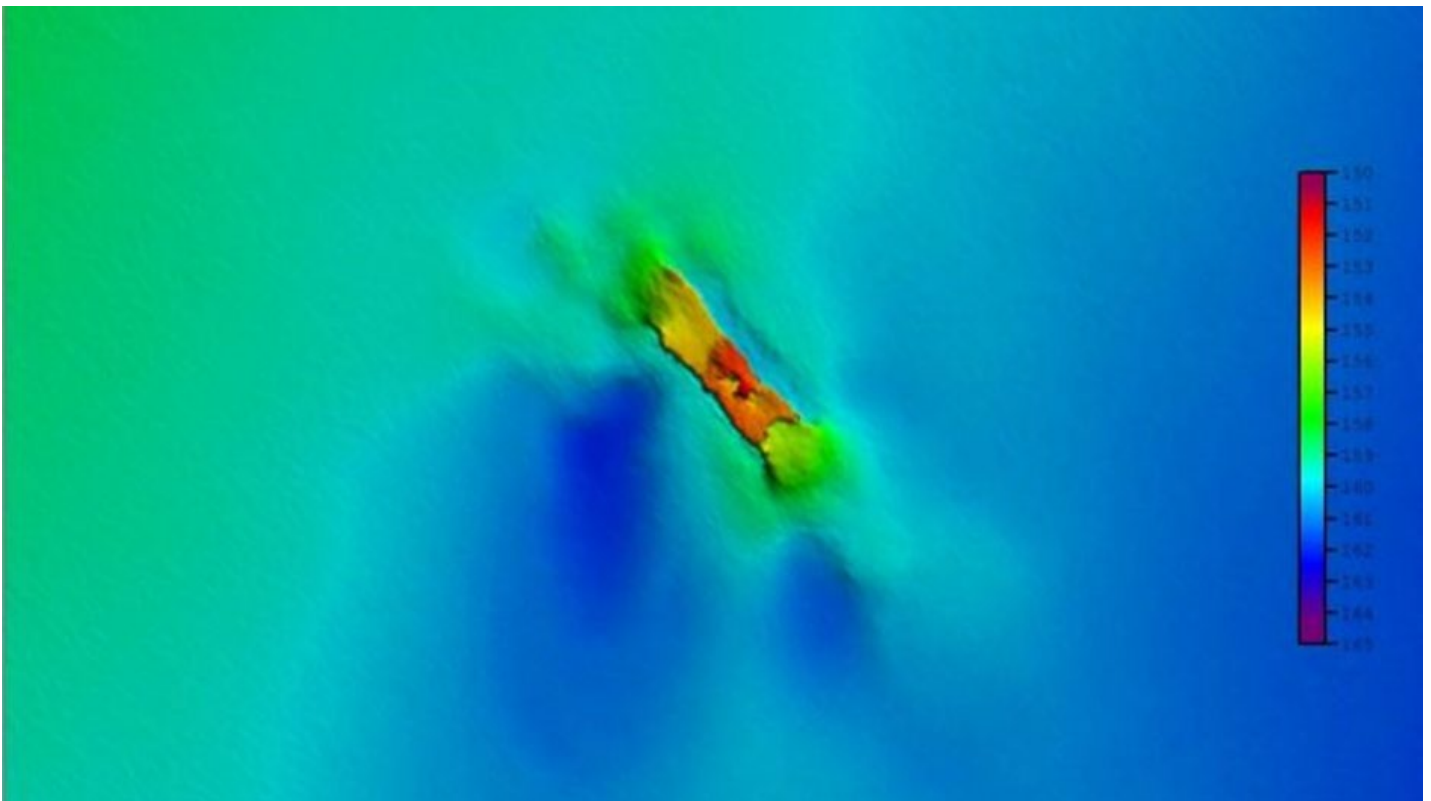
# 120-year Maritime Mystery of Lost Steamship Unravelled – *Hydro International*

**A** 120-year-old mystery has been solved with the help of a CSIRO team aboard the *RV Investigator*. Heritage NSW has announced the discovery of the *SS Nemesis*, a 73-metre iron-hulled steamship that vanished at sea in 1904. The uncharted wreck was located by marine survey company Subsea Professional Marine Services and reported to [Heritage NSW](#) in May 2022. The *SS Nemesis* was on a voyage from the Australian city of Newcastle to Melbourne, transporting coal, when it vanished in a storm off the coast of New South Wales, resulting in the tragic loss of all 32 lives on board.

## Capturing incredible imagery

CSIRO voyage manager Jason Fazey said *RV Investigator* was in the right place at the right time to assist Heritage NSW and conduct the survey: “Our voyage track took us right past the wreck and we were extremely lucky with the conditions for the survey, with our team onboard doing a superb job in capturing incredible imagery of the wreck. We surveyed the entire length of the wreck with our drop camera, revealing a lot of detail of the ship’s structures including some of the internal spaces.”

Phil Vandenbossche, a CSIRO hydrographic surveyor on



*Bathymetric imagery capturing the SS Nemesis wreck from above. (Image courtesy: CSIRO)*

Subsea Professional Marine Services located the wreck during an underwater survey off Wollongong, NSW, and undertook an initial inspection of the site using a remotely operated vehicle. CSIRO, Australia’s national science agency, was petitioned by Heritage NSW to investigate the wreck to gather further data to aid in its identification.

*RV Investigator* was able to conduct a detailed seafloor mapping and camera investigation of the wreck while on a transit voyage from Hobart to Sydney in September 2023. The [CSIRO](#) team used the vessel’s advanced multibeam echosounders to first map the wreck site and surrounding seafloor in high resolution. They then conducted a systematic visual inspection of the entire wreck using a specialized underwater drop camera system.

*Hydro-International is the platform for professional hydrographers, providing news, articles, education & events.*

board the voyage, said the seafloor mapping by *RV Investigator* shows the wreck is lying in 160 metres of water and is approximately 28 kilometres off the coast of Wollongong, NSW. “The wreck is located towards the edge of the continental shelf and is sitting upright on the seafloor but is showing significant damage and deterioration at both the bow and stern. Our visual inspection of the wreck using the drop camera showed some key structures were still intact and identifiable, including two of the ship’s anchors lying on the seafloor,” he explained.

The bathymetry and camera survey data from *RV Investigator*, along with the previous imagery collected by Subsea, allowed Heritage NSW’s maritime archaeology experts to identify the wreck as the *SS Nemesis*.

## Highly collaborative effort

Senior maritime archaeologist with Heritage NSW Dr Brad Duncan said that the *SS Nemesis* was originally a passenger vessel but was converted and operating as a coal carrier when it disappeared.



# 120-year Maritime Mystery of Lost Steamship Unravelled *(continued)*

“On its final voyage in July 1904, SS *Nemesis* left Newcastle for Melbourne with its hold full of coal and cokes. However, shortly after departure, the vessel ran into a southerly gale and was subsequently lost at sea off the NSW coast with the tragic loss of 32 lives on board.”

Dr Duncan said that like many wreck discoveries, locating the SS *Nemesis* was the result of a highly collaborative effort between research and heritage agencies and the maritime community. “The wreck is one of many thousands of shipwrecks that lie along the Australian coastline, with many still to be found.”

“This discovery and confirmation of the wreck’s identity not only provides significant archaeological information about the ship and wrecking event but, more importantly, may offer some solace to the families and friends of those who perished onboard as it provides a location at which they can mourn their loved ones”,

Duncan added. The video imagery collected by *RV Investigator* will now be ‘stitched together’ to create a 3D photogrammetric model of the wreck to allow it to be investigated in further detail.

