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THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA

www.mastermariners.org.au

The Congress Edition

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- Communication – the Chinese issue
- Who wants to be a Master Mariner?
- The lastest maritime research

From the Federal Master

Andrea Thomas

Australian-registered ship *Portland* at its namesake port in Victoria.

I would like to thank all those who helped to make the Master Mariners Congress 2015 a success. My appreciation also goes out to our sponsors and exhibitors, who made the conference memorable.

Thank you to our keynote speaker Mr Gary Prosser and all the other contributions which evoked discussion amongst the delegates in Launceston.

Numerous groups have been calling for reform of the coastal shipping regulations to enable shipping to contribute to the domestic transport task. At the congress Capt John Kavanagh elaborated in his paper about the confusing messages given to our government.

Shipping is 20 times more efficient than road and four times more efficient than rail, on a tonne per kilometre basis. One would expect the government to review the current logistics arrangements and use shipping in the chain of supply.

In addition, they could count on support from the environmental lobby as greenhouse gas emissions would be substantially reduced by moving cargo by the most effective means.

Once coastal shipping is established, we can ask that companies contribute to the training of young Australian seafarers in order for them to gain sea service time.

If we are to allow international shippers to carry domestic cargo, there need to be provisions that any profit kept is taxed in Australia, which would thereby encourage more Australian ship owners.

There should be a training obligation as I mentioned above to encourage young entrants into the industry, and minimum numbers of certificated officers who are Australian citizens should be maintained on board ships engaged in Australian coastal trade.

It has been summed up quite well that after 30 years of committees, reviews, inquiries and legislation into coastal shipping, nothing effective has been achieved to stem the steady decline of the Australian coastal shipping industry. ■

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Federal Books and Membership Balanced

Hard at work during the CMMA AGM in Launceston are (from left) Captains Kasper Kuiper, Ted van Bronswijk, Frank Kaleveld, Ian French, Allan Gray, Reza Vind and Bob Westley.

The 2015 Federal AGM was held in Launceston immediately after the 3rd Biennial Congress on 16th April.

As this was the first AGM not being held in a branch location, there was subsequently no branch observers present.

We welcomed the new members of the board, Capt Ian French from the Melbourne Branch and Capt Paul Phillips from the SA Branch. Unfortunately Capt Phillips could not attend the meeting and Capt Westley attended on behalf of the SA Branch. Capt Iain Steverson from Newcastle was also unable to attend.

The meeting was conducted in a positive manner, buoyed by the success of the congress, a balanced budget and the maintenance of a membership roll of nearly 500.

The success of the congress was welcomed by the Court, who appreciated the tireless effort by Capt Gray as Convenor and Chairman of the Congress.

Capt Gray summarised the congress as having achieved two major outcomes; the future cooperation with the AMC in the logistical research of Australian transport by road, rail and sea and the undertaking of AMSA to achieve better flexibility in the training requirements for officers and engineers to suit the 21st century, as well as consideration in the creation of training berths for cadets.

The Court also expressed its thanks to Captain van Alebeek, who stood down after a service of eight years as Federal Registrar.

The new office bearers for 2015/2016 are:

BRANCH MASTERS:	
Brisbane	Capt Kasper Kuiper
Newcastle	Capt Iain Steverson
Sydney	Capt Ted van Bronswijk
Melbourne	Capt Ian French
SA	Capt Paul Phillips
WA	Capt Reza Vind
Federal Master	Capt Ted van Bronswijk
Federal Secretary	Capt Frank Kaleveld
Hon Federal Treasurer	Capt Francis Castellino
Hon Federal Registrar	Capt Dick Whittington
Hon Webmaster	Capt Mike Tyler
Editor	Ms Joanna Carson
Marketing Officer	Capt Allan Gray
Committee Member	Capt David Heppingstone

The minutes of the meeting will be published on the 'members only' section of the website www.mastermariners.org.au ■

By Federal Secretary Capt Frank Kalaveld

Outstanding Achievement Award Goes to Model Candidate

Photos supplied.

Port Ash's manned models are an invaluable tool for improving ship handling skills.

A love of building and sailing model boats turned into a new career – and now an outstanding achievement award - for a former Newcastle pilot.

Capt Cliff Beazley MNI is the recipient of the 2014 Company of Master Mariners of Australia Outstanding Achievement Award for his work at Port Ash, Australia's only manned model training facility.

During his 27 years working for the Newcastle Pilotage Service, Capt Beazley found it relaxing to build and sail small-scale model boats in local ponds.

Eventually this hobby came together with several memorable experiences Capt Beazley had had during his career. These were being thrust into a 'you are an instant ship handler' situation on assuming a first command, and subsequent ship pilotage learning skills.

He recognised a lack of practical 'hands on' training for ship handling in Australia, and realised the answer was literally in his hands.

In the 1990s, taking a great step of faith, he and partners Ian Powell and Capt Andrew Beazley financed and guaranteed the construction of a large two-hectare model port 35 miles north of Newcastle. That faith proved justified with that rough bush site now home to the Australian Ship Handling Centre.

The facility, which was formally opened in 2001, required considerable excavation of the large purpose-built facility, which now forms the world class Port Ash Manned Ship Model Simulator. Its instructors have been sourced from experienced pilots from various Australian ports.

Such facilities already existed in the northern hemisphere, and there was some local scepticism that it was viable to build one in Australia. However unlike its northern counterparts, Port Ash has the positive advantage of year-round fine-weather operational availability.

With hard work Capt Beazley steadily grew the operation, and as its professional excellence became more widely known, the facility has flourished and its reputation has now extended world-wide.

The facility is specifically designed to improve and/or teach correct, realistically simulated, practical ship handling under all conditions which may be experienced by serving and future ship and tug Masters, pilots and Navy personnel. As such it is a national asset.

Clients come from most Australian and New Zealand ports and from as far afield as West Coast and Gulf ports of the United States to practice their skills in two-person scale models of typical ship types and sizes. The scale vessels provide a very accurate simulation of what would happen on a full-sized vessel.

The Royal Australian Navy is now a major client, with navigation officers required to attend appropriate courses prior to attaining promotion. The Navy has financed a model of their latest new Canberra class azimuthing pod vessels.

Major shipping companies such as Teekay, Swires, Chevron Texaco, Stolt and Shell have also been clients.

Capt Beazley commenced his seagoing career with Blue Funnel Line as a midshipman and officer, moving on to MacAndrews before immigrating to Australia. He joined the Howard Smith Industries fleet, completing his final three years of service with that company in command.

Then followed 27 years as a pilot with the Newcastle Pilot Service – his last eight years as a check and senior pilot.

Captain Beazley, following an outstanding maritime career, took a bold personal and financial risk to establish, design and own a facility that has now helped numerous seafarers, both Merchant and Naval in improving their skills.

His facility has in some small and quiet way also assisted the local economy. ■

Captain Cliff Beazley looks over his model business.

Master Mariner's Congress a Good Learning Curve

Congress delegates outside the University of Tasmania's Australian Maritime College. AMC alumni were heard to bemoan the current lack of AMC branding!

