



THE MASTER MARINER

NATIONAL MAGAZINE OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA



www.mastermariners.org.au

- Putting you to sleep
- Navigation teamwork
- Australia's own *Cutty Sark*
- A branch is lost



Fremantle Ports supports
the Company of Master
Mariners of Australia



From the Federal Master



Fatigue and fatigue management has been an important issue in the past few years. Many accident/incident investigations in the maritime industry link this problem to the ever-present human error cause.

Unfortunately, there are many reports of collisions and groundings because the officer-of-the-watch was sleeping or distracted by other non-navigational duties.

Fatigue at sea can be caused by poor sleep quality and other environmental factors such as high stress and excessive work load, often due to inadequate manning levels on some ships.

IMO (International Maritime Organisation) has been aware of this problem and tried to address this with the introduction of ILO (International Labour Organisation) Convention -Seafarer's Hours of Work and the Manning of Ships Convention 1996 (No 180) that took effect from August 2002 after 15 countries ratified the convention. Interestingly, none were in the Asia Pacific Region.

The convention effectively applies to all seagoing ships including some commercial fishing vessels. The limits are prescribed for maximum hours of work and minimum hours of rest.

Research programs focussing on 'critical vessel accidents' concluded that 16 percent were fatigue related and more worrying some 33 percent of personal injuries contributed through fatigue.

Perhaps we can persuade the regulator to review its practices and policies with regard to seafarer fatigue. I would like to see an introduction of a maritime-related computer-based fatigue modelling program. This would be used to develop work schedules and be integrated with other risk management strategies addressing fatigue.

We have learned much from the Civil Aviation Industry, perhaps this is another area where the maritime regulator could be proactive and devise programs that regulate the work during the critical circadian rhythm periods of 2300 through to 0600.

Unfortunately for us seafarers, maritime regulators have taken a reactive approach to those subjects, while on the airline industry, these issues are apparently taken much more seriously (I wonder if it's because regulators are travelling by plane...) I wish AMSA well in their efforts to make progress in this area.

Once again, I would like to wish all our readers a safe and happy Christmas and a healthy, prosperous and happy New Year. ■



ADVERTISE IN THE 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.

There is still a limited number of advertising spaces available at extremely affordable rates. Significant discounts are available for CMMA members.

Advertising revenue will be used to increase the number of magazines printed and circulated within the industry.

If you are interested in advertising, please contact the editor on Joanna@northandtrew.com to request a rate card.



Cover Photo:
Things are looking up. Three of *City of Adelaide's* staunch supporters, (from left) Robert Davis, Russell Penney and Lionel Elmore, discuss how they intend to improve her lot. See story on page 10.

Photo Joanna Carson

Editor: Joanna Carson
E Joanna@northandtrew.com
P 0468 388866

This publication relies on contributions and all efforts are made to ensure fairness and accuracy. However CMMA cannot guarantee articles do not contain errors, mis-statements or omissions. Opinions expressed in this

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

Contact: Hon Federal Secretary:
Capt Frank Kaleveld.
E fedsec@mastermariners.org.au
PO Box 474
Fremantle WA 6959

Congress Delayed a Year



Attendees at the last CMMA congress in 2015. A decision has been made to defer the next congress for a year to allow for the industry's economic state to improve.

The state of the industry has resulted in the biennial CMMA Congress being delayed until 2018.

Federal secretary Capt Frank Kaleveld said the decision was made in order to ensure the third congress was as successful as the first two. Had it been held on schedule in early 2017, this would not have been guaranteed, due to the uncertain state of the industry at the moment.

It was important for the congress to attract good numbers and if this could not be assured, there was a risk of it not covering its costs, which would prove detrimental to the Company's coffers.

Capt Kaleveld said the WA branch had bid to hold the congress in April 2018. The branch held the successful first congress in 2013, with the last one being

held at the Australian Maritime College in Tasmania last year.

While the industry was facing many challenges, this would ensure there was no shortage of conference themes to choose from in due course. An announcement on the main theme would be made later next year, he said.









AGM ON TRACK

Meanwhile plans for the next AGM are on track, with the event to be hosted by the Sydney Branch on April 8th next year. The AGM is attended by Federal office holders and Branch Masters, and any member of the Company can, and is encouraged to, attend as an observer. More details will be posted on the website closer to the date. ■



World-class marine & navigation expertise.

Worldwide, when you need it.

-  Navigation safety
-  Port design & development
-  Expert witness/peer review
-  Accident investigation
-  Regulatory & compliance
-  Risk assessment/reduction
-  Shiphandling/simulations
-  Training & team building

For sound and tested advice from a highly experienced team plus word-perfect reports, visit

www.northandtrew.com

Captain David Shennan, Principal



Practical and cost-effective maritime law, engineering and consulting services

Our firm is owned and operated by specialist Maritime Lawyers, Master Mariners and Marine Engineers.

Experienced advice across the marine, government, energy and legal environments including:

- Ports & terminals
- Offshore oil & gas
- Wharf & Terminal
- Marine Insurance
- Salvage & incidents

Contact:

04 81170373

info@mer-solutions.com

www.mer-solutions.com

Seasonal Greetings

The Federal Court wishes all branches and all members are very safe and happy Christmas and a successful 2017. To all branch office holders and contributors to our Facebook page, website and magazine, you are most appreciated – thank you all.



Mobile Friendly Website Gives Company a Fresher Look

Members logging on to the CMMA website in recent weeks will have noticed a smart new look.

A project to update the website, in order to make it mobile friendly and refresh the design, has recently been completed by webmaster Capt Michael Tyler and Jeremy Price of Kitestrung Creative.

The new look is aimed at making it easier for members to find the information they want, and non-members to learn something about the Company.

The Federal Court's goal is for members to find the website a useful source of information, and to use it more for entertainment as well. Capt Tyler is tasked with keeping an ongoing stream of interesting industry news available for reading. He would like to receive interesting histories and maritime stories that members provide, and will also upload material that doesn't make it into the magazine but is still of interest to members.

Capt Tyler spends many hours managing the website and uploading the material, which includes copies of branch newsletters and electronic copies of *The Master Mariner* (which are uploaded after hard copies are delivered). In the past some branches have become a little forgetful about forwarding their newsletters for uploading, and if this does not occur, the website is more likely to be viewed as incomplete and therefore visited less often.

The refreshment project is a new start in this regard, and efforts will be made to ensure it is kept up-to-date at all times. Branch editors can help in this by adding Capt Tyler to their electronic circulation list, thus saving him much time in following up.

When first launched, the website became the third tool in the Company's communications kit bag, after the branch newsletters and the national

newsletter, which has now developed into a glossy colour magazine that is circulated widely in the industry. A thousand copies of *The Master Mariner* are now published and distributed to members and industry bodies free of charge, with the cost being subsidised by advertising and Federal funds. As well as enabling the size and number of magazines to increase, advertising has allowed the magazine to be posted centrally, and provided a saving in postage to all branches.

The magazine is an excellent way to increase awareness of the Company, and when prospective members search for us online their impression will continue to be a positive one, thanks to the new website.

However while promotion is important, some things are best kept in-house, for privacy reasons and to allow free-and-frank discussion. Branch newsletters are still only sent to members and the public/private aspects of the website are sensitively managed by Capt Tyler with guidance from the Federal Court.

With the introduction of social media came the Facebook phenomenon, which the Company has recognised as providing a valuable fourth tool in our efforts to communicate with members, and allow you to communicate with each other.

Due to its immediacy, the Facebook page is the best place to give your feedback on what you read in the magazine or on the website, and what you think about what is happening in the industry. Otherwise, as in the case of magazine letters, those responses could be three months out of date before they can be expressed – a long time in today's world!

Facebook allows members, as well as Company office holders, to respond to posted comments, which will hopefully result in constructive and useful discussions.

The goal is for Facebook to also become the Company's 'water cooler', and used as a noticeboard by branches - for example by branch secretaries giving reminders of meetings and events, and by members wishing to, for example, seek transport to events, advise fellow members of non-CMMA events of interest or seek other assistance.

The page will still share some of the news feeds you are used to seeing, if they are of particular relevance to members, but for general updates on what is happening in the industry, members are encouraged to make regular visits to the website.

For those members who have a computer but have never ventured into the world of Facebook, we recommend having somebody set you up and point you to the CMMA page. It is easy to use once you know how, and can help you feel more connected to your peers. Otherwise we hope you get more value out of our new website, and continue enjoying the more in-depth articles in the magazine. ■

INSTANT CONNECTION

What: Facebook.

How: Enter your Facebook page and search for 'Company of Master Mariners of Australia'. Administrator will accept. Information such as meeting reminders can be posted directly by members. All members of group can comment on posted items.

Who: Administered by Capt Stuart Davey
Stuart.Davey@fremantleports.com.au

ONGOING CONNECTION

What: Website. www.mastermariners.org.au

How: General information is public. Branch newsletters, Company communiques and archived material can be accessed by members – password required. Contact the website administrator for access.

Who: Administered by webmaster Capt Michael Tyler
admin@mastermariners.org.au

FOUR MONTHLY CONNECTION

What: National Magazine *The Master Mariner*.

How: Public magazine with in-depth articles on maritime issues plus coverage of federal and branch events. Sent free to all members and circulated to policy makers, companies in the industry and maritime colleges.