Jason Fazey said CSIRO is honoured to be able to assist the maritime heritage community in identifying and protecting this significant shipwreck: “We hope this helps bring some closure to another of our nation’s maritime mysteries.”

The wreck of the SS *Nemesis* is protected as a historic shipwreck under the Underwater Cultural Heritage Act 2018. The project was supported by an allocation of sea time on *RV Investigator* by the CSIRO Marine National Facility, national research infrastructure that is supported by the Australian government’s National Collaborative Research Infrastructure Strategy (NCRIS) and operated by CSIRO, Australia’s national science agency, on behalf of the nation.



*RV Investigator used its advanced multibeam echosounders to create a detailed map of the wreck of SS Nemesis. (Image courtesy: CSIRO/Hugh Barker)*

## CONTRIBUTE TO THE MASTER MARINER

Views, news and articles of interest are warmly welcomed ...

**Contact:** Hon Federal Secretary: Captain Francis Castellino  
E: [fedsec@mastermariners.org.au](mailto:fedsec@mastermariners.org.au)

# Wind Propulsion: opportunities and new risks

Paul Grehan & Neil Henderson, GARD AS London

**G**ARD AS was founded in 1907 by shipowners who were unwilling to expose themselves, through a mutual insurance agreement, to the perceived new risks of steam propulsion. Now the wheel is turning full circle and increasingly shipowners are looking to retrofit or buy newbuilds incorporating wind propulsion technology. But what risks might that new equipment pose, and how will marine insurers react to them?

Shipowners are operating under a host of regulations and market pressures to reduce CO<sub>2</sub> emissions. There is the IMO target of a 50% reduction in total CO<sub>2</sub> emissions by 2050 as compared to 2008, which may be amended to net zero at the forthcoming MEPC 80. On 1 January 2023, the Carbon Intensity Indicator came into force. It will rank vessels from A-E, based on the carbon intensity of their operations. Negotiations at IMO-level to introduce a carbon-based fuel levy are progressing. From 1 January 2024, vessels calling in Europe will need to purchase carbon credits under the EU ETS scheme. More generally, there is increasing pressure from companies to reduce their Scope 3 emissions, including those from transportation.

Aside from the promise of alternative fuels in the future, there are a range of efficiency measures that can be implemented right now. These include rerating of engines, air lubrication, more frequent hull cleaning, fitting redesigned propellers and wind propulsion. It is only wind propulsion that offers an entirely new and carbon-free form of propulsion once installed on the vessel. In their Maritime Decarbonisation Strategy 2022, the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping identified wind propulsion as a key part of the decarbonisation of the global fleet, with a potential overall 'efficiency gain' of 1-8% per ship. Efficiency gains are from sail systems that augment ships using carbon-based fuels. Gard's member Wallenius Wilhelmsen has gone much further in its Orcelle Wind project<sup>1</sup>. The project aims to develop a wind-powered car and truck carrier by 2027, with up to 90% reduced emissions on a single voyage compared to today's most efficient vessels.

## Types of sail systems

There are three principal types of wind propulsion technology: the Flettner rotor, the kite sail and the vertical deck-mounted sail, of which the wing sail is probably the most well-known.

The Flettner rotor is a large cylinder mounted vertically and mechanically rotated around its axis, creating thrust through the so-called Magnus Effect. The technology was invented in the 1920s but has had limited use since then. More recently interest has revived. An example is the bulk carrier *Afros* (2018-built, 64,000 dwt), delivered as a newbuild with four moveable rotors fitted by Anemoi Marine Technologies. These showed a 12.5% fuel savings on a return voyage between Nantong and Vancouver.

Rotors fitted by Norsepower to a variety of different ship types, have shown fuel consumption savings of 5-20%.

Kite sails involve tethering a large kite to the bow of a vessel, similar in design to those used by kiteboarders. An early prototype was the *MS Onego Duesto* (2007-built, 9,831 dwt), equipped with a 160m<sup>2</sup> kite. It showed average fuel saving of 5%, increasing to 10-12% on North Atlantic and North Pacific routes. This year, testing of a 500m<sup>2</sup> kite began on the Airbus chartered, Louis Dreyfus Armateurs operated RORO vessel *Ville de Bordeaux* (2004-built, 5,200 dwt) on its monthly transatlantic route.

Wing sails are solid aeroplane-like wings, mounted vertically and trimmed depending upon the wind direction. High oil prices in the early 1980s sparked interest in this technology but never adopted beyond prototypes. It is now being actively developed. One such company is BAR Technologies, a UK-based spin-out of the British Americas Cup Team run by Ben Ainslie.



Source: INSIGHT 25 May 2023

The company and Yara Marine Technologies are working with MC Shipping and their charterer, Cargill, and with Berge Bulk to instal wing sails on their respective bulk carriers, the *Pyxis Ocean* (2017-built, 80,962 dwt) and the *Berge Olympus* (2018-built, 210,000 dwt). BAR Technologies anticipates a daily fuel saving of approximately 1.5 mt per wing sail. Although the equipment has a high degree of automation, alongside the physical fitting of the new equipment the master and crew will require additional training on the navigational software to optimise efficient sailing, and on the safe operation of the systems installed.

## What does this new technology mean from a marine insurer's perspective?

For H&M insurance, the installed equipment will be considered part of the vessel's equipment. H&M and loss of hire insurers will be concerned with the loss or damage of equipment, and consequential damage to other parts of the vessel... (continued on page 18)

1. A project by Wallenius Wilhelmsen to operate the world's first wind-powered RoRo vessel, "Orcelle Wind" - <https://www.walleniuswilhelmsen.com/news/worlds-first-wind-powered-ro-ro-vessel-secures-eur-9m-in-eu-funding>



# Collision between the passenger ships *Andrea Doria* and *Stockholm* (July 1956)

*Capt Tony Francombe, Company of Master Mariners*

The various accounts of the collision between the two passenger ships, *Andrea Doria* (Italian Line) and *Stockholm* (Swedish-American Line), leave several unanswered questions including the handling of ships at high speeds and in close quarter situations. Both ships had twin propellers.

The accident happened on the night of 26 July 1956 when the two ships were proceeding in opposite directions in the East-West route between Nantucket Shoals Lightship and Ambrose Lightship (approaches to New York). *Andrea Doria* was proceeding West at 21.5 knots in dense fog bound for New York. The bridge of *Andrea Doria* was manned by the Captain and two officers (plus a lookout and helmsman).

*Stockholm* was proceeding East at 18.5 knots in fairly clear weather bound for Sweden (but would have entered the fog bank at least 10 minutes before the collision). *Stockholm* was manned by only one officer (the third mate) with a lookout and a helmsman.

There were no other ships in the vicinity to complicate the situation.

The first substantive account of the accident was written by Alvin Moscow (a Journalist) in 1959, and more recently Samuel Halpern (a systems Engineer in the USA) wrote a 47 Page paper forensically analysing the accident.

Diagrams from Moscow's book and diagrams and a table from Halpern's paper are reproduced later in this article.

The diagrams from Moscow's book shows that shortly before the collision *Stockholm* interpreted the radar echo of *Andrea Doria* as being fine on its **port** bow and that a safe port to port passing was the appropriate action. *Andrea Doria* on the other hand made the opposite interpretation that *Stockholm* was fine on its **starboard** bow and that a safe starboard to starboard passing was the appropriate action. Back in 1956 ships radars did not show the relative direction of motion of each ship; to do this it was necessary to use a plotting board over several time intervals.