To call the third biennial Company of Master Mariners of Australia congress an education is putting it perfectly.

Based as it was at the impressive Australian Maritime College in Launceston, Tasmania, it was always going to have a program focused on progress, education and forward thinking. AMC, which generously provided the venue and helped co-ordinate an extremely smoothly-run and enjoyable event, also gave us much food for thought with a mix of papers from research students and professors, which will be covered in the following pages.

Whilst numbers were a little down on previous years, the wide mix of delegates was good to see, and helped ensure that when the floor was challenged to come up with new ideas and solutions, the 'group think' that can occur in a room of people in the same job didn't happen.

That is the great benefit of a congress such as this. While master mariners have a strong appreciation of each other's experience, they are fronting the challenges of this industry from different perspectives, and they are perspectives which all need to be considered. The variety of papers, and the ideas they triggered were an indication that it is a forum that is much needed as we all face a future of rapid changes.

After welcomes from Congress Convenor Capt Allan Gray and AMC Head Professor Neil Bose, the program kicked off with a keynote speech from AMSA deputy CEO Gary Prosser, who is fairly freshly back in Australia after a stint as IALA Secretary-General, based in France. Mr Prosser is a former Australian-based seafarer and AMC lecturer and is now in his second stint as an AMSA staffer.

Mr Prosser described international shipping as part of Australia's lifeblood.

With a core business of risk management and mitigation, the authority needed to understand those risks and know when, where and how to moderate or strengthen its controls with a high degree of confidence.

"We now have a far greater emphasis on risk management than ever before, which has lowered the inherent risk posed by ships operating in Australian waters," he said.

In 2014, there were 26,937 foreign ship arrivals at Australian ports – a growth of 5 percent. However the total deadweight carried rose by 11.3 percent over the year, indicating changes in carrying capacity.

Bulk carrier visits rose by 11 percent, container ship visits remained the same and tanker arrivals declined.

Ships also got younger and are now on average 8.3 years old instead of 10.3 years.

This statistic was seen as a positive outcome of the Port State Control program.

Mr Prosser said these statistics, as well as intelligence from sources such as the Department of Industry's Resources and Energy Outlook, are used to develop an overall view of likely future cargo volumes.

Growth trends from ports are also considered and supplemented by consultant reports and industry consultation, he said.

While the waterways are becoming more crowded, modern technologies such as GIS help AMSA become more aware of the activities off the coast.

"Early communication and adept planning can help commercial shipping, exploration activity and other activities safely co-exist. This is known as Marine Spatial Planning (MSP), and AMSA plays a key role."

AMSA has increased its surveyor workforce in key growth areas and will continue to review its approach to improving the levels of ship and cargo safety.

He said AMSA would soon upgrade its risk profiling system, which is used to ensure the right ships were being inspected. Recent and future improvements to emergency response and oil spill recovery capability were also outlined.

The social side of a congress is also quite a drawcard, and Launceston certainly did not disappoint, with delegates wined and dined in fine style throughout and given plenty of opportunities to network. The highlight was a superb meal in the first-class venue of Josef Chromy vineyard, where a number of wives and partners joined us for a lovely evening of southern hospitality.

No congress can be held without some hard work and sponsorship support. In particular, thanks must go to immediate past Federal President and Congress Convenor Capt Allan Gray, Congress Coordinator Capt John Lloyd and the team from AMC, and Renee Brown and her team from organisers Leishman Associates. All combined to give us a most interesting and enjoyable experience.

Keynote speaker Gary Prosser, deputy director of AMSA, updates the delegates on AMSA initiatives.

Thanks must also be extended to the sponsors, Terex Port Solutions, Smit Lamnalco (until recently PB Towage), Australian Maritime Systems, OMC International, AMC Search, TasPorts, the International Harbour Masters Association and not least the University of Tasmania.

The Federal Court looks forward to welcoming you to the 2017 congress in due course, and potential locations are already being tabled. ■

Are We Hung Up on the Flag?

Maritime lawyer Capt John Kavanagh at the congress

A fixation on the Australian flag could be holding Australian coastal shipping back, says a maritime lawyer.

CMMA member and former seafarer Capt John Kavanagh challenged MM15 to question why the Australian flag meant so much and how it was helping – or hindering - the industry.

"We really have a fixation on flag. We're blinkered on examining flag rather than looking at developing a vibrant coastal shipping industry.

"We're spending far too much time arguing about who the enemy is. Is it a shrinking fleet, international shippers, shipping licenses? We have to understand what the problem is."

Capt Kavanagh said Australia had relied on Great Britain for its maritime transport needs for most of its history, with the Australian flag having only existed since 1982.

"There's not 200 years of tradition here. We imported our skills. That's just the fact of where the skills came from.

"Just because we're an island doesn't mean we should have a coastal shipping industry with ships running around the coast. In fact we don't, apart from a few places, we don't."

He said the way to solve the problems in coastal shipping, on which every industry interest has a different viewpoint, was to dramatically simplify the problem.

"We need to look at it as a transport mode – how are we going to win that and keep it? We have to set up something that works, that is sustainable and is an end-to-end transport solution."

Capt Kavanagh said the industry had a responsibility to consider make shipping an opportunity, not a problem that needed to be fixed.

"Let's leave the old ideology behind, stop focusing on the colour of the flag on the back of the ship and look at what we need to do to develop coastal shipping."

He said the Australian (general) register was down to about 18 ships, and if the LNG ships were lost it would be in terminal decline. The international register had no ships on it at all.

He called the Coastal Trading Act 2012, which is currently under review, a regulatory monkey which did not provide a healthy regulatory structure that would encourage investment.

Although everyone would have their own opinion on whether former federal transport minister Anthony Albanese had solved any problems with his review of the legislation, at least he had cared enough to take it on.

"Did he revitalize Australian coastal shipping? Clearly not, but at least he tried, and we need more of that.

"Since this last review there has been a lot of submissions and a lot of people interested. But there's still no bill, still no legislation.

While that did not mean the present Minister for Transport (Warren Truss) was doing nothing, Capt Kavanagh couldn't see the three options being considered (getting rid of the act, dis-applying the fair work and customs acts and reviewing the existing act) making for a better industry or attracting more investment.

"We want certainty in a coastal shipping industry that has never been certain. It changes with the election cycle – who would put their money in that?

"We've got to the point where we should re-think it."

He said the Australian cargo shipping task was decreasing three percent year on year, while the international shipping task was increasing seven percent a year.

"There's a shipping task to be done but it's not healthy.

"There are flip-flops between trying to save the flag or getting rid of it altogether and going for the cheapest shipping option. There's no real thought as to what is best for a healthy (coastal shipping) industry, and that is probably where we should be."

Capt Kavanagh said the crux of the issue was that the industry needed people to go to sea and needed to find a way for them to do it.

Australia needed to become a shipping nation as well as a road and rail nation.

"Taking a step back we love shipping as an industry, but what can be done better by shipping than by road and rail? That is where we need to start."

"Outrageously, millions were tipped into road and rail. The trucking industry in Western Australia was destroying shipping by out-competing them on price."