Who: Edited by Joanna Carson
Joanna@northandrew.com



Editor, Prime Warden and Branch Master becomes Life Member



(Right) CMMA's latest life member, Newcastle's Capt Iain Steverson FNI on receipt of his first cadet's uniform, and (above) in more recent times.



As the Newcastle Branch dissolves and becomes part of Sydney, the efforts of the man at the helm have been recognised with a life membership of the Company.

Capt Iain Steverson has fought hard to keep the branch viable in recent years and has always had an opinion to offer on affairs of the Company and the direction of the industry, both of which he is passionate about.

His main interest is in preserving and promoting the cause and achievements of the merchant mariner, and he has regularly expressed disillusionment over the dwindling recognition the Merchant Navy receives on commemorative occasions.

The larger-than-life former Kiwi has a long history of serving the Company, both locally and at a Federal level, with stints as Federal Prime Warden (Vice President) 1993-95 and *The Master Mariner* editor 1988-91.

His galloping writing style brings to life the forgotten deeds of mariners and their vessels, and these stories can still be found in most issues of the magazine today.

Capt Steverson's articles are often received a just day or two after the topic has been agreed upon, and give the sense they were dashed off at speaking speed from razor-sharp recall. They are often

followed the next day by a few corrections – just enough of them to confirm that for Iain the storytelling was the important bit, and the facts will be checked afterwards.

However checked they always are, and along with his extensive collection of historic shipping photos he has saved the day for the magazine team on many an occasion.

Capt Steverson wrote of his early days at sea in the December 2015 edition of *The Master Mariner*. From Palmerston North in NZ, he started out with The Union Company in 1955 on the *Koromiko* - green around the gills from inexperience and seasickness - but he survived both to end up in Newcastle as Marine Superintendent of BHP's Australian fleet from 1973-1988.

In getting there, Capt Steverson put in stints with Australian National Line, Pacific Steam Navigation Co, General Steam Navigation Co, Port Warratah Stevedoring and then Port Jackson Stevedoring.

Prior to his retirement in 2002, Capt Steverson was variously Deputy Secretary and Operations Manager for the Queensland Coast & Torres Strait Pilot Service, which was later renamed Queensland Coastal Pilots and then Torres Pilots.

Capt Steverson's storytelling ability has been put to further good use as editor of BHP's fleet house magazine *Iron Ships*, and he was instrumental in the eventual

publication of the company's history of the same name.

His writing and editing skills have benefited CMMA through his editorship of the Newcastle newsletter 1983-88 and national magazine 1988-91, and as editor for the Nautical Association of Australia (*The Log*, 1998). He still regularly contributes to that publication, as he does *The Master Mariner*, and is currently co-authoring the ANL history.

Capt Steverson has belonged to a wide range of nautical organisations, and been an office holder or panel member in many of them, culminating in, on two occasions, membership of the Australian delegation to the United Nations International Maritime Organisation (IMO) London, as Technical Adviser, Maritime Environmental Protection Committee (MEPC), on matters pertaining to problems associated with shipboard carriage of ballast water.

Somehow Capt Steverson has found the time to throw his passion and energy behind other pursuits outside of shipping, including the scouting movement, in which his children followed his footsteps, Rotary and Probus, from which he has also received official recognition.

His interest and involvement in maritime history and museums also extends to the aviation, rail and military arenas.

Capt Steverson, who has in the past lobbied for other members to receive life memberships, said he was genuinely surprised to be offered one himself, although he felt it was his wife Auriel who most deserved it.

"The long hours I've spent away from the family during my career has in many ways inhibited her," he said.

"I've been going through old *Master Mariners* and the life members include such important individuals as Capt Boulton and other luminaries. It's very nice to be put in a group of people of that calibre and considered a peer." ■

By Joanna Carson

Becoming Alert to Fatigue



NO MATTER HOW 'EASY' THE HOURS MAY LOOK, A ROSTER IS NEVER ENOUGH TO EFFECTIVELY MANAGE FATIGUE ON ITS OWN.

It was 0300 on a warm December morning, and everything seemed a little too easy as the pilot boat rocketed out to the boarding ground. Hardly a whisper of wind, little swell, and favorable tides had all come together. John was celebrating his 10th year as a pilot in what was an increasingly busy port, and as he prepared to board yet another Capesize ship his mind drifted to the fact he needed to make some plans for taking some long service leave.

The shipping had been pretty easy for the last few days, and John's last pilotage had been just before lunchtime the day before, giving him a good 16 hours between jobs. Plenty of time to rest, except that it had been hot. Stinking hot, and the teenage kids next door had been going hard in the pool well into the evening. It was 2300 by the time their party wound down, and John had managed to get just a couple of hours sleep before the alarm woke him for the next pilotage.

The Master-Pilot exchange was pretty standard, the vessel was in good condition, and the bridge crew seemed fairly switched on all things considered. John was satisfied. With little current at the turn of the tide, and no wind to speak of, he was able to get the ship onto the lead lights with little effort. The bridge was quiet, and warm, and John started to feel the effects of little sleep. It seemed everyone on the bridge was struggling, so much so that no one noticed the lead lights begin to separate, nor the subtle turn to starboard. Suddenly John was snapped out of daze as the bridge crew

were propelled forward against the bridge windows or whatever caught them in between. The ship had caught the starboard edge of the channel... All hell broke loose, and it wasn't until some days later that it became apparent rudder failure was the cause.

Or was actually the real case that no one on the bridge had noticed?

In so many industries, we look to the roster to determine if fatigue is a problem. In this case study, 16 hour off is surely enough? In fact it might be considered a little 'cushy' – a few hours of work – 16 off... Easy!

But in reality the roster is a very blunt tool to manage the risks associated with fatigue.

WHAT IS FATIGUE?

Fatigue is a state of performance impairment, and affects many aspects of our safety-critical work. It is associated with slower reaction times, decreased vigilance, slower reasoning and problem solving, poor memory, and changes in mood and communication. Fatigue is to our mental state what a clogged artery is to our circulation - it reduces the overall throughput and performance.

WHAT CAUSES FATIGUE?

There are three main factors that lead to fatigue. The first of these is not getting enough sleep. As humans we are designed

to get about eight hours sleep per day, and anywhere between seven and nine hours is considered normal. Whilst some people say that they don't need seven or eight hours, their performance is still likely to be degraded. They may have learnt to adjust their behaviours to deal with the effects of constant low-grade fatigue. Our studies consistently demonstrate impaired performance in real-world work environments. For example, on the flight-deck of a commercial airliner, if a crew member has had less than five hours sleep, they will make twice as many errors as someone with more than five hours sleep.

The next cause of fatigue is any disruption to our circadian rhythm. As a species we have evolved over millions of years as diurnal (daytime) hunter-gatherers. We aren't designed to be awake at night, just look at how our eyes are only really effective in the daytime. We slept safely in caves during the night, and also took an afternoon nap to rest in the heat of the day. When modern 24/7 society screws with this innate design, we are forced to operate under the specter of fatigue.

The final cause of fatigue is time on task. Our mental or physical performance cannot be maintained at optimal levels for extended periods of time. Just like digging in the garden leads to physical fatigue, so do extended periods of mental work.

It is often quoted, usually by someone in a management role, that it's not an issue of fatigue, it's just that people are tired. However, it is *never* that simple. Feeling tired is one of the most obvious symptoms of fatigue. Similarly, when we measure fatigue, if someone scores themselves as high on a subjective fatigue scale (feeling tired or sleepy) more often than not their performance will be impaired on an objective measure of reaction time, vigilance, memory or decision-making.

If someone is feeling tired, it is a sure sign that they are at serious risk of performance impairment associated with fatigue.

NOT GOOD FOR SAFETY – EVEN WORSE FOR YOUR HEALTH...

We all know the potentially catastrophic impacts of fatigue on safety, as illustrated in the opening case study. Our high-risk work is generally protected by a variety of safety mechanisms, from bridge resource management picking up the error of a fatigued Master, through radar and depth warning systems to prevent mishaps. So it is generally thought that the effects of fatigue are masked by these protections when we are at work. However, you are not as well protected when driving home, and we often say that this is your highest risk task. But, the news gets worse. More and more research is highlighting that people who work irregular hours have higher preva-

lence of all sorts of health impacts, including cardio-vascular disease, gastrointestinal disorders, reproductive issues, diabetes and some forms of cancer. While the exact mechanisms are not yet fully understood, it is likely that sleep restriction and circadian disruption are part of the equation.

SO WHAT ARE COMPANIES DOING TO BETTER MANAGE FATIGUE?

Over the last few decades, companies in all manner of high-risk industries have been developing new ways to identify and manage fatigue-related risk. Some players in the maritime industry have kept up with best-practice, and some Australian operators are doing really good work in identifying and responding to the risks posed by fatigue.

The basic starting point is that the management of fatigue-related risk should be integral to the whole operation in organisations that utilise any form of shiftwork or non-standard work hours. You don't manage risk with a well-written policy or guideline document on the shelf; you manage that risk like any other risk within your safety management system.

Basically, fatigue management it is a matter of thinking about fatigue in terms of increased risk from a safety and productivity perspective. This means identifying instances of increased fatigue and responding appropriately.