Alvin Moscow explains the sequence of events from each ship's perspective (Source: Moscow A, 1959. *Collision Course*. Open Road Publications, New York):

**Swedish-American Line version (Figure 2A):** The two ships were on a port-to-port passing course which was safe until *Andrea Doria* turned to her port and crossed the bow of *Stockholm*.

**Italian Line version (Figure 2B):** The two ships were on a starboard-to-starboard course which was safe until *Stockholm* turned to her starboard and hit *Andrea Doria*, which had turned only 10 to 15 degrees to port at time of collision.

Halpern's diagrams and table show what happened by reference to the course recorders on each vessel. When first appearing on each vessel's radar the ships were about 17 nm apart and it was at this time that the seeds of the accident were sown.

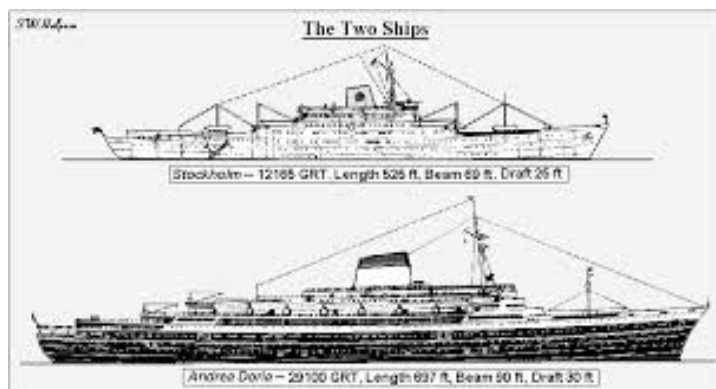


Figure 1: The *Andrea Doria* and *Stockholm* Courtesy: SW Halpern

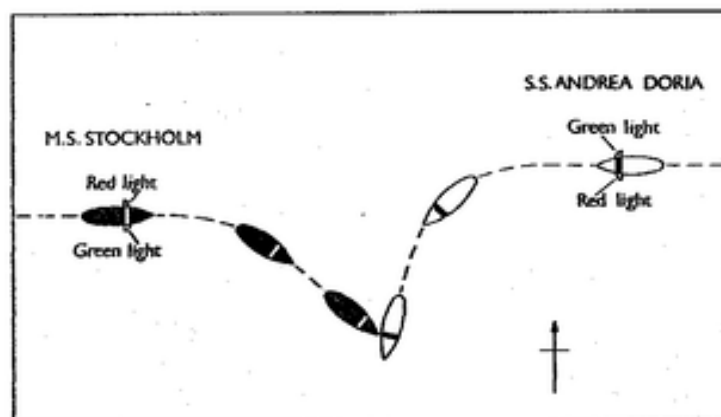


Figure 2A

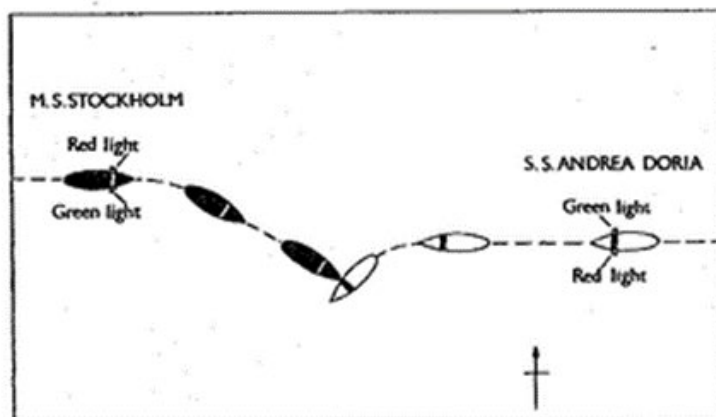


Figure 2B

Figures 2A and 2B are not accurate course charts but are intended only to show the general contentions of the two shipping lines

*Andrea Doria* sank the next morning and *Stockholm* survived with a smashed bow. 51 lives were lost. An inquiry was set up but was terminated when the two sides reached an out of court settlement.

The US Coast Guard recommendation at the time was that Eastbound ships keep to the South of the centreline of the route and Westbound ships keep to the north (this has since become compulsory). *Andrea Doria* observed this recommendation while *Stockholm* did not and sailed on the north side of the centreline (probably trying to save a few miles in the steaming distance to Scandinavia!).

