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January 2021

Points West Magazine

Journal of the Western Australian Branch

Company of Master Mariners Australia



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Points West
The Journal of the Western Australian Branch of the Company of Master Mariners Australia

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Zubin Bhada

Branch Master

THE COMPANY OF MASTER MARINERS OF AUSTRALIA - WESTERN AUSTRALIA BRANCH

Branch Master's Report – Jan 2021

On behalf of the Branch, it is with great pleasure that I (Zubin Bhada) provide the Branch Masters report for January 2021. What a year 2020 was, it's was a year full of challenges and we are really proud to be here in Western Australia – where we managed to keep our branch as active as one could with all the various restrictions. Thank you to each and every one of you for staying safe.

Branch Court

This month we held our court and general meeting at the "Flying Angel Club", followed by the general meeting. The COVID-19 Pandemic continues globally, and we should not get complacent in these times and focus on long term objectives specific to economy downturn and loss of employment that the entire industry is currently facing.

We held our court meeting prior to the general meeting as always and below agenda followed.

- Review of Last Minutes - BM thanked the court for their attendance at the Last Court Meeting (Nov 2020).
- Special thanks to court members (see below write up)
- Review of Registrar's report / Review of Secretary's report / Review of Treasurer's Report
- Update from Social Coordinator – Planning for World Maritime Day (Nov 2021) has begun.
- Business Arising from Previous minutes followed by any Other Business

BM Update
Special thanks the court for their continued support in these unprecedented times of COVID-19.

A short note to thank all court members for their support in 2020. The year 2020 was not very kind to us all with the pandemic (COVID-19) which we are still dealing with in the new year.

The COVID environment was challenging however, we did manage to run our branch with sessions either virtual and some face-to-face with COVID restrictions. Whilst our members have were very adaptable, I believe we (Court) did an extraordinary job in keeping the community/membership well informed and yet maintained to have a few social events in the year. All thanks to the efforts by us "the Court" team.

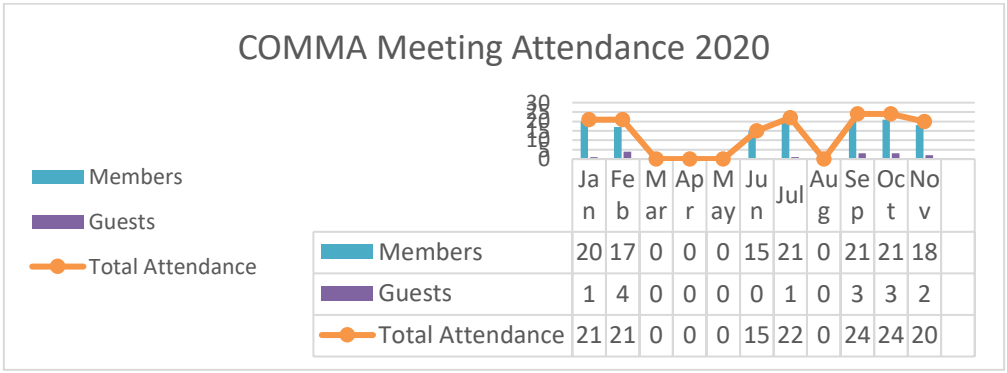


John, your passion with keeping our accounts and staying above budget for 2020 has given us the flexibility of cadetship sponsorship with the Leeuwin.

Steve, many thanks for your valuable and insightful support throughout the year, it is always a pleasure having you around you as our Registrar and for me as a mentor in performing branch master duties.

Alicia, many thanks for your support as Social Coordinator in organising yet another fantastic Annual Dinner function. I believe the 2020 Annual dinner was one of its kind with record breaking numbers (+80) on the STS Leeuwin.

Peter, thanks for support as Branch Secretary and special thanks for running the virtual Branch Court Session early in the year. The membership attendance graph we publish in points west gives us a good look back to the year.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Members	20	17	0	0	0	15	21	0	21	21	18
Guests	1	4	0	0	0	0	1	0	3	3	2
Total Attendance	21	21	0	0	0	15	22	0	24	24	20

Mark – you're a Champion with our Points West Publication. I believe this is one element of our BRANCH that I believe is CORE to our success. My special thanks to you for supporting us with this activity.

Stuart, many thanks for all the hard yards put in 2020 and your support in keeping the entire membership well informed as well as running the Federal court as the Federal Secretary.

Simon, thanks for the support in 2020, in keeping on top of our guest speakers whilst being flexible and moving things around.

General Meeting
We held the general meeting straight after a short session socialising at the bar, followed by our Key Note Speaker session by Capt./Dr. Clive Sheard.

The general meeting followed the standard protocol of reports from BM, Registrar, Treasurer, Social Co-ordinator, Federal Secretary and Branch Secretary. We then spoke about a proposal sent to CMMA for Leeuwin cadetship sponsor where we discussed other models of sponsorship as the current proposal was not aligned with CMMA expectations. The BM opened the floor to the members asking for options on how the branch can utilise its collected funds on activities and/or sponsorship. More information captured in the general meeting minutes. After the discussion on open floor, the branch master shared his News & Views slidepack.

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1. COVID-19 Update
2. AUSTRAL Launches VOLTA series of Electric-Powered High-Speed Ferries.
3. CHINA Coastguard allowed to FIRE on Foreign Ships – South-China Seas
4. Port Hedland welcomes first LNG-FUELLED Bulk-Carrier.
5. An unwanted prison sentence' for seafarers stuck at home and stranded at sea

Our key note speaker Capt. / Dr. Clive Sheard then gave us a good presentation on International Standard of Pilotage Organisation (ISPO) and how it benefits institutes and port authorities from a safety as well as legal perspective.



Points West
Our in-house newsletter “Points West” continues to grow and deliver exceptional quality articles and information for our members. Special thanks go out to our very own “Mark Beal” (our editor of Points West) who continues to prepare and publish our great ‘Points West” newsletter. Please do send in articles and/or stories that we can share with our membership.

General News
In other business, the court members were working in the background to commence plan for WMD 2021, as well as review options to support the Leeuwin Foundation.

In closing, I would like to thank all members for their continued effort and support in keeping our branch live and active throughout 2020 and now into 2021. Please stay safe in these challenging times of COVID and do reach out to me and/or any court member if you require any support during these times.

