



# THE MASTER MARINER

NATIONAL NEWSLETTER OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA



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# From the Federal Master



I suspect we are all amazed with the events of the Costa Concordia. Whilst we must let the investigation run its course it bewilders the professional that such incidents can still occur given today's technology and the promises of STCW.

Numerous rumours about about the sequence of events whether accurate or based on scanty information, some key considerations arise;

1. The vessel hit a rock that was charted (and in quite a lot of detail) on Italian charts. However, a rock did awash and a rock may have been represented as the intensity on the ECDIS.

2. There appeared to be no bridge team functioning and it is perceived that the master had ultimate control.

3. The passing at close quarters to these islands appeared to be supported if not encouraged by cruise ship companies.

4. Compensation regimes in Europe for declaring 'abandon ship' can mean that per-

haps a master may delay calling 'abandon ship' in case it is not necessary.

5. STCW requirements for training in crowd control do not differentiate between 200 passengers and 4000 passengers.

There is no doubt that as in previous accidents such as the Titanic and Estonia, the regulations will be reviewed in light of this incident. However, what concerns me is that in the desire to find a scapegoat, true safety based investigations may not be forthcoming and thus safety improvements will be lost. This event is indeed a great tragedy and my sympathy is very much with the families of the deceased.

During the course of events, the Company of Master Mariners executive were approached by media across the nation and internationally to make comment on the role of the master and his obligation in such cases. In all, we conducted seven radio interviews and one television interview. This gave the Company an opportunity to give a balanced opinion of what was happening in Europe. The majority of these requests came through our website which indicates that our professional approach is being taken very seriously.

The 2012 AGM is approaching and I would ask that all members consider a few things before then and discuss these with your branch master.

1. To be a professional body which remains active and relevant takes time.

This is something in scarce commodities for actively working members of the executive.

2. To ensure the sustainability of the Company, it can not rely only on the energy of and scarce time of the federal master and federal deputy master.

3. I would propose that to make the Company self sustaining, we need a secretary that can commit to 3 days per week. This would mean paying someone for the role which could result in active members paying membership fees as a national body of around \$200 although I have not completed calculations.

4. The secretary's role would be to attend to day to day business, represent the company at consultation workshops, maintain liaison with branches and IFSMA and make comment to media on behalf of the executive.

As I indicated, please discuss these thoughts at your branches or if you are unable to attend a branch meeting then email the federal secretary with your thoughts.

I also request that members particularly those who are actively working try to find time to contribute articles to the Master Mariner. If we get the contributions then we can expand the magazine. I wish you well for the coming quarter and festive season. ■

Captain Allan Gray  
Federal Master

## CMMA NEWS

# The Boulton Lecture 2012

Presented by  
Capt P. Murphy in Sydney  
on 20 Sept 2012

The 2012 Boulton Lecture was presented by Capt Peter Murphy, at a joint function between the Navy League and the Sydney Branch of CMMA.

Captain Peter Murphy is an internationally recognised maritime lawyer. He obtained his Masters Foreign-Going Certificate in London in 1970. His sea-going career spanned over 20 years and included service in general cargo, reefer, passenger liners, tankers and offshore supply vessels.

Peter qualified in law at Sydney in 1984. He also holds a Master of Laws degree from the University of Sydney. He is a Fellow of the Chartered Institute of Arbitrators of London. Peter holds a Certificate of Mediation approved by the Victorian Law

Institute and a Post Graduate Diploma in Corporate Governance.

With 28 years of experience as a solicitor, barrister and consultant, practising in Australia, Europe and the Middle East, Peter has extensive experience in commercial litigation and alternative dispute resolution and now runs his own law firm.

Peter was the recipient of the Outstanding Achievement Award for 2011 awarded by the Company of Master Mariners, for his services to shipping in Australia and overseas.

His paper "From Boulton to Schettino", presents a comparison of the life, the responsibilities, the liabilities, the management and the communication process between the days when Capt Boulton was in command of his vessel to the modern times when the command and responsibilities of a vessel is still with the master, but with a continuous interference from board-



rooms. In Captain Boulton's days, a ship was not only a commercial unit, it was also a social unit. Contemporary masters now do not have the luxury of being left alone for weeks or months with a well trained and experienced crew. The paper clearly defines how the modern electronic world adds to the pressures on a modern master mariner.

The Company thanks the Sydney Branch for organising the event. The complete version of the 2012 Lecture can be found on the Master mariner's website [www.mastermariners.org.au](http://www.mastermariners.org.au) under the caption "about us" ■

Frank Pickering



# Education of an Innocent Mariner

Gross tonnage – an obsolete and dangerous piece of regulation.

**H**igh on the list of uselessness, are ashtrays for motorbikes, cat flaps for elephant farms, and sidecars for locomotives.

Who could forget the other useless mandatory maritime items such as the double acting manual pump with ferrous shafts that even if they were not frozen solid with rust, couldn't prime anyway.

What about the whistle on a lifejacket? Can you imagine the pilot of a rescue helicopter with padded earphones, a 500 horsepower engine above his head and huge rotors creating an almighty din, saying to the co-pilot "hang on, is that a lifejacket whistle I've just heard?"

The mandatory use of asbestos lining as a structural fire protection may have saved a few seafarers lives. But this was dwarfed by the huge amount of shipbuilders' lives that were lost through a slow and painful death with asbestosis. I know it well, my dad was one of them. It took thousands of lives before the regulators reversed the ruling and prohibited the use of asbestos.

Then there's Gross and Net Tonnage, another pinnacle of marine stupidity, already causing loss of lives and likely to cost more.

Over 200 years ago, in an attempt to tax the industry on goods carried by sea, these volumetric formulae were devised as a reasonable basis for the various charges of port dues, pilotage and berthage.