"Coastal shipping never enjoyed the notion of 'building for an island nation'. Why is that?

"It's an efficient, clean, great option. It's a huge good news story, but I don't know who's telling it. We're too focused on what flag it (the ship) has."

Capt Kavanagh's comments drew a number of ideas from the floor.

Capt Allan Gray said he hated the concept of competition when it meant transport modes were competing against each other and actually becoming inefficient through multiplying the infrastructure investment.

"Instead of competing against road and rail we should look at the whole chain and decide where shipping is best used and where road and rail is best used.

"It's an issue of supply chain and not coastal shipping."

He said there was a need for Australian ships.

"We have 600-800 registered young Australians wanting to go to sea but who can't get berths. They can get on international ships but then there are tax and union issues which are hard to remove."

Another idea from the floor was ships owned by crews, which happens in trucking and can solve labour problems.

It was even suggested that removing the term coastal shipping and referring to 'smaller ships' instead would help clarify the issue.

Capt Kavanagh challenged CMMA to get better at having our say.

"If we don't take the time to tell the government what we think would work, we will continue to get what we've got.

"The Government has heard a lot from some parties but not a lot from us, and when we do (comment) it is disjointed. We are not a big group but we could be a more coordinated group.

"It's about changing the conversation, walking away from all the talk about flags.

"People in government don't know anything about shipping. They need a group to say, when they first walk into their portfolio, 'this is what shipping can do for your state'.

"Those are the conversations we need to be having; they are just not being had." ■

By Joanna Carson

Why Chinese Seafarers' English is All at Sea

Chinese seafarers have English language problems.

While this is not news to mariners, AMC researcher and maritime English lecturer Lidong Fan has thrown some light on why this is the case, and what can be done about it.

Speaking at MM15, Mr Fan outlined the work carried out by a research team from AMC, which pinpointed some of the issues facing Chinese seafarers.

He said ineffective communication leads to problems, embarrassment and even serious consequences, with communication issues being a factor in one third of maritime accidents.

With the traditional seafarer nations shifting from Western Europe, Japan and North America to the Far East, the Indian sub-continent and Eastern Europe, crews were also becoming more and more multi-cultural.

The resulting problems had led to the Manila Amendments 2010 placing greater stress on communicative competence than in previous amendments.

"That sends a strong signal that communication has become a very important issue," he said.

Mr Fan said unlike most countries, China encourages seafarers to work on international vessels, rather than domestically. In its attempts to gain a greater share of this labour market, efforts were being made to improve the competence of its seafarers, but the results had been less optimal than expected.

The situation affected the seafarers themselves, not just those who they came in contact with when at sea, he said.

"There is an 800 percent increase in the Chinese seafarer labour market. There is more supply than demand in China now. If they can't find a job, it will discourage them continuing with seafaring education and training.

"The gap between the Chinese current status and expectations of the industry is very big and increasing.

"So why can Chinese seafarers not speak very good English?"

One of the reasons was an emphasis on language knowledge rather than language performance.

He said maritime English lecturers normally followed traditional teaching methods and did not emphasise strategies methods.

Students wanted to pass exams and get certificates, rather than focus on outcomes. They tended to focus on achieving high skill levels by memory and were not being trained in an ideal environment, which would be a mock working environment on board.

Another major hurdle for Chinese seafarers was cross-cultural awareness, and training in this area was insufficient.

"There's no text book on this. The government and the system (the maritime English curriculum) hasn't touched on this area," Mr Fan said.

He said Chinese seafarers needed to receive training on social linguistic aspects of communications.

His team found that the requirements for communicative competence for seafarers in STCW 2010 presented a great challenge to Chinese seafarers, leaving little attention to other underlying aspects of communicative competency such as psychological competence.

Most Chinese seafarers found it difficult to communicate in English with the port state control officer and with multi-national crew on board. Different English accents also presented a problem.

Because they could not speak fluent English they found it difficult to understand VHF radio messages.

Between 80 and 90 percent of them regarded language barriers as the main contributing factor to ineffective communication, mainly due to poor listening and speaking ability.

Most class time during their training was in the form of lectures, which focused on explaining vocabulary and grammar, leaving little time for individual and group interactions. Exams were largely in written form with multiple-choice answers.

A shortage of qualified maritime English teachers was also a dominant contributory factor.

There is no requirement or evaluation on writing skills in any maritime English exam, and much effort is spent in addressing a 'perfect' sentence when communicating, which results in hesitant and faltering use of the language.

"They care too much about the grammar to communicate effectively," Mr Fan said.

While there was a noticeable drop in the enrolment of students in maritime universities and colleges in recent years, the total number of Chinese seafarers had increased dramatically in recent decades, because many were going through one of the many maritime training centres to be set up.

The upshot was that half of Chinese students were not receiving the higher education qualifications received at university, and they were therefore less proficient in maritime English.

The findings had resulted in several recommendations for Maritime Education and Training (MET) in China.

More emphasis should be placed on developing listening and speaking skills, and on communication training with the awareness of the work environment onboard.

Meanwhile other underlying aspects of communicative competence should be incorporated into maritime English curriculum, such as psychological, strategic and pragmatic competencies.

The traditional 'knowledge-based' assessment should be supplemented by 'performance-based' assessment, and cross-cultural awareness should be developed as part of the language learning and teaching process.

Finally the team recommends that innovation in maritime English teaching and learning should be encouraged and promoted. ■

Maritime English lecturer Lidong Fan

Call for Simulated Sea Time

AMC professor Capt John Lloyd.

The pace of change is now so quick in the maritime industry that students must change the way they learn – and lecturers the way they teach them, according to an AMC professor.

Capt John Lloyd told the MM15 congress that passive learning was no longer good enough and that students must be inquisitive and motivated to learn.

It was no longer enough to stand at the front of a lecture theatre and talk at them.

Traditional ideas of what constitutes competency must also be challenged, Capt Lloyd said, as he put a case for more emphasis on simulation time.

"We must be careful we don't look at maritime skills in isolation. There are hundreds of ideas of what constitutes competency, and students have a range of personal attributes."

He said while the curriculum has changed to incorporate new thinking such as bridge resource management, these will challenge students differently.

"We know that certain cultures will find the idea of challenging authority very confronting."

As a lecturer, he was getting feedback that the mentoring received on board during sea time was often falling short of expectations.

"Cracking good mariners don't always make cracking good trainers. We need to look at that amongst sea staff as well as amongst staff at colleges."

He said the value of sea time was not always equal, because a trip from Long Beach to Melbourne resulted in the same tick as multiple trips through the English Channel.

"As a cadet you will not get exposed to many things other than in a very surreal environment. At the end of the day if they (cadets) haven't got their hands on the wheel, they don't get the learning they require."

Capt Lloyd is a supporter of pre-planned simulator ship exercises and would like to see simulator time account for some sea time.

"I would argue that much more is required. There are a number of benefits that will occur and I have no doubt it will result in better qualified students."

This would help alleviate the current pinch-point on berth availability and bring Australia closer to the rest of the world, he said.

