



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 abound 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 perhaps 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 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 and opinions are being taken very seriously.

The 2012 AGM is approaching and I would ask that all members consider a few items 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 cannot 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 look forward to a great year. ■

CMMA NEWS

Sydney Ports' New Vessel Traffic System

The history of the modern VTS in Sydney Ports' started back in December 2006, when a corporate decision was made to relocate harbour control from Millers Point, to a new integrated operations centre at Brotherson Dock, Botany Bay. In November 2007 there was an independent relocation risk management review, and in October 2008 an independent vessel traffic risk assessment for Port Jackson and Botany Bay. In November 2008 an independent review of Sydney harbour control function against International IMO/IALA good practice, was carried out, and IMO/IALA compliant system requirements were incorporated into the VTS specification. In

March 2009 Sofrelog SAS was nominated as the preferred tenderer, and the contract was signed in February 2010. Installation was commenced in March 2011, and in May 2011 operations were commenced from Brotherson Dock. By June 2011 the system installation was completed, acceptance testing completed in July, and in August 2011 the Practical Completion Granted.

The Harbour control system operated from Millers Point consisted of 5 ships radars, 3 CCTVs, separate AIS, separate radio comms, no integration and separate recording.

The new system consists of 5 VTS radars, 9 CCTVs, 2 AIS, 3 radio RX sites, 3 radio TX sites, integrated phone, back up site, an all system integrated, information recorded and information playback.

The radar system, covering both the inner and outer port zones, have the sets located at Blues Point in Sydney Harbour, on top of the AMP Centre (in the CBD), South Head, La Perouse and Molineux Point in Botany Bay.

The CCTV system consists of two types – 3 fixed ones situated AMP tower (2) and 1



Harbour Control, Millers Point

at Molineux Point and 6 Pan and Tilt types, situated at Blues Point, AMP Tower, South Head, La Perouse, Molineux Point and the VTS Centre.

Richard went on to explain in greater detail features of the radio system, the operators components such as the touch screens for direct input and hands free speakers and microphones, and the various choices that the operators are given for handsets and earphones. The radio system interface was explained and many photos of the Operator Work Stations, the Training Station, the Wall Screen, VTS, and CCTV displays, the

VTS Centre and the Back Up Site at Moores Marine Base. (Unfortunately due to Mb restrictions and loss of programs it is not possible to reproduce these photos – next year hopefully! Hon.Ed.)

The real novelty of Richard's talk was that he was able to show us the 'real time'

operation of the system via his laptop and have the actual scene played on the large wall screen for us. This was also impossible to copy and reproduce.

Richard's address was both very well presented and well received by those present. He also pointed out that there are still

some matters that have to be decided in the future, but that they have made a big step into protecting the environment and improving safety in the areas covered by the VTS – the two main issues of a VTS system. ■

Captain Richard Lorraine
Deputy Harbour Master, Sydney Ports



The Australian Maritime Safety Authority (AMSA) celebrated its 21st Anniversary in style hosting a Charity Ball at the National Museum of Australia in Canberra on Friday, 21 October 2011.

AMSA 21st Anniversary Ball in Canberra

Recognising the hard work and achievements of AMSA, its staff, and the maritime sector as a whole over the past 21 years, the Charity Ball also provided an opportunity to acknowledge the dedication of key Australian seafarer welfare organisations - Apostleship of the Sea Australia, Mission to Seafarers Australia and the Australian Mariners' Welfare Society.

The Company of Master Mariners of Australia was represented by the Federal Secretary, Frank Kaleveld and his wife June.

AMSA was created by the Act which received Royal Assent in October 1990, and was established as a portfolio agency under the then Commonwealth Department of Transport and Communications assuming maritime operational functions, regulation and provision of services to the maritime industry, and management of the Commonwealth's maritime assets. Today, AMSA continues its focus on maritime safety, protection of the marine environ-

ment and provision of maritime and aviation search and rescue services.

