



THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA



www.mastermariners.org.au

- Coastal shipping bill defeated
- Waking up to fatigue on the bridge
- Do you know your safe haven?
- The other tragedy of Titanic proportions

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From the Federal Master



Refusing to leave home. By December *MV Portland* was still in a stand-off in her namesake port, after being scheduled to depart mid-November.

On 26 November the Australian Senate voted down the Turnbull government's deregulation plans for Australian shipping.

The Shipping Legislation Amendment Bill 2015 was defeated by 31 to 28. If passed it would have allowed foreign ships paying third world wages unrestricted access to Australian domestic trade.

I believe that the vote sent a strong message that Australian jobs and industries are most important to policy makers.

The Senate rightly decided that Australian shipping is vital in terms of jobs and value to the national economy. Our crews are highly trained and have a strong record in protecting our pristine coastline. Although we can breathe a sigh of relief – for the moment – there is still a lot of work to do.

Spare a thought for those aboard the *MV Portland* currently anchored in Portland harbour. The 19 crew on board have

refused to sail the ship to Singapore where their jobs would be given to foreign seafarers expected to be paid \$150 a week.

Their employer Alcoa has exploited a loophole whereby the company has been granted a temporary licence to use a foreign vessel even though there are Australian ships & seafarers available to service the trade, as they have done for the last 50 years. Of note is the report by ITF inspectors that a similar ship with Burmese crew have not been paid since September.

The ship *Strategic Alliance*, owned by US interests, registered in Singapore with an entire crew from the Philippines, currently in Australian waters, was intended to replace the *Portland*. If the government intended to replace all the bus and truck drivers with foreigners there would be an outcry from the public, but with seafarers, it's out of sight out of mind.

You'll probably notice this edition has a bit more historical content than usual. This

is intended for all members to have some relaxing reading during the holiday season. Now that I've mentioned those important words, I would like to wish all our readers a safe and happy Christmas and a healthy, prosperous and happy New Year. ■



Cover Photo:

The P&O cruise fleet meets in Sydney harbour, November 25, 2015. The photo shoot marked the occasion of the naming of two new Pacific liners, the *Pacific Aria* and *Pacific Eden*.

Photos - Cover and inset left.
James Morgan

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publication are not necessarily the opinions of the Company of Master Mariners of Australia. Please direct any correspondence regarding content to the editor.

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Care to Feel 400 Years Old?

Leeuwin Ocean Adventure Foundation



A special trip being planned for the *Leeuwin II* is designed to make you feel 400 years old.

CMMA members are being invited to take their place in history, by marking a significant Australian anniversary in a very special way.

The *STS Leeuwin II* is offering an exclusive opportunity to join a historical voyage along the WA coastline to commemorate the 400th anniversary of the first Dutch contact with Western Australia made by Dutch sailor and explorer Dirk Hartog.

On October 25 1616, Dirk Hartog made landfall with his ship the *Eendracht* at the landmark soon to be known as Dirk Hartog Island, in Western Australia's iconic Shark Bay area.

As part of the anniversary celebrations next year, the *STS Leeuwin II* will offer history and sailing enthusiasts the unique opportunity to sail in his steps, experiencing a taste of life aboard a traditional 1850s style vessel.

Sailing enthusiasts of all ages are invited to join the voyage, which will depart from Fremantle on the October 14 and arrive in Shark Bay on the October 21.

As readers of the last edition of the *Master Mariner* will know, The *STS Leeuwin II* is a 3-masted Barquentine with more than 810sqm of sail and an overall length of 55m.

The original *Leeuwin* Galleon was a Dutch ship that discovered and mapped some of the southwest corner of Australia in March 1622. She was only the seventh European ship to sight the continent, just six years after the first recorded European landfall by Dirk Hartog.

Cape Leeuwin, the most south-west-erly point of the Australian mainland was also given the historic Dutch name by English Navigator and Cartographer Captain Matthew Flinders in December 1801.

Participants aged over 18 who are interested in joining this exclusive *Leeuwin* voyage can receive more information, or register their interest, by sending the Leeuwin Foundation an email. esther@sailleeuwin.com. Please list your name and date of birth. ■



Don Taylor braving the climb up to the Crow's Nest.

CMMA Stalwart's Contribution Celebrated



In November the WA branch held a lunch in honour of Capt Wim van Alebeek, a long-term member and former Branch Master of that court. The event is marked in the Federal pages because Capt van

Alebeek is also the immediate past Federal Registrar.

Capt Reza Vind, Branch Master of WA, thought it appropriate to recognise Capt van Alebeek's services to the Branch as well as the Federal Court. The lunch was held at the Harbour Master Restaurant in Fremantle, and attended by Court members (l – r) Mark Small (Branch Treasurer), Wim van Alebeek (Guest of Honour), Stuart Davey (Registrar), Steve Harris (IPBM), Reza Vind (Branch Master) and Paddy Eveleigh (Acting Secretary). Also in attendance was Federal Secretary Frank Kaleveld. ■

ADVERTISE IN MASTER MARINER

Readers will notice that *The Master Mariner* has grown by four pages. The aim is for this to be a permanent change, and is made possible thanks to the support of our new advertisers.



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Coastal Shipping Still Sailing Around in Circles



The Hon Warren Truss's attempt to sort out Australian Coastal Shipping has sunk.

When the Deputy Prime Minister took to the podium to deliver the keynote speech at November's Lloyds List Australian Shipping Awards, he was in a celebratory mood.

"To continue in the spirit of celebration, but tempered with the reality of the situation the industry finds itself in, I want to emphasise the Coalition Government's commitment to working together with Australia's maritime industry to foster strong and safe growth of shipping in Australia, because it is in both our interests," the Hon Warren Truss, who is also the Infrastructure and Transport Minister, said.

His topic, and one on which he spoke with much conviction, was the Shipping Legislation Amendment Bill 2015, which he had introduced to replace former Infrastructure and Transport Minister, the Hon Anthony Albanese's, previous effort to shore up Australian coasting shipping.

As it turned out, it was a keynote speech with an extremely short shelf life. Within a week, the bill was history – narrowly defeated at the final hurdle when it was voted out 31-28 by the Senate.

A few days before he gave his keynote speech, the Australian crew of Alcoa's alumina cargo ship *MV Portland* started a strike instead of following orders to sail to Singapore and redundancy. The *Portland* was to be replaced by a foreign owned-and-crewed vessel.

After the Senate vote the maritime



Hon Anthony Albanese.

unions narrowly beat Albanese in the race to crow about it, both claiming the result had saved the Australian shipping industry. Albanese called the bill 'Work Choices on water', and the Government's attempt to 'stop the boats'.

Truss issued a press release nearly as long as his keynote speech and similar in tone, claiming defeat had not saved the industry, but put it at risk.

The Greens claimed responsibility for the result, and colourful Tasmanian Senator Jacqui Lambie took their side, sparring with fellow Tassie Senator Richard Colbeck, who

saw the case differently, worried because DP World's proposed Burnie port expansion had been lobbed into the debate like a grenade, through suggestions that if the bill did not go ahead, commercial opportunities would destruct.

Meanwhile despite their union celebrating, the crew of the *Portland* faced defeat, when Work Safe ruled their strike unprotected and ordered them to sail.

They didn't, and nothing changed.

Since November 26, the same factions of the shipping industry have once again come out and duly lined up on the predictable side of the debate. For or against, their reactions are the same as they were when the amendment bill was being drafted, and the original bill before that.

Simplistic as it is to say, the business-focussed interests are largely on one side and the seafaring workforce, and their support organisations, on the other.

Inevitably, in an industry where over the course of their career many seafarers find themselves in a management role, there is a lot of inner conflict, and an appreciation of where the other side is coming from.

What there isn't, is closure. Defeating the bill means going back to something that certainly hasn't increased, or even maintained, the number of ships on the Australian register – especially with *Portland* past due to sail over the horizon.