Simulator sessions were an ideal environment in which students could become experienced in operating traffic separation schemes, passage planning, execution and monitoring, teamwork and standard procedures, and role play as master.

While simulator time was expensive, it could still be cost-effective by shortening the training pipeline and counting for some sea service – for example a three month remission for two weeks' training.

This would result in better qualified seafarers, bring Australia closer to the rest of the world for STCW compliant sea service, reduce demand for sea berths by 15 percent and develop best-practice skills for the next generation of watchkeepers – particularly in respect to new technologies such as ECDIS. ■

Navigation Teamwork Closely Studied

Many people directly or indirectly impact on the navigation of a ship, and the way they do this is being studied in depth by a team of academics from AMC's National Centre for Ports and Shipping.

AMC researcher Joakim Trygg Mansson briefed the MM15 congress on the research project, which is in its early days and still looking for volunteer subjects.

It is already well appreciated that the distributed team which carries out the ship navigation task has a very complex structure.

The reasons behind this include the team being in different geographic locations (ie a VTS centre, on a tug and on the bridge), coming from different cultures and language levels and having different sub-goals to achieve beyond the safe navigation of the ship.

These sub goals might include a pilot needing to meet an operational window, a master experiencing commercial pressures and a VTS operator attempting to manage their own workload.

New technology entering the environment, such as ECDIS and PPUs, can further impact the team's effectiveness, particularly when these tools are specific to certain team members, (such as a pilot's PPU) and may not be understood by others.

Their introduction also creates a situation when team members are basing decisions on different information.

Mr Trygg Mansson said studies in other industries have shown that teams made up of members with highly similar mental models perform better than those who don't, although too much overlap can also be inefficient and undesirable.

Information of this type is lacking in the maritime sector, and with such a safety-critical task to carry out, it is essential to know exactly how a navigational team operates in order to address issues such as communication and trust, and to influence new practices and products.

"Having an understanding of how the team members interact with each other is very important before new systems, practices or technology are even designed," he said.

Mr Trygg Mansson is calling for active masters/officers with experience in interacting with pilots and VTS in Australia to become involved with the study.

"The aim is to get the seafarer's view on these interactions. Anyone with an interest is welcome to contact me via email for initial discussions. Interviews will then be arranged at AMC in Launceston, or at other locations, for those who would like to participate."

To be involved in this vital research, email Joakim.TryggMannson@utas.edu.au. ■

Joakim Trygg Mansson, one of four scholars from AMC's National Centre for Ports and Shipping who hope to better understand the teamwork dynamic as applies to ship navigation.

No Safe Port in a Storm

Ports are not the safe haven we believe them to be, according to long-term seafarer and PHD student Capt Vic Justice.

Speaking at MMC15, Capt Justice pointed to a 2002 study which found that a ship was more likely to suffer a navigational incident in the confined space and busy waters close to a port than on the open sea.

This was backed up by statistics from Japan and the busy waterways around Hong Kong, where port and confined waterway accidents were high.

A global study of incidents in the late 1900s, released by the UK Major Hazard Incident Data Service, broke the figures down even further, showing 19 percent of accidents occurred approaching or leaving port, 28 percent whilst manoeuvring in port waters, 5 percent loading and unloading and 6 percent during ship maintenance in port.

A review of ATSB ship accident reports between 2005 and 2010 showed that some 50 percent of reportable Australian accidents occurred while ships were navigating in port or within port approaches, Capt Justice said.

While the use of pilots armed with local knowledge was an old risk mitigation method, some of these accidents were happening before the pilot boards, which suggested that more should and could be done to improve the safety statistics.

"The *APL Sydney* comes to mind. Incidents like that show that safety can be further increased."

However the use of a pilot hasn't always been the answer.

"There's more to pilotage than just being a competent ship handler. Any newly received advice must be quickly forwarded. Risk mitigation cannot be totally effective under all circumstances."

These days ports were expected to carry out risk assessments, but Capt Justice believed it very likely that few port managers had received formal risk training.

"Australian legislative and societal expectations are that port managers will manage risk. The reality is often there is more pressure on pilots. A good pilot will develop wide situational awareness and be the first to react to a developing situation.

"We must ask whether pilots are adequately trained for delivering their duties."

Capt Justice said the environment pilots were operating in was getting tougher, with bigger ships, reduced underkeel clearance and more electronic technical aids.

Even societal pressures to constrain dredging and global change were impacting on a pilot's working environment.

There were modern aids for pilots, including simulation, but Capt Justice warned that the use of these also has its risks.

"There is a saying, don't send your novice pilots off to do a crash course."

"For better or worse, pilotage has gained real-time accountability and transparency, but as yet little research has been conducted on pilotage."

Capt Justice believed this area is minimally understood as a component of the holistic port risk management process. He noted the International Maritime Organisation and International Standard for Maritime Pilot Organisations (ISPO) had published a suggested framework for pilotage standards, whilst the International Maritime Pilots Assocation had published a text called 'On Pilotage'.

"Both of these documents suggest from differing perspectives what might be done to improve ship navigational safety at our ports. I leave you to think on how to achieve this risk management aim." ■

Capt Vic Justice, former pilot, harbor master and port CEO and current PHD student at the University of Tasmania.

Maritime Education Must Modernise


Image: Australian Maritime College

Educators are the best people to produce competent modern seafarers but they must use modern teaching methods to do it, according to AMC professor Barrie Lewarn.

Prof Lewarn was talking to MM15 on the past, present and future of maritime education.

He said many in the room were beneficiaries of an education process that started in the 1970s.

Until then, maritime education and training (MET) was based on helping students pass exams set independently by national or state marine administrations.

In the 1970s, sea service remissions started to be given on successful completion of approved courses, and in the 1980s, with the advent of AMC, maritime training was incorporated into the national higher education system.


Dr Barrie Lewarn, AMC professor and AMC Search consultant

Led by AMC, MET providers had also established their own international organisation, GlobalMET, of which 90 providers from 31 countries belong. AMC was also a founding member of the International Association of Maritime Universities (IAMU), to which 57 institutions around the world belong.

While the 1970s process still forms the basis of training today, Prof Lewarn spoke of some significant impacts on the way MET operated, including the IMO's Standards of Training, Certification and Watchkeeping for Seafarers (STCW), changing education paradigms and the impacts of technology aboard ship and for learning and teaching.

He said the STCW, which was last revised 20 years ago, had both good and bad implications. On one hand it provided a minimum international standard for training and listed all fundamental competencies. On the other, as a document developed to meet the needs of all nations, it was a series of compromises and concessions which provided little if any room for innovation.

Prof Lewarn said the problem was that shipboard practices and technology were moving far faster than the process of updating STCW, with some competencies now obsolete, inappropriate or inadequate to deal with modern technology and practices.

"It's not conducive of innovation. If it was designed by one or two people it would have been a lot different," he said.

"We don't have an option, we must use it. My personal view is it's beginning to be a drag around our neck and stopping us going forward.

"That is not a dig at AMSA, who are very supportive of some of the changes that are now going on."