There are a number of maritime operators in Australia who do this well, and can be considered as adopting best-practice in fatigue risk management. In the interests of objectivity, we won't name them, but those in the know will be familiar with their systems. Here are some of the basic things they do to manage fatigue...

MAKING FATIGUE A 'DAY OF OPERATIONS' ISSUE – NOT JUST A 'ROSTER DESIGN' ISSUE.

Every day, each of us as an individual, signs on to work with a level of fatigue-

related risk. Sure, the roster can really have an impact, but there are many more issues, as highlighted in the opening case study, that determine the level of fatigue that we bring to work. Therefore, smart organisations build into their fatigue management system tools that enable and empower people to determine their individual fitness for duty on any given day.

The process of self-monitoring or self-assessment of fatigue levels is actually pretty simple. Several maritime organisations in Australia embed this in policy, including some well known pilotage services. These organisations have a policy that every time an employee signs on for work, they are promoted to recall the amount of sleep they have had in the past 24 and 48 hours, and think about how long they will have been awake at the completion of the job. There are set threshold values for the amount of sleep or wakefulness that indicate if an individual at sign-on might be at elevated levels of fatigue-rated risk. These risk thresholds then trigger actions to make sure that high-risk jobs are only performed by people with sufficient prior sleep and not too much prior wake. The science tells us, as we highlighted before, that if you have had less than 5 hour sleep in the prior 24 hours, you will most likely make twice the number of errors than someone who has had a normal amount of sleep, which is 7-9 hours for a healthy adult.

Another tool used in the Australian maritime industry for self-assessment is the *Samn-Perelli Fatigue Checklist*. This tool requires individuals to simply choose the most appropriate descriptor of their alertness state at a given time point. The 7-point scale ranges from 1 = *fully alert, wide awake*, through to 7 = *completely exhausted, unable to function effectively*. Scores are recorded at the start and end of shifts, and can be used in two main ways – to make strategic modifications to operations or to make tactical decisions that manage risk in that moment. Strategic modifications may

BECOMING ALERT TO FATIGUE

This article has been written by Associate Professor Matthew Thomas of the Appleton Institute in Adelaide, which is part of the Health, Medical and Applied Sciences school at CQ University. Along with Professor Sally Ferguson, he has advised a number of ports and marine services companies about how to manage fatigue issues in this challenging industry.



Prof Matthew Thomas

His primary research interests revolve around human error and fatigue, and includes several decades of experience working in high-risk industries such as maritime,

aviation, rail and healthcare. He focusses on areas such as incident investigation, non-technical skills (BRM) and the development of systems to better manage human factors risks.

Prof Ferguson, who is also Deputy Dean Research, has a background in circadian biology and understanding how the body clock helps keep us synchronised, and what happens when we work against our clocks. In the last ten years this has led to questions about the relationship between sleep, wake and work patterns, particularly



Prof Sally Ferguson

for those working shift work. Sally has worked with industry partners in mining, rail, healthcare, marine pilotage, aviation and the emergency services.

She has received funding support from the National Health and Medical Research Council (NHMRC), the Australian Research Council (ARC), the Bushfire CRC and the CRC for Rail Innovation.

The Appleton Institute combines excellence in research, teaching and community engagement across a range of scientific areas including safety science, sleep and biological rhythms, applied psychology, occupational health and safety, human factors, risk management, cultural anthropology and immigration. It is overseen by renowned fatigue and human factors expert Professor Drew Dawson and consists of a 30-person research team, including 10 PhD students. ■

TOUGHEN UP BUDDY –
YOU'RE NOT FATIGUED –
YOU'RE ONLY TIRED!



include things such as changes to the roster or work hours, or changes to work practices, or changes to crewing complement. Tactical decisions involve the implementation of control strategies in the moment to manage the risk and may include task rotation or other fatigue-proofing strategies, a break or nap, or stopping work. Self-report data can be collected routinely and analysed as part of a continuous improvement process in the safety management system.

In a similar way to self-report data, organisations can also conduct monitoring of objective markers of fatigue-related risk. We have worked with a number of maritime operations to collect and analyse sleep/wake and work information. Such data is used to check to what degree the sleep opportunity provided by the roster actually translates to sleep. Personnel wear an activity monitor on their wrists for 2-4 weeks to measure sleep and wake. The activity monitor is similar to the current suite of wearables such as Garmins or Fitbits and is validated against the gold standard laboratory-based sleep measurement. Personnel also complete a daily sleep and work diary across the study period.

The diary and activity monitor data are combined and analysed for key markers of fatigue such as total sleep time in the 24-hour period prior to the start of shifts (or work periods), length of wake periods, and sleep quality measures. Such data can be used to check the roster is providing adequate opportunity for sleep and is invaluable as evidence that an organization is continually reviewing its systems.

“BUT WE HAVEN’T HAD ANY REPORTS OF A FATIGUE-RELATED INCIDENT...”

Unfortunately, from a liability perspective, there is now plenty of legal precedent to suggest that an organization will be found wanting if all they are doing is relying on rostering to manage fatigue.

The report from the Australian Transport Safety Bureau (ASTB) into the grounding of the *Shen Neng 1* in April 2010 highlighted a number of issues that implicated fatigue as a contributory factor in this accident. The ATSB has a well-developed framework that is used to assess whether fatigue is a potential contributory factor in an incident of accident. This framework

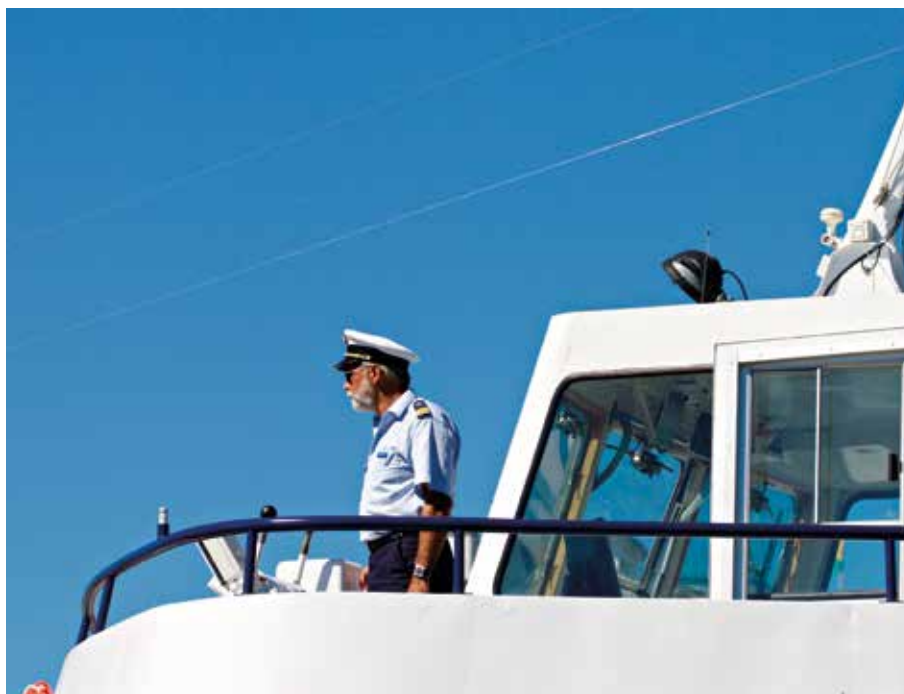
goes well beyond the roster that a particular seafarer worked.

THE BOTTOM LINE...

Today, the scientific evidence is indisputable with respect to fatigue and safety. First, the causes of fatigue are not simply all about the roster. Rather, how much sleep you have had and how long you have been awake are better indicators of risk than the roster you have worked. Second, the impacts of fatigue are not just about an immediate safety issue, but also about the significant implications for your health and well-being. There is an increased prevalence of major health conditions in shift-working populations. Finally, there are a number of maritime organisations in Australia who deal with fatigue on terms beyond simple roster design. We should look to these organisations as leading the way with best-practice fatigue management. ■

In the next edition of The Master Mariner we will take a closer look at how well the new fatigue tools are working for the companies who have adopted them.

Australia First to Wake Up to Fatigue On Board



While a growing number of Australian port services operators are paying more attention to fatigue, what about the bridge team they are working with?

Fatigue on board has its own set of issues, and although Australia’s fleet is

dwindling, our regulatory authority, AMSA, is working hard to modernise thinking in this area – and thus improve conditions on board.

AMSA’s Head of System Safety, Michelle Grech, is in charge of an Australian delegation which not only recommended that the

International Maritime Organisation (IMO) review its 15-year-old fatigue guidelines, but offered to facilitate the process.

Receiving approval to do so was a major step, but agreeing on the new content has not been as easy. The process has involved the setting up of a correspondence group coordinated by Australia that consists of over 30 different countries and 11 different industry interest groups.

So far, it has been a three-year process that has included three IMO sessions, many changes to the proposed guidelines and, with the fourth and last session looming, a number of sections on which no agreement has been achieved.

Dr Grech admits it has been an extraordinary challenging process, with many members of the sub-committee having a different take on the issue, and others with specific interests to protect.

It is hoped that consensus on the content of the new guideline will be reached at the next sub-committee meeting, however it is possible that this may be wound up after the next session, and need to be set up again to complete the job.