Capt. Zubin Bhada *(AFNI)*
Branch Master

End of Report

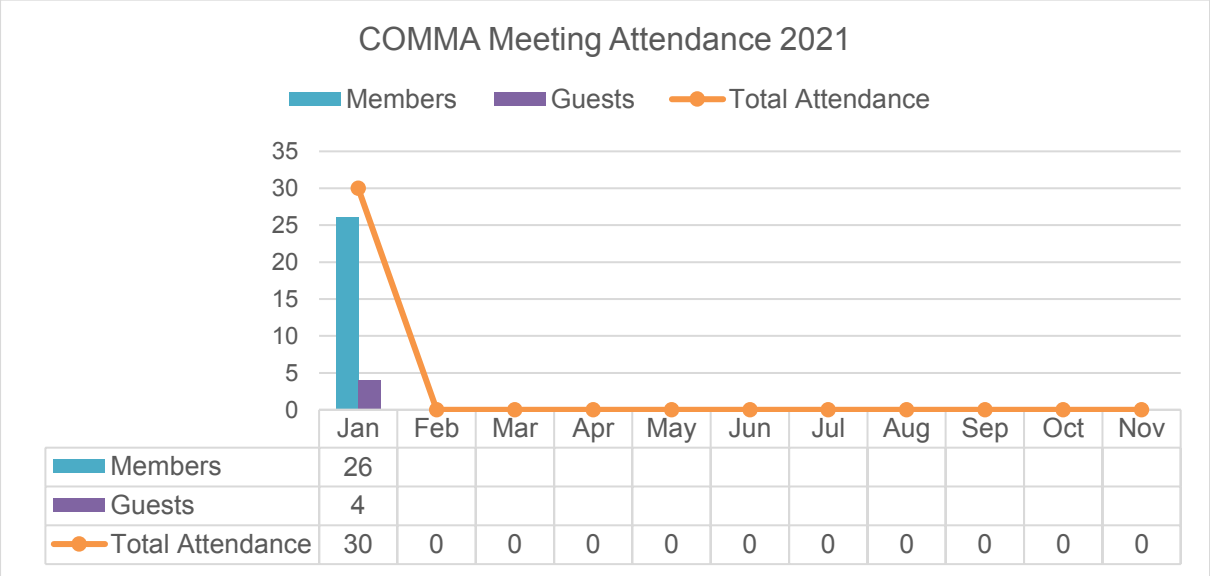
THE COMPANY OF MASTER MARINERS OF AUSTRALIA - WESTERN AUSTRALIA BRANCH

General Meeting Minutes 27-Jan-2021

The BM opened the general meeting, welcoming members and guests to the meeting and wishing everyone a very Happy New Year.
He continued by saying that, whilst the COVID-19 pandemic continues, the WA Branch of CMMA has been fortunate to continue with face-to-face meetings observing the WA State restrictions and protocols required of us. We are pleased to commence 2021 being able to resume meeting at our 'Home Base' the Flying Angel Club in Fremantle.

Attendance

A list of attendance and apologies was organised by the Hon. Registrar and published via e-mail before the meeting.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Members	26										
Guests	4										
Total Attendance	30	0	0	0	0	0	0	0	0	0	0

Apologies

Apologies received were captured in the attendance sheet.
Guests per attendance sheet
Speaker – Capt. Dr. Clive Sheard - London Offshore Consultants Services

Branch Master Report

The BM sent out a note of thanks to Court Members in early Jan 2021, emphasising the workload during the year gone by (2020). Copy of the note attached below.

A short note to thanks to all court members for their support in 2020. The year 2020 was not very kind to us all with the pandemic (COVID-19) which we are still dealing with in the new year.

The COVID environment was challenging however, we did manage to run our branch with sessions - virtual and some face-to-face with COVID restrictions. Whilst our members have been very adaptable, I believe we (Court) did an extraordinary job in keeping the community/membership well informed and maintained the capability to have a few social events in the year. All thanks to the efforts of the 'Court' team.



John, your passion to keep our accounts and staying within budget for 2020 has given us the flexibility of training sponsorship with the Leeuwin.
Steve, many thanks for your valuable and insightful support throughout the year, it is always a pleasure having you around as our Registrar and for me as a mentor in performing branch master duties.
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Mark – you're a Champion with our Points West Publication. This is one element of our BRANCH that I believe is CORE to our success. My special thanks to you for supporting us with this activity.
Stuart, many thanks for all the hard yards put in 2020 and your support in keeping the entire membership well informed as well as running the Federal court as the Federal Secretary.
Simon, thanks for the support in 2020, in keeping on top of our guest speakers whilst being flexible and moving things around.

The minutes from last month's court meeting (Nov 2020) were accepted.
There were no further comments -

Proposed by BM
Seconded by PB

Keynote Speaker for Jan 2021
The Guest Speaker for Jan 2021 will be our Branch member, Capt. Dr. Clive Sheard, who will talk on the International Standard for Maritime Pilot Organisations (ISPO). Clive will discuss the legal value the accreditation brings to pilot providers and port authorities. The presentation will cover the history of ISPO, some sections of customary port law, an overview of the ISPO audit and how ISPO accreditation will provide creditable legal support in the event of a port marine operations incident.

Clive Sheard is a Principal Marine Consultant for London Offshore Consultants Services in Australia. He has 16 years of port operations experience as a port Tug Master, Pilot, Docking Master and Harbour Master. Clive Sheard holds a PhD in Marine Law, (Port Law) from Cape Town University. He also holds a Master Mariner Class 1 Certificate and is an accredited auditor for ISPO, ISO 9000 and OVID (OCIMF). Clive is a member of the Society of Marine Warranty Surveyors (SOMWS).

Business Arising from the Previous Minutes

- BM reported to the Court that an email had been received from Carol Shannon recently – contents noted below –

Please find attached a proposal to CMMA to support a 2021 Leeuwin Ocean Adventure maritime cadet.
I also attach my suggested applicant for CMMA's support – an excellent young lady who has already shown real commitment to a future career in the maritime industry – she needs the final parts of the puzzle to complete the picture, which includes mentoring and experience at sea.
I have organized the interviewed commencing 7:30 on Friday – Eve has yet to provide me with her preferred time – but there are only two lots left – (9:00 and 9:45).

Simon you are welcome to attend all interviews too if that is your preference, but I guess it should be noted that all applicants have applied for a Woodside sponsorship, as the CMMA wasn't confirmed at the time of advertising.

Proposal from Leeuwin: 

2020 Cadetship Proposal.pdf

Costs:

Certificate of Safety Training - Training Provider - ERGT	$3,600
AMSA Mandated Practical Assessments	$ 490
AMSA Medicals	$ 510
Minimum 2 x understudy voyages – berth, food and transport provided by Leeuwin Ocean Adventure (opportunity cost $21,000) – cost relates to dedicated staff mentoring by a relief crew member	$2,500
TOTAL	**$7,100**

As can be seen from the above revised information, costs have reduced to a total of $7,100.

With WA Nautical Institute covering $1,000, this would leave COMMA to fund a total of $6,100.

(NB: Court was unsure whether this cost was applicable to any COMMA Cadet Candidate or only to Eve Pattiselanno – the candidate proposed by Leeuwin CEO.)

The General Meeting discussion in this matter is noted in the General / New Business section

- Owing to the extraordinary circumstances of 2020, the Federal Court decided at a meeting last month to reduce the per capita Federal Levy by $30 for 2021. Each member's Federal Levy has been reduced from $80 to $50. That reduction is reflected in a $30 reduction in the CMMA-WA Branch Membership fees for 2021.