Prof Lewarn said new AMSA Marine Orders 70-73, which gives force to Australian's STCW obligations, may well provide the catalyst for MET in Australia to be more innovative in its learning and teaching processes.

As well, with GlobalMET and IAMU having been granted consultative status with IMO, the education sector now has a voice within IMO for the first time.

However, due to the restrictive nature of the compliance structure, maritime education was still conservative.

"Look at the certificate of compliance structure today – it's still based on things from the late 1800s. The roles of people on ships today have changed, and are those roles constricted by the structure of the certificate of compliance?

"Is there a link to keeping people at sea by giving them a better training process? Yes, but in a sense that would also be an issue for employers. If you want to keep people in a job, you have to provide opportunities and support."

It should also be recognised that both the teaching profession and maritime industry were in broad terms slow and resistant to change, he said.

"A lot of teaching staff basically like to stand up in front of groups of students and deliver. That's a way, but not necessarily the best way."

He said it was important to recognise the best people for the role of assessing maritime students, as good assessment was the key to good competency. Because people don't all learn the same way, that person was the educator in front of them.

"As an educator it's very handy if the IMO and industry can define what it is they want and let us assess it, so we avoid over prescription.

"Teaching and assessment is the job of the educator, and to have some of those things imposed on you is nonsensical."

Prof Lewarn said the future of maritime education was full of exciting new techniques and initiatives, for example MOOC (massive open online courses) and online applications that have worked well in the medical profession.

He said maritime colleges were also taking simulation to a new level in assessing competent seafarers.

Prof Lewarn was asked how it might be possible to produce mariners who were ahead of the game, particularly if there is a lag in the industry, and employers who just wanted to train to STCW standards which were falling behind.

He said it was no longer just about sending people to college but about allowing them to learn at their own pace. In particular, being at sea was an ideal time for students to continue their education, but connectivity on board ship was still a major issue.

Prof John Lloyd added that a broad spectrum approach was needed to create a generation of self-inquisitive seafarers, and the conservative nature of the industry needed to be countered.

"In the UK, for example, there are competitions aimed even at school leavers, and they come up with all sorts of interesting and new ideas.

"It would be good to see that sort of thing happen here," he said. ■

Understanding Why We Go to Sea

Most young Australians who go to sea are still doing so because of the lifestyle it offers, an AMC study has found. However financial reward comes a close second.

Understanding the incentives of a seafaring career in Australia was the basis for the study, which was undertaken in response to a global shortage of ship officers.

Researcher Livingstone Caesar presented the results of the web-based survey, which focuses on Australian seafarers, at MMC15. It is part of a wider Australian and global study, the aim of which is to find out why fewer young people are entering the industry despite a desperate need for ship officers.

Around 300 Australian seafarers were surveyed and asked to rank their main motivations for choosing a seafaring career.

Closely following lifestyle was the prospect of earning a good salary/wages, travel opportunities, career prospects and advancement, and the prestige of becoming a ship's master.

Other factors which had an influence were (in order) growing up in a coastal town, influence from friends and family, influence from parents and other reasons. Bottom of the list, but statistically not far behind, was family tradition.

Mr Caesar said the current shortage of ship officers was projected to worsen as the global economy picks up from the 2009 recession, with an expected shortage of at least 13,000 ship officers.

Because of the low recruitment rates, the workforce is now ageing, and the problem will soon be exacerbated as a large number of officers begin to retire.

AMC's study was part of a wider initiative to better understand today's seafarer, something Australia's shipping industry needed to do if it wanted to ensure a steady supply of ship officers in the future.

"If we are not an industry of choice then younger people are likely to move into other industries."

Mr Caesar said there was a general difficulty these days in attracting young people from traditional maritime nations into a seafaring career. This was in part caused by a negative image of the shipping industry because of factors such as piracy and poor HR practices.

But the problem doesn't end there.

"From the time somebody enters into an industry there are a number of points when they are likely to leave. We call it the 'breaking of the psychological contract'.

"It happens because their expectations are not being met," he said.

In Australia the highest motivators for seafarers to continue their maritime career tended to be economic, with factors such as the amount of shore leave reducing in importance.

He said Generation X was more committed to an organisation and a job than Generation Y, which was more interested in what the job offered their career ambitions.

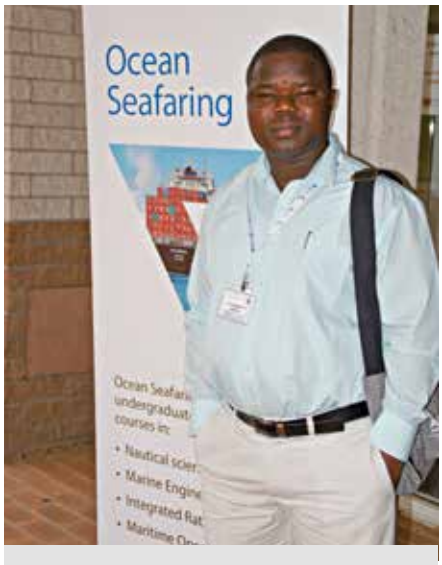
Generation Y needed to see a clear career path and be given good reasons why not to break the psychological contract.

He also said the industry had failed to attract women into its ranks, with just two of the surveyed seafarers being female.

"We have not exploited this to our advantage."

Mr Ceasar said the research will help employers manage the expectations of career seafarers and keep them in the industry. Personal issues were a major reason why seafarers left the industry and employers didn't have a good understanding of these issues and therefore were not managing them very well.

However the views of employers were important and would also be included in the study. ■



How to make a seagoing career attractive is the thesis subject of researcher Livingstone Caesar from AMC.

Risk Assessment Benefits Go Beyond Safety

A recent 'worst credible' event at Fremantle port, in which three vessels and a rail bridge were damaged and a bollard severed during extremely bad weather. Risk management and assessment is one focus of the ATSB investigation.

Risk assessments don't just make ports safer, they make them more efficient, according to a leading marine risk expert.

John Riding, Managing Director of Marico Marine, told MM15 that ongoing use of risk management software resulted in the development of a port profile similar to a ship profile.

This helped create a picture of where the risk lay and where the money would best be spent.

Mr Riding, who undertook the world's first port movement operational risk assessment, described the benefits of the Hazman software developed by his company, and its introduction into the Port of Fremantle.

Mr Riding, while working for the UK Maritime and Coastguard Agency, was involved in developing the Formal Safety Assessment now used by IMO.

He set up Marico in the UK when the universal adoption of a port marine safety code (the UKPMSC) led to a demand for operational risk assessments, which are required under the code.

When New Zealand followed suit, Mr Riding moved to New Zealand to set up a second branch.

He said when he arrived in New Zealand, pilot training and certification was falling apart after ten years of privatisation.

The NZPMSC put the standards in place that were needed and today New Zealand had some very good pilots and very good standards.

While Australia has yet to introduce a similar code, it had been voluntarily adopted by several ports, including Fremantle.

Mr Riding said every now and again a court case came along which resulted in an interesting change to the way risk was considered.