So why is a country that has few ships and a shrinking number of mariners going to so much trouble to improve standards worldwide?

“These ships are coming into Australian waters, and into our ports, so that worries us,” Dr Grech says.

“There is huge commercial pressure in this industry, and the first things to give are people.”



Professor Margareta Lutzhoft

Luckily, Australia is well served with in-country fatigue expertise, and she has called on several researchers to provide the scientific basis for the new guidelines. AMSA is funding work being carried out at AMC by Professor Margareta Lutzhoft, Deputy Director, National Centre for Ports and Shipping, and has also involved Dr Matthew Thomas from QC University's Appleton Institute. Together with research findings from around the world, they have informed the sub-committee about the latest understanding of fatigue impacts caused by a wide range of factors, such as work scheduling, operating conditions, environmental disturbances, workload, emotional stresses and personal health.

The guidelines started out as something of a fatigue encyclopaedia, but have since been simplified and streamlined as a result of sub-committee feedback. However it is still a mine of information on how to man-

age the risk of fatigue – useful for both Companies in giving seafarers appropriate rest conditions, and seafarers needing to manage their rest periods appropriately.

What it doesn't include are specific recommendations for what schedules are best – for example whether the traditional four-on, eight-off watch schedule is the most ideal, or should be replaced.

That, according to Dr Lutzhoft, is because there is not enough definitive research to make such a call, although there is much knowledge to help companies get it right.

"We do know that with four-on, four-off you get some creep. With four-on, eight-off you will also get creeping sleep debt. With six-on, six-off there will be affects over time."

She said while young people are considered the most energetic by society, they need the most sleep, yet are often given the hardest shift - the night watch.

"We also know that when you get older you get less deep sleep, which is balanced by your long experience, helping you know how tired you are. But traditionally we've put the youngest and least experienced people on those watches."

To address the problem of there being no one easy answer, the proposed guidelines recommend taking a risk-based approach to addressing fatigue on board. It's an approach well understood in Australia and used by many ports and port service providers, who are aware that they face liability implications if they cannot prove they took all possible safety precautions.

While the guidelines don't provide a specific set of tools for completing a risk assessment, suitable bio mathematical calculators are available, and formal training – both in risk assessments and fatigue itself - is strongly recommended, although

this would be the responsibility of each member country.

One difficulty for the guidelines is that while fully up-to-date, they will sit within laws such as STCW which are older, and unlikely to be changed to reflect the latest in fatigue knowledge.

"It's true that these laws represent the floor and the floor is likely to stay where it is. What we are doing may only raise the ceiling," Dr Lutzhoft says.

However she believes there are ways to motivate shipping companies to set their sights higher – for example reduced insurance premiums for companies who successfully manage their fatigue-related risk.

Meanwhile AMSA's dedicated fatigue team will continue tirelessly down the long road to IMO success – and they're going to need their rest. ■



Dr Michelle Grech representing Australia at IMO while lobbying for better fatigue guidelines.

World-class Maritime training on the doorstep of the Great Barrier Reef.

Upskill, revalidate or refresh a maritime certificate at the Great Barrier Reef International Marine College (GBRIMC).

Located in Cairns – North Queensland, Australia – the GBRIMC in partnership with TAFE Queensland offers AMSA approved, quality maritime training using the latest technologies and state-of-the-art facilities including full mission bridge simulator, fire fighting and damage control facility, multiple desktop simulators, tug-optimised bridge, engineering workshops, sea survival immersion pool and a training vessel.

For the full range of **short courses** and **certificate qualifications**, training dates and costs

☎ (61 7) 4041 9813 📧 marine.north@tafe.qld.edu.au

www.gbrimc.com.au

AMSA approved STCW short courses

- Continued Competence (Deck/Engineering Officers, Chief Integrated Ratings, Integrated Ratings & Ratings)
- GMDSS
- GMDSS Revalidation
- CoST
- CoST Refresher
- Fire Prevention and Fire Fighting
- Advanced Fire Fighting
- ECDIS
- Security Awareness Training



Great Barrier Reef
International
Marine College

MAKE
GREAT
HAPPEN



Australia's *Cutty Sark*, and the Team Who Will Get Her to the Ball



The City of Adelaide (*italics*) as she stands today. Not at her brilliant best, but still a dramatic and imposing sight.

Photo Gary Chrystal

There's a global Cinderella story playing itself out right now. It's a story about sisters, but even more it's the story of Cinderella before the ball and Cinderella after.

One sister, the northern-hemisphere *Cutty Sark*, is already a great beauty. She's very rare. Almost, in fact, the oldest composite sailing ship still around. She's well-known, well visited, well-funded and, well, famous.

She's younger than her sister and has certainly aged better – even if that's because she's had a whole lot more replacement surgery. But in the world of antiquities, age is everything, so it would stand to reason that *Cutty Sark's* older sister, the southern one that actually *is* the oldest composite sailing ship in the world, was even more famous and revered.

But she's not. She sits in a country whose population is, for the most part, oblivious to her existence, let alone her significance. The many Australian tourists who've visited the *Cutty Sark* in her impressively-appointed home in Greenwich, London, had really only needed to go as far as Adelaide.

Because that's where the *City of Adelaide*

is, and where she is getting a very different makeover to her younger sister. Not for her are there any government or museum grants. Restoring her 152-year-old iron bones and timber body, which is about 85 percent original compared with *Cutty Sark's* approximate 13 percent (thanks to several major fires) has been left to a team of passionate volunteers. She isn't even considered, by some in South Australia, a particularly local heritage project. In contrast, *Cutty Sark*, a tea clipper which never carried passengers, is UK Heritage 1 listed and has received over £11.5m in Heritage Lottery funding alone.

If the significance of their clipper is lost on the powers-that-be in South Australia, they are at odds with the news reporter who, upon seeing her for the first time, wrote:

It is many years ago since Captain Bruce took up his station on the berth from Adelaide to London, and after giving general satisfaction in the Irene, he resolved to build expressly for the trade a new vessel in which all the requirements his experience could suggest should be met... the result has been the production of a ship of which the colony may well be proud.

'The frame is of iron with teak wood planking, 195 feet over all, 19 feet depth of hold, and 33 feet 6 inches beam, with lines and proportions which will ensure fast sailing. Nor is speedy progress the only aim, for in her passenger appointments every means have been taken to ensure perfection.

'Her appearance to a nautical man is extremely pleasing, for while possessing the fine lines of a clipper vessel, there is a neatness about the spars and rigging which adds materially to her appearance.

'...a glance at the craft decided her superiority, and aroused pleasurable feelings that the Port Adelaide trade warranted the building of such a ship.'

Unfortunately, after a few different careers and two sinkings, she was not, on her last arrival in SA, the beautifully dressed clipper that appeared over the horizon on her first.

That metamorphosis is going to take far longer than it has for the *Cutty Sark*, but there is no doubt in the minds of her small but dedicated group of guardians, the more than 50 volunteers who make up Clipper Ship City of Adelaide Limited (CSOAL), that it must, can and will be done.

And it seems plenty of people agree.

Visitors, both national and foreign, have slowly accumulated until they number over 100,000, and they've all dipped into their pockets for a little something, raising \$250,000 so far, which has gone towards ship cleaning and preservation, access and facilities for visitors, and the mounting of displays inside the ship.

Director Peter Christopher has a saying for those who doubt the team can turn what little they get into something rivalling a *Cutty Sark* or *SS Great Britain* experience.

Photo Sandra Mead



A resplendent *Cutty Sark* in her million pound home in Greenwich, London.



Photo Shane Reid

This ship is not going down. The music being played on *City of Adelaide* is strictly upbeat, as funds are raised for her restoration.

“We are volunteers, we are not amateurs. We have always run this project as a business and we know what we are doing. The

only difference is that no one is paid.”

At the entrance to the gangway, where the ship is resting on a barge (one day the plan is to get her onto dry land), there is a shipping-container shop packed with souvenir items. Three tours every day are run over the vessel, which is very much in her ‘before-the-ball’ shape, but fascinating nonetheless. Events have already been held on her - the modern decorating trend of ‘industrial chic’ playing well into CSOAL’s hands.

Firms and clever individuals have donated their time and expertise just to make this thing happen - it’s just happening in multiples of hundreds and thousands, rather than millions.

A recent crowdfunding appeal, for \$12,000 for a new saloon deck, was set up

by a keen volunteer who said he couldn’t do anything else for the ship but he could do this. The appeal smashed its target, leaving money in the kitty for the next step. The deck will mean a local firm’s promise to recreate several first class cabins can now be called in. Enthusiasm and passion and hope is everywhere.

The ultimate dream is for the vessel to be the centrepiece of a heritage enclave at Port Adelaide, which benefits local businesses and other historical projects.

If this happens, or, as CSOAL would say, when, this 152-year-old marvel of engineering will surely have earned her citizenship as much as anyone who sailed out on her. ■

By Joanna Carson

Life and times of *City of Adelaide*

Clipper Ship *City of Adelaide* was constructed by William Pile, Hay and Company in Sunderland, UK, to carry passengers and goods to Adelaide. Launched in 1864, she was designed by part-owner Captain David Bruce expressly for the route, and improved on his existing trading ship *Irene*.