All of the ships in those days were short, beamy, relatively slow with high bows and poop decks at the stern, to prevent a



Most of today's ship designers have never been at sea in a ship, certainly not a small ship in heavy weather...

heavy bow or stern sea from crashing down on them, swamping them or "pooping" them. Don't believe me? Just look at the Christopher Columbus's vessels and Captain Cook's Endeavour

In the last 35 years the industry has seen the advent of "paragraph" ships being computer designed to optimise the revenue earning deadweight. But to comply with GRT paragraph sizes, you have to reduce

total volume, so the only target is above deck volume to limit the vessel's "gross tonnage" and "net tonnage". Most of today's ship designers have never been at sea in a ship, certainly not a small ship in heavy weather. Subsequently poop decks disappeared and these paragraph ships of 99 GRT, 499 GRT, 999 GRT, 1499 GRT all had maximum earning capability but with frighteningly small reserve buoyancy.

The Mediterranean saw the first of these small paragraph container feeders being pooped, capsized and lives lost. Then it occurred again and again, before the Courts of Inquiry determined that "the pursuit of a reduced GRT" was indeed the root cause of the tragedies by the elimination of raised poop decks and sterns.

The GRT regulations certainly motivated the shift in thinking of designers in removing reserve buoyancy not only on poop decks, but foc'stles as well. Certainly the disappearance of the huge British bulk carrier Derbyshire in heavy weather in 1980 was due in part because of the lack of a foc'stle, allowing storm waves to impact on the forward hatches. The hatch covers can fail not only due to static pressure, but under dynamic loading as well. Breaking or plunging waves impacting the covers can generate very steep pressure impulses. Even for mild steel this can lead to brittle fractures. The steep impulse is called the gifle peak, and evidence of this type of fracture has been found in Derbyshire's wreckage.

Why would any prudent designer or regulator allow a ship without a foc'stle and a raised stern? Just look at the internet pic-

continued on page 6



# Fire on Board

As the ship was navigating through the islands on its way from Manila to Sandakan the 650 passengers enjoyed their usual gourmet dinner complimented by well selected wines and friendly service from a popular crew.



**T**his was our third day on the AZAMARA QUEST. We enjoyed our desert in the aft dining room with other guests at our table when we noticed the engines had stopped. Shortly after this we heard the voice of our captain over the 'public address' system: "Bravo,Bravo...." followed by a code obviously directed to the crew. Not long after that, we heard the same voice: "This is your captain speaking from the navigation bridge....." explaining the ship had a fire in the engine room and the crew was already investigating. The captain also assured the guests that the ship was equipped with automatic fire extinguishing equipment and passengers had no reason to be concerned.

My wife and I made our way to the exit of our restaurant but soon found that this was blocked by a dense black and gray smoke with a putrid smell; 'you just don't go through that when you don't know what is on the other side of it'. So, we went back

to our chairs and soon we heard the voice of our captain again explaining that the crew had found the location of the fire and were busy extinguishing it. However the extent of the fire was not yet established. In the meantime, passengers were asked to stay where they were. Half an hour later the captain asked that all passengers go to their muster stations without their lifebelts. He emphasized that this was a precaution only. The lights had remained on 'emergency power' since engines had stopped but the air-conditioning, water, toilets etc did no longer work. There was steady progress in the flow of passengers to their muster station – without even a hint of panic, as each person was checked on his/her pass-card. The voice of the captain could be heard over the PA system about every 10 minutes updating the passengers with the fire fighting and missing persons. Five numbers of crew members were missing for some time but soon this was reduced to one crew member only. At the muster stations, passengers were finally advised that the crew member was found seriously injured and needed to go to a hospital as soon as possible. The fire was finally extinguished and the Chief Engineer and his other engineers, did their utmost to get at least one generator going so there would be enough power for water & toilets. This was realised by midnight when the captain advised he would

not be using the PA system until the next morning. The weather was fine, very warm and humid without any breeze. The next day,early afternoon, the ship had partially regained its propulsion. Making 6 knots, it was on its way to Sandakan under escort of two patrol boats of the Philippine Coast Guard which our captain had requested as we were in 'pirate infested waters' .

It was remarkable that during the time of the threat of fire and uncertainty of engines, providing the power, there was no sign of panic or even fear among the passengers. This could be mainly contributed to the Captain himself, keeping the passengers informed regularly of the true situation on board. He had not delegated this to anyone else as we all could recognise his distinctive Swedish accent. The next day, passengers were advised by the Master, that their families at home were advised: "All passengers were ok". Furthermore: passengers would receive an appropriate compensation, which later turned out to be a generous compensation. The crew was magnificent and managed to provide delicious meals for breakfast lunch (despite ovens not working) and a BBQ dinner with entertainment on the swimming pool deck.

At arrival in Sandakan, the second day after the fire, late in the evening, passengers were invited to disembark after immigration formalities had been fulfilled and spent the night in one of the arranged hotels. This was welcomed by all passengers as the air-conditioning was still out of order and the warm humid air in the cabins was just unbearable. The seriously ill crew member was the first to leave the ship in an ambulance and the news of his recovery was received approximately a week later. ■

Wim van Alebeek

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# Higher Education Pathways

The Australian Maritime College is moving with the times to cement its place as a global leader in provision of seafarer training as demanded by a continually evolving industry.

From 2013 AMC will also offer its ocean-going ship's officer training courses as bachelor degrees.

The programs have been restructured in consultation with industry to meet Australian and international best practice standards. The new format will provide for training across both the higher education and vocational education and training (VET) sectors.

"This is the first fully integrated pathway across all seafaring roles, with opportunities right through from entry-level training and integrated ratings (IR) to undergraduate and postgraduate degrees," Acting Director of the National Centre for Ports and Shipping Associate Professor Dev Ranmuthugala said.

"AMC is dedicated to providing the highest possible standard of training for seafarers, and the inclusion of a bachelor degree option into our course offerings will ensure that we continue to lead the way."

Students following the VET pathway can undertake a Diploma of Transport and Distribution (Maritime Operations) to become a Deck or Engineer Watchkeeper. These students will then be eligible for credit towards the bachelor degree on their return to undertake the next level of studies.