The result won't stem the flow of industry suggestions on where to go next. It won't stop CMMA members around the country from lining up on one side of the debate or the other.

And despite the maritime unions declaring a win, it probably won't stop the crew of the *Portland* from losing their jobs, even though they did manage to outlast the Shipping Legislation Amendment Bill (2015) for a short while at least.

A curiously defeatist comment made by Truss during his keynote speech shows the extent to which everyone is sailing around in circles.

"I have heard concerns that the Bill will lead to loss of seafarer jobs.

"Firstly, I have to point out that the continued decline of Australian flagged coastal shipping vessels has in turn resulted in fewer jobs on our ships. This is a trend that is set to continue into the future. If we leave the current settings much longer, frankly there will be no industry left to salvage."

The closeness of the vote suggests the Senate isn't overly sure about the reason for that decline, or how to reverse it. They just marginally believe that allowing foreign-crewed ships greater access to our coastal trade isn't going to do it.

The industry is left in a similar situation to the crew of the *Portland* – in limbo. Not really knowing what the future holds, or when it's even going to start. ■

Do Pilots Really Do it Tough?

Two high performance sports experts plan to fill a major gap in the understanding of fatigue in the maritime industry – by studying pilots.

University lecturers Dr Tim Chambers, from the Australian College of Applied Psychology (ACAP), and Dr Luana Main, from Deakin University, have only “scratched the surface” of what they can learn about seafarer fatigue and well-being, according to Dr Chambers.

He and Dr Main, both with expertise in high performance sport psychology and physiology, have received funding from ACAP to do foundation research on factors affecting maritime pilots’ health and well-being, with fatigue being a main area of consideration.

Dr Chambers presented a summary of the pair’s findings to the recent Australian Maritime Pilots Institute (AMPI) Ports & Logistics Conference. He delivered the results of a study of 21 pilots, both trainee and experienced, who responded to a survey and performed two simulated pilotage tasks, where physiological indicators of stress were recorded.

He also announced the next step in the research, in which a new group of 50 pilots would be recruited to study the impacts of a pilot’s shift cycle.

Dr Chambers said the aviation industry had thoroughly studied work cycle impacts on flight crews, and that marine piloting was often expected to be the same.

When Dr Chambers looked for evidence that this was the case, he found very little. Minimum such research had been done in the maritime industry, which inspired the start of the project.

“We saw a huge opportunity to help the industry in terms of delivering knowledge, for which the industry has said there is a massive need.”

Dr Chambers and Dr Main decided to focus on pilotage, as it was a role that was carried out reasonably consistently, and therefore ideal for studying in depth.

So far maritime pilots have reported a variety of fatigue symptoms. Some similar to those reported by aviation pilots, but key context-specific differences were evident.

“There are some similarities, but a great deal more differences.”

He said there was much scope for the research to result in directly applicable tools to improve safety in the maritime industry, and for the lessons learned by studying pilots to be potentially useful when looking at other seagoing roles.

However in order to get to that point, the issues facing pilots needed to be fully understood and looked at on their own merits.

He said in order to thoroughly understand



Dr Tim Chambers.

what pilots faced at work, and what coping mechanisms they used, a number of areas needed to be studied. He hoped the project would receive some industry funding so it could continue until this was completed.

As well as shift cycles, fatigue and physical health, the introduction of technology needed careful study, he believed.

The results could help improve the efficacy of pilot training and BRM.

“There is a proliferation of technology in the industry – it’s unprecedented. But how this technology impacts BRM is yet to be investigated. We are hoping to explore this.”

Dr Chambers said the research team, which will hopefully grow to include a post-doctoral student, would visit many ports in the country over the next year, seeking to improve their understanding of what it is like to be a pilot and to investigate the impact of typical pilot shift cycles.

Once the foundation research is complete, he hopes to apply his existing expertise, which includes helping elite athletes peak at specific times, along with relevant lessons from other industries.

In return, this study could also inform not only other areas of the maritime industry, but other industries altogether.

“Pilotage is one example of a physically demanding occupation, which has high cognitive demands. There is potential for these findings to be translated to other contexts in the future.”

“We have a long-term interest in this. We forecast a number of returns – for us and the industry.”

The project will be covered in more technical detail in future editions of the Master Mariner. ■

By Joanna Carson



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Captain David Shennan, Principal

AMSA Finalises Places of Refuge Protocol

AMSA's new-look Places of Refuge guidelines are now fully operational. Now called the 'National Maritime Places of Refuge Risk Assessment Guidance', they were formally endorsed by the National Plan Strategic Industry Advisory Forum (NPSIAF) and the National Plan Strategic Coordination Committee (NPSCC) in November.

In last December's edition of the *Master Mariner*, we reported that the latest iteration of the guidelines were in the final stages of consultation.

They had first been developed in 2003, when they were called the National Maritime Place of Refuge Risk Assessment (POR) Guidelines. They were revised in 2009 to ensure consistency with the IMO resolution Guidelines on Places of Refuge for Ships in Need of Assistance', and to reflect the Protection of the Sea (Powers of Intervention) Act 1981.

With the introduction of the Navigation Act 2012 and the Marine Safety (Domestic Commercial Vessels) National Law Act 2012, as well as the endorsement of the revised National Plan for Maritime Environmental Emergencies in 2014, it became necessary to carry out another review and alignment.

This began in November 2014, and involved consultation with the National Plan Marine Pollution Prevention Technical

Group, and the endorsement of the revised National Plan for Maritime Environmental Emergencies in 2014. This consultation included amending the title from 'Guidelines' to 'Guidance' for consistency with the already endorsed National Plan supporting documents.

They are now parallel with the refreshed National Plan for Maritime Environmental Emergencies, and include a more detailed process for dealing with casualties, salvage and intervention.

The term Place of Refuge means a place where a ship in need of assistance is able to stabilise its condition and reduce hazards to navigation, and is also able to protect human life and the environment.

Australia's interests and obligations in relation to vessels in distress or in need of assistance are based on the International Convention for the Safety of Life at Sea (SOLAS), UN Convention on the Law of the Sea (UNCLOS), International Convention on Maritime Search and Rescue (SAR Convention), International Convention on Salvage, and a range of IMO resolutions.

Whilst maintaining the right to regulate entry into its ports and protect its coastline and marine resources from pollution, Australia has an obligation to provide a place of refuge where circumstances allow.

This call is only made after consideration

of the national interest, including all potential impacts, balanced by pre-existing obligations to those in need of assistance.

In a released fact sheet, AMSA says there is no international requirement for a country to provide a place of refuge to a vessel in distress.

Under the new Australian version, all requests for a place of refuge will be assessed on a case-by-case basis.

The master may seek access in a situation which creates a risk to the safety of the vessel, or that of its crew and/or passengers, or if there is a threat to the marine environment or other property.

The request may be made by the master, agent, owner, operator or appointed salvor. It is also possible that a request might come from other interested parties, for example a state agency, port authority or harbour master.

All place of refuge requests should, so far as practically possible, be made through AMSA's Rescue Coordination Centre (JRCC Australia).

When making a request for a place of refuge, as much relevant information as possible should accompany the request, to assist the authority in their assessment.