- The Court again discussed membership including how we might appeal to the WA maritime community in order to maintain / increase membership of COMMA, (See 'Any Other Business' section for more in this matter)

- BM confirmed the Federal Journal 'trial' version has been progressed by the Leeuwin Foundation and a DRAFT version was issued in late Dec 2020. We are waiting for some CMMA Statistics to be added and some fine tuning in formatting after which Carol will issue the FINAL DRAFT for review by the Federal Court.

- The BM then requested the DBM to provide us with an update on 2021 – Key Note Speakers for the up-coming months.

    - Jan 2021 – Capt. Dr. Clive Sheard
    - Feb 2021- NI Speaker (BM requested the court to approve the February session be a combined session with NIWA – similar to previous years)
    - Mar 2021- TAMS
    - April 2021- Sea Rescue - Freemantle
    - May 2021- Freemantle Port Authority

Hon Secretary Report

The Hon. Secretary provided his update to the court -

1. Notice of the publication of the NOV 2020 edition of Points West
2. Confirmation that FAC is currently available for our monthly meetings. The situation obviously remains fluid and liable to immediate change in response to COVID 19 situation in WA &/or alternative usage of FAC facilities.
3. Our Post Box was checked by the Hon. Treasurer earlier this week.
4. Most email traffic in the last 2 months has been on 'Fees / Subscriptions', Cadetship matters', Financial – audit / 2021 Budget & a vote of thanks from the BM to the court.
5. New Members – 3 – 1 in WA
6. Sea Scouts 'Master Mariner Weekend' scheduled 01/02-May 2021
7. Letter from Leeuwin on Cadet Training

Social Coordinator Update

- The BM, Treasurer and Registrar had a meeting with the Fremantle Port 27-January, to discuss WMD-2021. He continued to note that Jane was very complimentary of COMMA's role in the event and considered that 2021 should be managed similarly. Freemantle Port handles all Port operational matters, COMMA takes care of finance and – hopefully – we are able to use the Notre-Dame facility again this year. Currently planning to hold the event the first Saturday in November which is the 6th. Schedule & events in line with previous years. IMO Maritime theme – "Seafarers at the core of shipping's future"
- The court supports the progress for 2021 Annual Dinner for Q4/2021, probably reverting to our former schedule Sept/Oct.

Treasurer's Report

The Hon. Treasurer provided us with CMMA-WA accounts/financials – where we are well positioned with a healthy bank balance.

Total Income	**$ 2,788.52**
Total Expenses	**$ 120.00**
Cash Book Balance	**$ 20,775.69**
Total Balance including Reserve Account	**$ 71,305.50**

There being no immediate comments the report was accepted -
Proposed for acceptance by: JF Seconded by: Capt. Bill Prinn

The Hon. Treasurer added that the proposed 2021 Budget – attached below – was accepted at the preceding Court meeting.

NB: JF announced that he is planning to hang up his spreadsheets at the AGM this year. We are therefore seeking a replacement Treasurer.

Company of Master Mariners of Australia Ltd - Western Australia Branch

B U D G E T 2 0 2 1

INCOME	Actual 2018	Actual 2019	Actual 2020	Budget 2021	Actual 1st Qtr.	Actual 2nd Qtr.	Actual 3rd Qtr	Actual 4th Qtr.	Total 2019	Variance
Membership & Nomination fees	$ 18,559.56	$ 17,390.49	$ 12,922.41	$ 11,289.40					$ -	-11,289.40
Boulton Lecture	$ -	$ -							$ -	0.00
Retail Sales (ties & other items)		$ -							$ -	0.00
Meetings & Conferences (annual dinner & workshop)	$ 7,707.00	$ 6,270.00	$ 6,977.00	$ 7,500.00					$ -	-7,500.00
Advertising & Sponsorship	$ -	$ -							$ -	#VALUE!
Miscellaneous (incl. Raffles)	$ 948.00	$ 1,127.60	$ 522.75	$ 500.00					$ -	-500.00
Federal Levy (annual fee per member)		$ -							$ -	0.00
Funds received from Investment Accounts + Interest	$ 263.57	$ 135.00	$ 48.45	$ 30.00					$ -	-30.00
WORLD MARITIME DAY	$ 42,500.00	$ 37,500.00		$ 40,000.00					$ -	
TOTAL INCOME	$ 69,978.13	$ 62,423.09	$ 20,470.61	$ 59,319.40	$ -	$ -	$ -	$ -	$ -	#VALUE!
EXPENSES									$ -	
Freight or Postage for items for resale		$ -							$ -	0.00
Purchases for Resale Wine -(Raffle Prizes)	$ -	$ 363.02	$ 160.03	$ 350.00					$ -	350.00
Accounting Fee	$ -	$ -							$ -	0.00
Advertising and Promotion	$ -	$ 193.60							$ -	0.00
Auditor fees WA FEES NOT FED	$ 165.00	$ 110.00	$ 110.00	$ 110.00	$ 110.00				$ 110.00	0.00
Bank or Financial Institution fees	$ -	$ 10.00							$ -	$ -
Boulton Lecture expenses		$ -							$ -	0.00
Branch Court Meeting Expenses (excl.wine for Raffle)		$ -	$ 150.00	$ 200.00					$ -	200.00
Catering Expenses at Company or Branch Events		$ 1,080.00	$ 340.00	$ -					$ -	0.00
Commissions (fees) paid (incl. workshop organiser)		$ -							$ -	0.00
Disbursements - Branch Master (or his representative)	$ -	$ 308.15	$ 105.00	$ 250.00					$ -	250.00
Donations [FAC $2000 + Leeuwin $1500 + Band $600]+Duyfken	$ 6,000.00	$ 4,975.00		$ 12,000.00					$ -	12,000.00
Federal Levy (annual fee per member)	$ 11,280.00	$ 10,000.00	$ 9,360.00	$ 5,900.00					$ -	5,900.00
Gifts		$ 285.00	$ 52.99	$ 250.00					$ -	250.00
Insurance (eventual Branch insurance costs)	$ 489.78	$ 517.83		$ 550.00					$ -	550.00
Interest (late payment fees)		$ -							$ -	0.00
WORLD MARITIME DAY	$ 35,689.21	$ 36,346.66		$ 40,000.00					$ -	$40,000.00
Maintenance (cost of maintenance of any asset)	$ -	$ 165.00							$ -	0.00
Meetings (costs of room hire etc):ann dinner	$ 8,413.00	$ 6,638.15	$ 4,834.53	$ 5,500.00					$ -	5,500.00
Miscellaneous Expenses	$ 960.99	$ 156.78	$ 803.02	$ 800.00					$ -	800.00
Office Equipment (cost of equipment keeping records)	$ -	$ -	$ 452.90						$ -	0.00
Postage & Stationery	$ -	$ 130.00	$ 184.60	$ 318.00					$ -	318.00
Printing	$ -	$ -	$ 288.25	$ 210.00					$ -	210.00
Prizes & Awards (Sponsorship)	$ 457.00	$ 569.00	$ 80.00	$ 570.00					$ -	570.00
Purchases Conducting Bus(not for resale) [Plaques & Library Cupboard]	$ 2,736.05	$ 497.27							$ -	0.00
Rental (for premises where business is conducted)		$ -							$ -	0.00
Stock Write Off		$ -							$ -	0.00
Telephone costs // Computer accessories		$ -							$ -	0.00
Cost of Internet Connection incurred for COMMA		$ -							$ -	0.00
Travel & Entertainment cost for COMMA		$ -							$ -	0.00
Funds in Investment Account.		$ -							$ -	0.00
Refund Nomination Fee or Double payment of Membership Fee	$ -	$ 664.14	$ 150.00	$ 500.00					$ -	500.00
TOTAL EXPENSES	$ 66,191.03	$ 63,009.60	$ 17,071.32	$ 67,508.00	$ 110.00	$ -	$ -	$ -	$ 110.00	67,398.00
SURPLUS / DEFICIT	$ 3,787.10	-$ 586.51	**$3,399.29**	**-$8,188.60**	**-$110.00**	**$0.00**	**$0.00**	**$0.00**	**-$110.00**	**-110.00**