He quoted the *Ocean Victory* case which reached the High Court this January in an attempt to establish whether Kashima Port in Japan, which the tanker was leaving when she was lost, was an unsafe port or not.

"For the first time a judge recognized the role of risk in a port environment, which made this a very important case.

"If you've got no risk assessment, you have no evidence. Evidence is the one thing that will get you out of court."

Mr Riding said his approach to risk assessment was a combination of salt and science, using the experience of the port's top mariners to identify and rank the risk, and complex scientific formulas to profile them.

"It is amazing how much change there is in a port over time. An assessment strategy is where the port is at that time. You also have to compare from the past. Where are you now?"

The company's Hazman tool helped the port identify potential occurances and then decide which occurrences were 'most likely' and which were 'worst credible'.

"Risk data is more effective if you sort it out into major and minor types. It makes you look at the risk assessment twice.

"You get a range of risks and when you look over them it gets quite interesting. Each port's risk profile starts to come out."

Information such as AIS data can be fed into the software to give an extremely detailed picture.

This picture became a nice neutral way to start talking to decision-makers in the organisation, be it health and safety, business, finance or even the board, he said.

"You end up showing the corporate risk, and can find out which part of the organisation will give the most expensive grief when it comes to that day when you have a ship on the rocks. That lets the organisation work out where best to spend its money.

"It also means you don't have a mariner sat in the corner trying to promote something – or being seen to do that."

But it is once incident management is fed into the risk assessment that it gave its most powerful results.

"The incident database is a very powerful record. It can produce a swept path within minutes of an incident.

"You can overlay risk info onto charts and really start to see where risk is in regards to port layout.

"When you start putting incident data out in reports it is surprising how much incident reporting increases and becomes more accurate," he said.

"it is a very, very good learning and training resource. Just as we have ships and ship types, it allows you to have port types."

Fremantle Ports harbor master Capt Allan Gray said his initial risk assessment tested historical knowledge as well as the existing parameters.

"Our risks were down simply as groundings or collisions. Within the port, this was not variable. Also we had no idea how we originally got our port parameters.

"We flow charted each leg of the port and used the tools to focus on what can and can't happen in this area."

The results chimed in well with the 'feeling in the water', he said.

By using the most likely/worst credible concept, and focusing on potential 'hazards' and 'causes,' it was possible to be more realistic about the likely impact of new infrastructure – a new marina in Fremantle's case.

As well as highlighting previously unrecognized risks, the process could be used to reduce mitigation measures which may have been put in place simply due to the fear of the unknown.

Capt Gray also said that as a mariner there was a difficulty in communicating with the board, and the software produced detailed data which helped greatly.

"Over time an organisation forgets the reason why they were doing things. This brings it back at the right level – at the board level. It shows what the port does and doesn't do well." ■

John Riding, Managing Director of Marico Marine.

Police Can Teach Mariners a Lesson

Mariners can learn much about reducing accidents from lessons learned in police operations, MM15 delegates were told.

Speaking on behalf of John Walker, from organizational behavior experts Walker Wilson Associates, was Federal Master Ted van Bronswijk.

Mr Walker, a former wireless officer and associate CMMA member, has consulted extensively with police in several countries, including the Royal Canadian Mounties.

His paper outlined a number of lessons learned from studying police operations and used to help reduce injuries and fatalities over the past decade.

Capt van Bronswijk then linked these lessons to parallel maritime disasters, in which the same mistakes appear to have been made.

Three practical mental conditioning methods are now reinforced in police operational safety training.

The first is the awareness and avoidance of the 'ten fatal errors,' which appear to have been in play during the *Spirit of Free Enterprise* accident.

The ten errors are complacency/apathy, getting caught in a bad position, not perceiving danger signals, relaxing too soon, false perceptions and assumptions, tombstone courage (the John Wayne Syndrome), fatigue and stress, not enough rest, poor attitude and ill-maintained equipment.

Relaxing too soon, false perceptions and assumptions and poor attitude appear to have been factors in the *Spirit of Free Enterprise* sinking.

Also found to be dangerous were personal 'myths and false belief' constructs. These include such assumptions as 'it's only routine,' 'it couldn't happen here,' 'I can handle it' or 'stress doesn't affect me'.

These constructs were likely in play during the grounding of the *HMS Nottingham* at Lord Howe Island in 2002, Capt van Bronswijk said.

The inquiry criticized the navigating officer's lax preparations and found he had a 'lack of understanding of risk.'

The likely false beliefs in this case were 'it couldn't happen to me,' 'I can handle it' and 'it's only routine.'

The 'awareness spectrum' is the third mental conditioning method employed by police.

This relates largely to concentration and situational awareness, and gives a colour for each mental state a person might be in.

These are white (situationally unaware, mind in neutral), yellow (alert, observant but relaxed, broad focus), orange (potential threat, increased alertness, focus narrowing), red (imminent high risk danger, very narrow focus on danger source) to black (overwhelmed by fight/flight stress, visually overwhelmed, loss of focus, inability to make a decision).

The sinking of the *Queen of the North* in British Columbia in 2006 was blamed on human error, with the rating under training at the wheel unable to follow urgent commands.

It is believed she went from stage white to stage black in a short space of time and became completely overwhelmed.

Understanding these methods can give mariners an immediate safety tool - if they ask themselves, when on the bridge approaching port, "what awareness spectrum am I in right now?" ■

Human factors expert John Walker

CMMA Federal Master Capt Ted van Bronswijk

Vital Pilotage Tool Not Without its Challenges

A senior pilot at Port of Santos using a PPU

Capt Rory Main

The best navigation tools still come with implementation challenges, a leading pilotage trainer told MM15.

Capt Rory Main, a pilotage simulator training expert, spoke of the implementation challenges brought about by the introduction of the portable pilotage unit, or PPU, which is now in widespread use.

Capt Main, who bought his first PPU in 2005, said it was necessary to ask how pilots could enhance their role within the bridge team, and ensure they were not working completely in isolation.

He defined a PPU as a system that ensures real-time information is available on the pilot's laptop to assist in onboard decision-making.

He also quoted Houston Pilots' Capt Julian Planton, who said 'the current state of PPU capacity (ie what the Houston Pilots use) is the greatest single advancement in pilot navigation safety since the advent of radar.'

"I doubt many pilots would disagree with that," Capt Main said.

But new tools introduced a new set of risks, as was evident after the grounding of the container vessel *Cap Blanche* in British Columbia in January 2014.

The vessel was under the conduct of a pilot and grounded because it failed to avoid a build-up of silt on a corner.

The pilot did not advise the bridge team of this silt and the bridge team had no other way of receiving notice, as the ship did not have internet connection.

The pilot was using a PPU, although it was plugged into the ships' pilot plug; the pilot deciding not to carry a more accurate WAAS-based DGPS antenna.

Capt Main said if pilots did not make use of the most accurate navigational equipment available to them, there was a risk they would not make decisions based on precise information.

"I would suggest they could also be seen as negligent," he said.

A major factor in this accident was the pilot's primary reliance on the projected vessel positions displayed by the PPUs course predictor function.