Overwhelmed by interest, AMSA's 21st Anniversary Charity Ball achieved sell-out attendance with 500 guests sharing in the celebrations. 130 AMSA staff and their partners from across the country were joined by a wide cross-section of guests from government, industry, and the maritime community including current and former AMSA Board members, Chief Executives and staff.

The Hon. Anthony Albanese MP, Minister for Infrastructure and Transport, provided the keynote address saying, "In this ever changing 21st century, it is nice to look to the Australian Maritime Safety Authority as a beacon of stability. For not only have you survived 21 long years, you are a thriving, internationally-acknowledged success."

Minister Albanese also conducted the official launch of AMSA's 21st Anniversary commemorative publication, The Second Decade, which provides an historical over-

view of AMSA's achievements throughout its most recent decade and features a collection of vivid photographs which capture the variety of functions undertaken by AMSA. Each chapter is based on AMSA's main areas of operation. Copies at \$40 can be purchased through AMSA's public relations department, tel 02 62795032.

Well known Australian environmental advocate and yachtsman, Ian Kiernan AO OAM shared a number of his sailing memories with guests and expressed his passion for the ocean and marine environment. Television and radio identity, Tracey Spicer was at the helm of the night's proceedings as Master of Ceremonies.

Final figures are currently being tallied however AMSA is extremely pleased to announce that around \$80,000 has been raised as a result of the Charity Ball. These proceeds will be donated amongst each of the Charity Ball beneficiaries, allowing them to continue providing valued welfare services to our seafarers. ■

Port Ash Australia. Manned Ship-Model Simulator



On Wednesday the 24 August, the Newcastle branch of the CMMA met at the Ship Handling Facility at Port Ash at the invitation of CMMA member Capt. Cliff Beazley, owner, designer and operator of the facility.

This was a rewarding and impressive occasion, as few were fully aware of the complex outlay and ultimate purpose and international fame of the facility.

At first glance, the facility might be seen as just a place where grown men can play with model boats, when in fact it is a most complex, ergonomically designed, highly sophisticated, computerised facility.

Specifically designed to improve and/or teach correct, realistically simulated, practical ship handling under all conditions as might be experienced by serving and future Ship and Tug Masters, Pilots and Naval personnel drawn from all over Australian and distant overseas services.

Effective ship handling has over the years been considered by many as an art achievable only by some and classed as the ultimate challenge and most rewarding part of their profession.

It is undeniably the most critical close quarter period, often fraught with near misses and frightful accidents directly

attributable to limited ability through lack of understanding, which in hindsight could easily have been avoided.

However, while it can justly be described as an art, it is an art wholly depended for success on human factors, which like any other skill can be learned with correct guidance and practice.

It is this practice under the guidance of professional highly skilled pilots for which Port Ash, its infrastructure, ships and curricula, has been designed and over the years gained its world wide reputation for excellence.

Excellence through which errors, ingrained or otherwise, are detected, corrected and unlearned, and it is here where those who have not as yet established their own successful methods of operation can recognise and correct their individual shortcomings while conning light ship or loaded to maximum draft, a Panamax or Handymax or twin screw Ro-Ro or Car Carrier or Tanker or any of the fleet of eight modern Tugs.

In addition, Port Ash is the only manned simulator where year round those who have not as yet taken the con during ship manoeuvring can be confident to learn the correct method of ship handling and practice the necessary physical and mental skills required for the successful outcome of what without proper guidance is for many a daunting task.

From port entry and departure, through to anchor handling during mooring and un-mooring, use of transfer trust, tug assist berthing and un-berthing, station holding, breakdowns etc.

While experiencing the problematic effects of wind and current on steerage under conditions of squat, negative trim, shallow water, ship to ship and bank interaction. ■

New Branch Master for South Australia

Congratulations to Captain Bob Westley, who has taken over the reigns as Branch Master for South Australia, succeeding outgoing BM Capt Iain Fraser.

Capt Westley commenced his sea-going career with Meadomsley & Crawford Shipping Company and served his apprenticeship on tramp ships.