The new higher education pathway offers a Bachelor of Applied Science (Nautical Science) and a Bachelor of Applied Science (Marine Engineering), which are achieved concurrently with AMSA certificates of competency.

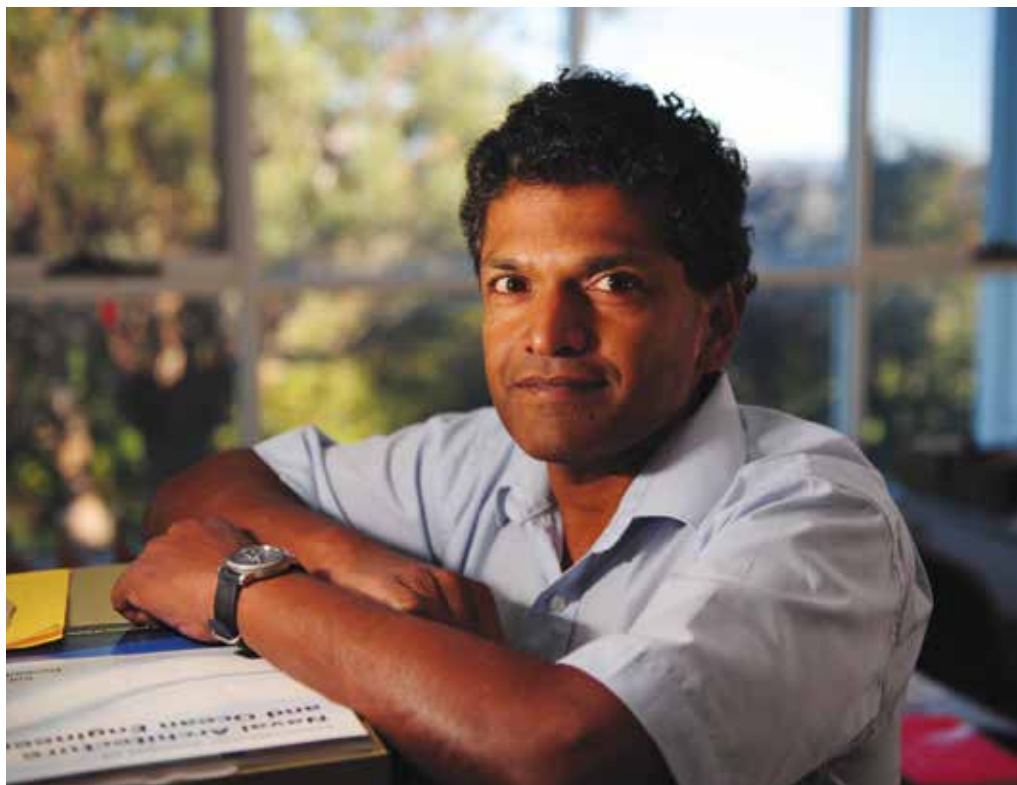
Starting from next year AMC will also offer a new shore-based degree as part of the maritime training suite of courses.

The Bachelor of Applied Science (Maritime Operations) is designed for those who wish to work in a range of ship/shore interface positions with variety of employers, including governments, ports and shipping companies.

"This would suit school leavers looking to enter the maritime industry without the need for gaining sea time, as well as seafarers who are looking to make the transition to shore-based careers," Prof. Ranmuthugala said.

He said that the key stakeholders in the maritime industry would definitely benefit from the program changes.

"This is an opportunity to set up your employees for independent lifelong learning – to foster graduates who have the capacity to make a significant impact on your workplace."



"AMC is dedicated to providing the highest possible standard of training for seafarers, and the inclusion of a bachelor degree option into our course offerings will ensure that we continue to lead the way."

He emphasised that, as an institute of the University of Tasmania, seafaring graduates would reap the benefits of an established higher education system.

"AMC has moved away from the current trimester delivery system to a system that contains four study blocks in years 2 and 3. However, students only need to undertake three study blocks and the mandatory STCW short courses.

"Multiple student intakes created by the 4-block system will allow for further flexibility for students and sponsors. The reduced number of units per study block will also result in a decrease in student contact load."

There will be no increase in the time it takes for a student to obtain a Certificate of Competency.

Current AMC students who complete their studies by the end of 2012 will receive the award for which they enrolled. Students continuing into 2013 will also have that option, as well as the ability to 'roll over' into the new programs.

The new degree programs will also open up opportunities for those in the industry who already have their Deck or Engineer officer licenses. They will be eligible for credit in their respective bachelor degree via a formal recognition of prior learning (RPL) process.

"AMC will maximise the credit that students can gain for any study that they have already undertaken. Our revised programs clearly identify entry and exit pathways for all levels of learning," Prof. Ranmuthugala said.

He said that by producing more highly skilled seafarer graduates, AMC will be making a significant contribution to improving the competitiveness of the Australian maritime sector at a time of fundamental reform.

"The competence of seafarers is critical to the safe and effective operation of ships. Modern ships are technically complex, so it is vital that modern officers possess a wide range of skills, including decision-making and problem solving.

"Our new degree program will help to deliver such expertise." ■

For more information, please visit [www.amc.edu.au/ocean-seafaring](http://www.amc.edu.au/ocean-seafaring)

continued from page 3

tures of the wave profile on the Derbyshire's hull. It could be well and truly seen that a foc'stle would have certainly helped the situation, and may indeed have saved the lives of the 44 seamen that were killed. Why would Naval Architects and regulators remotely agree to eliminate raised bows and sterns that were considered essential ingredients for ship safety for the previous two thousand years? The answer is GRT, the written Law.

But GRT and NRT have been obsolete as sensible financial benchmarks since the shipment of barrels ceased 150 years ago. Even the Panama Canal Authority, free of the US controlling shackles, eliminated the transit charges being based on the (much abused rules by the US) GRT and NRT as they found it useless in trying to fit various GRT sized vessels in canal locks. They subsequently have reverted their cost base to length of vessel. Parking your pleasure boat in any Marina in the world, they are not interested in your GRT or NRT but on the amount of marina berth you are occupying, i.e. your vessel's length.