Of composite construction (iron frame with timber hull), she was the pinnacle of sailing ship design. Her length overall was 244ft, length of hull 177ft, beam 33ft and draft 19ft. She initially had 14 first class cabins and carried 270 second class passengers. Complete with her bowsprit she was longer than a 747 and three times the weight.

She was among the fastest clippers on the London-Adelaide run, sharing the record of 65 days with *Yatala*, which was later broken only by the *Torrens*. She made a total of 23 return voyages from England to South Australia, carrying largely immigrants one way and wool and copper the other. After two years on the route she was refitted to carry a larger number of assisted immigrants, and today an estimated 250,000 Australians can trace their ancestry to the clipper.

Her only major problem occurred in 1887 when she lost her rudder during a storm south of Kangaroo Island while loaded with copper. The crew battled to avoid rocks for three days; limping into port a week later, steered by dragging chains over the side. Her Captain Alston was awarded a silver salver and 100 sovereigns for this feat, while a new rudder was built of Australian grey ironbark. This is the ship’s rudder today.

The clipper was repositioned to the UK and used as a collier and on the North American timber trade route between 1887



City of Adelaide in her heyday, painted by Ed Walker

and 1893. For the next 30 years she served as an isolation hospital off Southampton. At this time some of her materials, including her masts, were remade into hospital furniture and fittings.

In 1923 the Royal Naval Volunteer Reserve (Scottish Division) purchased the ship for use as a naval training ship. As there was already an HMS *Adelaide*, she was re-named HMS *Carrick*. During the war she was used as an accommodation ship, before being given to the Royal Naval Reserve Club (Scotland) where she was refitted as a handsome clubhouse, complete with bar and accommodation, and moored on the Clyde in Glasgow. She stayed in this role until 1989, when she became trapped under the wharf at low tide and flooded.

To ensure the historic vessel was not lost, she was given a Category A historic listing and sold to the Clyde Ship Trust for a pound. Sadly she sunk again in 1991 and her guardianship was taken over by

the Scottish Maritime Museum (SMM). She was salvaged at a cost of £500,000 and received a further £1m grant for restoration works. For various reasons restoration eventually ground to a halt and the SMM applied twice for permission to dismantle her, as the ship was on private property. In 2000, groups from Sunderland and Adelaide started campaigns to save her. Adding his voice to the efforts was the Duke of Edinburgh Prince Philip, who, when the Adelaide bid prevailed and the ship eventually started her voyage home, formally re-named her *City of Adelaide* in a ceremony on the River Thames, in view of her younger sister *Cutty Sark*.

City of Adelaide arrived home on February 3rd 2014, on board the MV *Palanpur*, after a nerve-wracking journey around Cape of Good Hope that had been three-and-a-half years in the making. At 150 years old, it would be her last time on the open sea. ■

By Joanna Carson



Photo Matt Turner

Pam Whittle with a photograph of her great grandfather, Capt David Bruce.

The Ship in the Family

The Whittle family from Adelaide has more reason than anybody else to feel a proprietary pride in the *City of Adelaide*, but for reasons they almost never found out.

Luckily, however, a chain of seemingly unrelated events turned into a 'Who Do You Think You Are' experience for matriarch Pam, who now pays weekly visits to the ship that changed her life, and who is one of CSCOAL's most passionate volunteers.

In 1962 Pam's daughter asked for something old to take to school for show and tell. Her grandmother commented that she had just the thing – an old leather wallet – but she had just thrown it in the incinerator for burning. The object was fished out and found to contain a copy of an Agreement of Indenture for an Alexander Bruce, Pam's grandfather, and a Master's Certificate for David Bruce, Pam's great grandfather. Also found in the incinerator was a lithograph of a sailing ship. These items were a mystery as her father had never spoken of the family history.

A year later Mrs Whittle and her husband found themselves visiting the *Cutty Sark* at Greenwich, when they saw a painting of a ship that looked remarkably like the lithograph they still had at home. The vessel's captain, ironically an unrelated Captain Bruce, referred them to the librarian, who identified the ship as the *City of Adelaide*.

Amongst the records were other pictures of *City of Adelaide*, along with the histories of its masters. From the beginning, the name Bruce featured prominently, and

there was even a reference to Captain Bruce's great granddaughter.

As if this knowledge was not enough, they were shocked to be told the vessel still existed – in fact was still afloat in Scotland.

However it was not until 1982 that Pam set eyes on her great grandfather's ship, and before that there was much to learn about her seagoing ancestors.

Captain David Bruce went to sea at 10 years old. At 20 he was given his first command, the *William Pitt*. Capt Bruce first visited Adelaide as master of the *Irene*, the start of an obvious attraction to the territory. In 1863 Capt Bruce, in partnership with Messrs Devitt & Moore, ordered a composite construction clipper ship to be built at Sunderland. It was completed in 1864 and sailed for South Australia with Capt Bruce in command, bearing the name of her destination, which he had chosen as most appropriate for her. The cargo carried on the first homeward voyage included 100 tons of copper, 10 tons of ore and 300 bales of wool. The beautifully-appointed ship generally made her passage within 100 days, her fastest being 65 days.

Capt Bruce married and had three sons, one of whom died of pleurisy aged 21. Both his remaining sons, John and Alexander (Pam's grandfather), followed in their father's footsteps and became master mariners, with both later commanding *City of Adelaide*.

Pam's father did not go to sea and the story was not passed down to his children. It might never have been known had that small leather wallet not been saved from the incinerator just in time.



Photo Gina Sergeant

The Carrick is re-homed in Glasgow.

Pam first saw her great grandfather's legacy in 1982 in Glasgow, where the vessel was serving as a Royal Navy Reserve clubhouse called the *Carrick*. She was warmly hosted by the club, and six years later, on a second visit, slept aboard for two nights, albeit in a 'Royal Ark' bunk. When the *Carrick* sunk at her moorings a year later, Pam could have been excused for believing her relationship with the family legacy had ended. However the oldest composite sailing ship in the world is simply far too valuable to give up that lightly, and as fortune would have it, her salvation would lie downunder at Port Adelaide, just a short drive from where Pam lives in the Adelaide foothills.

Pam and her two daughters spend a day of each week passing their love of the vessel on to the increasing number of visitors who are coming to have a look at this piece of nautical history; many of whom may well find their own family story as ancestors of immigrants.

For Pam, the ship is a tangible link to both her past and the future. The vessel has played host to family reunions and been the source of much pride and a great sense of belonging. Like any family member, Pam couldn't imagine life without her. ■

Hartog Voyage a Monumental Success

Thursday 18th August 2016 saw the culmination of many months of preparation for *Duyfken's* participation in the Dirk Hartog 400th Anniversary celebrations.

The departure ceremony was attended by 300 well-wishers along with invited guests that included the Ambassador to the Kingdom of the Netherlands and the Honorary Consul of the Netherlands.

Duyfken, under the command of CMMA member Capt Robin Chester, was towed off the berth in the traditional manner by two St Ayeles skiffs, to begin a ten-week voyage that would test both the voyage and land crews.

The first port of call was Bunbury, to be followed by Mandurah, Hillarys, Jurien Bay, Dongara, Geraldton, and Denham.

At each port a shore-based exhibition, depicting the history of the discovery of Australia, was set up by our land crew. Just under 15,000 visitors paid to step aboard *Duyfken*; 4000 school children embraced our educational component and we believe that further 15,000 visitors engaged with the free exhibition, storyboard walk and the opportunity to photograph and admire the ship.

The ship was able to sail between each port on the voyage north, giving our volunteer crew the opportunity to experience sailing in more trying conditions than they had previously been used to.

Taking her into Denham was a challenging experience, due to the narrow entrance channel and limited area for manoeuvring off the berth, all of which could only be negotiated at high water.

She was warmly received by the large number of holidaymakers who had travelled to Shark Bay especially for the celebrations, and remained there on exhibition for five days before leaving on 24th October for Turtle Bay to be part of the 400th Anniversary the next day.

Dirk Hartog's landing on 25th October 1616 was commemorated by the unveiling of replica pewter dishes near the cleft, and interpretive panels at the Lighthouse Keepers Cottage. The Minister for Culture and the Arts hosted the commemorative function and was joined by nearly 400 members of the public.

At 1100 hrs on 25th October, *Duyfken* fired her cannon to mark the culmination of the ceremonies. This also marked the start of the ship's return voyage to Fremantle, which was always anticipated to be very difficult, but not as difficult as it actually turned out to be.

Due to the strong southerly winds the ship was not able to sail, so used her engines. The winds were also accompanied by a heavy swell that severely restricted the ship's speed of progress, which varied between 1 and 2kts. By the time we reached the southern tip of Dirk Hartog

Island it was obvious we would not make Geraldton with the fuel reserve we had on board, so the decision was made to return to Denham under sail and then to take on more fuel and wait for weather conditions to improve.