Having lived in the UK and South Africa, he immigrated to Australia in 1979 and commenced work on the Australian Coast. Based in Adelaide, he served on the coast in various capacities, and retired as Master with ISM in 2010.

Capt Westley joined CMMA in 1991 and was elected to the Branch Court almost

straight away and has served the Branch until his new appointment.

Bob lives on a 140 acre hobby farm in the Adelaide Hills, together with his wife, domestic animals and stock. He has four children and three grandchildren so far.

Bob is looking forward to hosting the 2012 AGM in Adelaide, where he will be appointed as a Director of the Federal Court.

On behalf of the Federal Court, we extend a heartily welcome to Capt Westley and with his background and experience; we are looking forward to his input to the Organisation.

The Federal Court also likes to thank Capt Iain Fraser for his service as a Director to the Federal Court. ■



Mariners ponder outcome of refugee policies



Tampa remembered: Implications for today's mariners.

This is one of the key events on the calendar for the Company of Master Mariners Australia, Melbourne Branch. Guest speakers this year were barristers Sam Horgan SC and Julian Burnside QC.

Mr Horgan is a leading maritime lawyer and represented the owners of the Norwegian ship Tampa when it became the centre of an international controversy in 2001 after rescuing a boatload of refugees near Christmas Island.

The incident caused a diplomatic dispute between Norway and Australia, with the ship's master, Captain Arne Rinnan threatened with arrest by Australia but later internationally recognised for bravery.

Mr Horgan discussed implications for maritime law while Mr Burnside turned to the human rights implications of the incident. This included discussion of the harsh

Mariners young and old headed to the RACV Club in Melbourne, for the recent Boulton Lecture 2011.

penalties liable to be paid by mariners convicted – however wrongly – of people smuggling.

Mr Burnside's presentation included harrowing details of the experiences suffered by refugees both in their home countries and while trying to flee to Australia.

The evening generated plenty of vigorous discussion among the mariners. Questions were posed to Mr Burnside about the impact of incidents such as the Tampa on mariners as well as the refugees themselves.

Master Mariners branch master Euan Crawford said the event was very insightful. "I think the evening raised a number of important issues relevant to our members," Captain Crawford said. "I was very pleased to have such good speakers and they clearly expressed some of the weaknesses with the Australian maritime system.

"One thing made very clear was the general misrepresentation by the media and generally and by politicians as the extent of the whole boat people and refugee issue.

"I think it's clear we are asking the Navy to do a job for which it is not properly prepared."

Captain Crawford said it was unfair for the Australian government to make discriminatory laws against ships' masters who were compelled by the law of the sea to rescue people.

"One the whole it was an excellent evening and the format with the two speakers worked really well," he said.

Masters Mariners secretary Alex Evered said with refugee boats arriving in Australian waters, it was "not inconceivable" that an incident like the Tampa could occur again. "Something like that could arise again so it's a very relevant issue," she said.

Ms Evered said it was great to have been able to attract such quality speakers. "The Boulton Lecture gets shared around between the different branches and it was meant to be held in Brisbane this year but they had to cancel at the last moment," she said. "We've had good speakers in the past including Professor Malek Pourzanjani from the Australian Maritime College who spoke about maritime training. "It's our aim to provide more functions with really high-quality speakers," Mr Evered said. ■

By David Sexton

Closer Links with the Society of Master Mariners of South Africa

During his visit to Cape Town in January this year, the Federal Secretary, Capt Frank Kaleveld, took the opportunity to meet the President of SOMMSA, Captain Rob Whitehead over a coffee at one of the Waterfront Restaurants.

Over the last few years, SOMMSA experienced a crisis with a dwindling membership, caused by the departure of many professional mariners, and the downgrading of qualifications in government shore-based maritime positions. Of the 4 branches in South Africa (Cape Town, Durban, Port Elizabeth & Richards Bay), the Durban Branch faced closure, whilst dwindling numbers at Port Elizabeth have also been a concern.