The predictor function was using inexact data due to the GPS smoothing interval which was occurring with the pilot plug feed. The pilot did not realise this, and the software put the vessel onto the silted up side of the channel.

Capt Main said if a navigator relied on a single piece of navigational equipment, there was a risk that potential errors or inaccuracies would go undetected.

If information that may affect the safe passage of the vessel was not communicated between bridge teams and pilots, there was a risk that unsafe situations and conditions may persist, and if pilots didn't make use of the most accurate navigational equipment available to them, there was a risk they would make decisions based on imprecise information.

However contributing factors can often be found further back in the events. It was found the pilot had not used his more accurate antenna because he had experienced past problems with it, and his pilotage authority did not have a method to track such issues.

Capt Main said the master/pilot exchange should be thorough and the pilot needed to be integrated into the bridge team. The officer of the watch needed to be encouraged to provide information directly to the pilot and the captain should be engaged in decisions.

The captain should be shown the PPU, and the safety items that were readily seen on the screen should be described to him.

PPUs were now extremely highly spec'd, with predictor functions and DUKC and meteorological overlays.

The future was for PPUs to incorporate bathymetric ENC data, which would give contour lines and spot soundings, and dynamic ENC, based on real time tide/water levels and which would display 'safe water'.

With all these new capabilities, it was important that pilots maintained their situational awareness, and more training was required for pilots to ensure they were aware of how to use the equipment properly.

Fremantle harbour master Capt Allan Gray observed that the ATSB was honing in on new technology and looking at whether it was being well introduced into the industry.

"Our industry is not being very good at introducing training for some of this. The ATSB may well be ahead of the industry here," he said. ■

Keeping Up to Speed with Technical Advances

Shoretension

A Shoretension mooring unit by Dutch company KRVE and in growing use in Australia.

A number of technical presentations kept MM15 delegates well abreast of the latest technology in navigational safety and efficiency.

They covered the range from port management software to PPUs, mooring devices, cargo handling machinery and even floating decks.

The congress' major sponsor was Terex Port Solutions, who were represented by local agents Tehmar Group.

The Tehmar stand was most popular, with its cargo moving models proving irresistible to delegates.

The models illustrated the latest in automatic cargo handling technology.

Tehmar Group Regional Director Asia Pacific, Klaus Roehrig, said automation was these days the only cost-effective solution for extreme efficiency.

The company had been a pioneer in the automation of port activities in the 90s and was still breaking new ground, be it loading and unloading, automated container transport or storage.

Ship-to-shore cranes, automated guided vehicles and automated stacking cranes allowed for a high degree of automation when used together.

The benefits were increased handling and terminal performance, a reduction of wage costs, optimized utilization of stacking space and cost reductions per move.

The impressive machines are supported by management software to ensure smooth interaction of all transport components.

The best way to get the most out of an automated system was to introduce it from the start, he said.

"It's important to streamline and integrate from the beginning, otherwise you just automate your chaos."

Mr Roehrig described the optimum setup for a fully automated system, from both efficiency and safety perspectives.

Klein Systems Group business development manager Charles Paterson described how his company's port management product KleinPort was used in the port environment.

KleinPort, which is operating in a number of Australian ports, was used to manage all the intricacies of a ship's visit, from registering its intention to call to its departure.

The system enables the port to plan all aspects of the visit in terms of berth and cargo availability, and resource allocation in terms of pilots, tugs, linesmen and other necessary services.

These activities were typically managed through a comprehensive Port Management Information System (PMIS).

When the vessel crossed the port boundaries, the software allowed other technologies to come into play, for example the VTS tracking system and PPUs.

The system was web-based, meaning it could be accessed and populated by agents and different port services, and could be accessed via mobile devices.

Mr Paterson said Klein Systems, which was now in the Saab group, saw its solution as taking the cargo from the 'fairway to the freeway'.

Information critical to the safe handling of a ship's cargo, such as the dangerous goods details, could be accessed when needed by any part of the business using the software.

It could also be used for invoicing and business analytics, he said.

A newer technology to be spotted in a growing number of Australian ports is the Shoretension mooring system designed by Dutch company KRVE (Royal Boatmen Association of Rotterdam) and the Port of Rotterdam.

The system helped reduce tension on a mooring line by taking it up and playing it out, and was used to reduce the chances of a mooring line parting – particularly in a port subject to sway and surge conditions.

While designed to solve a problem and not as a commercial proposition, and taking around two years to develop, the system was so successful that KRVE have marketed it with success around the world.

Australia and New Zealand had been quick to see value in the technology, with Port of Esperance, Port of Taranaki and Barrow Island, WA, already customers.

The Port of Fremantle had also recently placed a major order of 12 units.

Fremantle harbour master Capt Allan Gray said the order reflected the fact that given the size of modern container ships, the mooring systems on many of them didn't seem to be adequate.

Mr Breuer added that some of these ships were also berthing on berths that were not designed for it.

Mr Breuer also talked about the role and modus operandi of the Royal Boatmen, which will be covered in the next edition of *The Master Mariner.*

The newest technology company at the congress was Australian Floating Decks, founded by Capt Paul Toussant-Jackson.

Capt Toussant-Jackson spoke of the possibilities created by the introduction of the decks into the Australian shipping landscape.

A former CEO of Port of Dampier, Capt Toussant-Jackson said the use of the large and extremely stable decks gave the port more capacity, more flexibility and reduced the need for dredging.

They were a logistical game-changer for the handling of a wide range of cargo, as they opened up shallow waters.

Planning was underway for such an operation in the Pilbara, with a contract already signed between the company and the Pilbara Ports Authority.

A further article on the concept will appear in the next edition of *The Master Mariner.* ■

Tehmar Group, the agents for Terex Port Solutions, donated their popular automated cargo handling models to AMC after the congress. Klaus Roehrig presents them to AMC head Prof Neil Bose while Andrew Fox (Tehmar Group) Capt John Lloyd (AMC) and Capts Allan Gray and Ted van Bronswijk (CMMA) look on.

1. OMC International's Brendan Curtis explains to an interested audience how its new safety product, iHeave, measures ship motion.

2. The congress was ably supported by AMC and its commercial arm, AMC Search, who quite fittingly provided a good number of speakers on the topics of education and maritime research. From left: Joakim Trygg Mansson (researcher/lecturer), Deon Cook (CEO AMC Search), Dr Ben Brooks (researcher), Gregor Macfarlane (Associate Professor), Capt Carol Dooley (board member), Hadi Ghaderi (researcher/lecturer), Prof Neil Bose (Principal, AMC) Capt John Lloyd (Professor & congress co-ordinator) and Cathy Wilson (AMC Search).

3. Among the technical presenters at MM15 were (from left) Martin Breuer (KRVE and ShoreTension), Charles Paterson (Klein Systems Group) and Philip Atkinson (Offshore Weather Solutions).

4. Captains Michael Graham of BMP, and Patrick Walsh from Gulf Marine Pilots chat to Capt Paul Toussaint-Jackson from Australian Floating Decks.