25 years ago the various Australian State Governments agreed on the "uniform" shipping Laws Code (USL Code) which saw the departure of GRT and NRT as the bench-

mark for manning, equipment and stability, and the introduction of a sensible length based code for vessels up to 80 metres.

Four years ago, the Dutch Government, after much prodding of their consciences by the prominent Naval Architect Ernst Vossnack, have agreed to take the fight to eliminate GRT and NRT to IMO. My friend Mr Vossnack has since passed away and the efforts seem to have died with him.

Michael Grey of Lloyds List also comments "I am also sure there will be some

oomph given to the campaign against GRT by the pictures of all these containerships shedding forty-footers like autumn leaves in the current winter gales".

Having read all of the above, one would question why would Flag States continue to use GRT or are they just too ignorant and arrogant to change the status quo? Why not make the relevant fees based on length? Would you describe your girlfriend or wife as a 0.74NRT brunette? Would you describe your 35 foot pleasure boat as a 22GRT cruiser? Even Insurance underwriters should be thumping the table on this one

Why would IMO Member States not pause to consider removing obsolete and dangerous pieces of legislation, instead of their continual rush to introduce new rules? Perhaps they cannot differentiate between Gross Tonnage with Gross incompetence. The fallibility in some leadership is very trying, as they could spill so much of other people's blood.

I would rather fight with a regulator than lose the life of one of my seafaring friends. I would encourage any marine participant to stand up and be counted on this issue. ■



Stuart Ballantyne

Stuart Ballantyne, CEO of Sea Transport Corporation

CMMA MEMBER NEWS

**NEW MEMBERS DURING YEAR 2012**

**MELB - New Members**

Capt. Mark L Turner (Ord) - Rat 19/12/11  
Mr. Rudy C Rietwyk (Assoc) - Rat 19/12/11

Capt. Glen C.S. Colaco (Ord) - eff.18/5/12  
Ms Joanna M Carson (Assoc) - 6/06/12

Capt Marcel Koenig (Ord)

**NEWC - New Members**

Capt. Tim J Hooper (Ord) - Rat 19/12/11

**QLD - New Member**

Capt. Radi Khalaf (Ord) - eff. 14/4/12

Mr David G Bayliss (Student)

**SA - New Member**

Capt. H. David Holmes (Ord) - eff.18/5/12

Mr Anthony C Wynne (Assoc)

**SYD - New Members:**

Capt. Anthony R Dear (Ord) - Rat 19/12/11

**WA - New Members**

Capt. William J J Hoogendoorn (Ord) - Rat 19/12/11

Capt. Camilla Eie (Ord) - eff. 14/4/12

Capt. Qiuxing (Davy) Huang (Ord) - eff. 2/3/12

Mr. Peter R Hill (Assoc) - eff. 2/3/12

Capt. Jeffery P Knight (Ord) - eff. 2/3/12

Lt.Cdr. John R Brooker (Ord) - eff. 2/3/12

Mr Shannon Nicholson (Assoc) - eff. 18/5/12

Capt. Mark A Pointon (Ord) - eff. 18/5/12

Capt. Simon L Healy (Ord) - 18/5/12

Capt. Grant McKenzie (Ord) - 6/06/12

Capt. Rodney J Silvester (Ord) - 23/07/2012

Mr Dylan Bennett (Assoc) - 23/07/2012

Capt. David J Smith (Ord) - 23/07/2012

Mr Greg A Dunn (Assoc) - 23/07/2012

Mr Joshua Johnston (Assoc)

Mr Philip Dooley (Assoc)

Capt. Irwin de Graaf (Ord)

Capt. Jennifer Tumbers (Ord)

Capt. Andre R Winkler (Ord)

Mr William Taylor (Assoc)

Capt. Pasquale Guida (Ord)

Mr. Paul R MacGillivray (Assoc)

**DECEASED MEMBERS DURING 2012**

**Melb - Deceased**

Capt Clive C. Springall (Ret) - eff 28/3/2012

Capt. David J Robertson (Ord)

Capt. Ian McCaskill (Ret) - eff 5/10/12

**SYD - Deceased:**

CCapt. Kenneth H Nettleship (Ret)

Capt. John G. Evans (Ret)

Capt. Devon N. Devenport (Ret)

Capt. Dennis G Dalziel (Hon)

**WA - Deceased:**

Capt. Alister Stokoe (Ret) - (19/6/2012

Capt. Allen G Bradshaw (Ord) - 13/07/2012

**QLD - Deceased:**

Capt. Colin R Williamson (Ord) - eff 22/12/11

Capt. D.J. Kemp (Ord)

Capt. J.S. Ellyett (Ord)

Capt. E.J.L. Aspinall (Ret)

Capt. Luke C Sorenson (Ord) - eff. 21/07/12

**RESIGNATIONS / TERMINATIONS DURING 2012**

**WA - Resigned:**

Capt John P Meade (Ord) - Overseas posting



# Outstanding Achievement Award 2011



Captain Peter David Murphy

**P**eter has contributed significantly to raising the awareness to the decline in standards of international shipping and the plight of its seafarers, both in Australia and overseas.

Peter spent over 20 years at sea and has a British Masters Foreign Going Certificate. He served in numerous types of vessels, including general cargo, reefer, passenger liners, tankers and offshore supply vessels in an era on the cusp of containerisation.

After successfully completing the first year of a law degree by correspondence whilst at sea, in 1981, Peter was appointed as a Cargo Superintendent for the

## CAPTAIN PETER DAVID MURPHY

Australian National Line at its Port Botany Terminal, where he continued to study part time through the Law Extension Committee of the University of Sydney.