# Collision between the passenger ships Andrea Doria and Stockholm (July 1956) *(continued)*

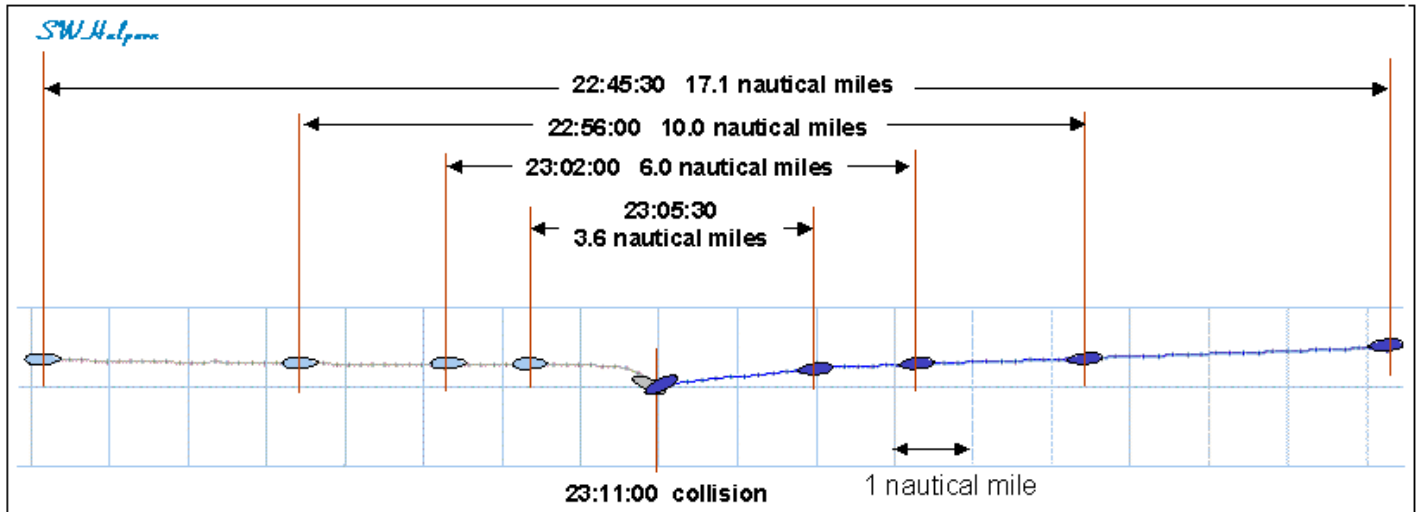


Figure 3: Plot of the two ships from the time they were detected by radar

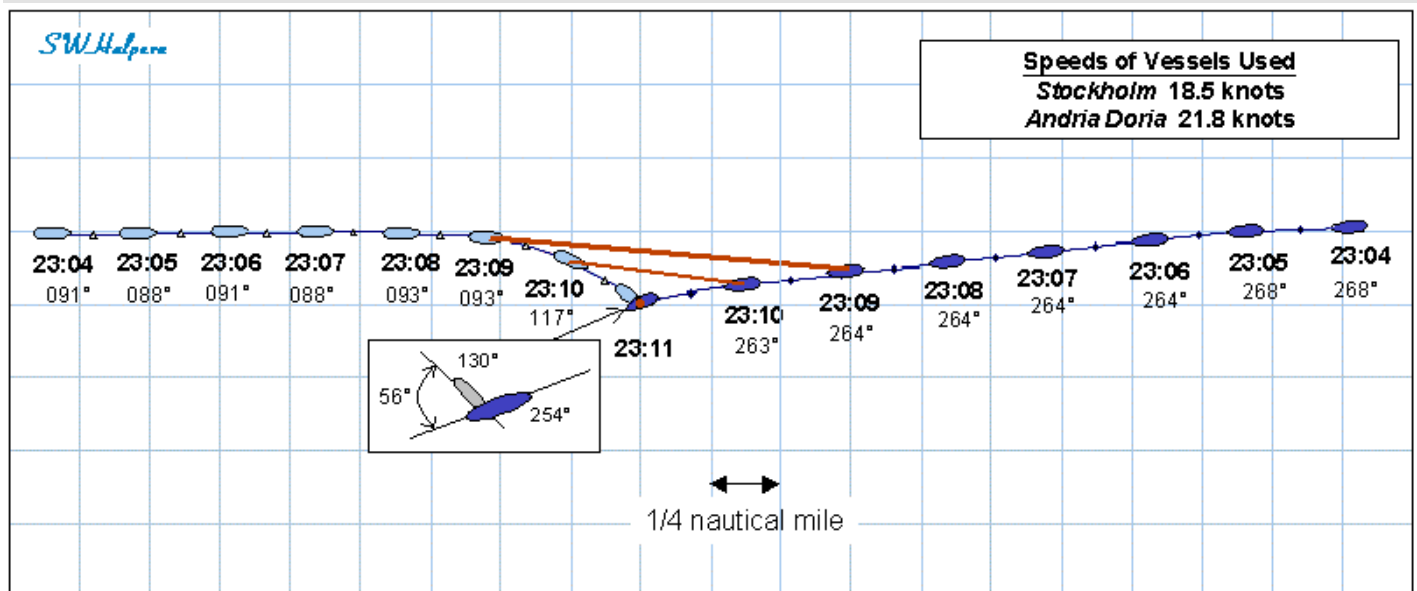


Figure 4: Plot of the last seven minutes prior to collision

SW Helpline The Final Two Minutes of the Approach (all headings and bearings rounded to the nearest degree)						
Time	Visual Observations and Actions Taken	Range (NMs)	Heading of Stockholm	Heading of Andrea Doria	Rel. Bearing of Andrea Doria from Stockholm	Rel. Bearing of Stockholm from Andrea Doria
23:09:00	Ships not yet visible	1.3	093°	264°	3° stbd	12° stbd
23:09:30	Stockholm turning stbd	1.0	105°	264°	8° port	13° stbd
23:10:00	Diffuse lights seen	0.6	117°	263°	18° port	15° stbd
23:10:30	Ships take evasive actions	0.3	117°	262°	18° port	17° stbd
23:11:00	Collision	0.0	130°	254°	n/a	n/a

Figure 5: The final two minutes

## Author's Comments:

It is easy to understand why the two shipping lines decided to terminate court proceedings. Continuing would have involved endless legal arguments about the precise interpretation of the Rules and exactly what the direction of approach was of each vessel. Both sides breached the COLREGS. I have seen

several comments to the effect that both ships should have taken action under Rule 18 (1948 Rules), that is, both turn to starboard. However, Rule 18 only applies when ships are in sight of one another.

We are therefore left with how Rules 27 and 29 (1948 Rules) should be interpreted. Rule 29 brings in the role of shipowners; here it would be relevant to know what..(page 18)



# The Skills Conundrum

*Sarah Cerche Director Workplace Relations, Governance and Policy, MIAL*

**A**s the world's largest island nation with natural advantages the envy of the rest of the world, an efficient, reliable and sustainable maritime Industry is critical to our national security and economic prosperity.

So, what does the optimal Australian industry look like? It is not just about ships. It's about ports. It's about pilots. It's about marine tourism. It's about towage. It's about a diverse range of transport options with the ability to scale up and down to take into account extreme weather events, geopolitical uncertainty and ensure security of supply chains into, out of and around the country.

Central to ensuring the industry can function to the level required is enough skilled and competent workers ready to do the jobs that need doing. For example, skilled and competent tug crews – who, as we have seen recently in the case of the MVC Portland Bay, are critical to avoiding catastrophic incidents around our coast. Seafarers who will be needed to make the Government's policy commitment to a strategic fleet become a reality – this will require a concerted and intensive training effort by the entirety of the industry. And then of course there is the steady increase in activity in the offshore oil and gas sector combined with the significant opportunities to develop infrastructure and service the emerging energy market, and offshore wind projects in particular.

And even then, that's only half the battle with those from a seafaring background in high demand for critical shore-based roles in ports as well as those operating import and export terminals in the resources industry.

So, what is the answer? More training – pushing people through in greater numbers to get them to entry level? How? Training seafarers is a two-step process that combines the theoretical with the practical. Seafarers need to have well supervised quality sea time while training to become qualified. And even on qualification, those seafarers still lack the experience that comes with working for years in the industry across a variety of platforms. Without those platforms on which to work, progressing through the onboard hierarchy and then to the critical on shore roles becomes a challenge.

**As a nation, it's critical that we recognise the importance of these skills to the national economy and that the contribution to training these skills, to ensure there are sufficient skills available, is equitably distributed across all the end users of these skills.**

The Albanese government has committed to a strategic fleet, designed to ensure ready access to a modest number of vessels critical to our national interest. To complement this the industry needs to think strategically about training. For years the expectation that Australian vessel operators provide the training for the vast maritime skills requirement across the country has seen extreme tightening of

the labour market and a decline in training numbers, partly due to lower job opportunities and, in the past two years, people leaving the industry during the pandemic. Many seafarers have been lost to the profession as a result of the conditions seafarers were made to endure during the pandemic, particularly internationally, meaning the skills crunch we face domestically will also be occurring overseas. This means skilled migration may not be the answer to alleviating any domestic shortage.

As a nation, it's critical that we recognise the importance of these skills to the national economy and that the contribution to training these skills, to ensure there are sufficient skills available, is equitably distributed across all the end users of these skills. Over a 50-year seafaring career, only one quarter of that time may be spent at sea with the remainder serving in the nation's ports, working for the regulator or in other critical roles where experience as a seafarer is, justifiably, considered critical.

For our economy to rely entirely on ship operators in this country to produce for the much larger skilling need is unrealistic. The financial and resource investment is significant. So far, as an industry, we haven't discovered the silver bullet. A variety of different positions, from a training levy to a GTO, to mandated minimum training numbers have all been in some cases tried or, at the very least, canvassed. A solution requires buy in across the board, as for too long this task has been borne by too few.

MIAL is committed to addressing this problem holistically and, with support from Australian Resource and Energy Employers Association (AREEA, formerly AMMA), we are actively working towards identifying what steps are required to make training seafarers workable and sustainable for the nation's immediate and future needs. Unfortunately, the nature of the beast is such that this is no easy feat. We certainly recognise the very firm view of the maritime unions that a levy on the end users of maritime skills is needed. MIAL doesn't disagree that a levy is a way of distributing the considerable costs of seafarer training more fairly across those who benefit from skills. However, using a Rubik's cube as an analogy, one side of the cube does not complete the puzzle.