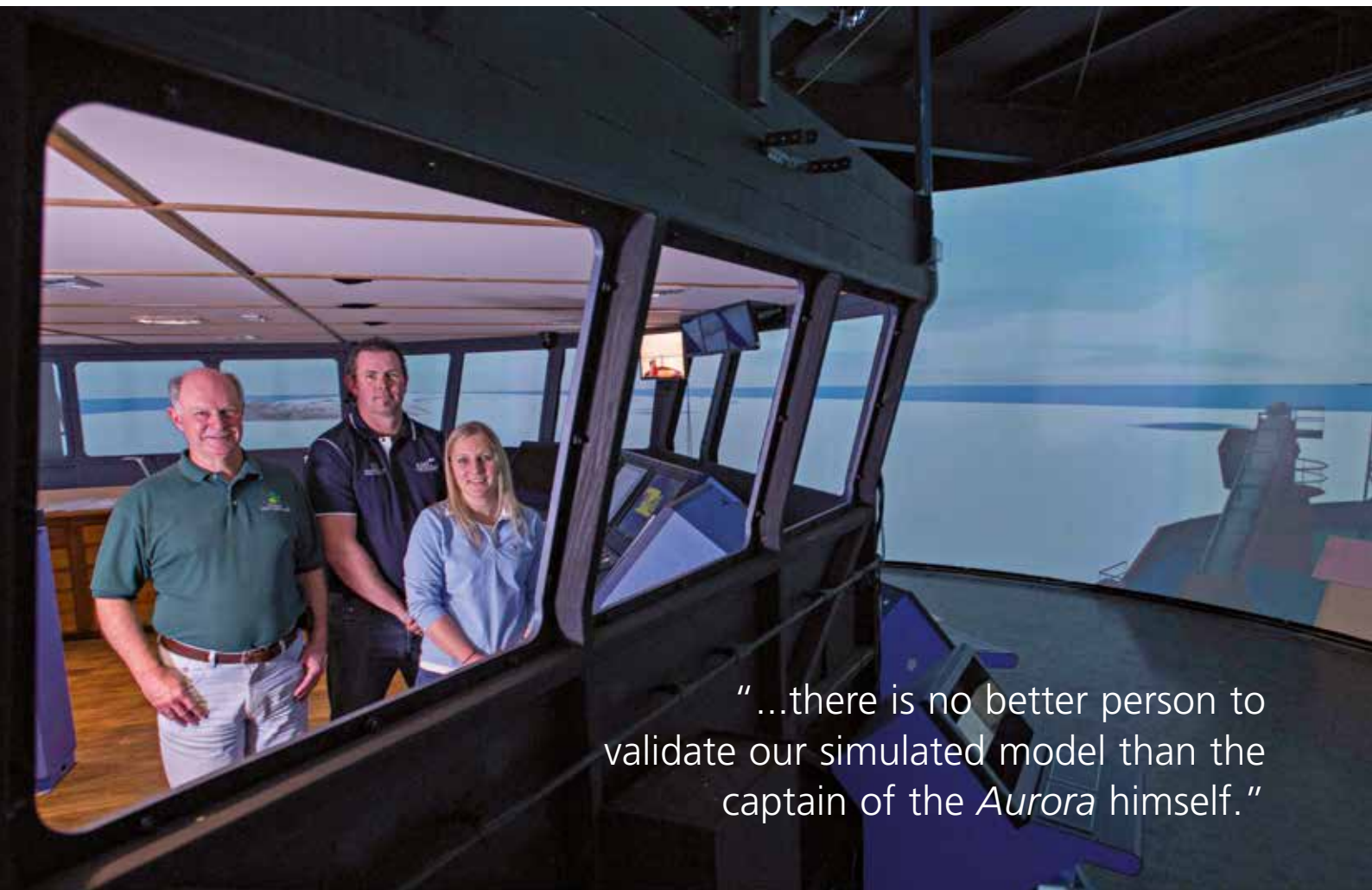
The National Maritime Places of Refuge Risk Assessment Guidance document is available on the AMSA external website. ■

Prashanth Athipar, AMSA



AMSA Finalises Places of Refuge Protocol.

New AMC Simulator a Real Ice Breaker



"...there is no better person to validate our simulated model than the captain of the *Aurora* himself."

Chris Crenor

Aurora Australis Captain Murray Doyle (left) and Third Officer Katrina Beams (right) with AMC researcher Paul Brown

A simulator that trains icebreaker crews to safely navigate polar waters is one step closer to reality, following validation of the virtual model of the *Aurora Australis* at the Australian Maritime College.

Aurora Australis Captain Murray Doyle and Third Officer Katrina Beams put the virtual icebreaker through its paces over three days of testing, providing feedback on the accuracy of ship-ice interaction.

And the verdict?

"It's pretty close to the ship's operational parameters – when you're steering and using the ship's thrusters you get the same feeling as if you were operating the *Aurora Australis*," Captain Doyle said.

This final phase of testing marked the end of the project's practical component for researcher Paul Brown, who spent seven weeks aboard the real icebreaker collecting data on how she behaved in a range of conditions.

"During that voyage I collected more than 40 days of data, photos and videos on the ship's performance in conditions ranging from open waters to heavy seas,

icebreaking and snowstorms.

All of this information was used to develop the simulated Antarctic environment and ice breaking part of the ship model," Mr Brown said.

"The aim was to create a virtual training tool that was as close to the real-world environment as possible, and there is no better person to validate our simulated model than the captain of the *Aurora* himself."

The three-year project was developed to meet the future training needs of companies such as P&O Maritime, who must comply with a new international code of safety for ships operating in polar waters that is expected to be introduced in January 2017.

It will be a mandatory requirement for all chief mates, masters and navigation officers to hold formal ice navigation qualifications.

Captain Doyle said there were a range of benefits to completing an ice navigation course in a simulator prior to encountering the real thing.

"Airline pilots are put in simulators well before they're allowed to go near a cockpit of an aircraft, so using a simulator gives

you a lot more confidence and training to actually do these things. It lays a basic foundation for what you will need to learn later on," he said.

"The simulator will be an important tool for the training of new and existing officers – it will give them a better understanding of the interaction of ship operations in ice, leading to greater safety and efficiency and reducing wear and tear on the vessel."

P&O Maritime has worked closely with Mr Brown on the project with the intention of using the virtual model of the *Aurora Australis* to train its ice pilots.

Mr Brown is now consulting with commercial arm AMC Search to develop and approve two new ice navigation courses using the simulated training tools. The aim is to have the products online next year in preparation for the 2016/17 Antarctic season.

"The real satisfaction will come when I see experienced ice navigators such as Captain Murray Doyle and Katrina Beams leaving here with their internationally-recognised qualifications. That really will be the icing on the cake." ■

AMSA Pulls Off Testing Towage Task



The view of the towing exercise was impressive from the deck of the *Coral Knight*.

AMSA has successfully pulled off its first ever dead-ship towing exercise, using its emergency towage vessel *Coral Knight*.

The exercise saw the *Coral Knight* towing the 23,000GT, 182m self-discharging bulk carrier *CSL Stadacona* up to a speed of 6.5kts, while *Stadacona* acted as a dead ship.

AMSA's Marine Environment Salvage and Intervention Manager Capt Prashanth Athipar said the exercise was important, as while the role of the vessel was to tow a stricken ship, in the *Coral Knight*'s two-and-a-half years of operation it had never done so.

But there was a very good reason for that - such an exercise is quite a feat to organise.

"We've never done a towage (exercise) of that scale in AMSA history, because it's difficult to get companies to supply vessels.

"Firstly you have to work out when the weather will be suitable, then you have to identify a ship that is going to be in the area and persuade the company to take part.

"We have to get them to agree that the exercise is good for both parties, and they

have to be happy to cover their costs.

"Then the P & I clubs have to agree to it."

A dynamic risk assessment also needed to be carried out prior to the exercise, due to constantly changing weather, traffic and sea conditions.

The towage exercise was one of a series of exercises carried out on *Coral Knight* off Townsville in November.

The other exercises were a simulated oil spill and pollution response, a medical evacuation utilising QLD government air rescue helicopter, firefighting, and a search-and-rescue operation engaging both *Coral Knight* and helicopter RSCU 521 to search for a floatable visible object dropped at a predetermined location.

Coinciding with six-monthly crew changes, these exercises ensure new crews have had real-time practice with the equipment and procedures, as well as giving costal rescue coordinating centres some valuable co-ordination experience.

As the equipment is operated by the vessel's crew, who are regular seafarers and not emergency response specialists, AMSA monitors every exercise, observing



A helicopter evacuation was part of the major exercise.



As was lifeboat lowering.



The oil spill boom successfully deployed.

crew familiarities with handling various first strike emergency response equipment, safety precautions and the standard of communication.