On successfully qualifying in law, Peter was admitted as a Barrister in 1984 and then as a Solicitor of the Supreme Court of NSW in 1986. In 1985 he was recruited to join the local law firm of Wesgarth Baldick to work on a large aviation case and two years later joined the firm of Norton Smith & Co. specialising in maritime law. Whilst in London on secondment by his firm to maritime lawyers Richards Butler, Peter was appointed a partner of Norton Smith in Sydney. He served as a partner with Norton Smith for over 10 years, being the driving force for the firm becoming the largest maritime and aviation law practice in the Southern Hemisphere. As well as other qualifications in law, Peter holds a Master of Laws degree from the University of Sydney. He is also a Fellow of the Chartered Institute of Arbitrators of London and holds a Certificate of Mediation from the Victorian Law Society.

Peter's clients have included the Cypriot, Greek, Japanese and Philippine Ship

Owners Associations. He was also appointed legal counsel for the large Dutch ship owner Spliethoff amongst others. Peter also was involved on behalf of the owners, Baltic Shipping, in the subsequent court case involving the sinking of the Russian Liner "Mikhail Lermontov" in 1986, off Cape Jackson in New Zealand.

Peter is an internationally recognised maritime lawyer, with over 25 years experience as a solicitor, barrister and consultant, practicing both in Australia, Europe and the Middle East. Through his work with the various organisations and committees, including the International Bar Association and the Inter Pacific Bar Association, he became a much sort after speaker at legal, maritime and aviation conferences both in Australia and overseas.

Peter has been uniquely placed as both a maritime lawyer and master mariner, to address the many controversial issues, through his prolific articles, speeches and radio interviews that constantly besiege international shipping. He has always highlighted his concerns for today's seafarers and in many ways became their voice and conscience. ■

# Federal Annual General Meeting 2012

**T**he Federal Court held its AGM at the Adelaide Royal Coach Hotel on 14 and 15 February this year. It was hosted by the South Australian Branch who organised the venue and the dinner on the Saturday night.

The meeting focused on the future direction of CMMA, and a lively and extensive debate provided sufficient material for Branch Masters to take to their Branches to discuss the various proposals that were tabled during the AGM.

Directors agreed that for the Organisation to survive, Constitutional changes were required, focusing on a centralised approach. It was also evident that the current Succession Policy was not working as most active members were subject to business pressures, and could not find the time to take on voluntary positions as office holders. Although most of the executive office holders committed themselves to serve until the 2013 AGM, it was clear that if the Constitution was not amended to provide a more flexible management structure, there would be insufficient volunteers to continue as Federal Executives.

Proposals for a Centralised Management



System were based on the following principles; (a) The time for reform; (b) The commitment of the members and their leadership; and (c) The correct financial structure. The benefits of a centralised structure are: (a) The sharing of articles for the MM Journal; (b) The cross selling of merchandise; (c) A central registration with nominal branch positions, subject to the member's location with a simplified transfer system; (d) Branches may develop their own management structure (e) There will

be no requirement for current executive office holders which will reduce the cost of convening for AGM's; and (f) It is the only way to make the organisation sustainable.

A dinner, hosted by the SA Branch was held on Saturday night at the Royal Coach Hotel and provided an opportunity to meet some of the Branch members and their spouses.

The executive would like to thank Capt Bob Westley and Capt Ian Dickson for an outstanding and pleasant weekend. ■

# TITANIC – Some Interesting Aspects



**J**ohn Lang's recently published book 'TITANIC A fresh look at the evidence...' is well presented with several diagrams that help in understanding the events of the disaster on 14 April 1912. Most of the facts have been drawn from the testimonies of witnesses appearing before the British inquiry under Lord Mersey during May/June 1912.

Investigations into the disaster show a marked difference in care taken in the navigation of the Canadian Pacific Railways ship Mount Temple (6,600 grt) carrying about 1400 emigrant passengers and the luxury passenger liner Titanic. Canadian Pacific Railways gave its Master's strict instructions to avoid ice areas, particularly ice fields.

On 14 April Mount Temple was ahead

of Titanic and bound for St John's New Brunswick. Based on available ice reports she took a substantial deviation to pass to the south of the ice field, whereas Titanic steamed straight for it relying on the ability of lookouts to see ice in sufficient time to take avoiding action.

Lang tackles the issue of the role of the Californian (Captain Lord) in the rescue operations. To understand this part of the book it is helpful to also read the 1992 report by the UK's Marine Accident Investigation Branch (MAIB) and the conclusions drawn by its then Chief Inspector, Captain Marriott.

The location of the wreck of Titanic in 1985 showed that the SOS position sent out by Titanic was some 13 miles to the West of

where the ship actually sank. Marriott attributes this to a simple mistake made under stress. The SOS position was derived from star sights taken by 2nd Officer Lightoller at 1930 hrs and passed to 4th Officer Boxhall to calculate the position; the Master, Captain Smith, put the position on his chart at about 2200.

Lang and Marriott agree that the rockets fired by Titanic about an hour after colliding with an iceberg were seen by the Californian, but disagree on the distance the ships were from each other at this time. Lang estimated the distance as 13 miles while Marriott estimated the distance at 17 to 20 miles. The difference results mainly from the assumptions about the effect of currents. Also, Lang concludes that each ship saw the others navigation lights, whereas Marriott concluded that the ships were too far apart for this to be likely.

However, both agree that Captain Lord was unjustly treated by the criticisms leveled at him by the 1912 inquiries of the US Senate and the Mersey inquiry. The Mersey inquiry concluded that if Californian had responded to the sightings of rockets (at about 0100 hrs) she could have reached Titanic in time to save many if not all persons from that ship. The rescue of 712 persons was undertaken by the Carpathia (Captain Rostrom) which reached the scene at 0400, 15 April.

Available evidence indicates significant doubt as to whether Californian could have reached Titanic before she sank and whether she could have saved any more persons than Carpathia did. Captain Lord could have incurred some delay in dealing with Titanic's incorrect SOS position.

Although, Titanic's rockets had been seen by Californian's 2nd Officer (on watch) and reported to Captain Lord, the only instruction given was to attempt to make contact by Morse light, which was unsuccessful. In 1912 rockets used as distress signals had



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no specified colour and were also used for other purposes.