The Cape Town Branch (98 members) revived the Society through some hard work by Capt Whitehead, resulting in the recruitment of some younger members. The Society is affiliated with IFSMA and the Nautical Institute and is an active participant in advisory committees to the Maritime Colleges and SAMSA.

The Society has a website and can be accessed at www.mastermarinersa.co.za

With the prospective growth of the Society, it is hoped that a link has been

established between SOMMSA and CMMA. Capt Whitehead hopes to be able to attend the IFSMA AGA and CMMA congress in 2013. Unfortunately, time was a constraint and after a pleasant interface, Capt Whitehead presented CMMA with a plaque on behalf of the Society. ■



Frank Kaleveld on left, Rob Whitehead on right.

Amendment to the Constitution – Student Membership



In August this year the CMMA Constitution was amended to incorporate student members.

Students who are enrolled for a Pre-Sea Training Course at a Recognised Maritime Training Institute are eligible to join the CMMA as a Student Member.

The current application fee of \$80 applies, but until the time that the student obtains a watch-keeper certificate, which entitles him/her an Associate Membership, no membership fees will be levied. CMMA will provide mentoring services to the student and will assist the student in finding appropriate employment in order to obtain his/hers qualifying sea time.

The newly inserted clause 15 (g) reads as follows:

“The Company may mentor a student or students under a mentoring agreement whilst training as a deck officer at a RTO and may assist the student in placement to obtain his or her sea time.

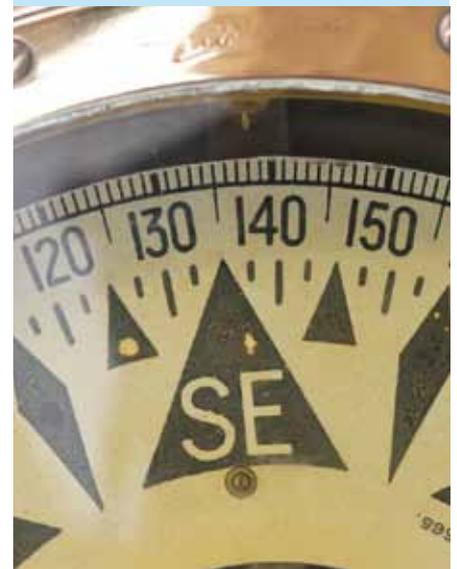
The “student membership” will expire when the student obtains a deck watch keeper’s certificate which will make him/her eligible to apply for an “associate membership”.

The joining fee will apply and a certificate signed by the Federal Master only will be issued, but there will be no annual membership fees until the student obtains an associate membership status.” ■

Federal Court Annual General Meeting

The 2012 AGM will be held in Adelaide on Saturday 14 April at 1000 hrs at the ADELAIDE ROYAL COACH in KENT TOWN.

Members are reminded that all CMMA members are welcome to attend, although voting on matters are restricted to Directors only. The AGM will be followed by a dinner on Saturday night, hosted by the SA Branch.



CMMA MEMBER NEWS

NEW MEMBERS DURING YEAR 2011

MELB - New Members

Capt Walter J Stuart (Ord)
 Capt Bruce L Green (Ord)
 CMDR S.G. Furlonger (Ex Officio)
 Capt. Mark R Lloyd-Smith (Ord)
 Ms Teresa Hatch (Assoc.)
 Ms Lynne Clough (Ex Officio)
 Capt. William T Korevaar (Ord)

QLD - New Members

Capt. Luke C Sorensen (Ord)
 Capt Brian McD Gray (Ord)

SA - New Member

Mr. Roger E Boettcher (Assoc)

SYD - New Members:

Capt. Philip J. Hickey (Ord)

WA - New Members

Capt. Sandeep Bhardwaj (Ord)
 Capt. Chris A.H. Blake (Ord)
 Capt. Richard P. Dougal (Ord)
 Capt. Allan J. Heyne (Ord)
 Capt. Peter M.T. Bartlett (Ord)
 Capt. Peter W. Lasrado (Ord)