The addition of the towage aspect would have resulted in a few anxious hours on both bridges, as all captains would appreciate, Capt Athipar admitted.

Neither the crew of *Stadacona* nor the crew of the *Coral Knight* had ever carried out a towage like this before.

The captain of *Stadacona* was briefed not to touch any controls, such as rudder, bow thruster and main engine telegraphs, and having no control over his ship for this short period of time would have been difficult, he said.

The captain of the *Coral Knight* had the additional responsibility of getting up to the goal speed of 6.5kts without risking the stability of his own vessel.

The towage part of the exercise took several hours from start to finish and went smoothly in the end.

Capt Athipar said a lot was learned, and the experience would prove invaluable if such a situation was to occur in reality in the future. ■



Briefing the crew on the medivac drill.

CORAL KNIGHT

Coral Knight is AMSA's only dedicated emergency towage vessel, and was obtained after a risk assessment of the Australian coastline for which AMSA is responsible.

The vessel's home port is Cairns, which she returns to every five weeks. She spends the rest of her time patrolling the waters from Townsville to the Torres Strait.

In all other of the ten regions Australia is divided up into, a local towage company is contracted to provide the first response in the event of an emergency. They are contractually obliged to respond within two hours and must also undertake six monthly preparedness exercises.

However AMSA's risk assessment found that the higher risk and implications in the far north eastern waters befitted a dedicated vessel.

As *Coral Knight* patrols the area she acts as AMSA's eyes and ears, observing shipping in some of Australia's most sensitive marine environments.

One third of her time she is tasked with aids to navigation maintenance works while the remaining two thirds is allocated to search and rescue and responding to marine casualties.

SPECIFICATIONS

Gross Tonnage: 1945

Deadweight: 1500t

Length × Breadth: 60.5m × 16.5m

Year Built: 2014

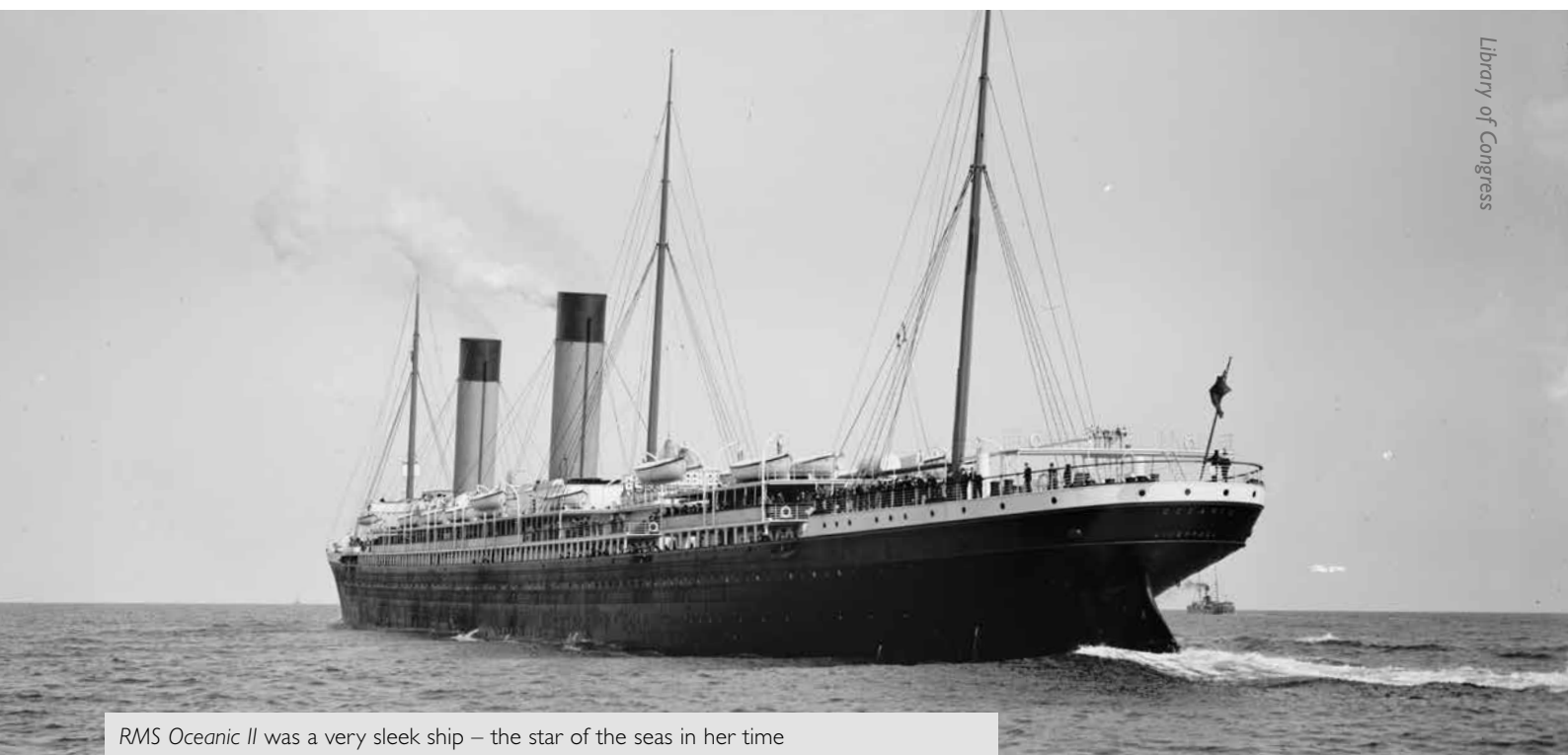


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RMS *Oceanic II* was a very sleek ship – the star of the seas in her time

The Sad Fate of the Forgotten *Oceanic*

Finally galvanised into activity by media obsessions with conspiracy-laden critiques of the design, construction, navigation, and management of the White Star Liner *Titanic* during her fatal voyage, I tried to imagine the real circumstances of the time rather than the febrile imaginings of the info-entertainment industry.

As a result, I came across the history of a remarkable predecessor vessel, whose short life spanned a period of unprecedented and rapid development of large and luxurious ‘express’ liners, driven by national and personal aims at dominance which were all brought to a halt by the onset of WW1.

One of the most successful of these, the now forgotten *RMS Oceanic II*, disappeared into the murk of war as comprehensively as did the reasons for her loss in 1914, at the hands of the Royal Navy in a spectacular own goal.

At the turn of the century, the battle for maritime supremacy, as represented by the fastest, largest and most luxurious liners competing on the Atlantic, appeared to have been settled in the favour of the British, the principal maritime trading nation of the world.

At that time commercial interests, apart from the competitors themselves, seem to have been largely indifferent to notions of racing as epitomised by the Blue Riband, but national pride, and the number of funnels sported by the leaders (avidly noted by the public, and just as avidly jingled by politicians), was a heady mixture.

The principal British leaders, having absorbed or crushed near competitors, had become two; the White Star Line, dominated by the American financier Pierpont Morgan, and the Cunard Line of Samuel Cunard, a Nova Scotian.

Morgan had aspirations to control the Atlantic passenger trade and to consolidate it under American ownership through his International Marine. Samuel Cunard, cannily, concentrated on the knitting.

However, powerful forces at work against this emerging duopoly were the imperial and nationalistic aspirations of Germany and domestic competition of its principal ship-owners; Norddeutscher Lloyd (NDL) of Bremen and Hamburg Amerika Line (HAPAG) of Hamburg, each egged on by no less a person than Kaiser Wilhelm. All vied for a share of the luxurious ‘First Class’ trade and the burgeoning emigrant trade from Europe and Great Britain. Behind the scenes however, Morgan’s International Mercantile Marine (IMM) pulled many strings, even to the extent of dividend sharing and route allocation arrangements with its German rivals HAPAG and HAL.

Indeed, through his ownership of the White Star Line, Morgan owned the *Titanic*; an early example of the use of a ‘flag of convenience’ - using the British Blue Ensign, no less.