Lang and Marriott concluded that Californian's 2nd Officer should have taken much more positive action to ensure that the Master came to the bridge and that the radio officer was called to ascertain relevant reports. However, they also provided credible explanations as to why this did not occur, including a culture in the merchant navy that was not conducive to an easy rapport between Masters and officers.

Fatigue could also have been a factor as Captain Lord had been up attending to the safe navigation of his ship for prolonged periods on 14 April. He sent out a warning of sighting ice bergs at 1830 and one at 2300 advising he was stopped surrounded by ice. This last message was sent to Titanic whose radio officer told Californian's R/O to 'keep out' as he was busy handling passenger traffic. Titanic collided with the iceberg at 2340 that night!

### BLAME ISSUES

While Lang has taken the approach to accident investigation of establishing causes rather than blame, it is nonetheless appropriate to take note of what has been said in relation to blame.

Clearly the US Senate and the Mersey inquiries placed a good deal of the blame for the heavy loss of life from the Titanic sinking on the shoulders of Captain Lord.

Both inquiries established that Titanic had received several warnings of icebergs in the area ahead of her track. She was doing 22 knots up to the time of colliding with the iceberg. The cause of the accident was given as excessive speed but neither inquiry attributed blame.

Lord Mersey's inquiry examined why only 712 persons were rescued when the Titanic had lifeboat capacity for 1178 persons. The reasons included that many of the passengers felt safer staying on the ship

than getting into lifeboats, poor organization for getting persons into lifeboats, and the failure of some of the partly filled boats to return to the site of the sinking to pick up survivors in the water.

Only one lifeboat returned to the site of the sinking and that was the one in the charge of 5th Officer Low. Low arranged to transfer most of the persons in his boat to other partly filled boats and with six other strong seamen rowed back to the site of the sinking (about 150 yards). He found four survivors but one of them died shortly after being taken into the boat.

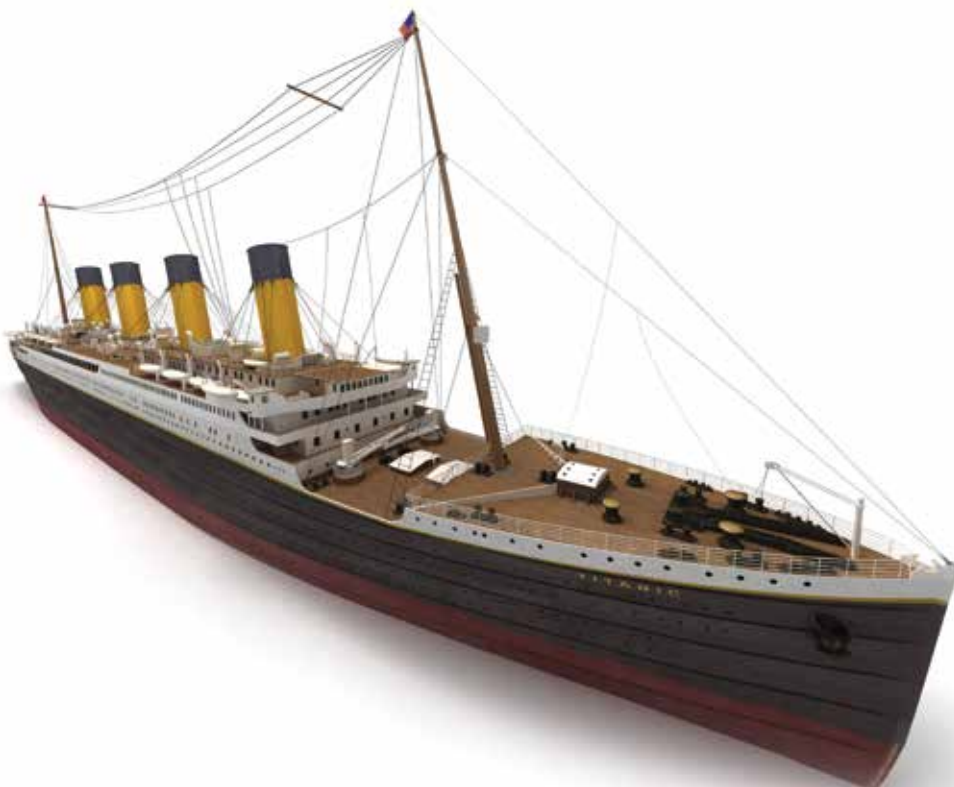
Another problem with the under utilised boat capacity was that some officers feared that the boats were not strong enough to take a full load of persons while being lowered. Lord Mersey concluded that this fear

was unfounded as some boats were lowered successfully with a full load.

In June 1913 a civil court case was held before a jury to hear a claim for compensation by the father of one of the passengers lost in the disaster (Ryan v. White Star Line). The jury found that there had been negligence in the navigation of Titanic in respect of speed and held the White Star Line liable to pay compensation. White Star Line appealed but the court's verdict was upheld.

Further claims for compensation were lodged and in 1916 the White Star Line decided to settle out of court, paying out 664,000 pounds in compensation for loss of life and luggage. ■

Tony Francombe



## Captain Rajiv Singh

**R**ajiv Singh is a lecturer at the Challenger WA Maritime Training Centre in Fremantle. He specializes in Law and Administration for Ship Masters and is a regular speaker at conferences on various subjects in Law, Administration and Human Resources.

His latest paper on "Automation and Error Trapping: Organisational and Individual – Cultural Change and Using Technical as well as Non-Technical Skills in Error Management" was presented recently at the Marine Simulator Conference in Singapore.

The paper revisits human factors as well as organizational factors to contextualize current

practices. The paper explains and expands on the need to move along the continuum of a safe culture to ensure effective use of technical and non-technical skills in error trapping in the maritime industry. The effective use of simulations in setting standards and validation as well as training is explained.

Rajiv joined the WA Branch of CMMA in February 2010 and has been serving on the Branch Court as a Technical Advisor.