Registrar's Report

The Hon. Registrar noted an absence of any membership activity during the month, and reported as follows:

1. Total WA Branch Members = 133
2. Federal Levy Payable = 116
3. Fee Paying Members = 113
4. Pending Members = 0

The Hon. Registrar proceeded to note that 3 applications for ordinary membership had been received and announced the following candidate list:
1. James Bond - Ordinary - Queensland Branch - Second Officer on cruise vessel Pacific Aria (Carnival Cruises)
2. Aaron Kavanagh - Ordinary - Melbourne - Master On Skandi Singapore (DOF Management)
3. Peter Gray - Ordinary - WA Branch - Chief Mate and Relief Master on MMA Rover

This report was accepted as noted there being no comment received on any of the prospective new members

Fed Secretary's Report

Update by Fed Secretary based on recent Federal Court Committee meeting held in December 2021.

- Federal Levy reduction in 2021 by $30 confirmed. BM also confirmed that WA Branch had already issued subscription requests passing on this $30.00 reduction in full to the membership. when asked why we cut our subscription fee in response to the reduction in the 2021 levy, rather than increase our available discretionary funds.

Federal Secretary stated that when asked this question our Federal body announced their support for this strategy in Branches.

- COMMA – is investigation joining/offering COMMA assistance to the Australian Maritime Industry mentoring programme. The Court have already applauded this move and committed to investigate doing more by way of advancing the maritime industry and seafarer / shipping focus in our state of WA.
  There is a comprehensive lack of understanding and recognition amongst the population of the role played by ships, shipping, seafarers and ports in the economic welfare of WA and for that matter, the whole country.

General / New Business

The following items were discussed in this section:

- The next COMMA session will be in 24th Feb 2021
- The COMMA WA Branch COVID-19 statement requires that those on the COMMA Attendance list confirm that *"They have not returned from overseas recently, have not been in contact with anyone recently returned from overseas and are not exhibiting signs of cold or flu".*

Any Other Business

- The BM opened the floor for any other business.

As a result of the lack of full-court or General Membership support for the Leeuwin Training Proposal, the BM committed to revert to Leeuwin Foundation CEO that said proposal is not acceptable to COMMA in its current form and to seek alternative proposals from Leeuwin that could provide a platform for CMMA-WA support.

There being no other matters raised by the general membership, the BM asked for comments from the membership on the Leeuwin Training initiative and alternative initiatives for 2021.

(Not all comments captured in these minutes, but sufficient notes taken to support the conclusions made:)

- 'What marine training is available in Australia' – commented that he did not see a skills gap in this country.
- There is a renewed focus on training in the maritime area from legacy training centres such as TAFE / Universities.
- General Sentiment – 'Can we use our funds to both promote COMMA and support the maritime community at the same time'? 'If so how'?
- 'How should we promote COMMA – how do we grow / promote membership'?/
- We must do what is necessary to 'Raise interest in Marine industry & jobs'.
- 'Why train if we have no Aussie ships over 3000 tonnes'?
- CMMA-WA should seek an Advocacy Voice in WA
- WA Branch – should interact on local / State matters.

The BM floated the idea of a focussed workshop in the matter of 'Best Use of COMMA Funds' seeking written member input in the first instance.

Post Meeting Notes

1. from SW - Past BM - Included to provide some context / direction to our exposure / support / assist initiative 2021:
   SW stated that he would advise us to contact MIAL via Teresa Lloyd, CME via Bronwyn Bell and APPEA via Claire Wilkinson and offer to support them in the first instance. He felt sure that they may appreciate the in-depth knowledge that would support their advocacy and representation. That assistance may eventually result in a berth directly. Additionally, from a State perspective, there are two WA groups, both chaired by WAPOl as follows:
   Industry Liaison Group (which comprises all transport modes and logistics including freight, rail, road, aviation and maritime); and
   Maritime Directions group which is a specific sub-set of the above focusing on the drafting of specific maritime Directions (including FPSO operations offshore). This group is comprised of WAPol, Health and several other Government reps, CME, APPEA and MIAL as the industry reps.
2. *BM sent an email (31 Jan) to MIAL (Teresa Lloyd) requesting to communicate to the two groups if they would support **CMMA Rep** to form part of the Industry Liaison Group & the Maritime Directions Group.*
3. *Based on the General Meeting Minutes, BM will request Steve Harris, send out an email requesting members to volunteer to form a **TASK Force** to review*
   a. *How to increase Membership*
   b. *How best to contribute to the marine industry by way of donations.*
   c. *Supporting training initiatives, and how that can be structured.*
4. *Suggest the TASK Force is formed by members with one (1) Court Member being the facilitator.*
5. *BM action based on John Figgess requesting someone else to carry on the Treasurer's baton after AGM - to send out email to general membership to request individuals to please put their hand up for all Court Positions, with special need for Treasurer's Position.*

Raffle drawn – prizes distributed

News and Views

The BM then provided a presentation on News & Views.

6. COVID-19 Update
7. AUSTRAL Launches VOLTA series of Electric-Powered High-Speed Ferries.
8. CHINA Coastguard allowed to FIRE on Foreign Ships – South-China Seas
9. Port Hedland welcomes first LNG-FUELLED Bulk-Carrier.
10. An unwanted prison sentence for seafarers stuck at home and stranded at sea

There being nothing further, the general meeting was closed at 1932hrs.