Although HAPAG operated an ever-improving series of remarkable fast luxury liners, the so-called ‘Kaiser Class’ named after members of the Royal house, there appeared in 1889 the most luxurious ves-

sel of them all, the British flagged White Star Lines *Oceanic*, arguably the most elegant Atlantic express liner of them all; classically apportioned with a nice sheer, three raking masts and two large funnels above long, low accommodation carrying 410 first class passengers and elsewhere, 300 second class and 1000 third (‘steerage’) class passengers, plus a crew of 394. Despite her fine entrance and slim lines, beam-to-length ratio of 1:10, her high power, and the exacting nature of her service (driving westwards against the habitual westerly gales of the north Atlantic at 20 knots, making her landfalls off the fog-bound and low-lying shores of Cape Sable in the west and off the rock-bound lee shores of Ireland and England in the east), the *Oceanic* had remarkably few incidents.

In 1901, in a stark example of the early difficulties of pre-radar navigation, *Oceanic* ran down and sank the cross-channel steamer *Kincora* in the North Channel of the Irish Sea. It happened in fog and with loss of seven lives; the *Oceanic* managing to rescue 14 survivors. After subsequent inquiries and due course, the Lords found ‘both vessels to blame’ for excessive speed in fog (the *Oceanic* having been steaming at ‘dead slow’ and sounding her whistle), and *Kincora* for failing to stop when first hearing *Oceanic*’s fog signal.

A further incident, in 1905, included a ‘mutiny’ of firemen, leading to the arrest of 35 men. It was sparked by their ‘treatment at the hands of the officers’ and their working conditions. One can hardly be sur-

prised that such a 'mutiny' occurred among the socially lowest class men, drawn from the slums of England, and required to fire the fifteen boilers on the vessel with 880 tons of coal each day to provide steam for her two triple expansion engines, needed to maintain her required 20 knots in all weathers and to bunker some 3,000 tons of coal at each terminal destination.

With the perspective of history, such a 'mutiny' should also be seen against the revolutionary disturbances already taking place in Russia and in Europe, and the growing assertion of basic rights for industrial working classes.

Another minor incident stemmed from flooding of the foredeck and damage suffered to the wheelhouse windows and deck fittings, which resulted in "passengers in their deck chairs being swept along the promenade deck in four feet of water" ... another gin and tonic, please, waiter!

Not quite a record breaker (the HAPAG liner *Kaiser Wilhelm der Grosse II*, having taken the Blue Riband on her introduction to service in 1900), *Oceanic* nonetheless proved a remarkable performer, and was popularly regarded as the private yacht of Pierpont Morgan, principal shareholder in White Star Line who, each year for five years, during her regular passages in May, held an annual millionaires party of leading American industrialists and bankers, engaging in special dinners and luncheons in the main dining saloon, of which the gilding alone cost some \$200,000 dollars (in excess of \$5M AUD current value). This figure was exceeded in redecoration in 1911, a conceit of J Bruce Ismay, White Star shareholder and managing director of her builders, Harland & Wolff of Belfast.

Charles Lightoller, later of *Titanic* fame, who sailed on her for some years as chief officer, regarded the *Oceanic* as special, and his 'favourite' (despite the fact that she nearly killed him in 1904 when the top of the foremast, felled by lightning, fell onto the wheelhouse in which he was on watch). He was an officer on board at her demise.

By 1903, the increasing size and prestige of the HAPAG vessels, now in competition with HAL liners, finally prompted a reaction by Morgan, who ordered three vessels for White Star Line, to become the *Olympic*, *Titanic*, and *Britannic*. Of these, only the *Olympic* worked out her full life, becoming popularly known as the 'Old Reliable' (so much for the many theories as to the design and construction of the ill-fated *Titanic*). Thus, the *Titanic* was not a singular vessel, but one of a class of three nearly identical sisters from the same building yard, the late lamented Harland & Wolff of Belfast.

The purchase of White Star Line by the IMM Company in 1904, together with the

increasing number and quality of German competitors, lead the Cunard Line to order their own super ships, of which the first two became the *Lusitania* and *Mauritania* and a third larger vessel, the *Aquitania* in 1914 ... after Cunard had negotiated a handsome building subsidy from the British Government, itself alarmed at its own international standing ... and at the trust structure being raised by Pierpont Morgan's IMM.

Although the White Star trio were ground-breakers at the time in size only, they were each representative of the giant international social and political forces of the time, directed by matching egos in the United States, Great Britain, and Germany.

HAL reacted accordingly, with the giants *Vaterland*, *Imperator*, and *Bismarck* (1914).

Their introduction was not without heavy-handed Teutonic humour, when HAL produced an imaginative poster showing an immaculate master on one of the German vessels disdainfully flicking his cigar ash over the side ... and over a smaller British liner close by.

As for the *Oceanic*, she departed from New York on 1st August 1914, on what was to prove her last visit; war between Great Britain and Germany being declared on the 3rd August while she was en route to Southampton, where she arrived on the 8th August.

The Admiralty moved swiftly, and the



Oceanic in a Canadian graving dock.



RMS Oceanic shortly became the Armed Merchant Cruiser (AMC) *HMS Oceanic*, attached to the 10th Cruiser Squadron, to patrol in the vicinity of the Shetland Islands and the Faeroes.

HMS Oceanic was painted black overall (but for narrow white bands on her funnels), fitted with an armament of six 4.7 inch guns and provided with a contingent of Royal Marines. Her serving master, Captain H Smith, RNR, the senior White Star Line master, and his officers were displaced by naval personnel who somewhat typically did not hide their disdain for their corresponding mercantile personnel. As Captain Smith later observed ... he was relegated to a role of "something less than a lookout".

Thus, even before commencement of her patrol, the relationship between the ship's officers was fraught, described during the subsequent courts marshal as "a state of open conflict". As the noted maritime historian Richard Woodman has pithily remarked, "it was no way to run a ship". From this point, events were to unfold with the certainty of a Greek tragedy, to become an 'own goal', and the largest vessel destroyed by the British Royal Navy in WW1.

During her brief naval service with the 10th Cruiser Squadron, patrolling the area between the north of Scotland and the Faeroes, the *HMS Oceanic* stopped and searched one small neutral ship, from which she netted and imprisoned a German citizen, and fired a single warning shot across the bows of a recalcitrant coaster.

Twenty-five days into her naval career the 8th September found *HMS Oceanic* making her way northward up the western coast of the Shetland Islands, having previously picked up 600 Shetland Islanders at Lerwick on the eastern side of the Islands. Rounding the southern end of the Shetlands during the previous evening, a position was fixed by third Officer Blair (he who was superseded on the *Titanic* prior to her

departure from Southampton) under difficult conditions of darkness and gloom, and from that position a north-easterly course shaped, modified by an Admiralty-required zig-zag pattern of varying legs and courses. It is unclear from the published records, public and private, whether the course was to take the *Oceanic* to the eastward of Foula or to the west through the 13 miles wide passage between Foula and the main island of the Shetlands.

In all readily available accounts, little is made of the difficulties of calculating dead reckoning when following zig-zag courses of varying duration and length of legs (as per not unreasonable Admiralty instructions), and when subject to the ferocious and unknown currents of the vicinity (in excess of 10 knots at times on the Hoevdi Ground), or of navigating with only a magnetic compass in such high latitudes, or of the unfortunate application of forty minute adjustment of the clocks, ordered by Captain Shlayter during the passage from bearings of the night before.

Notwithstanding, or perhaps because of, subsequent inquiries, little is known of the factors which lead to the navigating officer, Captain Smith, becoming uneasy as to the vessel's position (after having earlier had the watch handed to him by Captain Shlayter) and being surprised by Foula appearing in the murk some four miles ahead, fine

on the starboard bow. (Captain) Smith reacted instinctively, and altered the vessel's course to the west, towards the more open waters of the Atlantic. Shortly after, the vessel's commander, Captain Shlayter, appeared unbidden on the bridge, and in an unrecorded but undoubtedly interesting exchange, countermanded Smith's earlier westerly course orders and redirected the *Oceanic* on to a new course which, soon after, brought her to a stop in position 60° 7.05min N and 1° 58.3 min E, impaled on The Shaalds, a rock-bound area of the Hoevdi Grund, some two miles eastward of Foula.