Captain Singh has been invited to present his paper at the CMMA Congress in April and as a pre-view, the full paper has been posted on the CMMA web-site. [www.mastermariners.org.au](http://www.mastermariners.org.au) ■

### EDUCATION & TRAINING



# International Federation of Ship Masters' Associations 38th Annual General Assembly – Copenhagen June 2012



*Networking reception at the offices of the Danish Maritime Officers' association*

The IFSMA 2012 AGA took place in Copenhagen on the 14th & 15th June. Capt Allan Gray, the Federal Master, was unable to attend, as was Capt David Heppingstone, the Deputy Federal Master. I was fortunate enough to be asked to attend as the COMMA representative, a request that I had no difficulty agreeing to.

I left Perth on the evening of Monday 11th June travelling to Copenhagen via Dubai by Emirates Airlines. Dubai International Airport has grown enormously since my last visit in early 2005, with a new large building joined to the old terminal. The number of international flights ending at Dubai makes the terminal building one of the busiest I've transited in a long time. Tuesday afternoon and Wednesday were spent on company business at the Copenhagen office of Swire Blue Ocean, which is involved in the installation of offshore wind farms.

The first event of the IFSMA AGA was a networking reception held at the offices of the hosts, the Danish Maritime Officers' association, on Wednesday evening. The DMO is lucky enough to be housed in their own building which was donated to them by a group of Danish ship owners after WWI. The building is full of paintings and models of bygone Danish and other ships.

The assembly business started on the morning of Thursday 14th June at the Hotel Admiral located on Copenhagen's historic waterfront. Dating from 1787, the Admiral Hotel is a former harbourside warehouse which has been tastefully converted into a

four star hotel with conference facilities. The hotel's reception area contains several very large and detailed ship models, together with old cannons and other nautical artifacts.

The first event of the Assembly's programme was the official retirement of the outgoing Secretary-General of IFSMA, Capt Roger MacDonald. Roger retired after 11 years with IFMSA and was presented with a plaque by Capt Christer Lindvall, President of IFSMA. In addition to his retirement present Roger was awarded Honorary Life Membership of IFSMA. Following Roger's formal retirement Capt Lindvall welcomed the new Secretary-General, Capt John Dickie, into his role and introduced him to the assembly.



*Official retirement of the outgoing Secretary-General of IFSMA, Capt Roger MacDonald.*

Following the first day's business the Danish Maritime Officers hosted the delegates to an evening boat trip around Copenhagen's waterfront and harbour. The boat trip finished at the historic island fortress of Trekroner, which was built in the late 18th century, around the time of the Napoleonic Wars. Delegates enjoyed a traditional Danish dinner served in a marquee in the grounds of the former commandant's house.

The Copenhagen Opera House is the national opera house of Denmark. The building was funded by Maersk Mc-Kinney Moller, the former head of Maersk Line and presented to the Danish people, not without some political controversy caused by the tax-deductible status of the gift. The building

is one of the most modern opera houses in the world, having opened on 15th January 2005. It is also one of the most expensive opera houses ever built with construction costs well over 500 million U.S. dollars.

The HDMY Dannebrog is the Danish Royal Yacht, which was built at the naval dockyard, Copenhagen, in 1931-32 and first commissioned on 26th May 1932. The ship displaces 1238 tonnes, has a speed of 13.5 knots and a range of 3,600 nautical miles. The yacht is manned by a hand picked crew of 9 officers and 43 men of the Royal Danish Navy.

The evening view of Copenhagen harbour from the fortress island of Trekroner, was built during the late 18th century. The fortress has been in action only once, during the Battle of Copenhagen on 1st April 1801. The battle occurred when the British Royal Navy attacked and destroyed the Danish fleet to prevent them joining the French fleet during the Napoleonic Wars. Horatio Nelson was second-in-command of the British fleet at the Battle of Copenhagen. The battle is also famous for Nelson's remark to his flag Captain, Foley, when given permission to withdraw, "You know, Foley, I only have one eye – I have the right to be blind sometimes," and then, holding his telescope to his blind eye, said "I really do not see the signal!".

## FREDERICK VIII'S PALACE

This palace is one of four similar Rococo palaces built around an octagonal square in the 1750s. The Danish Royal family has lived in these palaces since the late 18th century.

Since 2010 Frederick VIII's Palace has been the home of Crown Prince Frederick and Crown Princess Mary.

The 38th IFSMA AGA in June 2012 passed a record number of 12 Resolutions. The Assembly papers and Resolutions passed are all available on-line at the IFSMA website: - <http://www.ifsma.org>

I must state in conclusion that it was a privilege to be asked to attend the IFSMA AGA to represent COMMA. Copenhagen is undoubtedly the most "maritime" city I've visited in over 40 years of travel. The city itself was a joy to be in and all the Danes I met were friendly and welcoming. My only regrets are that the 4-day visit was too short and I was travelling unaccompanied. ■

Capt Steve Harris  
Branch Master, Western Australia



*The HDMY Dannebrog*



# Captain (Davy) Qiuxing Huang

**C**aptain Huang (“Davy” to us) joined the Company of Master Mariners in March this year as a fully qualified Master of the People’s Republic of China.

Davy was born in Hunan Province where his parents worked as farmhands. After his high school graduation, he enrolled in an Ocean Going Course at the Shanghai Maritime University, against the wishes of his mother, who had lost her father at sea during the war against Japan.

Davy’s first ship as a deck cadet in 1993 was a Liberian flagged bulk carrier, the SILVER AN. After 4 years, he left the Chinese company to freelance on foreign flagged vessels until he joined Swire Pacific Management in Hong Kong where he worked his way up to achieve command status.

For family reasons (like many of us), he came ashore and worked as a marine surveyor in Shekou, but needed to change plans due to an unplanned pregnancy of his wife (2nd child), and decided to immigrate to Australia in 2007. Having received the appropriate recognition of qualifications from AMSA, Davy found



himself on the Australian Coast as a deck officer. Soon after naturalization as an Australian Citizen in 2011, Davy enrolled at the WA Maritime Training Centre (Challenger) to obtain his Australian

Masters Certificate in 2012.

