



# The Voicepipe

The Company of Master Mariners of Australia  
QUEENSLAND BRANCH  
October 2025

Next Meeting will be held on

**Thursday 30th October 2025**

At

**Royal on the Park,  
The Walnut Restaurant  
152 Alice Street, Brisbane CBD**

**1800 for 1830 hours**

**Two Choices from Three Course menu with 2 Drinks and Coffee at \$ 75.00 per person**

PAYMENT BY EFT TO: - BSB: **064-012** ACCT NO: **0080 0150** NAME: **COMPANY OF MASTER MARINERS OF AUST**

**This Meeting, our ninth, is to toast all our "Birthday Boys"**

If you are attending, or need to lodge an apology, please advise Captain Kasper Kuiper as soon as possible during business hours or at the latest by Noon on MONDAY 27th OCTOBER 2025 by

Phone (07) 3839 7551 or Mobile 0409 322 484

or [kkuiper@ozemail.com.au](mailto:kkuiper@ozemail.com.au)

or to PO Box 251, HAMILTON, Qld 4007

## Queensland Branch Court and Member Responsibilities 2025 - 2026

Position	Name	(Home)	(Business)	(E-mail/Fax/mobile)
Branch Master	Capt. Kasper Kuiper	3268-6616		<a href="mailto:kkuiper@ozemail.com.au">kkuiper@ozemail.com.au</a> 0409 322 484
Past Master	Capt. Ernest van Buuren	3899 0869	3234 3023	<a href="mailto:Ernest.van.Buuren@clydeco.com">Ernest.van.Buuren@clydeco.com</a> 0419 403 263
Hon. Secretary	Capt. Arthur Diack	3264 1674		<a href="mailto:diackaj@bigpond.net.au">diackaj@bigpond.net.au</a> 0412 220 698
Hon. Treasurer	Capt. Mike Handfield	3263-8487		<a href="mailto:michael.handfield@gmail.com">michael.handfield@gmail.com</a> 0407 177 419
Archivist	As above			
Branch Registrar	As above			
Court Member	Capt. William Burton	3886 9744		<a href="mailto:burton7@bigpond.com">burton7@bigpond.com</a> 0418 712 239
Hon. Editor	As above			
ANZAC Day Rep	As above			
Court Member	T B A			TBA
MN Welfare Soc.	T B A			TBA
Court Member	Capt. Charles Lunn	3871 0782		<a href="mailto:candplunn@optusnet.com.au">candplunn@optusnet.com.au</a> 0412 749 518
Seafarers Day	As above			
Seafarers Day	Capt. Peter Marchbank	3300 1884		<a href="mailto:pmarchba@bigpond.net.au">pmarchba@bigpond.net.au</a> 0424 674 740
Seafarers Centre	Capt. Bochenski			<a href="mailto:minsbski@gmail.com">minsbski@gmail.com</a> 0418 290 812
Web Master	Capt. Mike Tyler	3378 5234		<a href="mailto:mrt Tyler90@outlook.com">mrt Tyler90@outlook.com</a>
Chaplain	Rev Stephen Briggs	3267 5329		<a href="mailto:stephen.briggs@anglicanchurchsq.org.au">stephen.briggs@anglicanchurchsq.org.au</a> 0428 136 116
Qld Maritime Museum	Capt. Kasper Kuiper	3268-6616		<a href="mailto:ceo@maritimemuseum.com.au">ceo@maritimemuseum.com.au</a>

### MASTER MARINERS' WEBSITE.

**Please note that with the appointment of Capt. Francis Castellino as Federal Secretary, the newsletters / magazines from other branches will be available on our website.**

<http://www.mastermariners.org.au/>

## Members' Anniversary                      and                      Birthday in NOVEMBER

### CONGRATULATIONS FOR

46 years      J. Crowsley  
 43 years      A. Diack  
 28 years      C. Lunn  
 46 years      C. Marshall  
 34 years      E. van Burren

### MANY HAPPY RETURNS TO

P. Dann  
 J. Kavanagh  
 P. Liley  
 C. Thompson  
 M. White KC  
 D. Williams

**THE COMPANY OF MASTER MARINERS OF AUSTRALIA  
QUEENSLAND BRANCH**

**BRANCH MASTER REPORT**

Welcome to the October edition of the Voicepipe. There is only 10 weeks until Christmas.

Our September meeting fell apart due to many absences and conflicting commitments. We also had a dates wrong and it should have been a Tuesday lunch.

With the meeting falling apart, a few of us joined the ICHCA Australia “Intelligence of Maritime Forum 2025” on 25<sup>th</sup> September. There were interesting speakers, with plenty of good food. It was held at the Queensland Maritime Museum with great views over the river.

There is still no update to offer on the Boulton Lecture.

Our next meeting will be Thursday, 30<sup>th</sup> October at the Royal on the Park, 1800h for 1830h.