5. The AMS crew (from left) Sid Caney (Hobart), Nick Bosco (WA) and Rod Harris (Hobart).

6. CMMA Federal President Ted van Brunswijk (left), Federal Secretary Frank Kalaveld and conference convenor and chairman Alan Gray (right) were instrumental in ensuring the congress was a success.

7. AMC professors Barrie Leward and Capt John Lloyd were busy catching up with many old friends and colleagues.

8. Enjoying the convivial atmosphere at Josef Chromy vineyard were (from left) John Riding, Marico Marine, Capt Dilip Abraham, VRCA/Geelong Port and Capt David Shennan, Port of Portland.

9. Launceston's Josef Chromy vineyard served up the very best of Tasmanian fare and hospitality at the much-enjoyed congress dinner.

10. Giving the congress dinner a certain 'je ne sais quoi', albeit in a Scottish accent, was speaker and maritime lawyer John Kavanagh and his lovely wife Rebecca McGuren.

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WA Dinner Dance a Rocking Success

It's a well-known fact that seafarers love a good party. The West Australian branch of CMMA held its annual dinner at Café In Bloom on February 28. It was a fine occasion for members to introduce partners and friends and share camaraderie, with some 50 participants having a very pleasant evening, entertained by Peter Bartlett and his band of merry music makers.

The Peter Bartlett band.

Capt Wim van Alabeek and wife Janet

Maribeth Williamson brought her partner Capt Paddy Evelegh

Mr Robert Underhill and partner.

Swapna Karkhanis, Mark Small, Mike Gillespie and Captain Ashutosh Karkhanis.

Membership

NEW MEMBERS DURING DEC 2014 - APRIL 2015

MEL
Capt. Eduardo Alcarez (Ord)
Capt. Thomas McAulay (Ord)

QLD
Capt. John Watkinson (Ord)

WA
Capt. Kevin R. Stone (Ord)
Capt. Sebastian D. Locke (Ord)
Capt. Dylan G. Smith (Ord)
Capt. Vikas Bangia (Ord)
Capt. Joshua A. Smith (Ord)
Capt. Stuart G. Davey (Ord)
Capt. Ash S Karkhanis (Ord)
Capt. Gemma Capone (Ord))

DECEASED MEMBERS DURING DEC 2014 - APRIL 2015

MEL
Capt. Sydney W Lambrick (Ord)
Capt. George W McCathie (Ret)

QLD
Capt. Ernist P Neale (Ret)

WA
Capt. Peter B Griffiths (Ret)

LEFT THIS ORGANISATION DURING DEC 2014 - APRIL 2015

NEWC
Capt. John A.S. McTavish (Ord)

SA
Capt. Andrew J Lees (Ord)

WA
Mr Dennis G Law (Assoc.)
Mr Dylan Bennett (Assoc) - eff. 12/02/15
Cdr James Harrap (Ord) - eff 2014
Capt. Jennifer Tumbers (Ord) - eff. 23/03/2015

Members March to Mark 100 Years

Photos 1&3: Frank Kalaveld. 2&4 John Crowsley.

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On April 25 CMMA members were out in force around the country marching in remembrance of the 100 year anniversary of the Gallipoli campaign. These representative photographs are just a small snapshot of the Merchant Navy's involvement in the event, which attracted massive numbers due to the significance of the date. It was particularly special to have a presence at Albany, WA, the point where the ANZACS left Australia to sail to Gallipoli.

1&3. At Albany's Mt Clarence memorial Capts Steve Harris and David Heppingstone laid a wreath on behalf of the WA branch. They were joined by fellow members Kenny Poulson, Mark Small and Frank Kalaveld on the day and noted it was a very moving occasion.

2. Brisbane's staunch band of marchers, Capts Handfield Crowsley, Diack, Ellis, Burton, Marchbank and Bayliss.

4. Brisbane's centenary celebrations were a true march through time, with historic services in their traditional uniforms featuring - and even some camels taking part.

Recognition for Tall Ship Master

Richard Polden

It is well known that the West Australia branch of CMMA has developed a strong relationship with the Sail Training Ship *STS Leeuwin* and her crew. The branch offers scholarships and support for the tall ship program, which, along with personal development, aims to inspire in young people a love of the sea and an interest in a seagoing career.

However this arrangement is far from one-sided, with two of the younger CMMA members being *Leeuwin* CEO Anne-Marie Archer, who is also the editor of the branch's *Points West* newsletter, and now the ship's master, Capt Sarah Robinson.

Capt Robinson was presented with her CMMA member's certificate by former Branch Master Capt Steve Harris in March (see below).

There is no doubt that in the future more West Australian branch members will have started their career with a trip on the *Leeuwin* as a teenager, and later on even doing some sea time on her. ■

SA branch makes a six at Adelaide Oval

Australia's most picturesque international cricket ground from the south aspect

Six of South Australia's finest CMMA members fronted up at the beautiful Adelaide Oval a few months ago for a tour of the revamped facility, as described by Capt Ian Dickson.

We were first shown a short film covering the history of the Oval. The South Australian Cricket Association was formed in 1871. The first major cricket match was played in 1874, when a South Australian XI played an All England XI, captained by WG Grace. England won by seven wickets.

The first Australian football game was in 1877, an inter-colonial match between Adelaide and St Kilda. Over time, the Oval has also been used for tennis, cycling, rugby union, rugby league, American football and soccer. It has also been used for public rallies and demonstrations, royal visits, corroborees and highland games.

The first point of interest was the heritage-listed scoreboard; a timber and corrugated iron structure with five levels. The operators have to be very fit, as, with the exception of the numbers, all the information is on heavy hand-painted boards. On hot days, the inside temperature can be up to 50°C, and no air conditioning allowed!

After passing the Moreton Bay fig trees (planted in the 19th century to prevent spectators on the hill outside the ground from seeing the game), we were taken past the Members' stand (with the only view of the cathedral) to the cricketers' quite spartan change rooms and onto the oval, where we learned that the oval had 'drop-in' cricket pitches and a football centre square, and that the grass on the whole oval is changed for the football and cricket seasons.

Then we went, via the below-ground-level service road under stands, to the football teams' change rooms, which were palatial and luxurious when compared with the cricketers' rooms. These rooms included spa baths, practice rooms, gym, a doctor's surgery and a lecture theatre. Despite the luxury, the change room smell was familiar and authentic!

Then we were taken through the Corporate dining room to the press boxes with their magnificent view of the oval and communication facilities. Finally, we were given a view of the drop-in pitch storage area and the pitch transporter.

The tour lasted two hours and was most interesting, including, as it did, a lot of cricket and football history and memorabilia. Although one of the stands has been named after Bradman, and the tour guide referred to him several times, the tour did not include the Bradman Collection. That is housed at the Oval, but is owned and maintained by the State Library and admission is free. ■

Photos and story Capt Ian Dickson

The impressive, and still very manual, Adelaide Oval scoreboard.
It might be 2015 but it's still hot, heavy work for the scoreboard team, who clearly have precious little room to move.

South Australia's famous CMMA team, from left, Capts Bob Westley and Bob Buchanan, Carolyn Fraser and Capts Iain Fraser and Tony Wynne.