The Government also has a critical role to play here. Not just the predictable call to contribute money to offset the costs of training, as important as that function is and will be. But also, to follow through on its commitment to getting the industry settings right. That includes taxation settings, a key pillar of which is the seafarer income tax exemption which will ensure Australia seafarers can access job opportunities in Australia and abroad on a footing similar to their international counterparts. They can then build their skills and knowledge, returning to benefit the nation in either a seagoing or shore-based career.

Drawing again on the Rubik's cube analogy and the premise of most competitions involving the solving of it, time is of the essence.

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# Not Welcome Here!

## A look at ballast organism transfer and “parasite smuggling”

*Capt. Harshvardhan Kumar, Executive Marine Surveyor and Loss Adjuster (Nautical, Hull, and Cargo), Charles Taylor*

**F**rom time immemorial, humanity has been in a state of migration, with people and cultures moving across continents, enriching the lands they arrive in with their flavour. This has led to the growth of new languages, and cuisines and indeed progressed civilization itself.

However, when this migration happens with smaller organisms (or parasites), it may lead to unwelcome situations. When microorganisms migrate from their natural habitat to a new location, it gives rise to an imbalance in the new ecosystem. They can and do wreak havoc upon their new residence and can wipe out entire habitats or species.

With ships getting larger by the year reaching 400K deadweight tonnage (DWT) in size, the volume of ballast water transported is also increasing. This ballast water is taken in at the port of discharge and pumped out at the loading port, thereby transferring marine species from one place to another. An Ultra Large Ore Carrier could transport over 250,000m<sup>3</sup> of ballast water this way in a single voyage. To prevent these effects, the IMO has implemented numerous regulations and guidelines on how vessels are required to process the ballast water on board before discharging it in the load ports.

However, the problem of marine growth adhering to the vessels' hulls remains. Tiny organisms stuck to the vessels' hulls are also responsible for introducing unwanted species with the same effects, creating similar associated ecological imbalance and economic losses.

Recognizing this, the International Maritime Organization introduced in 2011, the **Guidelines for the Control and Management of Ships' Biofouling to minimize the transfer of invasive aquatic species (the Biofouling Guidelines)**.

New Zealand and Australia have taken steps to introduce measures to control the introduction of such unwanted species into their waters in line with these guidelines. Australia has introduced a program as per the Biosecurity Act 2015 that came into force in December 2023.

Australian biofouling management requirements are available in version 2 of the publication of this name by the Department of Agriculture, Fisheries and Forestry issued on 1 December 2023.

These require vessel entering Australia to comply with one of the following options:

1. Implementation of an effective Biofouling Management Plan and Record Book.
2. Vessel cleaned of all biofoulings within 30 days prior to arrival.
3. Alternative biofouling management method pre-approved by the department.

This has led to an unexpected situation whereby, while the shipowners are doing the right thing by getting these inspections done as required, and present vessels with clean hulls, the very same vessels are being targeted by criminal minds. A vessel heading for a port that presents a lucrative drug market is targeted and used as a conduit for smuggling.

The smuggling takes place using either the cargo or the ship itself. Hiding drugs within the cargo or shipping containers is quite common and unfortunately prevalent. Ingenious methods are used to hide the drugs within packages or units of the cargo, there is even a case where the drugs were hidden inside cavities of fresh fruits.

### Diver's body found near \$20m worth of cocaine in Newcastle waters

Police investigating whether the diver was attempting to retrieve the 50kg of drugs from a ship or the water

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NSW detectives are investigating after a diver's body was found near 50kg of cocaine near the Port of Newcastle.

Courtesy: <https://www.theguardian.com/australia-news/2022/may/10/divers-body-found-near-20m-worth-of-cocaine-in-newcastle-waters> dated 11 May 2022

There is another method, called “parasite smuggling” whereby drugs are attached to a vessel's hull by divers, in any of the numerous cavities underwater at one port and retrieved at the other end also by divers. This could be done when the divers are carrying out their inspection as requested by the managers to comply with hull biofouling requirements, or subsequently based on the information obtained.

Modern techniques such as using diving rebreathers are being utilized. The disadvantage from the vessel's perspective is that this gives rise to low noise levels, extended gas endurance, and lack of bubbles visible on the surface as a tell-tale sign of diving operations. The divers can stay underwater undetected for longer periods. In most cases, the vessel and the crew are completely unaware of what's happening, literally beneath their feet. Keeping a close watch on the vessel's surroundings while in high-risk ports only has a limited effect as the divers attaching the packages go undetected for no lack of vigilance by the vessel. (continued page 20)



# An Interesting Voyage

## Captain Richard Ireland

In July 1958 I joined the SS *Theseus* as the senior Midshipman for a voyage to the Far East including the Philippines and North China.

*Theseus* was one of three sister ships, I believe originally built for the Australian Service. They had a very sophisticated engine room, the cost of which it was said was as much as a normal ship.

Built in 1955 during the Cold War the Admiralty took an interest in the ship and her two sisters. The decks were strengthened to take quite a heavy armament and where accessible the extra beams to support the gun mountings could be seen.

Later when I sailed on the ship as 3rd Mate I saw the plans in the Mate's office and the weapons were quite varied and extensive. The ship was also fitted for cross flooding between deep tanks and double bottoms to keep the ship on an even keel in the event of damage. Of course, as was usual the ship was fitted with a degaussing cable.

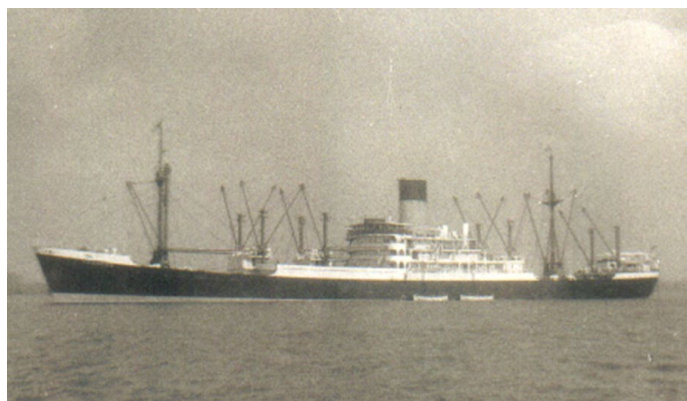
There was no passenger accommodation so cabins and open decks etc. were quite spacious. Nos. 3 and 4 hatches were refrigerated and she was fitted with a 50 ton SWL jumbo derrick at No.2 hatch.

Because of the hi-tech boilers, if the alarm went off, the engineers had a very short time in which to shut them down. On one occasion the alarm went off during a meal, the engineers rose as one from their chairs and hastened from the saloon.

One of the unusual, but practical, requirements of Blue Funnel, I'm not aware of any other company doing it, was that every couple of voyages or so, two life boats were to be put down at sea, fully manned and exercised while the ship steamed off and left them. So one morning crossing the Indian Ocean two lifeboats were manned and lowered and the ship steamed off. One of the boats was the motor lifeboat but in all my times of doing this exercise I don't recall ever getting the motor lifeboat but I learnt how to take the lifeboat away and to go along side the ship under oars.

It is well known that ships flex in a seaway and this was graphically demonstrated one day. *Theseus* was of combined welded and riveted construction. One afternoon with a light to moderate sea and low swell running I was on the 12-4 watch with the 2nd Mate. We were leaning on the Bridge wing and as the ship pitched gently in the swell we could feel a regular thump in the deck. I was sent off to find the cause.

I soon found that the for'd derrick head of No. 4 hatch which was seated in a crutch mounted on the Bridge front, as the ship pitched the derrick head slid about 1-2 inches horizontally in the crutch causing the thump. In addition the wooden ladder from the centre castle deck up to the prom deck was visibly rising and falling against the front.