Capt. Sameer Satija (Ord)
 Mr Douglas G Law (Assoc)
 Capt Steven Wenban (Ord)
 Capt Roy W Lewissom (Ord)
 Capt. Mark Gooderham (Ord)
 Capt. David Oliver (Ord) - Rejoining
 Capt. Chris D Payne (Ord)
 Capt. David Kenny (Ord)
 Capt. Carlo Di Meglio (Ord)
 Cdr. Royce J Spencer (Ord)

DECEASED MEMBERS DURING 2011

Melb - Deceased

Capt. Richard W Liley (Ret)
 Capt. Wally L Harbord (Ret)
 Capt. Alastair L Reed (Ret)
 Capt William J H Forster
 Capt. Alan Pearson (Ret)
 Capt. Bruce L Green (Ord)

SA - Deceased

Capt Paul H Morris (Ret)
 Capt. Rick Steenvoorde (Ord)

SYD - Deceased:

Capt William McK Forster (Ret)

Capt. Victor J Rowe (Ret)
 Capt. Hendrik J Den Brinker (Ord)
 Capt. John T Francis (Ret)

WA - Deceased:

Capt. Gordon B Elliott (Hon)

RESIGNATIONS / TERMINATIONS DURING 2011

Melb - Resigned:

Capt Tom M Badelka (Ord)
 Capt Pat R N Robinson (Ord)
 Capt Doug J Schultz (Ord)
 Capt Peter Bruce (Ord)
 Mr Phillip Walsh (Assoc)
 Mr Laurie J B Ogilvie (Assoc)

QLD - Resigned:

Capt Jim M Caradus (Ret)
 Capt. Paul F Jepson (Ord)

SYD - Terminated:

Capt. Ron Ware (Ret)

WA - Resigned:

Capt. Alex J Lang (Ord)
 Capt. David Harvey (Ret)
 Capt. Peter M Johnson (Ret)

Obituary: Alan Pearson July 13, 1921 – August 4, 2011

Published in NATIONAL 7
www.lloydlistdcn.com.au
September 15, 2011
Writer: David Sexton

Former federal secretary and federal master of the Company of Master Mariners Australia, Alan Pearson, died last month.

He had not long before celebrated his 90th birthday.

Friend and former colleague David Wharington delivered the eulogy at his funeral.

Mr Wharington got to know Alan Pearson after joining the Federal Department of Transport in the early 1970s where Mr Pearson was a nautical adviser.

He recounted how Alan Pearson joined the then Department of Shipping and Transport in Sydney in 1952 as a nautical and ship surveyor.

"Within a few years he was promoted to deputy director of navigation for the department in Tasmania.

"One duty that he enjoyed in Tasmania and later in New South Wales was making periodical visits to lighthouses for inspections."

In 1958 he returned to Sydney as senior nautical and ship surveyor, before moving into the department's central office in Melbourne as principal marine surveyor in 1961. Then he was appointed nautical advisor in 1964.

"This also involved a very wide range

of responsibilities such as shipwrecks, both historical and modern, measures to prevent oil pollution, ship casualty investigation and attendance at courts of marine inquiry, such as the Lake Illawarra probe, as a party in the public interest," Mr Wharington said. In 1972 he led the Australian delegation at the convention on the International Rules for Preventing Collisions at Sea. "He chaired numerous statutory committees including the Marine Council and committees to determine the safe manning of individual ships. "Chairing manning committees was not easy as the other two committee members were the ship owner and the sometimes militant maritime union official. These two generally had very different agendas. "Alan had very good people skills. In looking through his papers, I saw one letter from the deputy public service arbitrator thanking Alan for resolving a dispute at Garden Island between tug masters and the dockyard management and commenting on the clarity and conciseness of his report." In 1979, Alan Pearson was made an MBE for services to shipping before retiring from the public service in 1982. Alan Pearson joined the Company of Master Mariners of Australia in 1965, later becoming master of the Melbourne, Sydney and later federal branches. He continued to be active in the company until shortly before he moved into a nursing home. Alan Pearson enjoyed study and research, writing articles for nautical publications under the nom-de-plume of Stargazer and