The only person recorded as showing any emotion at this unwelcome event was the German prisoner, who was said to have exhibited signs of "glee" at his captors' discomfort.

Attempts to pull her off being unsuccessful, the crew were taken off without loss, her armament and ammunition removed. The last White Star Line officer to leave was Charles Lightoller, who returned to souvenir the wheelhouse clock as a memento. A few days later, on the 29th September, a north-westerly gale reduced the *Oceanic* to "incoherent remains". Subsequent attempts to salvage non-ferrous metals and items of valuable machinery, attempted in 1927, failed in the brutal weather and seas of the Hoevdi Ground. In the 1980s, in an extraordinary effort of salvage, a local firm managed to salvage over 250 tons of assorted equipment.

As to the principal dramatis personae; Captains Shlayter and Smith (as the 'navigating officer') were each subjected separately to a Naval Inquiry and exonerated. Predictably, perhaps, Third Officer Blair was found guilty of a lack of care in ascertaining the vessel's position during the previous evening. It was widely thought that by this judgment he had been badly treated. All fared well in the Great War; Shlayter RN receiving many medals, Smith RNR carrying on in command of White Star vessels, and in 1917 Commander Charles Blair RNR received an OBE (for saving life) from the King, as well as other awards. ■

By Capt Euan Crawford,
Melbourne Branch



Photographs of the *Oceanic*'s final hours are hard to come by.

Something Fishy About Shark Tagging Program

If a master mariner, a commercial diver and a vet got together, what would they talk about? Sydney branch member Captain (and Dr) Peter Kerkenezov is all three, and as everybody flocks to the beaches this summer, his thoughts are most definitely with the sharks.



A white shark.

A review of the current practices of large shark tagging in Australia signals urgent impartial investigation into apparent multiple detrimental outcomes from unethical surgical procedure and the use of the coded transmitter frequency of 69 kHz.

The movement mapping data derived from implanted intra-abdominal transmitters may also be flawed, and any conclusions erroneous or clouded, due to change of behaviour following surgery.

Visual documentation clearly demonstrates animal welfare and surgical principles being violated during catch and release, and the surgical implantation of transmitters into the body cavity of sharks.

This act of veterinary science is not being performed by licenced veterinary surgeons, but by non-vets, and there is no real idea of how many of these sharks die as a consequence after release.

It has been reported over 800 large sharks have been tagged in Australia with acoustic tags and less than 50 sharks have appeared on acoustic receivers in the last five years.

Where have all these acoustically tagged sharks gone? It seems mortality and morbidity data is unavailable, and if institutions do have such data, then it should be made available.

The West Australian Sharksmart website reveals only 27 White Sharks being detected, despite the network being operational for over five years.

Surgical implantation of a transmitter into the body cavity of a shark without anaesthetic is an inhumane act and should not be performed. Rolling sharks onto their backs induces a catatonic state and there is little firm evidence that this equates to a meaningful reduction in pain sensation.

Furthermore, the implantation of non-sterile transmitters into any animal, the use of non-sterile instruments and the failure to wear surgical gloves are also deemed inhumane acts.

The most fundamental objective of any surgery is to do no harm, and the following discussion will indicate this is clearly not happening.

The tagging program of sharks may have good intent to conserve the species, however growing evidence suggests otherwise.

If tagged sharks emitting acoustic pings at 69 kHz are readily detected by man-made receivers, it follows then that any animal which has a hearing range that includes this frequency will pick up a tagged shark's presence.

In areas such as Ballina, the white sharks, greater than 3.5m long, depend on dolphins, whales and large fish, and the 69



A 69kHz coded transmitter

kHz frequency emission from implanted white sharks sits in the middle of the hearing range of dolphins.

Dolphins could likely now avoid predation and a hungry shark could become a dangerous shark. That is, until it becomes sick and dies from surgical complications or detected and killed by its only ocean predator, the killer whale.

Research documents confirm harbour seals can detect 69 kHz up to 3.4km away.

Acoustic tagging has been undertaken at Port Stephens and on the Gold Coast for some years, and Ballina, Lennox Head, Evans Head and Byron Bay are geographically in between these two locations.

Is there a possibility that the tagged sharks are responsible for the increased attacks on surfers? The V16 tags transmit at 160 dB when on high power, and the ongoing ping noise could have a profound effect on a shark's health and be constantly annoying, enough to possibly cause behavioural change.

Overall, it appears the coelom implantation process should cease, at least until further independent investigation of the status quo and an independent ethics committee review.

All data to date has to be put on the table for all to see. There are too many negatives and no positives, unless the demise of the White Shark is in fact considered a positive.

If a shark survives the catch-and-release and surgery without ill health, and can continue catching prey and keep out of the way of Orcas then great, however it appears the odds are stacked against this happening at every turn, if the theory around 69 kHz is validated.

Acoustically tagging sharks has been popularised as a valuable tool for their conservation when in fact it may be contributing to their annihilation inter alia.

Maybe this is surreptitiously what governments want to achieve? ■

A Truly Antipodean Cadetship

From the School Yard to the Bridge in Two Days

Iain Stevenson collection



A school boy heads off to sea – Iain Stevenson in his first uniform in 1955

The International Reunion of the British Deck Officer training establishments Conway, Worcester and Pangbourne, in association with Warsash, brought many old shipmates and friends together this October in Sydney.

As a guest on their pleasant Sydney Harbour cruise, it gave me a chance to meet many associates that I had the pleasure of working with over six decades in the Australasian maritime industry.

It also made me reflect on the total lack of pre-sea training that was experienced by Australian and New Zealand Deck Cadets entering such a dangerous industry last century, before the introduction of O(W) H&S.

The only way of getting away to sea in those days in New Zealand, which then had a local fleet of over 100 ships, was to join the local Seaman's Union, basically a closed shop.

In Australia, with a similar number of ships, the situation was not dissimilar, although the major shipping companies did employ a small number of trainee deck officers as cadets prior to WW2.

The Union Steam Ship Company of New Zealand had operated a cadet scheme on the *Aparima*, which unfortunately was torpedoed in November 1917 with the loss of 17 of her 30 cadets.

The Union Company, like many of the Australian companies, then depended on manning their fleets by the recruitment of British officers supplemented by local seafarers coming

up through the 'hawse pipe'. NZ operated the seized war prize, the Finnish square-rigged barque *Pamir*, which was taken over in 1941 and operated until 1948 as a de facto training ship.

In 1952, the Union Company decided to recommence a cadet training scheme to train deck officers.

In those days, the main British conference lines each offered a couple of New Zealanders and Australians a scholarship to one of the UK training establishments.

In my case I had an interview in 1952 with the New Zealand Shipping Company marine superintendent, with a view to obtaining one of these prized scholarships.

Despite swapping Latin for French as a prerequisite, it was not followed through and resulted in my joining the new Union Company scheme in April 1955.

The practical aspect of going to sea, and lack of pre-sea training, saw me at school playing rugby, and two days later joining my first ship in Auckland, the *Koromiko*.

My fellow cadet shipmate was also brand new, and we both came from inland country towns.

The ship was short-handed, with a master and two deck officers, and our first night on board a loaded ship and on shore power saw us as the only semblance of officer material on board, ship keeping overnight!

The Company, in their inimitable fashion, was reluctant to pay overtime, and the three deck officers all lived locally.

We distinguished ourselves by letting the chronometer run down and having had no telephone at home we made a hash of passing on orders whilst acting

on the bridge as de facto third mates.

The master and the two deck officers showed stoic patience with these two new dullards, and with me additionally suffering from severe 'mal de mer'.