Capt. Zubin Bhada
Branch Master

Peter Bartlett
Branch Secretary

Registrars Report

Membership Movements		
Ratified by Federal	2	Preetham KUMAR (Ord) | Karen MONTFORD (Assoc)
Resigned to Friend	2	Corney DURHAM | Carol SHANNON
Resigned from COMMA	0	
Membership Cancelled	0	
Deceased	0	
Transferred to Retired	2	Steve HARRIS | Roger PETTMAN
Transferred Branch	0	
Membership Upgraded	0	

Membership Summary				
Federal Life Members	2			Voting rights / No levy / No fees
Friends	14			Over 80 years old / No voting rights / No levy / No fees
Ex-Officio Members	1			No voting rights / No levy / No fees
WA Honorary Members	3	3		Voting rights / Federal Levy Payable / No fees
Ordinary Members	77	77	77	Master (Unlimited Trading)
Associate Members	13	13	13	Master (Restricted Trading) / Deck Officers & Others
Retired Members	23	23	23	+ 65 years / 15 years membership / no longer employed
Total Members	***133***			
Federal Levy Payable		***116***		
Fee Paying Members			***113***	
Pending Members (Read)	0			Application received / awaiting ratification
Total Members	***133***			

WA Membership Applications Pending		
Name	***Type***	***Comment***
Nil		

Membership Applications Read 27th January 2021		
Name	***Branch***	***Comment***
James BOND (Ord)	Queensland	2/O *Pacific Aria* (Carnival Cruises)
Aaron KAVANAGH (Ord)	Melbourne	Master *Skandi Singapore* (DOF Management)
Peter GRAY (Ord)	WA	C/O & Relief Master *MMA Rover* (MMA Offshore)

Comments

WAYPOINTS

Forthcoming Birthdays

The following Members celebrate birthdays in the period until the end of February 2021. Ages are withheld to "protect the innocent"…

4th Feb	Reza Vind
16th Feb	David Notman
21st Feb	Chris Keys / Steven Young
25th Feb	Michael Edwards
26th Feb	David Best

Forthcoming Membership Anniversaries

The following Membership Anniversaries occur in the period until the end of February 2021.

6 years	Dylan Smith / Kevin Stone
10 years	Simon Moran / Rajiv Singh
14 years	Mark Small
28 years	David Best
31 years	Robin Chester
33 years	Ian Harrod
34 years	Richard Purkiss
35 years	Eric Barron / James Tunmore / Wim Van Alebeek
37 years	Bill Prins
40 years	Chris Grubba / Patrick Tebbutt
45 years	Paddy Evelegh
56 years	David Clarke
64 years	Bob Leggatt

Long-Serving Members

Long-Serving Members

The Branch Court wishes to acknowledge and thank the following members who have achieved significant periods of COMMA membership during November.

Period	*Name / Membership*	*Ratification Date*	*Years*
60+ years	Capt **Robert Leggat** / Retired	***1st Feb 1957***	***64***
50+ years	Capt **David Clarke** / Friend	***17th Feb 1964***	***56***
	Capt **Alexander Small** / Friend	30th May 1967	53
	Capt **Corney Durham** / Retired	15th May 1967	52
	Capt **Peter Shoebridge** / Friend	19th Jun 1967	53
	Capt **Mike Gusterson** / Retired	11th Sep 1969	51
	Capt **"Dai" Davies** / Friend	30th Oct 1969	51
40+ years	Capt **Richard Ireland** / Retired	19th Jun 1972	48
	Capt **Mike Kiely** / Retired	18th Jul 1974	46
	Capt **Paddy Evelegh** / WA Honorary	***3rd Feb 1976***	***44***
	Capt **John Abernethy** / Friend	1st Oct 1976	44
	Capt **David Aslett** / Retired	4th Oct 1976	44
	Capt **James Major** / Retired	7th Mar 1978	42
	Capt **Alan Keane** / Friend	18th Jul 1979	41
	Capt **Roger Pettman** / Ordinary	10th Sep 1979	41
	Capt **Patrick Tebbutt** / Friend	***7th Feb 1981***	***40***
	Capt **David Harrod** / Ordinary	9th Oct 1980	40
	Capt **Chris Grubba** / Ordinary	***4th Feb 1981***	***40***
30+ years	Capt **David Gardiner** / Ordinary	8th April 1981	39
	Capt **Michael Furlong** / Friend	14th Jul 1983	37
	Capt **David Notman** / Friend	28th Sep 1983	37
	Capt **Bill Prins** / Ordinary	***6th Feb 1983***	***37***
	Capt **Wim Van Alebeek** / WA Honorary	***19th Feb 1985***	***35***
	Capt **Eric Barron** / Ordinary	***19th Feb 1986***	***35***
	Capt **James Tunmore** / Ordinary	***19th Feb 1986***	***35***
	Capt **Richard Purkiss** / WA Honorary	***19th Feb 1987***	***34***
	Capt **Ian Harrod** / Ordinary	***14th Feb 1987***	***33***
	Capt **Alfred De Rooy** / Ordinary	12th Sep 1988	32
	Capt **Richard Gordon** / Ordinary	14th Nov 1988	32
	Capt **Lindsay Copeman** / Ordinary	28th Jul 1989	31
	Capt **Frank Kaleveld** / Life	5th Nov 1989	31
	Capt **Robin Chester** / Retired	***8th Feb 1990***	***31***
	Capt **Richard Court** / Ordinary	11th May 1990	30

Updating Contact Details

Members are asked to please update the Registrar with changes of residential address, email address, or phone numbers when they occur. Contact details follow: -

Steve Harris / registrar@comma-wa.org.au / 0412 928 275

Treasurers Report

COMPANY OF MASTER MARINERS OF AUSTRALIA

Western Australia Branch

MONTHLY FINANCIAL REPORT 31ST DECEMBER 2020 to 27TH JANUARY 2021

BANKS	WESTPAC	TOTAL
CASH BOOK BALANCE as at 31ST DECEMBER 2020	$ 18,107.17	$ 18,107.17
INCOME		
MEMBERSHIP FEES	$ 2,788.52	
RAFFLE	$ -	
INTEREST WESTPAC CHQ ACC (NOV) Dec - Nil	$ -	
	$ -	
TOTAL INCOME WESTPAC	$ 2,788.52	
		$ 2,788.52
EXPENSES		
RAFFLE PRIZES		
FLYING ANGEL CLUB -	$ -	
PRINTING AND POSTAGE POINTS WEST	$ -	
GOLD DUST ACCOUNTING	$ 110.00	
REFUND OVERPAID MEMBERSHIP FEES	$ 10.00	
ALL SPORTS - NAME BADGES	$ -	
TOTAL EXPENSES WESTPAC	$ 120.00	
		$ 120.00
	Westpac	
***CASH BOOK* BALANCES as at 31st DECEMBER 2020**	$ 20,775.69	$ 20,775.69
RESERVE ACCOUNT AT 31ST DECEMBER 2020		$ 50,529.81
INTEREST EARNED ON RESERVE ACCOUNT		$ -
RECONCILIATION WITH BANK STATEMENTS 27TH JAN. 2021		$ 50,529.81
Plus Cheques/Cash on hand		$ -
***Adjusted Cash* Balance as at 27TH JANUARY 2021**	$ 20,775.69	$ 71,305.50

MEMBERSHIP.