I would like to wish Capt Burton and his wife Karin a very pleasant new honeymoon on their luxury Disney trip to China. I’m sure it will be a wonderful time and we will see you again in November.

If anyone would like to attend but would need assistance, please reach out so that we can find a solution for you. Parking is available.

I hope to see many of you at our next meeting on 30 October at the Royal on the Park.

Capt. Kasper Kuiper  
Branch Master

**THE COMPANY OF MASTER MARINERS OF AUSTRALIA  
QUEENSLAND BRANCH**

Our September meeting turned into a joint forum with ICHCA at the Maritime Museum with speakers on the subject of Intelligence for Maritime. Well hosted by our Branch Master and well presented by ICHCA Tim Polson

**ICHCA QLD: Intelligence of  
Maritime Forum 2025**



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**EVENT** Industry Forum – including drinks, and lunch by Rolling Stone Pizza food truck

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**DATE** **Thursday 25 September 2025**

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**TIME** 12:15 for 12:30 commencement, presentations finish 15:00

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**VENUE** Queensland Maritime Museum, 412 Stanley St, South Brisbane QLD 4101

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**SPONSOR**  Ligentia Logistics Australia

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**SPEAKERS**

**15-minute presentations separated by 30 minutes networking**

12:30-12:35 Opening address: Tim Polson, QLD Director, ICHCA Australia

12:35-12:45 Marcus Oatley, Trade & Investment QLD: Facilitating seaborne trade for QLD

30 minutes networking

13:15-13:30: Captain Norman Lopez, Institute of Chartered Shipbrokers

14:00-14:15 Ravi Segu, Hatch: Hazards of electrification/batteries in the supply chain

30 minutes networking

14:45-15:00 Desiree Alizert, Concordia & American Chamber of Commerce: Maritime cargo handling in disaster relief; implications of tech, AI & policy

15:00 onwards: Guests welcome to continue networking/enjoying refreshments with a view of the city

16:00 Official event close

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**COST** ICHCA members \$92.00, non-members \$135.00  
*(includes 10% GST; includes lunch and drinks)*

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**RSVP** **5.00pm Thursday 18 September 2025**  
Please send the attached registration form to: [veronica.collins@ichca.com](mailto:veronica.collins@ichca.com)

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Tim (left) with the first Speaker Marcus



The contacts of Trade and Investment QLD



The forum audience



Networking



with fabulous Pizzas



At a great venue



With a great view



Capt Norman Lopex was next

followed by Jo Kirby on Lithium Batteries Safety Challenges



And the final discussion with Jenny Ruffell Smith on Alternate fuels

Tuesday 28 Oct at 19:00 ADPB 2<sup>nd</sup> Organisational Meeting.

<b>DATE CLAIMERS FOR 2025</b>				
<b>PLEASE NOTE THESE DATES AND VENUES IN YOUR DIARY</b>				
<b>Thursday</b>	9 Oct	15:30	Court	Hamilton
	<b>9 Oct</b>	<b>12:00</b>	<b>NI Qld WMD</b>	<b>Smartship</b>
<b>Thursday</b>	30 Oct	18:00	General	Royal on the Park
<b>Thursday</b>	13 Nov	10:30	Court	Hamilton
<b>Thursday</b>	<b>27 Nov</b>	<b>18:00</b>	<b>LADIES</b>	<b>T B A</b>

THE LOG [www.nautical-association.org](http://www.nautical-association.org)

[www.nautical-association.org](http://www.nautical-association.org)

QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

VOL. 58, NO. 3, ISSUE 241 - NEW SERIES 2025 Page 34

Key maritime unions have rejected a proposed revamp of the Australian International Shipping Register (AISR) citing its impact on wages and crew conditions. The proposal came from Lynelle Briggs and Emeritus Professor Nicholas Gaskell, independent reviewers of the *Shipping Registration Act 1981*. Under the proposal the new second register would replace the existing AISR while retaining some of its critical elements. But in a joint statement, the MUA, AMOU and AIMPE said they “...strongly oppose the proposed ‘new second register’. The revised structure of this register seems to be based entirely around the reduction of wages and conditions for crew..” the statement read. “This proposed new register would completely undermine the viability of the few remaining Australian-crewed Australian General Shipping Register (AGSR) general licence ships trading in Australia, by putting them in direct competition with ships with a much lower wage structure.”

Maritime Industry Australia Ltd (MIAL) chief executive Angela Gillham said it was important to note there were no ships registered on AISR now and there have been only two ships that have operated under the AISR since its inception in 2012. She said the proposed ‘new second register’ would replace the existing AISR while retaining some of its critical elements, creating a situation a situation “...where registration on the Australian flag would be attractive to a shipping business because of other reforms being proposed/considered by the independent review panel. MIAL supports the proposal, but we have made some suggestions to the independent reviewers about other changes to regulation that if presented as a package, could work to achieve the desired outcome..” Ms Gillham said. A spokesperson for the Department of Infrastructure said the Australian government was “committed to working with industry to ensure a resilient maritime

sector that can meet our needs now and into the future, which is why the government commissioned independent reviews of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* and *Shipping Registration Act 1981*.”