*Theseus anchored in Port Swettenham, probably Deep Water Point (now Port Klang).*

*The wooden lifeboats are in the water to tighten their seams.*

Particulars: Overall length 490 ft, breadth 64 ft4 in. GRT 7,804 GRT, 9,600 DWT. Double reduction geared turbine, single screw, 8,000 hp WITH 2 x oil-fired Foster-Wheeler boilers, 680 lb at 950°F. Speed 17 kts.

Photo: Captain Richard Ireland

After Hong Kong we headed north complete with large Union Jacks on Nos. 2 & 5 hatches and the ship's side to start loading tinned salmon. Having discharged cargo in Malaysian ports, Singapore and finally Hong Kong we then sailed for Vladivostok.

However, on the way the destination was cancelled and we were diverted to Hsingkang in north China very close to Tientsin. It was a time of troubles in Jordan and they had requested British troops to help restore order.

The week that we were alongside, we were subjected to harangues from loudspeakers and there was a sign at the foot of the gangway "British troops get out of Jordan".

Our next port was Shanghai where we spent 4 days loading frozen pork for Communist Europe. We were subjected to the usual petty inconveniences to which our only recourse was to treat lightly which was not what the Chinese wanted as we were supposed to feel humiliated. *(continued on page 21)*



The TS 4 on the sail identifies the ship and the boat. The whole exercise would last between 2-3 hours. Photo: Captain Richard Ireland

## Wind Propulsion: opportunities and new risks *(continued from page 12)*

The specialist nature of the repairs and the scarcity of spare parts will likely lead to higher value claims and longer repair periods. To mitigate against extended periods of repair, shipowners may look to take out extended loss of hire insurance, as they did with early exhaust gas cleaning systems. Likewise, shipowners may consider cyber insurance for the risks associated with the software-dependent operation of the equipment.

From a P&I perspective, the equipment may affect the risk of collision with other vessels and port infrastructure, or injury to crew during its operation. Ordinarily, insurers rely heavily on classification societies and flag state inspection regimes to assess the risks associated with the build quality and the standard of maintenance of vessels they cover, only surveying only a sample of vessels. Mandatory class approval is only required for the fastening of wind propulsion equipment to the vessel's hull, but the assured can request voluntary class approval for the equipment itself. There is already some general guidance, such as Bureau Veritas's NR206 Wind Propulsion Systems notation. The more widespread deployment of Flettner rotors means there is specialist guidance; for example, Lloyd's Register has specific Guidance Notes for Flettner Rotor Approval (2015).

But real-world experience of fitting wind propulsion equipment to large merchant vessels is still limited. Until more operational experience and claims data becomes available and class societies have developed more detailed requirements and guidelines, marine insurers will need to be more hands-on in assessing the risks. This will mean engaging with manufacturers of the equipment at the design and testing stages and assessing the training received by crews in the operation of the equipment and how to respond if problems occur.

### The role of insurers in supporting the green transition

Whilst marine insurers may be cautious about embracing these new risks, the reality facing shipping is that wind offers an inexhaustible carbon-free means of propulsion. It is inevitable that shipowners will increasingly adopt this technology to reduce their carbon emissions. Gard, through P&I, H&M and other covers, will continue to support our members and clients as they navigate the green transition. Adding wind propulsion to the mix of decarbonization strategies makes sense for all.

GARD AS is based in Arendal, Norway – providers of H&M and P&I Insurance to shipowners.



## Collision between the passenger ships *Andrea Doria* and *Stockholm* (July 1956) *(continued from page 14)*

instructions the management of both lines gave to Masters on the issue of safe navigation v. the need to maintain schedules.

*Stockholm's* hard to starboard order looks much like the worst possible option. In the 30 seconds before the collision *Stockholm* turned 13 degrees to starboard in response to a hard starboard helm order.

A key question is what would have happened if the opposite had been done and *Stockholm's* port engine put full astern as well. Also, if the Master of *Stockholm* or other officer had been on the bridge this action may have been taken 20 seconds earlier (quite a long time in that situation). At least *Andrea Doria* would have been hit further aft and quite likely not have sunk (particularly if *Stockholm* did not pull away too soon after impact).

In one of the exchange of emails I had with Samuel Halpern he provided the following quote:

*"In Knight's Modern Seamanship 1910 it stated: "The first impulse of many officers in such a situation [where a collision seems dangerously close] is to turn away from danger, and at the same time to reverse the engines with full power. This course is much more likely to cause collisions than prevent them."*

I am not sure if Knight's opinion is widely accepted today.

**So what would have been the appropriate action to take if it appeared that a collision with this looming object ahead was unavoidable?**

**According to Extra Master Mariner A. N. Cockcroft:**

*"When collision with another vessel is considered to be inevitable, the foremost concern of the officer must be to manoeuvre his ship so as to reduce the effect of collision as much as possible. The consequences are likely to be most serious if one vessel strikes the other at a large angle near the mid length. The engines should be stopped, and the helm should be used so as to achieve a glancing blow rather than a direct impact. The damage would probably be the least serious if the impact is taken forward of the collision bulkhead."*



<http://www.naviearmatori.net/ita/foto-127553-1.html>

Captain Tony Francombe is a retired ship-master & public servant



# The Great White Whale

*Michael Dillon*

**D**eep in the wild Southern Ocean, halfway between Australia and South Africa, a snowy volcano, almost three thousand metres high, rears up from the sea like a great white whale.

Not everyone has heard of Heard! And the sealers who had, liked it that way. It was their secret place in the stormiest, most secluded seas.

But in 1947, it became Australian territory. Just like that, at the stroke of a pen, its mighty mountain, this great volcano the sealers named Big Ben, became Australia's highest peak at 9,000 feet (2,745 metres). Five times that great white whale of a mountain tried to kill the first team that sought to reach its summit. Yet in 1964, back they sailed through the worst seas in the world, to try again, this time with legendary explorer, Bill Tilman as their skipper.

The extraordinary tale of those attempts to climb Big Ben, the smoking glacier ringed volcano on Heard Island, Australia's loneliest, most remote outpost has been told in a film by internationally acclaimed film-maker **Michael Dillon**.



## **Their Sturdy Ship Patanela – Spirit of the Storm**

Without the sturdiest ship to take them there and back, they wouldn't stand a chance. Rupert Murdoch offered Warwick Deacock use of his own private yacht – but it was made of wood and thus vulnerable if dashed onto Heard Island's rocky shore. A steel-hulled boat was needed and finally found – the schooner Patanela, a crayfish boat based on the west coast of Tasmania. She came with a good Rolls Royce engine, which was vital when either no wind or gale force wind made sailing impossible. She was a tad small to accommodate ten men, who endured living conditions Bill Tilman said were “perhaps acceptable to a second-class slaver.” But despite some close calls, she got them there and back.



Photo: Patanela Courtesy Michael Dillon



Photos: Courtesy Michael Dillon

## **Expedition Crew**

Warwick Deacock OAM – Leader; Dr Grahame Budd AM – Chief Scientist; Colin Putt – Ship's Engineer; John Crick – Quartermaster; Phil Temple – Entomologist; Bill Tilman OBE – Skipper; Dr Malcolm Hay OAM – Expeditioner; Tony Hill – Expeditioner; Dr Russ Pardoe – Expeditioner; Ed Reid – Expeditioner; Dr Jon Stephenson AM – Expeditioner.



This voyage was the inspiration for Malcolm Hay to build the STS Leeuwin II in Western Australia – an extraordinary legacy for 45,000 WA youth.