On Saturday 29th October, with the ship now replenished with fresh provisions, an extra 2,000l of fuel contained in portable fuel cells and both main fuel tanks full, the ship was once again ready for departure. Local knowledge had been obtained regarding transiting the South Passage south of Dirk Hartog Island. This would save at least a day off our passage time south compared to rounding Cape Inscription again. At midday lines were let go and we were on our way once again. After clearing South Passage we headed south, once again encountering heavy swells which restricted our speed and caused the ship to pitch and roll quite heavily at times. This time we made it past Geraldton to Dongara, where we called in on Thursday 3rd November to allow some crew members to return to Perth by road and be replaced by a fresh team of volunteers. *Duyfken* left Dongara on Saturday 5th November and then made slow but steady progress to Fremantle, arriving on Monday 7th November and so completing a journey that had begun 10 weeks previously. ■

By Capt Robin Chester

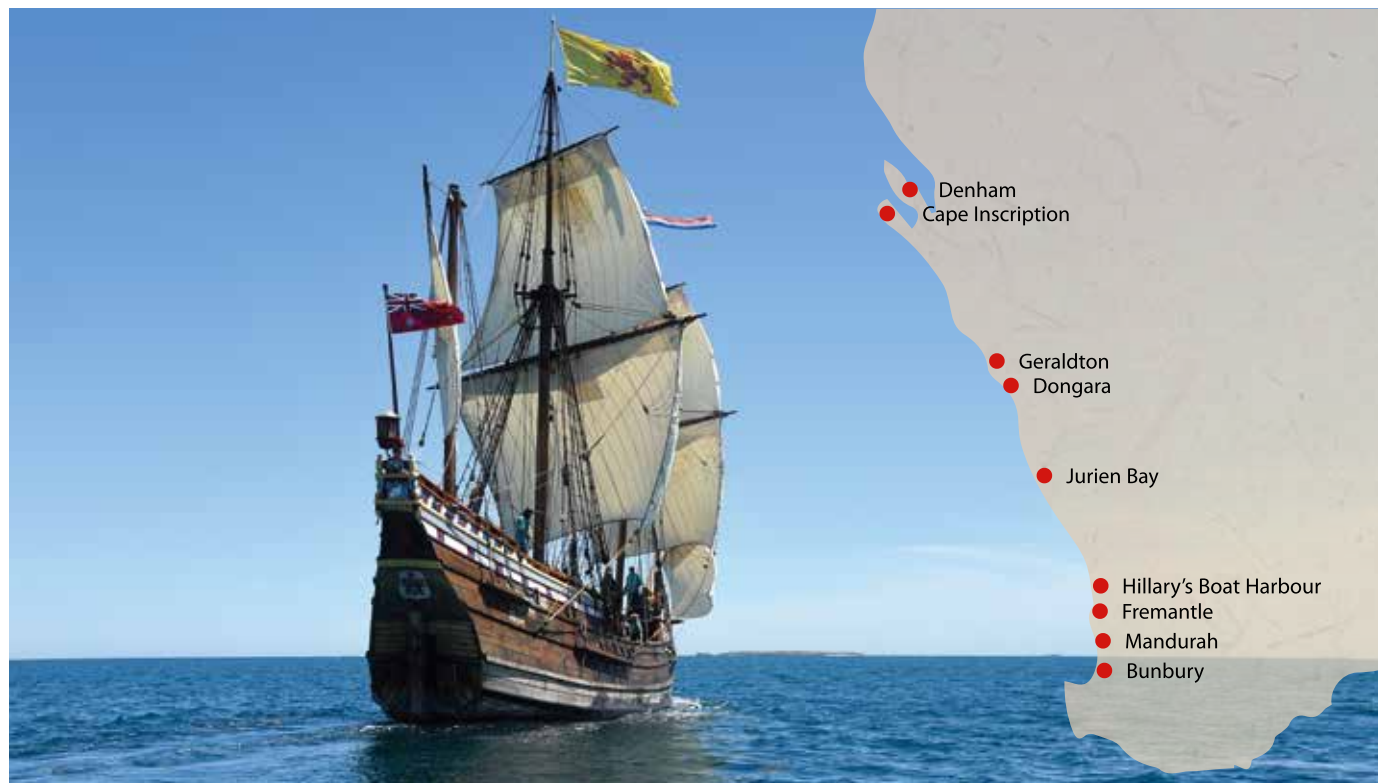


Photo Richard Polden

West Australia pushed the boat out to commemorate Dirk Hartog's 1616 voyage of discovery. *SS Duyfken* was one of three sailing ships to follow his route, being joined by *SS Leeuwin* and *SS Young Endeavour*.



Navigation Teams Looking Outside the Toolbox To Get the Job Done

Researchers at the Australian Maritime College have found navigation teams are sometimes using tools beyond those intended in order to get the job done.

The preliminary finding is the first from a staged research project being undertaken by AMC, and focussing on navigation teams in the port environment.

The study was begun in early 2015, and the first stage aimed to gain an insight into the way navigational teams operated in port waters.

More than 60 Australian maritime professionals were interviewed in depth, both in individual and group settings, to form a picture of the activity of navigating and manoeuvring ships in port waters.

PhD candidate Joakim Trygg Mansson, himself a master and VTS operator, said the first stage of the research project had now been completed.

This stage focussed on ship masters,

maritime pilots, tug masters and VTS operators' perceptions of this joint activity, he said.

Preliminary results indicated that to get the job done, these maritime professionals employed tools and procedures beyond those intended to be used, varied their level of participation in the activity, assumed roles which differed from those prescribed, sometimes based their assumptions and expectations on poor quality evidence, and occasionally avoided communication. While these adaptations may be necessary to get the job done, they also reduce the participants' ability to establish common ground – which is essential for coordination and hence for teamwork.

“The challenge lies in enabling these maritime professionals to be sufficiently flexible, and at the same time be sufficiently predictable,” he said.

But rather than delving into the failures,

the next stage of the research will look closely at what normally happens.

“The next stage of the research project consists of naturalistic observation of navigating and manoeuvring ships in port waters.

“The aim is to capture how this activity is carried out under actual conditions.

“While there are numerous accounts, such as accident investigation reports, of how this activity occasionally goes wrong, there are few accounts of how this usually goes right, ie how it typically works.”

Mr Trygg Mansson said this was important because accounts of how things typically work form a better basis for improvements than accounts of how things occasionally go wrong. Understanding this well allowed for proactive rather than reactive interventions.

Studying the team involved in navigation and manoeuvring of ships could also contribute to existing knowledge on a theoretical level.



“Teams consisting of culturally, linguistically, socially, and professionally diverse members, who are geographically distributed, are increasingly common in contemporary settings.

“There may be valuable lessons to learn from the maritime industry, which have dealt with these challenges for a long time.”

Such lessons may be transferable to other industries, Mr Trygg Mansson believes. “The maritime industry is sometimes thought of as progressing slower than other industries, but it has dealt with challenges for decades, if not for centuries, which other industries have not experienced until recently.

In that sense the maritime industry is a forerunner.”

The research project was expected to be completed by the end of 2017. ■





**THE BEST
OF BOTH WORLDS**

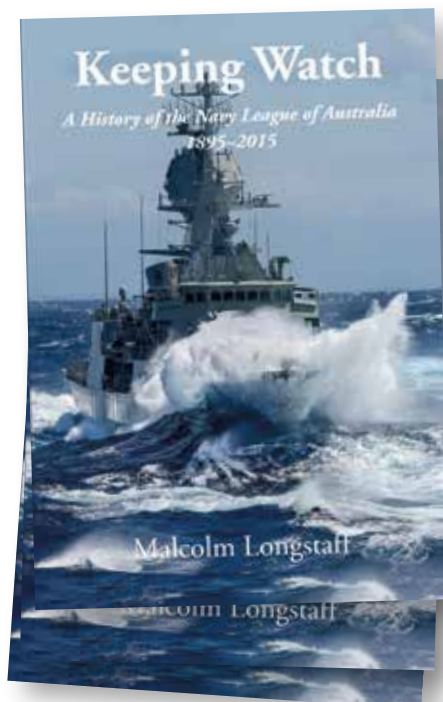
saab.com/maritime

Phaeros has joined the Saab family. Together we bring you high quality integrated Terminal Operating Systems and Port Management solutions. Unlock the true potential of your port and terminal. Visit our website and find out more.

YOUR TRUSTED PARTNER IN MARITIME SOLUTIONS



Honorary Member Authors Navy League History



Long-term Honorary CMMA member Malcolm Longstaff may have the answer to your Christmas wish list dilemmas. He has written a history of the Australian branch of the Navy League, called *Keeping Watch*, which has just been launched.

Keeping Watch recounts the history of an organisation, always substantially run by volunteers, which has maintained its relevance in a changing defence environment and earned a rightful place in the narrative of Australian naval history.

For Britain's Royal Navy, the 19th-century was book-ended by two significant events; at the start by Nelson's triumph at the Battle of Trafalgar; and at the end by growing public concern that the strength of the Navy was declining in the face of increasing naval power being developed around it.

One initiative which responded to this concern was the formation in 1895 of the Navy League of Great Britain. Its policy was to encourage recognition by Government and Parliament and the public generally of the crucial importance of

Britain maintaining command of the sea along with the capacity to defend the Empire's far-flung possessions and protect its trade routes.