	PAID	DUE	RESIGNED	TOTAL
RETIRED	6	17		23
ORDINARY	18	59		77
ASSOCIATE	4	9		13
LIFE				2
HONORARY				3
FRIENDS				14
EX OFFICIO				1
TOTAL	28	85		**133**

THE COMPANY OF MASTER MARINERS OF AUSTRALIA – WESTERN AUSTRALIA BRANCH

Company of Master Mariners of Australia – WA Branch

Branch Court Contact Details

Position	Name	COMMA Address	Mobile
Branch Master	Zubin BHADA	branch.master@comma-	0408 165 306
Deputy Branch Master	Simon HEALY	deputy.bm@comma-wa.org.au	0427 103 864
Immediate Past	Steve WENBAN	past.bm@comma-wa.org.au	0457 562 622
Hon Treasurer	John FIGGESS	treasurer@comma-wa.org.au	0434 803 525
Hon Secretary	Peter BARTLETT	secretary@comma-wa.org.au	0448 879 176
Hon Registrar	Steve HARRIS	registrar@comma-wa.org.au	0412 928 275
Points West Editor	Mark BEAL	editor@comma-wa.org.au	0409 299 290
Social Coordinator	Alicia	social@comma-wa.org.au	0437 430 704
Branch Librarian	Steve HARRIS	librarian@comma-wa.org.au	0412 928 275
Branch Court (Group	**Copies to all**	branch.court@comma-	n/a

Capt. Zubin Bhada
Branch Master

Peter Bartlett
Branch Secretary



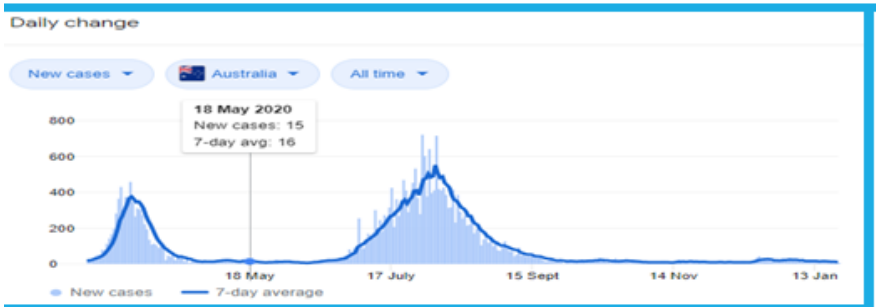
News and Views

NEWS AND VIEWS

Update from Branch
Master – Jan 2021

COVID-19 UPDATE

Jurisdiction	Locally acquired* last 24 hours	Overseas acquired last 24 hours	Active cases^	Total cases	Total deaths
Australia	0	6	146	28,761	909
ACT	0	0	0	118	3
NSW	0	1	69	5,084	54
NT	0	0	8	98	0
QLD	0	0	23	1,303	6
SA	0	0	2	596	4
TAS	0	0	0	234	13
VIC	0	3	33	20,436	820
WA	0	2	11	892	9



Phase 1a	
Quarantine and border workers	
Frontline health care worker sub-groups for prioritisation	
Aged care and disability care staff	
Aged care and disability care residents	
Number of doses	**up to 1.4m**
Phase 1b	
Elderly adults aged 80 years and over	
Elderly adults aged 70-79 years	
Other health care workers	
Aboriginal and Torres Strait Islander people > 55	
Younger adults with an underlying medical condition, including those with a disability	
Critical and high risk workers including defence, police, fire, emergency services and meat processing	
Number of doses	**up to 14.8m**

COVID VACCINES FOR AUSTRALIA

Australia has entered **into 4 separate agreements** for the supply of COVID-19 vaccines, if they are proved to be safe and effective. The Australian Government has invested $363 million to support research and development, to contribute to the global effort to find successful vaccines and treatments to stop the spread of COVID-19.

The Australian Government has invested more than $3.3 billion through these 4 agreements, which will strengthen Australia's position to access safe and effective vaccines when they become available.

University of Oxford/AstraZeneca

Novavax

Pfizer/BioNTech

COVAX Facility

https://youtu.be/VGG6u78PemU

Australian Statistics – JAN 2021

Australian Government
Department of Health

BE COVIDSAFE

CURRENT STATUS OF CONFIRMED CASES

28,750	909	170
Total cases	Total deaths	Active cases

1 CURRENT CASES INTENSIVE CARE UNITS (ICU)

ACT	NSW	NT	QLD	SA	TAS	VIC	WA
0	0	0	1	0	0	0	0

32 CURRENT CASES ADMITTED TO HOSPITALS

ACT	NSW	NT	QLD	SA	TAS	VIC	WA
0	1	8	23	0	0	0	0

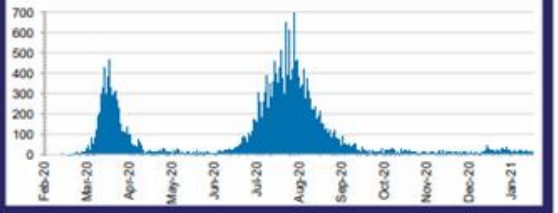
12,594,719 TOTAL TESTS CONDUCTED

0.2% POSITIVE

ACT	NSW	NT	QLD
153,036	4,524,482	95,738	1,708,693
POSITIVE 0.1%	POSITIVE 0.1%	POSITIVE 0.1%	POSITIVE 0.1%

SA	TAS	VIC	WA
931,274	154,963	4,321,565	704,968
POSITIVE 0.1%	POSITIVE 0.2%	POSITIVE 0.5%	POSITIVE 0.1%

DAILY NUMBER OF REPORTED CASES

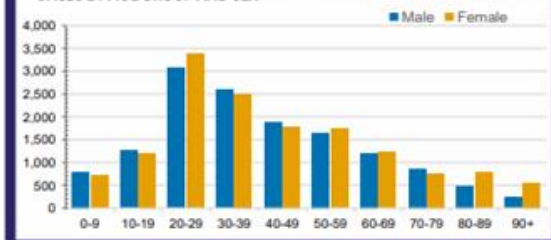


CASES IN AGED CARE SERVICES

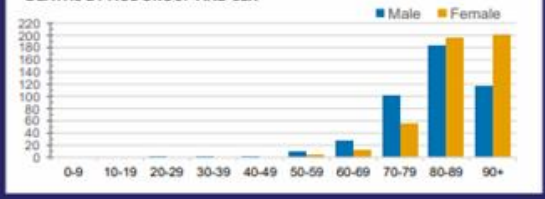
Confirmed Cases	Australia	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
Residential Care Recipients	2051 [1366] (685)	0	61 [33] (28)	0	1 (1)	0	1 (1)	1988 [1333] (655)	0
In Home Care Recipients	81 [73] (8)	0	13 [13]	0	8 [8]	1 [1]	5 [3] (2)	53 [48] (5)	1 (1)

Cases in care recipients [recovered] (deaths)

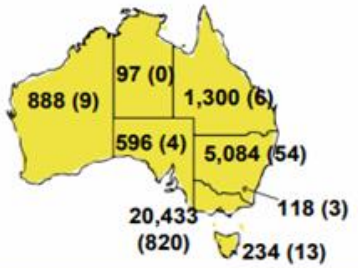
CASES BY AGE GROUP AND SEX



DEATHS BY AGE GROUP AND SEX



CASES (DEATHS) BY STATE AND TERRITORIES



CASES BY SOURCE OF INFECTION



PUBLIC HEALTH RESPONSE MEASURE

Proportion of total cases under investigation



Last updated 21 January 2021

This infographic is updated every afternoon based on the data we receive by 3.00pm from states and territories

AUSTAL LAUNCHES VOLTA SERIES OF ELECTRIC-POWERED HIGH SPEED FERRIES



Austal Australia has launched the VOLTA series of electric-powered high speed ferry solutions, with the introduction of the Passenger Express 46V, a fully electric-powered 46 metre catamaran ferry design.