obtaining a graduate diploma in shipping from the Australian Maritime College. Mr Wharington said in the final stage of his life, Alan Pearson wanted to get back home to resume making two working model ships for his grandchildren. "Alan played a leading part in the establishment of the Australian National Merchant Navy War Memorial in Canberra," he said. "His British seaman discharge book records that in 1982 at age 61 and after retiring from the public service, he sailed in the square rigged ship Eye of the Wind from O'Pua to Sydney, signed on as "trainee galley boy". "I imagine that discharge certificate would have made him just as proud as his earlier service as master," Mr Wharington said. "Alan was a very good friend and like all of you, I will miss him greatly." ■

CMMA Website Update

The Company of Master Mariners of Australia launched its new-look website last year. Redesigned and packed with up-to-date news stories from Australia and around the world and fascinating stories from the past it is a valuable resource for members and the public. The site also contains an excellent search function, membership and Branch information with downloadable Branch

Newsletters. Members are required to log in to access some Branch information. The website aims to provide members and others interested in maritime affairs with a balanced view of maritime news from around the world. We are happy to publish items of maritime interest received from members and the general public. Accompanying images are encouraged if available.

Please email admin@mastermariners.org.au to submit stories for consideration www.mastermariners.org.au ■



RMS Queen Mary2 – A unique vessel

The Federal Secretary, Frank Kaleveld just completed a 14 day voyage from Cape Town to Fremantle on this magnificent ship and here are some of his impressions.



QM departing Fremantle

The vessel is classed as “unique” because of its design features and its sheer size. Unlike most modern cruise vessels, the QM2 was designed as a North Atlantic Liner like her predecessors in Cunard Line. Her design was based on two of her predecessors, the Queen Mary and the QE2. She has the lines and the style of the Queen Mary and the versatility of the QE2 by having the capability of maintaining a North Atlantic Liner service, but also the ability to cruise the world like another of her predecessors, the “Caronia”

The QM2 is a large ship, but not as large as some of the cruise vessels now operating in the Caribbean market. She was designed to provide a crossing between Southampton and New York in 6 days, regardless of the weather and has therefore adequate

reserve power to enable her to increase to speeds up to 29 knots if required. Her normal cruising speed is around 21 knots. On our trip we encountered headwinds up to force 7, with 7 to 8 meters swell, but with her length (345m) weight (nearly 80,000T displacement) and 4 stabilisers; she handled the sea well and managed to maintain speed. Ironically she was defeated by the notorious South Easterly wind in Cape Town, which delayed her departure by 13 hours.

From a passenger point of view, the vessel is comfortable and very spacious. With her beam of 41m, which provides for good stability, there are adequate recreational areas for passengers, and at no time do passengers feel that the ship is “full”. There is the massive and stately Britannia

Restaurant, which caters for almost 1,000 diners, supplemented by the more “classy” Queens and Princess Grill. And for those who prefer a casual meal, the Kings Court provide buffet meals around the clock.

The entertainment on board was excellent with prominent people like Sir David Frost and Sir James Galway joining the vessel and contributed to the entertainment. Facilities include the 1000 seat Royal Court Theatre, a Cinema/Planetarium, the Queens Ball Room and places of relaxation like the Chart Room, Commodore Club, the Winter Garden and the 8,000 book library.

The QM2 is currently circumnavigating Australia before heading to Asia, Middle East, and the Mediterranean and complete her 108 day world cruise in Southampton in April.

With her increased beam size, builders were able to deliver a total steel structure, including her superstructure, thereby making her a durable liner, prepared for service duration of 40 years. It makes one think that such a modern vessel with all the latest technology on board, may be classed as old and out-dated by 2044, however her class and the luxury will stand the time until then. ■

More information can be obtained from www.qm2.org.uk



Departure Cape Town

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- Integrated Ratings Program
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- Engineer Cadet Training Scheme
- Chief Integrated Ratings
- NSCV MED3 to Engineer Class 3

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