We welcome Davy as a valued member of CMMA and wish him all the best for a successful Australian Maritime Career Path. ■

# Challenger Class of 2012

**10** students graduated in October this year as qualified Chief Officers and/or (subject to Sea-Time) as Master Unlimited at Challenger WA Maritime Centre in Fremantle. The class was a diverse group of nationalities from Australia, New Zealand, India, Sri Lanka, Russia and Israel, but displayed a remarkable capacity of teamwork, which assisted all of them in producing top class assignments.

It was also gratifying for the lecturers that all of the students passed their written exams and oral exam without any re-sits.

Challenger has 3 intakes annually, averaging approximately 10 to 12 students per class.

A number of student’s Maritime Law Assignments have been published on the CMMA website [www.mastermariners.org.au](http://www.mastermariners.org.au) and include a paper “Presumed Guilty” which is about the wrongful criminalization of seafarers; a paper “Hill Harmony” which is a case study of a breach in charter conditions when the master diverts from the pre-arranged weather routing; and a paper “Ship Wreck Exploration” which is about a dispute between Governments, who lay claim on a large fortune found on the wreck “Black Swan”. ■



Image: (Left to right) Damian O’Connor (Australia); Luke Brooks (Australia but residing in Belgium); Gary Reeves (Australia); Dylan Bennett – Associate Member CMMA (New Zealand); David Mikkelsen (Australia); Tarunpeet Singh (India); Richard Chettiar (Sri Lanka); Jude Ratnayake (Sri Lanka); Alexander Kleizinger (Israel) and Ivan Lyashko (Russia)



# The 2nd MASTER MARINERS CONGRESS 2013

in association with... The 39th IFSMA AGA 2013



16th - 19th April 2013 - Intercontinental Melbourne, The Rialto

[www.informa.com.au/mastermariners](http://www.informa.com.au/mastermariners)

**2013 marks the 75th anniversary of the Company of Master Mariners Australia** and given the historic revitalisation of the Australian shipping industry, there has never been a better time for the Company of Master Mariners to show strong leadership and stewardship for both the profession and the industry as a whole.

To mark this auspicious occasion the Company of Master Mariners will be holding their **second national Congress in Melbourne from the 16th-19th April 2013. This Congress will be held in conjunction with the Annual General Assembly of the International Federation of Shipmasters' Associations (IFSMA).** Featuring a conference and exhibition, the Congress will bring together national and international shipping representatives, master mariners, academics, maritime regulatory agencies and port authorities to address best practice in the port and maritime community.

Containerisation, globalisation, legislation and the innovations in technology have transformed the watchkeeping role of ensuring the safe navigation of our harbours and channels.

The Congress is the perfect opportunity to share knowledge and experiences while highlighting the importance of maintaining the necessary skills in both sea and shore-based positions to meet the maritime challenge into the future.

## MAJOR SPONSOR



## Supported by:



## International presentations from:

Gurpreet Singhoti, Deputy Director/Head of Operations Safety, Maritime Safety Division, IMO

Capt John Dickie, Secretary General, IFSMA

Capt Hans Hederström, Managing Director & Principal Architect, Center for Simulator Maritime Training, SMART, The Netherlands

## Key contributions from:

Stuart Ballantyne, Chairman, Sea Transport Group

Capt David Shennan, Principal, North & Trew Marine Consultancy & Branch Master, CMMA Melbourne

Rory Main, Managing Director, Fremantle Maritime Simulation Centre

Angela Gillham, Acting Executive Director, Australian Shipowners Association (ASA)

Capt Allan Gray, GM Port Operations/ Harbourmaster, Fremantle Ports & Federal Master, CMMA

Rajiv Singh, Lecturer, WA Maritime Training Centre

Bob Iversen, Manager for the Mental Health of Seafarers, Rotary Club of Melbourne South (RCMS)

## IFSMA & CMMA CONGRESS 2013 AT A GLANCE

### Tuesday 16th April

#### IFSMA AGA

9.00am - 5.00pm  
Meeting to focus on key business activities and proposals for resolution

#### IFSMA AGA DRAFTING OF RESOLUTIONS

Evening  
IFSMA drafting team develops resolutions. Free evening for delegates to enjoy Melbourne's world-class restaurant scene



### Wednesday 17th April

#### IFSMA AGA

9.00am - 12.00pm  
Meeting continues - reading of resolutions. Closing lunch served in CMMA Congress Exhibition area

#### CMMA CONGRESS

1.00pm - 5.00pm  
Conference & Exhibition

#### OFFICIAL IFSMA AGA & CMMA 75TH ANNIVERSARY DINNER

6.30pm - 11.30pm  
Melbourne Aquarium 'Antarctica Exhibit'

### Thursday 18th April

#### CMMA CONGRESS

9.00am - 5.30pm  
Conference & Exhibition

#### CMMA CONGRESS EXHIBITION NETWORKING DRINKS

5.30pm - 7.30pm  
Drinks and canapes served amongst the trade stands



### Friday 19th April

#### CMMA CONGRESS

9.00am - 2.00pm  
Conference & Exhibition

Free afternoon to allow delegates and travelling companions to enjoy Melbourne and its surrounds

## Comments on the inaugural CMMA Congress in Fremantle in 2011 included:

"Addressed important industry related issues – great networking opportunities"

Harbourmaster, Albany Port Authority

"Great speakers & topics. Broad range of delegates with good representation/cross section of the maritime industry"

Executive Director, Australian Shipowners Association

"Great company of peers & the high quality of the presentations"

Manager Ship Safety, Australian Maritime Safety Authority (AMSA)

For information about the sponsorship and exhibition opportunities still available at this specialised event, contact:

Sarah Cullen on +61 410 689 401

or email [sarah.cullen@informa.com.au](mailto:sarah.cullen@informa.com.au)

**REGISTER NOW: [www.informa.com.au/mastermariners](http://www.informa.com.au/mastermariners)**