The first of class, 46 metre 'Passenger Express 46V' is a high speed passenger ferry, designed to provide an environmentally friendly, economical vessel ideal for metropolitan, inland waterway commuter ferry services. Boasting a capacity of up to 450 passengers, a maximum speed of 25 knots and fast charging capability, with a range of over 175 nautical miles per day, the Passenger Express 46V highlights the real advantages of the VOLTA design technology.

CHINA COASTGUARD ALLOWED TO FIRE ON FOREIGN VESSELS



A Philippine fisherman watches a China Coast Guard vessel patrolling the disputed Scarborough Shoal [File: Erik De Castro/Reuters]

23 Jan 2021

China has passed a law that for the first time explicitly allows its coast guard to fire on foreign vessels, a move that could make the contested South China Sea and nearby waters more choppy.

The Coast Guard Law passed on Friday empowers it to "take all necessary measures, including the use of weapons when national sovereignty, sovereign rights, and jurisdiction are being illegally infringed upon by foreign organisations or individuals at sea".

An unwanted prison sentence' for seafarers stuck at home and stranded at sea

For several months, IMO has been pushing for all governments to classify seafarers and other marine personnel as "essential workers" and, by December, around 45 countries had done so, which will make it easier for safe crew changeovers to take place, but this still leaves workers from many countries lacking the same protection.

During the pandemic the agency's Seafarer Crisis Action Team (SCAT) has helped thousands of distressed seafarers in desperate conditions, defending their rights to decent working conditions, access to shore-based medical care and repatriation.

The UN General Assembly has also called on UN Member States to designate seafarers and other marine personnel as key workers, in a resolution adopted on 1 December.



'An unwanted prison sentence' for seafarers stuck at home and stranded at sea

Throughout the year, the maritime transport industry has managed stay afloat, allowing food, medicine and other essential goods to be transported across the world, to stock the shelves even during the strictest lockdowns.

However, many seafarers were forced to stay at sea for several months longer than planned, sometimes for over a year: as 2020 comes to a close, the UN maritime agency (IMO), estimates that some 400,000 seafarers, from all over the world, are still on their ships, even though their contracts have ended, unable to be repatriated. Another 400,000 are thought to be stuck at home due to the restrictions, unable to join ships and provide for their families.

The plight of seafarers this year has been described by IMO as an infringement of human rights. Speaking on Human Rights Day, in December, the head of the agency, Kitack Lim, paid tribute to maritime "frontline workers", and invited countries to ensure that their rights to safe and decent work conditions are recognized, respected and protected.



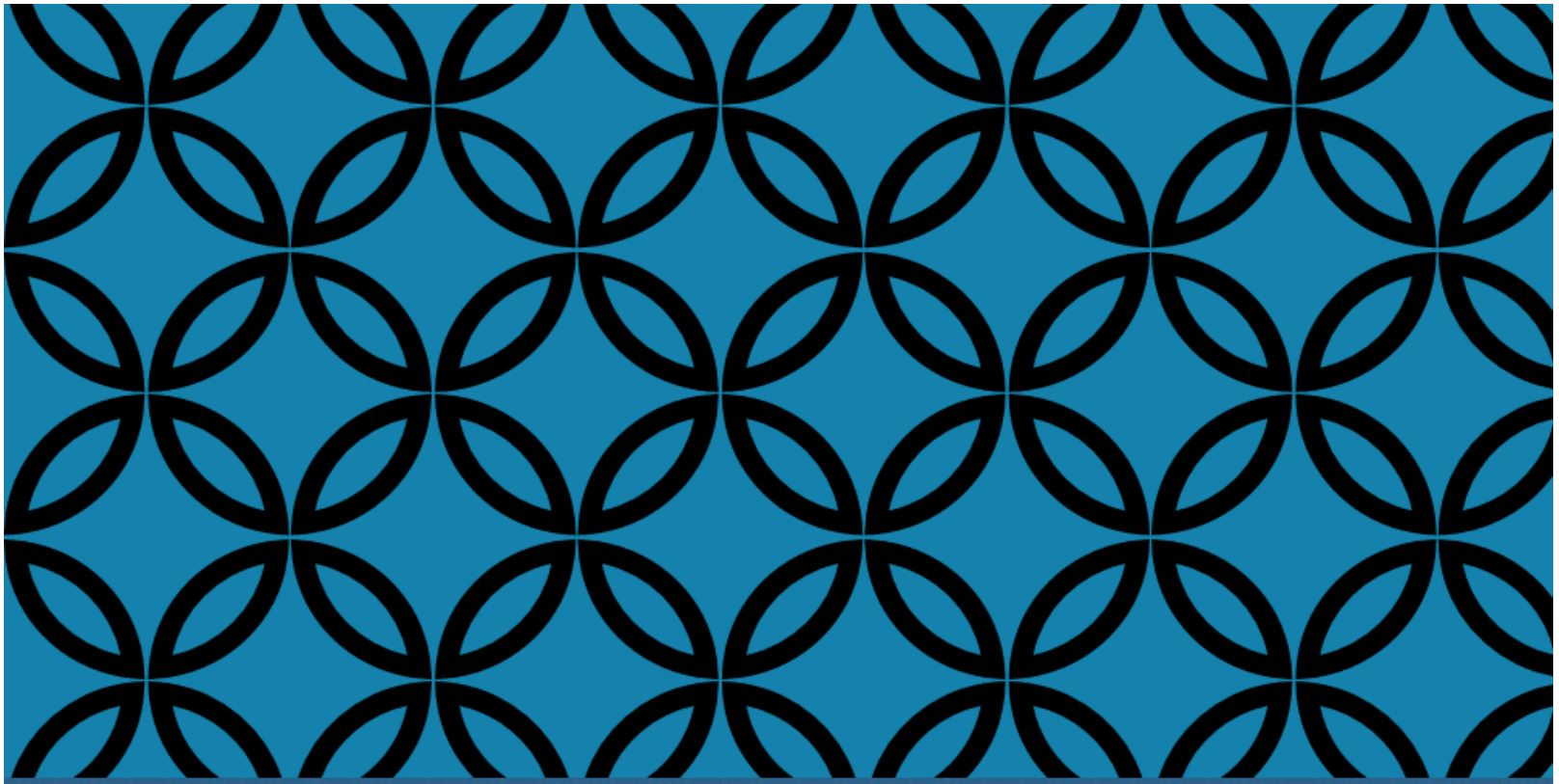
Port Hedland welcomes first LNG-FUELLED BULK-CARRIER.