Michael Dillon's film, “The Great White Whale” has been shown in limited release across Australia.

# International Day for Women in Maritime

## 2024: Women Shaping the Future of Maritime Safety

International Day for Women in Maritime is on 18 May each year. This day shines a spotlight on women's contributions to the maritime industry and advocates for their participation across the sector.

The theme this year recognised the important role women play in improving safety as seafarers, maritime professionals, and leaders.

The maritime sector presents diverse and often hazardous work environments. Personal safety is an ongoing priority across all facets of the industry. We need to address physical and safety risks in high-risk roles. But we also need to address safety barriers because they hinder women's participation.

Despite the gender gap, our industry has highly forward-thinking and innovative female leaders. These women are driving safety innovation.

International Day for Women in Maritime serves as a platform to celebrate these achievements. It also inspires greater female involvement in shaping a safer maritime environment for all.

Together, let's foster safe and inclusive workplaces to pave the way for increased diversity and excellence in our industry.

International Day for Women in Maritime was first pitched to the IMO in 2019 by the [Pacific Women in Maritime Association \(PacWIMA\)](#). It received the unanimous support of member states.

The International Maritime Organization (IMO) officially launched the first International Day for Women in Maritime on 18 May 2022. This day is now marked annually on the IMO calendar and is celebrated globally across industry, gaining momentum each year.



[International Day for Women in Maritime | Australian Maritime Safety Authority \(amsa.gov.au\)](#)

## Not Welcome Here!

*(continued from page 16)*

The returns are so lucrative that it is believed that the same diver who places the package later flies to the other end of the world where the vessel calls and extracts the package personally. Monitoring vessels through vessel tracking applications makes the vessels more susceptible to such targeting. Using this method, large quantities of drugs are smuggled across the globe. There is also the added problem, that any vessel that has carried out underwater cleaning is **less** likely to be inspected in Australia and New Zealand as the authorities would accept the cleaning records that the hull need not be inspected.

There was a recent increase in such seizures and incidents in Australia where a consignment with a street value of AUD200 million was found in the hull cavities of a vessel in a major port.

There have been a few deaths reported where the diver recovering the concealed package died due to faulty diving equipment. Sealed packages of drugs routinely keep washing ashore on the beaches. With street drug prices reportedly on the increase, this issue is not likely to go away anytime soon.

As global drug syndicates become aware of the requirement for underwater inspection, more and more ships may be targeted. With Australia and New Zealand enforcing such inspections, shipowners and managers need to be ever more vigilant in this regard.

Only reliable and vetted diving companies should be employed to carry out underwater inspections and cleaning. This is of course easier said than done. The vessel's schedule is very much decided by the market and cargo availability making it difficult to appoint reliable diving companies as underwater inspection and cleaning would need to be carried out anywhere, whether convenient or not. Many countries already provide for a pre-departure underwater inspection of the hull with the video recording being given to the master as evidence of having a clean hull. This recording can be given to the authorities in the next port to placate their concerns.



Utilizing such options before departing from high-risk ports could go a long way in discouraging such targeting of innocent vessels. It would also indicate that the managers exercised due diligence in the matter and may be valid if the P&I cover is at risk. Managers and owners must consult with their P&I clubs for up-to-date information and guidance when their vessel visits high-risk areas.

**Capt. Harshvardhan Kumar** has over 43 years of experience in the maritime 11 of them as a Master on bulk carriers. In 2008 he moved to Australia to work as a marine surveyor. He has been involved in conducting various surveys including damage surveys, risk surveys, discharging project cargo, numerous investigations relating to major maritime losses, and surveys for various P&I Clubs.



## An Interesting Voyage *(continued from page 18)*

One day they brought on board a search squad for training. Whilst in the engine room, an engineer surreptitiously released the safety valve on a compressed air bottle. The startled squad scattered in all directions, the instructor was not amused which possibly had something to do with the following events. When sailing time came we were delayed several hours for no apparent reason. When the Pilot and the regulation Commissar came on board at about midday we finally sailed down river but when we reached Woo Sung we were ordered to anchor. The Pilot, who seemed to be not of the "cloth", quietly told the Captain that "they were just making trouble". A Commissar came on board said that it had been reported that an object had been seen to be thrown overboard from amidships. An explanation was put forward and the Commissar went ashore. He returned to say that the explanation was not acceptable and he now had a different story. This happened three or four times and each time a different story until finally the story was that it had been thrown over the stern by somebody in white. The only person in white on the poop was the 2nd Mate in uniform. They wanted a more important victim! A story was concocted which was finally accepted but the 2nd Mate had to write a letter of apology to the people of China before we were allowed to sail. All this took about four hours.

Our next port was Manila for a short stay then we headed out into the China Sea for Hong Kong. It was the typhoon season and we had already diverted for one. On the afternoon of the day before Hong Kong, without warning the barometer began to fall and the wind freshen. When I went on watch at midnight we were in a typhoon and shortly after we entered the calm of the eye. The seas were huge and very confused, suddenly we did an enormous roll, how far we went I don't know, we were all too busy hanging on to look at the inclinometer. The supper tray, with a teapot, cups and saucers, plates and sandwiches, which was on a bench at the back of the wheelhouse, took off like a magic carpet, flew through the open wheelhouse door, the length of the Bridge wing and over the side without touching a thing! Alarms everywhere and chaos down below as a lot of people had been thrown out of their bunks and the power failed. Order was soon restored and the Engine Room reported that the boiler water had sloshed below the alarm level and that the breakers on the main switch board had been thrown out by the force of the roll.

Next morning we were out of the typhoon and entering Hong Kong. Our stay in Hong Kong was brief, basically to off load our Union Jacks then we continued to our final loading ports of Singapore, Belawan and Trincomalee for London.

**Footnote:** The 2nd Mate was the late Peter Robinson who some members would have known. He later sailed with me when I was Master on the Cape Don and he was Chief Officer. It's a small world.

## The Company of Master Mariners Australia – Outstanding Achievement Awards 2023

This award is presented to a person who has provided outstanding or extraordinary service to the maritime community in Australia, in particular seafarers. The 2023 award went to two deserving candidates – Captain Janine Drummond and Ms Carol Shannon



The 2023 Awards were presented to Capt. Janine Drummond (above) by Capt. John Bradley, Deputy Branch Master Sydney and to Carol Shannon (below) by Capt. Eric Barron, Branch Master Western Australia.



# Matthew Flinders Bring Him Home Ceremony

*Captain (Dr) Peter J Martin, FNI FAIN, PhD*

**Captain Matthew Flinders RN, Bring Him Home Ceremony | 13 July 2024, Donington Saint Mary's and High Rood Parish Church**

This day was a long time coming for Flinders having been found again under Euston Train Station in January 2019. Early plans for reinternment were waylaid by the pandemic; however, once clear of that circumstance, the Captain Matthew Flinders Bring Him Home team continued plans to maximise the impact of a return to his village, the church he married in, and where his family is buried. Flinders is the first person in 300 years to be buried within the confines of Saint Mary and the Holy Rood Church.



*Euston Train Station - The archaeological excavation site where Flinders' grave was found in January 2019*

Matthew Flinders and George Bass joined the HMS *Reliance* for the voyage to Australia in 1795. They came from villages separated by 20 km but did not know each other before embarking the ship.

Once in Sydney, the pair undertook a series of surveys in small dinghies before completing a circumnavigation of Van Dieman's Land onboard the more seaworthy *Norfolk* in 1799. This charting effort identified Bass Strait which reduced the sea line of communication from Europe to Sydney by one week and avoided the harsher Roaring Forties to the south of the Island.