Some of our fellows cadets were from seaside towns, having experience with Sea Scouts, yachting clubs, small boats and Naval training establishments, something neither of us had.

Australian cadets, from my experience, commenced their careers in a similar manner - basically thrown in the deep end.

We envied our British counterparts on their big liner ships, although when entertaining two cadets off a Welsh tramp opposite us at the Geelong wheat berth, we let them have whatever food we could scrounge, as they were heading back to the UK and they were already hungry.

Of course we survived our six months together, learning quickly to the extent that my fellow cadet saw the light and became an Air New Zealand 767 pilot, entering the aviation world like many of our immediate peers.

In turn I ended up as marine superintendent of the BHP's Australian fleet, so you could say our standing start saw us succeed.

It was therefore most satisfying on the harbour cruise to meet all-too-briefly Professor Peter Muirhead FNI, and currently Professor Emeritus, World Maritime University, Malmö.

We were closely associated in the early days of the Australian Maritime College at Launceston.

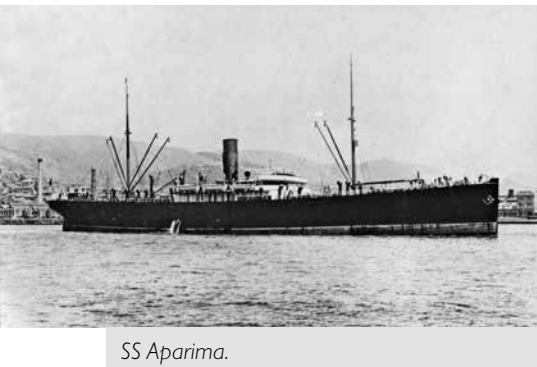
Peter was instrumental as one of the founding staff in setting up this excellent maritime training establishment.

BHP was extremely pleased to send their cadets, together with the



The *Koromiko*, which was left in the dubious charge of a green young cadet on his first night at sea.

Iain Stevenson collection



SS Aparima.

ANL/Howard Smith and Associated Steamship cadets, there to receive a well-rounded start to their maritime career.

The AMC was certainly a far cry from the non-existent pre-sea training of two decades prior.

The graduates are now spread far and wide, undertaking important functions not only in the maritime industry but worldwide, not unlike their ill-prepared and poorly-trained antipodean counterparts of earlier years.

New Zealand too has an excellent maritime training setup at Manakau, however in both cases the national flag fleet has for all intents and purposes disappeared.

Therefore they and other local maritime training establishments are educating overseas students, local restricted-certificate candidates and those seafarers undertaking revalidation courses.

No longer are cadets hanging off painting stages or racing up masts without a safety harness or hard hat. Times have certainly changed! ■

By Captain Iain Steverson, FNI, Branch Master, Newcastle.



From steam to sail: When the SS Aparima (above left) was torpedoed in WWI, with the loss of half her crew (including 17 cadets), the Union Steam Ship Company also lost a vital cadet ship. Her place was later taken by a war prize seized in Wellington Harbour – the Finnish sailing barque SS Pamir, which later became the last windjammer to carry a commercial load around Cape Horn.

Iain Steverson collection



Photo: Helen Lyth

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Artists Turn Their Gaze on Our World



Winner of the ANL Maritime Art Prize & Exhibition, Richard Claremont, with his painting 'Dusk, Port Kembla'.

Every year in Melbourne, the city's iconic Spanish Mission-style Mission to Seafarers centre hosts a very special event in a space perfectly designed for it.

This event is the prestigious ANL Maritime Art Prize & Exhibition, which attracts artists from around the country, who vie for a \$15,000 main prize and the privilege of having their work displayed for sale in the Mission's unique round dome – a space perfect for displaying art.

In fact so many paintings are received, they have spilled over into many other rooms in the complex.

There are so many entries each year that

a pre-selection has to be held, and the quality of the works on display is testament to this, according to Andrea Fleming, CEO of the Mission to Seafarers Victoria.

"The quality of the exhibition is outstanding this year, and it has grown into Australia's premier maritime art event since its inception in 2002."

The diversity of the exhibited works, and recurring theme of 'the relationship between humanity and the sea', conveys the importance of the ongoing work of the Mission, while showcasing the art genre, she said.

The winner of the top prize, and also of special categories for traditional paintings

and emerging artists, are revealed at a special opening held in early November.

The exhibition then runs for most of the month of November, thanks to volunteers from the Mission and CMMA, who act as guides and collect the small gold coin entry fee. Works are also on sale, and a number are sold each year.

This year's winner was Richard Claremont, an artist from Sydney. His work 'Dusk, Port Kembla', an oil on canvas, beat 90 other finalists and 133 entries overall.

"My work explores the tension between the natural and man-made worlds at Port Kembla harbour. (It is) artwork that contrasts the natural and artificial worlds, oftentimes blurring the lines between the two", he said.

Mr Claremont has been a finalist in several major art prizes, has exhibited internationally and has work in private collections around the world.



Congratulating Mary Hyde, winner of the ASP Traditional Maritime Art section, is Capt Nigel Porteous from ASP, who is also a Mission to Seafarers and CMMA stalwart.

Ms Fleming said the art prize is also a major fundraiser for the Mission.

"This event provides major funding to support our welfare work to ensure our oceans and coastlines are in safe hands".

Frequent finalist but first time winner of the ASP Traditional Maritime Art award was Victoria's Mary Hyde, for her oil painting 'Docked & Loaded'. She took home \$5,000, as did the Bendigo Wealth Emerging Artist Award winner, first-time entrant Vicki Parish, for her charcoal work 'Looking Out'.

Maxwell Wilks won the Nevile & Co. Highly Commended Award for his oil painting 'Boarding British Loyalty in heavy weather'. The Smidt Lamnalco People's Choice Award, voted for by all visitors, will be announced in due course; the winner receiving \$2,000.

All submitted art works can be viewed on an online gallery and all are available for purchase. There are paintings to appeal to all tastes and most budgets, and the Mission receives a 33% commission to put towards its charitable works. Visit www.missiontoseafarers.com ■



The Mission's dome is the perfect space for an art exhibition.

Vale – Newcastle Loses Past Branch Master



Captain John McTavish

The Newcastle Maritime fraternity lost a popular and well respected member with the passing of Captain John McTavish, following a lengthy illness during which he struggled with fortitude and perseverance – both of which he had learnt at an early age.

John was born in Durban, South Africa in 1935 and due to the exigencies of war-time, he was sent to boarding school at the age of six in the Afrikaans area of what was then Transvaal.

There he learnt quickly how to survive, and amongst other life experiences was a love of sports, especially rugby union. Returning to the coastal city of Durban in 1947, he tried to sign on the square rigged

sailing ship *Lawhill*, then sailing under the South African flag, but was too young.

Finally in 1951 he won a bursary to the General Botha Seafarers Training establishment at Simonstown near Capetown. He graduated with first class honours in September 1952 and was apprenticed to the British tramp company, Bank Line, serving as a cadet on their passenger ship *Inchanga* and the cargo ships *Gujarat* and *Inverbank*, resigning as second officer of the ex-Liberty ship *Ivybank*.

He then sailed briefly with Safmarine, General Steam Navigation Co, St Helena, before joining Shell Tankers, which saw him introduced to what became his speciality, oil tankers.

During this period he visited Australia, and left South Africa in 1959 for the Australian coastal tanker trade with ASP. He served as chief officer on the first of the two BP tankers built at the Newcastle State Dockyard, *BP Endeavour*, followed by command of her sister *BP Enterprise*.

He became a 1st Class pilot in the Port of Newcastle in 1971 and was appointed Senior Pilot in 1985, having successfully piloted 4,800 ships in the port, the highlights of which were piloting the *Royal Yacht Britannia* on two occasions and BHP's *Iron Pacific*, then the largest ship to visit Newcastle, on its inaugural voyage.