The League soon commenced forming branches overseas. The first branch in Australia was established at Launceston (Tasmania) in 1900. In 1902, to underpin the strategy, London headquarters sent one of its secretaries on a world lecture tour. His arrival in Australia coincided with spirited ongoing public debate in the newly-federated nation as to whether the country should continue to rely significantly for its naval defence on the existing presence of the Royal Navy or work towards eventually establishing its own Navy. As public opinion was tending towards the latter option, there was only minimal interest shown in the objects of the Navy League of Great Britain and any branches which were established were not sustainable.

From 1915 onwards, however, in the wake of the Royal Australian Navy having been formed and moreover acquitting itself with distinction in battle in World War I, some of these dormant branches were successfully rejuvenated and gave support to both the Royal Australian Navy and to the Royal Navy.

Ultimately the Navy League in Australia was represented in all States and Territories and in 1920, following the example of its British parent, it commenced forming units of the sea cadets, known as the Navy League Sea Cadet Corps.

In 1950, with the support and encouragement of London headquarters, the various Australian Branches were reconstituted as an autonomous national body known as The Navy League of Australia with each State and Territory Division having representation on its Federal Council.

In 1973, by mutual agreement, the Royal Australian Navy assumed full responsibility for the sea cadet organisation now known as the Australian Navy Cadets, although the League continues to provide support at both Federal and State levels. For many years, it has also been seen as an active and respected public commentator on naval and defence issues. Its quarterly national magazine *The Navy* has been published continuously since 1938.

Copies of *Keeping Watch* can be obtained by downloading the order form to be found on the League's website at www.navyleague.org.au. The book is available in soft back for \$30 plus \$15 postage and packing per copy. ■



Ships Get Creative Juices Flowing

For another year the standard of entries in the ANL Maritime Art Awards has risen as the lucrative competition gets the juices flowing for more-and-more artists.

With a prize pool of \$29,000, it is a major attraction for artists and a great drawcard for the Melbourne Mission to Seafarers, which hosts the exhibition every year as a fundraiser. This year the main \$15,000 prize was awarded to Barbara Tyson (pictured) for her work 'The Voyagers Return'.

Cash prizes were also awarded to the Neville & Co runner up, the ASP Best in Traditional Art, the Bendigo Wealth Emerging Artist and the Svitzer People's Choice, which was voted for on the night of the presentation, and throughout the exhibition period.

The sizeable mission building was packed to overflowing with the 83 national and international entries selected for showing, with the unique round brick dome proving the perfect backdrop for a wide range of art styles. All paintings entered in the competition are for sale. ■





The sun goes down over the Newcastle Branch, but the Merchant Navy monument it helped build, photographed here with former Branch Master Brian Druce, is part of a lasting legacy.

Vale Good Branch Newcastle

Sadly and reluctantly the Newcastle Branch has, with a consensus of Members, decided to close, due to a lack of active members.

The branch held its last meeting this November - for the second time, after initially existing between 1952 and 1957 and closing for the same reason.

The branch was reformed in 1981 in the halcyon days of the Australian coastal shipping industry; the meeting held at the United Services Club, situated in the hub of Newcastle's then vibrant shipping centre, Watt Street. Capt Ian MacFarlane, Federal Master, was in attendance to welcome the new Branch, the first outside the major capitals. Attendance at the first meeting saw 27 prospective local members, together with a visitation from the Federal Master and 16 Sydney members. Able assistance to restart had been given by the Sydney Branch, especially their Branch Master, Capt Harry Major. Former Federal Master, Capt Geoff Newton was installed as the first Branch Master. The local driving forces behind the branch's re-establishment were Capt Alan Irons, later Federal Master, and Capt William (Bill) Reid, a future Federal Archivist.

A number of current members were at that meeting - Capts Cliff Beazley AM, Neil Morrison, Huw Ellis (Federal Sea Going Warden), Gerard Harvey, Stephen Manhood, Iain Steverson (Federal Prime Warden and Editor) and our Honorary member and supporter, ex Federal Transport Minister, Hon. Peter Morris.

A monthly magazine titled *N-Compass* was published for many years, with much of the print matter being compiled and printed gratis, through the good auspices of BHP Shipping, until their Newcastle office closed in the 1990s.

The branch was a particularly active one, and many luminaries, too many to name individually, have passed through as mem-

bers, many to progress to important roles in the shipping industry both locally, throughout Australia and overseas. Membership peaked in 1982 with 60 members.

Early projects undertaken saw the branch pushing for a simulator at the Australian Maritime College. Support has been given to the Newcastle Region Maritime Museum over the years, together with, initially, a heavy involvement in the annual Harbour Regatta. The Naval Reserve Cadet Training Establishment, *TS Tobruk*, was provided with an honour board for the best all-round performer for the year. In 1985 the branch gave its full backing to the Hunter Valley Bicentennial project - the construction and subsequent manning of the replica, *William The Fourth*, the first coastal steam ship.

In 1986 Capts Jeff Fair and Tony Guinane proposed that the historic time ball atop the Custom House building be reinstated to working order. This historical timepiece was especially important when Newcastle, at the turn of last century, was one of the last great sailing ship ports. The project was completed successfully with Her Majesty Queen Elizabeth II reactivating the time ball accompanied by the Duke of Edinburgh, on their visit to Newcastle on May 7th 1988, on the royal yacht *Britannia*.

1989 saw the branch host the Federal AGM with Federal Master Capt Irons in the chair. The Company joined the city councils in petitioning for the Federal Government's initiative of moving the Australian Maritime Safety Authority operational centre from Canberra to Newcastle. The city and surrounding area was then a major maritime precinct full of major cargo shipping facilities, ship repair, shipbuilding, BHP's fleet major operational centre and the major East Coast RAAF base at Williamstown. This initiative was cancelled as a budgetary measure. The Federal AGM was again hosted by the Newcastle

Branch in 2013.

In 1990 the branch was asked to support the construction of a Merchant Navy War Memorial to commemorate seafarers, especially in Newcastle-based ships lost during WW 2. This superb memorial, designed by Capt Fair, is strategically placed in the foreshore park adjacent to the port's main channel, and was dedicated on 17th June 1994. A well-supported remembrance service is held annually at the memorial in June.

The last two decades has seen the port retain its place as the world's largest coal export port and an expanded RAAF base, but the other shipping initiatives have closed or departed the city. The effect of the virtual disappearance of the major Australian Maritime Fleet, together with the loss of BHP's fleet management to Melbourne in 1992, has had a dra-



TS Tobruk's Master Mariners Shield is another ongoing legacy of the Newcastle branch.

matic impact on recruitment of members. Unfortunately our aging membership, too, is from a different era. The modern mariner no longer lives close by, where he could 'grab' a night at home while his ship was in port. Disappointingly, port pilots, due to dislocated hours and other aspects, have not been attracted to joining.

Because of the membership age, it was decided in 2008 that the meeting be changed to a midday one. In today's busy business world, and with the breathalyser spelling the end of 'long lunches', it proved to be a deterrent to the attendance of working mariners. Recent meetings have attracted between 8-12 members.

Present membership is at 30, although some of these are located as far away as London and Hobart. The sad loss of our stalwart secretary, Capt Van Andel, was another turning point. Our Treasurer John Connell has been an immense support over many years, and we acknowledge the efforts of previous office bearers and members - you have made the branch a success and an enjoyable environment.

All seafarers must pay off eventually, and we will simply rejoin our old ship down the coast, and our old Sydney Branch shipmates. ■

By Capt Iain Steverson

A Modern Cadet Settles In at Sea



Australian cadet Andrew Kierath with his new friends and shipmates on board AAL Fremantle.

Our first-time seafarer Andrew Kierath from Perth, is back in Australia on the *AAL Fremantle* with a cargo of Christmas Trees for the mining industry. We pick up his blog as he heads down the west coast...

Friday October 2nd, 2015

It took around five and a half days to go from Darwin to Geraldton. On the way down to Geraldton, the ship was rolling a lot. At night it was hard to get to sleep when you were sliding from one side of your bed to the other and you couldn't stay still. I haven't been doing any more painting, but I have been moving twist locks and other heavy things when I have been on deck. We arrived in Geraldton on the 28th September. We were scheduled to load

11,000 tons of zinc concentrate into one of our holds. I was on the gangway in the morning up until lunchtime. It was boring, as there wasn't much to do and only a few people came on board. At dinner I went ashore with some of the crew to have beer or two out on the town. We came back around 2230. It was a good night, but very interesting as they spoke half English, half Filipino. The next day I was on gangway in the morning until lunchtime. I was able to get some time off, so I went ashore after

lunch. I had to get the crew some fishing gear so we could use some of our crew monthly allowance. I went to a lunch bar near the seaman's club to get a hamburger. I haven't had a hamburger in a long time, so I really hoped it was good. The hamburger tastes really good. After the hamburger I went back to the Seaman's club to use their Wi-Fi. I came back around dinnertime.