With still no Strategic Fleet announcements, interesting to note Sweden’s Wallenius Lines has acquired two 30-year-old pure car and truck carriers from its joint venture company Wallenius Wilhelmsen Logistics with the stated aim of increasing the country’s defence readiness.

The 5,846 CEU, 1995-built **Turandot** and **Don Juan** (both 2021, p. 100) are part of a large group of sisterships built by South Korea’s Daewoo and originally delivered to Wallenius before the merger with Wilhelmsen. Initially placed under the Singapore flag and transferred to the Norwegian International Ship Registry in 2023, they are the only two of the class not to have been lengthened in the mid-2000s. Wallenius Lines says the pair will now fly the Swedish flag and “...help to further develop Sweden's maritime expertise and increase the availability of vessels that can assist society and the Armed Forces when needed.”

Source: gCaptain 26 September

### [Commercial Nuclear Corridors Key to Unlocking Maritime Nuclear Propulsion, ABS Chief Says](#)

Nuclear energy has emerged as a legitimate, practical, and scalable solution for maritime applications, according to American Bureau of Shipping (ABS) Chairman and CEO Christopher Wiernicki at the recent Core Power Argo Conference in Athens, Greece.

“Nuclear energy is no longer a distant possibility for maritime applications, it is emerging as a legitimate, practical, and scalable solution for a wide range of strategic uses. It is a credible long-term solution, not simply because of its potential to reduce emissions, but because it offers unmatched energy density, reliability, and strategic independence,” said Wiernicki.

Wiernicki outlined a clear progression for maritime nuclear adoption, beginning with shoreside applications like powering ports and producing hydrogen before advancing to offshore applications including floating data centers, synthetic fuel platforms, desalination systems, and eventually domestic and global commercial vessel fleets.

The abandoned FPSO **Northern Endeavour** (2023, p. 226) will remain in place in the Laminaria Field in the Timor Sea until later this year, pending completion of disconnection activities and the arrival of a heavy-lift ship to take it to Danish breakers. The decision to recycle the FPSO in Europe has been attacked by industry and unions, after *The Australian* revealed the Federal Government had awarded the disposal contract to Modern American Recycling Services (MARS) for dismantling at a purpose-built facility in Frederikshavn. The Maritime Union of Australia and the Australian Workers Union claim the offshore disposal contravenes Australia's obligations under the Basel Convention, an international treaty that bars signatories from exporting hazardous waste if they are capable of managing it in an environmentally sound manner within their own borders. The Government denies any breach.

The Unions, along with unsuccessful tender United Salvage, contend the FPSO could be safely dismantled in Australia and this would satisfy Labor's pledge to work with industry to establish shared infrastructure requirements such as membrane-protected yards and vessels to carry out decommissioning, dismantling and recycling works. The MUA quotes resources minister Madeleine King as telling Parliament in 2023: "As industry starts investing to decommission \$60 billion in offshore infrastructure, we want as much of that investment to be spent backing Australian industry and Australian jobs."

The Department of Industry, Science and Resources (DIST) announced in early March that COSCO Shipping Heavy Transport had been engaged to ship the 274-metre, 108,406 GT **Northern Endeavour** to "...a recycling location" on the semi-submersible heavy-lift **Hua Rui Long**, (9918121, 74,226/22, Guangzhou Salvage, owners & mgrs.; PRC flag) said to be the world's third largest. At the same time DIST reported that an extensive well suspension and flushing campaign has been safely and successfully completed as part of the FPSO decommissioning, led by Phase 1 contractor Petrofac Facilities Management and undertaken by the light well intervention vessel **Sapura Constructor** (2021, p. 47). Earlier, in November 2024, **Northern Endeavour's** floating off-take hose was disconnected from the FPSO and towed by the AHTS **Skandi Emerald** (2024, p. 45) to Darwin, where it was flushed and shredded for disposal.

The FPSO began operations in the Laminaria-Corallina oilfields in 1999 for Woodside and partners. In July 2015 it was sold to Northern Oil & Gas Australia, which later was forced to shut down over safety issues and subsequently went into liquidation, in September 2019. All crew were removed in February 2020 and the Federal Government was obliged to take control of the abandoned unit and arrange its decommissioning and removal, at an expect eventual cost to taxpayers of over \$1 billion. This is to be partly recovered through a levy on the oil and gas industry. MARS has dismantling/recycling facilities at five sites in the USA and in Denmark and Brazil. The overseas removal of **Northern Endeavour** still requires a hazardous waste export permit, which falls under the jurisdiction of environment minister Murray Watt and the Department of Climate Change, Energy, Environment and Water.