It also established that New South Wales only extended south to the area previously charted by Bass to what is now known as Westernport Bay and gave rise to an urgency to colonise the island ahead of any possible French ambitions to do likewise. Flinders would go on to circumnavigate Australia in 1802 as Captain of the HMS *Investigator* and proposed that the charted *Terra Australis Incognita* be named 'Australia'. Bass would proceed on his own commercial venture only to be lost at sea enroute to Chile. A small shrine to commemorate Bass is at his home village at St Deny's Church Aswarby.

My engagement in this journey to reintern Flinders began some 10 years earlier when I visited Donington's church, ostensibly for a Sunday Flower show. On entering the church, I was quickly drawn to an area dedicated to Captain Matthew Flinders RN. The curator, Mr Alan James, was delighted to find an Australian who could fully appreciate his meticulous work to capture Flinders' adventures in Australia. Equally delighted to make Alan's acquaintance, our continued contact ensured that I would be engaged with the internment ceremony, ultimately as one of 300 guests formally invited.

On the day, Captain Matthew Flinders RN Hearse was paraded along Donington's Church Street, resplendent with bunting (English and Australian Flags) and lined by Royal Navy Sailors afront an adoring English public.

On foot ahead of the Hearse was a Royal Navy Guard of Honour, followed by Royal Navy Association members carrying Naval Standards, members of the Judiciary, the Bishop of Grantham and members of the clergy.

Muted church bells that rang out across the land from the mid forenoon, ceased as the Coffin Bearing Party arrived at the Church entrance to take pause while the Royal Navy Guard fired a three-volley salute.

Draped by the combined English and Australian Flags, later folded and handed to the Flinders Family, Flinders made his final journey to the altar, where the service included adaptations of Kurt Cobain's *Alleluia* and the Les Misérables song *Bring Him Home*, both interwoven with Flinders story in lieu of the original lyrics. Great honour was also bestowed on Bungaree, Flinders' Australian Aboriginal friend that went with him on his voyages of exploration. And there is nothing quite like singing one's own National Anthem, following that of England's - God Save the King, on foreign shores, or in this case the Church. At the shrill Still of the Bosun's Call, Flinders was finally laid to rest in a carefully crafted tomb beneath the church's sandstone floor. Soil was then scattered atop his coffin from Donington, Australia, Mauritius, and London. He was, indeed, home at last.

On completion of a most moving service, a civic ceremony was conducted in the church yards amidst the headstones of among others, Flinders' family. I was afforded the opportunity to formally present three plaques (NI/AIN/AMC-UTAS) to the Bishop of Grantham and the Matthew Flinders' Bring Him Home event organiser. The plaques were the only three mentioned during the ceremony, each dedicated to the memory of Flinders and to be enshrined in the Church. Celebrations continued for the rest of the day, culminating in a fireworks display in the late evening. It was such a fabulous event, live streamed via YouTube. It was an event that only the English could do so well.



*Flinders passage to the Altar. Coffin draped in combined English and / Australian Flag*



*Captain Matthew Flinders RN*



*Captain Peter Martin FNI FAIN afoot Flinders tomb*



# WA Sea Scouts – Annual Master Mariner Competition

## Captain Peter Bartlett & Barbara de la Hunty – Scouts WA Branch Leader

I was thrilled to be able to participate in the annual Sea Scout Master Mariners Competition again this year. Together with seven other Master Mariner colleagues, we arrived at the Pelican Point Scout Centre at 0800 on a beautiful September morning to prepare ourselves for the pending competition.

Based on the years listed on the Prize Shields, we believe that 2024 is the 65<sup>th</sup> year that Scouts WA and The Company of Master Mariners have run a Master Mariners Competition. (This omits the COVID year of 2021 when the event did not run.)

This year we resumed running our combined Master Mariners Training Camp which will be open to Scouts from all Groups – under the new Youth Program this will be opened to Scouts from all Groups, not just Sea Scouts, so numbers will grow. This will also help to rebuild the confidence of our Sea Scout Youth Members, which was strongly impacted by the years of restricted activities due to the COVID-19 pandemic. There is no lack of competence in the Leaders who are providing the training to our Crews, but a loss of confidence and experience among our Youth Members is still evident. We believe that by returning to our previous program of running a combined Training Camp for Youth Members from smaller Groups, it will lift their spirits and confidence as they discover how much fun it is to engage in activities together, and will remove their reservations about what to expect from competing against each other.

Current records indicate that 2024 will mark the 65<sup>th</sup> year in which the Scouts WA Master Mariners Competition has been run. Further research will be needed to confirm this, but if it is correct, then we will have good cause to celebrate this milestone achievement next year.



Photos courtesy Capt. Peter Bartlett

As in every past year, the enthusiasm to participate and the competence & knowledge of the Scouts in the various competition sections is very rewarding to experience. It speaks not only to their individual learning talents, but to the skill and dedication of their leaders.

I look forward to the 2025 competition and again experiencing the very special relationship that has been forged between young Scouts with a keen interest in all things maritime and their whole lives in front of them, and the 'Ancient Mariners' keen to pass on their knowledge and experience to admittedly very willing candidates.

## Branch Membership August 2024

BRANCH	Ex-Officio	Life	Honorary	Retired	Ordinary	Associate	Applicant	Current Total
Melbourne	0	2	3	29	51	9	0	94
Queensland	1	1	2	17	16	3	0	40
Former SA	0	3	0	4	3	2	1	13
Sydney	0	2	1	23	19	3	0	48
WA	1	2	4	20	63	16	2	108
Total	2	10	10	93	152	33	3	303

### MELBOURNE BRANCH

#### DECEASED MEMBERS

Captain Peter Varani  
Captain John Turnbull

#### NEW MEMBERS

Captain Samuel Coote

### WEST AUSTRALIA BRANCH

#### NEW MEMBERS

Captain Rob Hildebrand  
Mr Paul MacGillivray  
Captain Joe Savia Fernandes

#### APPLICANTS

Captain Jasil Mallyackal  
Mr Ravi Saransh

### SYDNEY BRANCH

#### DECEASED MEMBERS

Captain Edward Wilson  
Captain Peter Wallington-Beddoe

#### NEW MEMBERS

Captain Hemant Chopra  
Mr Robert Wilson  
Captain Michael Squires

### QUEENSLAND BRANCH

No changes

### FORMER SA BRANCH

#### DECEASED MEMBERS

Captain Iain Fraser  
Captain Eddie Carr

#### APPLICANTS

Captain Gagan Sandhu





# THE MASTER MARINER

## Maritime Day 2024

**Maritime Day is back!  
Come down to Fremantle  
Passenger Terminal and  
enjoy more than 90 displays!**

- ✦ Board a tug or emergency response vessel
- ✦ Free harbour boat rides
- ✦ Border Force display
- ✦ Royal Australian Navy interactive displays
- ✦ Kids! Dress up as a mermaid, pirate or fish and join our dress-up parade
- ✦ Free entertainment - music, mermaids, train rides, face painting, art
- ✦ Visit the WA Maritime Museum (by donation)
- ✦ Historic and modern photography display
- ✦ Shuttle bus from E Shed Markets on the half hour

Celebrate the maritime industry in our working port. Learn about exciting careers and maritime education opportunities



**Fremantle Passenger Terminal  
Saturday 2 November  
10am - 4pm**

**Enjoy an action-packed day  
with friends and family!**

**FREE ENTRY**