We left Geraldton Late on the 30th of September to head down to AMC Henderson. It would take us around 15 hours to get there. We arrived at the inner pilot station and took on the pilot. When the pilot came to the bridge he asked for our maximum draft, which was 9.8m. He was concerned that our under keel clearance was too little for the channel we were going to go through to our berth. It was very tense on the bridge. We had to get our drafts checked just to make sure that we had enough water under our keel. I was writing the time on the chart for every buoy we went past in each channel. I then had to write the time and what buoy it was in the logbook. In the end it was close, but we made it to our berth safely around 1730. We discharged both of the Christmas tree bases later that night. ■

Cadet Andrew Kierath was assisted in getting his sea time berth by CMMA members at Port of Fremantle in WA. To read the rest of his first experience at sea, visit www.mastermariners.org.au/

Membership Changes: July 2016 – November 2016

DECEASED MEMBERS

SYDNEY

Capt. I Coull

SA

Capt D. Bourne-Jones

MELBOURNE

Capt. R. McDonell

NEW MEMBERS

WA

Capt. A. Nair

Mr. G. Howard

QUEENSLAND

Capt. S. Pelecanos

MEMBERS WHO HAVE TRANSFERRED

Capt. J. Smith (From WA to Sydney)

MEMBERS WHO HAVE CHANGED MEMBERSHIP CATEGORY

NEWCASTLE

Capt. I. Steverson (From Retired to Life)

QUEENSLAND

Mr. D. Bayliss (From Student to Associate)

MEMBERS WHO LEFT AND HAVE REJOINED

SYDNEY

Mr J Mann

MEMBERS WHO HAVE RESIGNED

SYDNEY

Mr J. Walker

Mr J. Willey

QUEENSLAND

Capt. R. Johnson

Capt. R. Watkinson





Attendees at the Fremantle Ports Careers Day. The group consists of career advisors to high school students. Two members of CMMA are in the photo; on the left is Capt Nihar Rai, who is the Director of the WA Maritime Training Centre. Federal Secretary Capt Frank Kaleveld, who was also representing South Metropolitan TAFE, is third from left.

WA Members Help Promote a Mariner's Life

After a successful careers day for career advisors in 2014, Fremantle Ports hosted another event this December, to promote maritime careers for high school students.

Teachers from various high schools across Perth attended the session, which was held in the conference facilities of Fremantle Ports. Presentations were made by members of the Company of Master Mariners (Capt Dave Harrod and Mark Beal), Fremantle Ports, defence recruiting, The WA Maritime Training Centre, TAMS and Svitzer.

A wide variety of maritime career

opportunities were discussed, and career advisors were particularly interested in the qualifications and prerequisites of the various jobs available.

WA Branch member and Director of the South Metropolitan TAFE (formerly Challenger) maritime sector, Capt Nihar Rai, presented a wide range of training opportunities at the WA Maritime Training Centre, ranging from deck and engineer officer training, coastal qualifications, fisheries and aquaculture and marine tourism.

Both TAMS and Svitzer promoted their job opportunities, however Svitzer did

concede that the requirement for gaining sea time to become a professional ship's officer was a problem on the Australian coast, although on the positive side the company did have access to the training facilities of its mother company Maersk Line. This remains an issue of discussion.

The day was concluded with a tour of the STS *Leeuwin*. The Company of Master Mariners appreciates the effort made by Fremantle Ports and the opportunity to be a participant in advancing seafaring opportunities for school leavers. ■

By Capt Frank Kaleveld

NAVIGATE YOUR FUTURE

South Metropolitan TAFE
(formerly Challenger
Institute) offers innovative
Maritime Industry
Specialisation Training

WA MARITIME TRAINING CENTRE - FREMANTLE

AMSA/DOT WA Accredited Training Organisation

- STCW Deck Watch Keeper, Mates and Masters; Engineer Watch Keeper, Class 1 & 2
- Coastal MED2 to Engineer Class 3 and Coxswain to Master Class 3
- Deck and Engineer Cadet Training Scheme
- Integrated Ratings and Chief IR Program

AMSA STCW Short Courses

Including: Certificate of Safety Training; GMDSS; Upgrades & Revalidations; BRM/ERM; Petroleum Gas and Chemical Tanker Safety; SATCOM; Proficiency in Survival Craft; Advanced Fire; Ship and Port Security; Remotely Operated Vehicle (ROV); ECDIS; and Confined Space Entry.

Simulator-based training customised to client needs for the following:

- Ship Bridge Management
- Engine Room Management
- Competency Evaluation
- Liquid Oil and Gas Cargo Management
- Port and Logistics Management
- Port Control and Pilotage Systems

TO FIND OUT MORE

Ph: 1800 001 001 Email: info@smtafe.wa.edu.au Web: www.southmetrotafe.wa.edu.au



Government of **Western Australia**
South Metropolitan **TAFE**

CAM041602

Vale Capt Douglas Bourne-Jones OAM



The South Australian branch is feeling the great loss of a fellow member who had a 71-year career in the maritime industry.

Capt Douglas Bourne-Jones, OAM, FCILT, and former Federal Master and Life Member of CMMA, will also be remembered by colleagues from the Melbourne Branch, where he once served, as he did in SA, as Branch Master.

Capt Bourne-Jones was not only recognised by the Commonwealth of Australia for his services to the shipping industry, but was the recipient of two WW 2 medals – the 1939-45 Star and the 1939-45 War Medal.

His career began in 1944 in the UK, when he ran away to sea, washing up in Australia some 15 years later after serving with the Cardiff tramp ship company Evan Thomas Radcliffe, the NZ Shipping Company and Clan Line. When serving on *Clan Mackellar*, he accepted a job in Melbourne and became Cargo Superintendent for the Victoria Stevedoring Co.

From here he went on to become an Assistant Harbour Master with the Port of Melbourne Authority, where he was involved in setting up the Shipping Control Centre.

In 1969, with the advent of containerisation into Australia, Capt Bourne-Jones joined Freightbases (a division of Trans-Ocean Terminals) as operations manager and then manager. At that time the depot was the largest in the Southern Hemisphere.

In 1981 he transferred to Adelaide and

was appointed SA Regional Manager TOT, responsible for the Adelaide Container Terminal at Outer Harbor and the Gillman Depot operations.

Like many Australian-based mariners, retirement from his 'day job' was the start of a whole new career as a marine consultant, also the SA representative for Ferriby Marine and business manager for SeaLand (Australia) Terminals.

He also held a number of association positions, such as SA state secretary for Shipping Australia, for which he was involved in the production of a number of important papers.

Capt Bourne-Jones never stopped studying as the course of his career changed. He worked towards a Bachelor of Business and gained ISO/ATM qualifications.

A most significant commendation came in 2009 when he was awarded the Medal of the Order of Australia (OAM) for services to shipping.

Captain Bourne-Jones was highly involved in the ISO club, which he founded, the Seven Seas Club and remained a keen yachtsman, owning the yacht *Rimfire*.

At his funeral, he was remembered as extremely humorous, with an ability to organising many social events, as well as having a flair for drafting procedures. He maintained many contacts across the Company and would visit older or unwell members of his clubs. He was full of ideas and could express opinions on many subjects. Many condolence had been received on news of his passing. ■

Ladies Add Colour to Queensland Meeting

The Queensland Branch of the CMMA gathered at the Stamford Plaza in Brisbane on 25th November for a Ladies Night smorgasbord dinner. A total of thirty Master Mariners and their ladies attended and, after gathering for pre-dinner drinks and chatter, settled by the river for dinner, which featured copious amounts of seafood. ■



Top: Di Marchbank, Capt Kasper Kuiper, Sandy Handfield, Chris Langford, Caroline Williamson, Judith Johnston, Charles Lunn, Pat Lunn (standing) and other members enjoying the seafood feast.

Bottom: Judith Gold (front), Michael White, Mrs. Pelecanos, Peter Marchbank, Roberta Kuiper and Sandy Langford



The yacht race in progress.

Maritime Day Attracts 20,000



Captains Stuart Davey and Bill Prins

Another successful Maritime Day was held in Fremantle on Saturday November 12th.

Over the eight years it has been held, the number of visitors has increased to nearly 20,000, and Maritime Day is now an established calendar event for the Port of Fremantle and for Fremantle itself.

Joining forces, the Company of Master

Mariners and Fremantle Ports ensured a successful outcome with 90 stall holders displaying their exhibits. For the eighth time the driving force was Jane Edwards, Fremantle Ports' Social Sustainability Coordinator (and the former editor of the Master Mariner), ably assisted by Captain Stuart Davey, the port's deputy harbour master (and CMMA member). The Company is always grateful for Ms Edwards' and Capt Davey's contribution.

Activities included the traditional cook-off between the Navy and Fremantle Ports, Harbour rides on SMTAFE's *Maritime Image*, Visits to Fremantle Port's emergency rescue boat, *STS Leeuwin*, the tug *Svitzer Albatross* and the Collins submarine *HMAS Sheehan*.

Entertainment was provided by the Japanese drum group Taiko On and the Fremantle Sailing Club Pipes and Drums. In the afternoon, the Fremantle Harbour Classic Yacht race was another spectacular event.



Fashion parade with dresses created entirely from recycled maritime items.

Maritime Day is heavily dependent on local sponsorship, and many thanks go to Svitzer, TAMs, WA Department of Transport Marine Safety, Vega, AMS, Seaways, Wartsila, The Esplanade Hotel and West Coast Pilots.

The day was completed with a cocktail function for 160 guests, sponsors, exhibitors and volunteers at the Esplanade Hotel. ■

By Capt Frank Kaleveld



Photo: Helen Lyth

Safely Channelling Victorian Shipping

Proud to support the Mission to Seafarers in Victoria, and The Company of Master Mariners of Australia