He retired from the Port Authority as Navigational Services Manager in 1994 but spent a further few years managing marine services firm Lovett McCracken and Gray.

In his retirement he was a valued committee member of the Newcastle Merchant Navy War Memorial Committee and as regular volunteer at the Marine Rescue Service manning the radio.

Another passion was his sailing yacht, *Perseverance*, which had a dinghy he called *Patience*.

John joined CMMA's newly-formed Newcastle Branch in 1981, and was an enthusiastic member, serving as Branch Master from 2004 to 2006.

A moving eulogy was given by his daughter Sarah and sons Bill and James at a service at the magnificent Anglican Cathedral which stands proudly as a sentinel for all ships that visit Newcastle. Fittingly, during the service, port pilots on two departing ships acknowledged John's passing with an extended blast on their whistles.

John will be sadly missed by his family and maritime friends and associates. ■

by Captain Iain Stevenson

Membership Changes: July 2015 to November 2015

DECEASED MEMBERS

NEWCASTLE

Capt John McTavish (Ret)

SYDNEY

Capt. Bill Taylor MBE (Ret)

Capt Donald Dykes (Ret)

Commander Ron Whitmore RAN (Ret)

NEW MEMBERS

MELBOURNE

Capt. Sheldon Rodrigues (Ord)

Mr Simon A Gamboni (Assoc)

QUEENSLAND

Mr Mohd I. Rahman (Assoc)

Capt Laurie Crisp (Ord)

Capt Karl Soares (Ord)

SYDNEY

Capt Anurodh Prasad (Ord)

Capt Philip Ginzler (Ord)

Capt Daniel Orchard (Ord)

WA

Mr Andrew Hogan (Assoc)

Capt. Michael C. Desa (Ord)

Capt. Raul Pereira (Ord)

Capt Malcom Ramsay (Ord)

Capt Chandri Makalana (Ord)

Capt John Prince (Ord)

Capt Slaven Roje (Ord)

Mr Christopher Galton-Fenzi (Assoc)

FEDERAL

Capt Ian P Shea (Ord)



Maritime Day Delivers Shed Loads of Fun



Captain Graham Davey mans the CMMA booth.



The cook-off participants included CMMA members Capt Allan Gray (kneeling) and Anne-Marie Archer (in blue shirt).

Fremantle Ports' Maritime Day on Saturday 31 October was a colourful event with a variety of attractions for all ages.

This annual fixture, the result of a combined effort between the WA branch of CMMA and Fremantle Ports, has evolved into a celebration of the maritime enclave that has been developed on the edge of the town – mainly around the historic goods sheds.

Those who have visited the area will be envious of the setting, which along with hard work, is key to the success of this popular day.

This year's event was particularly varied and lively, with colourful marine characters

contrasting with an extensive historic photo wall, children's activities, classic cars and bands to dance to - including the Royal Australian Naval Band SA and Fremantle Sailing Club's Pipes and Drums.

The sheds held regular events such as the cook-off between the Royal Australian Navy and Fremantle Ports (which ran true to form in the Navy's favour). Those who missed out on sampling the results filled up at stalls run by the enclave's popular cafes.

A range of serious maritime-related booths were also to be found in the sheds, including one manned by CMMA members which was kept busy explaining basic principles such as ship stability.

But with the harbour on the doorstep, the real action was right outside, with a variety of vessels for the public to explore including the *STS Leeuwin* and the ever-popular Svitzer tug.

A handicap yacht race showcased lots of small-craft skills - and a fair amount of jostling in the tight confines of the harbour.

Providing the soundtrack was a full program of entertainment from a number of schools, including Hamilton Senior High School, South Fremantle Senior High School, Comet Bay College and Hillman Primary School.

This event has to be considered a major success in port/community relations, and in the future will no doubt prove to have planted the idea of a maritime career into a number of enthralled young heads. ■



The Inner Harbour Classic Yacht Race held in the tight confines of the harbour.



Colourful costumes invoked the days of yore.



Tours of a Svitzer tug are always a popular attraction for families.

Industry Sells Itself to Students



Also growing in size every year is the WA high school Maritime Careers Day, held in conjunction with Maritime Day.

As well as the site visits, this year's event, which was held a few days before Maritime Day on October 28, included presentations, career workshops and facilitated discussions in B Shed on Victoria Quay, plus visits to nearby maritime institutions and workplaces.

A total of 81 students from 20 secondary schools in and around the port area took part.

Fremantle Ports chief executive officer Chris Leatt-Hayter said the aim was to give students interested in maritime education and careers a chance to meet people within the port community and learn about the work they do.

"The maritime sector offers a wide range of interesting careers, but in some fields, both in Australia and internationally, there is a shortage of skilled personnel.

"With the help of our industry partners, our aim in hosting the Maritime Careers Day is to make a contribution by drawing attention to the career opportunities and educational and training pathways leading to them."

Visiting the engine room of a Svitzer tug was one of a number of interesting experiences for Year 9 students.

At Challenger Institute of Technology, students operated a ship simulator, while on Victoria Quay they climbed the riggings on Sail Training Ship *Leeuwin*.

At the IFAP Offshore and Marine Training facility at Rous Head, they observed practical training for marine safety, whilst at the TAMS Group's Rous Head base they toured a vessel and learnt knot tying.

Participating organisations were Fremantle Ports, Leeuwin Ocean Adventure Foundation, Svitzer, Royal Australian Navy, Australian Border Force, IFAP, TAMS Group, Challenger Institute of Technology, FARSTAD, Company of Master Mariners of Australia, Murdoch University (dolphin research) and the Flying Angel Seafarers Club. ■

Left: Challenger Institute of Technology, which introduced high school students to the world of simulators on Careers Day, was also busy on Maritime Day, giving rides in its vessel *Maritime Image*.



Above: At the controls of a TAMS vessel are Bailey Ballard (seated, Gilmore College), Joseph Bird (CBC), Rhys Watt (John XXIII College) and Michael Reid (TAMS).



Cody Williams (Living Waters LC) descends the rigging of *STS Leeuwin* watched by Andrew Laurie.

CMMA WA Nurtures Another Young Seafarer



Once again the WA Branch has generously supported a young Western Australian with their sights set on a career in the marine industry, with a scholarship to assist them join the STS *Leeuwin II* for a week at sea. CMMA's support ensures future young seafarers gain fundamental skills training, personal development and sea service time that will support their career ambitions. The youth recipient this year is Kaitlyn Todd, who demonstrated in her essay application that she has a genuine passion for the marine environment. The CMMA WA Leeuwin Scholarship contributes \$1500 towards the full fare of \$2100 for the weeklong voyage. Made available for application at the 2015 Maritime Careers Day, it is jointly supported by industry, Fremantle Ports and WA training organisations. Kaitlyn's experience will be brought to you after she completes her voyage in 2016. ■

Christmas at the Branches



Melbourne Branch Master Capt Ian French hosted Ben Solar and guest from the Melbourne Maltese Association.



Background - William Burton and his wife Karin, Right Peter Liley. Foreground with back to camera Chris Mackey and his wife, from Queensland Branch.



Arthur Diack, his wife, and Padre Bill Pearson (left) and Bill Bailey, his wife and Giles Martin (right) enjoying the Queensland event.



Melbourne Branch Court Member Capt Roy Stanbrook and his wife Ann with the spoils of winning the quiz.

Christmas was being anticipated by most Branches in the lead-up to Christmas, with both Queensland and Melbourne Branches opting for a sit-down restaurant dinner with some festive touches.

Both events attracted a good number of ladies (the Queensland event officially being Ladies' Night), including the daughter of Capt Tom Tucker, who passed away this year.

Melbourne's event followed recent tradition of being a shared function with IMarEST and the Nautical Institute. Prizes were donated for the evening's quiz and other activities by Port of Portland, North & Trew Marine Consultancy, VRCA, CMMA, IMarEST and the NI, allowing \$100 to be donated to Stella Maris and \$170 to the Mission to Seafarers. ■

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To find out more

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