New wave of vessels support global efforts to reduce carbon emissions. The bulk carrier HL Green received a special greeting when it arrived on its maiden voyage to Port Hedland on **Wednesday 6 January.**

HL Green was the first LNG-fuelled vessel to berth at the Port of Port Hedland, as the maritime industry moves to reduce emissions from shipping operations. HL Green is one of two 180,000 tonne bulk carriers that was built in Korea and launched on 11 December 2020. The vessel is expected to make about 10 round trips a year between Korea and Australia.

The HL Green is distinguished from other bulk carriers in the port by the two LNG fuel tanks at the stern. The tanks each have a storage capacity of 1600m3.

Transitioning iron ore exports from heavy fuel oil vessels to LNG-fuelled vessels will reduce carbon, sulphur, nitrogen and other greenhouse gas emissions.



Note of Thanks

January Guest Speaker

This month's guest speaker was Capt. Dr. Clive Sheard – LOC. Ph.D. I marine law and senior consultant.
Dr. Clive gave us a good presentation on International Standard of Pilotage Organisation (ISPO) and how it benefits institutes and port authorities from a safety as well as legal perspective.

Focusing on 'some' Port Incidents, Dr. Clive's presentation offered some provoking pictures which attracted a flurry of questions during and after the presentation.



Capt Dr. Sheard Presenting.

Some images follow: -



Semarang Terminal containership accident



Port of Karachi containership accident



Barcelona Ferry accident



Westport – Port Klang containership accident



Mumbai containership accident



Jebel Ali Containership accident



Bulk Carrier Accident – Vietnam





Busan containership accident

Vale Max Bulk Carrier Vale terminal departure accident



Branch Master Catain Zubin presents Dr. Shearn a CoMMA Plaque



SHIPPING NEWS

Tackling the scourge of container ship fires

The proliferation of serious fires onboard container ships in recent years has shocked the shipping industry. Andrew Gray considers the causes and impact of such fires and the urgent efforts being made by a wide variety of stakeholders to solve this seemingly intractable problem.

Incidence of container ship fires

Over the last decade there has been a 70% fall in ship total losses. This has been widely credited to long term improvements in ship safety management and loss prevention programmes. Counter to this trend, there has been a substantial increase over the last decade in the number of fires in containers carried onboard container and ro-ro ships. One troubling statistic is that on average there is a fire onboard a container ship every week, with a major container fire occurring on average every 60 days. Nine major container ship fires were reported in 2019. By comparison, despite an overall fall in casualties in the first half of 2020, ten such incidents were reported.

Cause

This disturbing situation has been linked to both supply chain issues, including the widespread non-declaration and mis-declaration of dangerous goods cargoes, and inadequate fire-fighting systems onboard many of these vessels.

About 10% of laden containers or 5.4 million containers being shipped annually are estimated to contain declared dangerous goods. Of these, about 1.3 million containers may be poorly packed or incorrectly identified, indicating the scale of potential risk.

A 2020 study by the New York based National Cargo Bureau (NCB), supported by Maersk amongst others, revealed that of 500 containers inspected, 2.5% of DG containers imported to the USA were found to include mis-declared cargoes which represented a serious risk. Another study found there may be about 150,000 volatile containers in the supply chain annually. Undeclared or mis-declared cargoes which have become notorious for causing container fires include calcium hypochlorite (widely used as a bleaching agent), lithium batteries and charcoal. Non-declaration or mis-declaration of cargoes is generally understood to arise from shippers' attempts to pay lower freight or circumvent restrictions on the carriage of dangerous cargoes. **Dealing with fires onboard** There has also been widespread concern about the suitability of existing ships' fire-fighting systems to deal with container fires. A 2017 study highlighted that systems originally developed for fighting fires in general cargo ship holds have proved to be unsuitable for container vessels. Smoke detection and CO2 fire-extinguishing systems developed for large open holds may be completely ineffective within the confines of individual containers stowed beneath hatch-cover pontoons which are not gas-tight. There are calls for more sophisticated fire detection systems, utilising infrared cameras or thermal sensors installed both below deck and on deck.

While the containment of a fire within a limited number of containers remains the approved method of firefighting onboard a container ship, the equipment available is often unsuitable. Many stakeholders warn that new technical solutions are needed to make this approach effective. These issues have only been magnified by the steadily increasing size of container ships from 10,000 TEU vessels in 2005 to ultra large container ships in excess of 20,000 TEU today. Improvements have been made to new vessels constructed after 1 January 2016 under amended SOLAS regulation II-2/10, but there are calls for substantial changes to existing ships' firefighting

systems. These include utilizing the ship's structure to create more effective fire compartments while installing enhanced below deck and on deck water water-based systems to cool the ship's superstructure and prevent fire spread. On deck, monitors should be installed to create water curtains which can cool the maximum height and width of container stacks, particularly on the very much larger container ships now at sea. Other innovative fire-fighting systems are being deployed such as Hydro Pen, which drills though the container door and then switches mode to spray water inside the container. Without adequate ship's firefighting systems, the ability of a container ship's crew to respond to and contain a blaze is severely limited. Despite the undoubted bravery and professionalism of crews in tackling such fires, external assistance is invariably required. The ship may be a considerable distance from shore and, even when outside assistance arrives, such fires may take weeks to be brought under control. Meanwhile, a further concern is the pressure placed on the resources and expertise of the global salvage industry in dealing with the rising numbers of major container fires. **Loss and damage** As a specialist shipping law firm, we are only too aware of the increasingly severe consequences of large container ships fires. Not only have such events resulted in the injury and death of many crew members and others over the years, but the environmental implications and financial losses continue to be significant. Apart from needless injury and loss of life, potential losses from a container ship fire might include hull damage, total loss of the ship, cargo and container loss and damage, claims between ship owners, charterers and slot-charterers, environmental damage prevention and clean-up, salvage costs, wreck removal, fines, investigation and legal costs. With the increased size of container ships and their carrying capacity, a large container fire will severely impact the global marine insurance and P&I market with the sheer value of the property at risk, not to mention the GA effort of trying to collect security, vastly scaled up for the largest container ships. With present claims potentially running into tens or even hundreds of millions of US$, there is the fear that a total loss of a 20,000 TEU vessel and her cargo might exceed US$1 billion. A considerable burden is also placed on the salvage industry and external firefighting services, with the significant challenge of fighting such fires due to the increased beam and stack heights of the larger container ships. In addition, ports of refuge face the nightmare of how to deal with say 10,000 burned-out container shells and their cargo, many of which are not insured and abandoned. For example, exemplary support was recently given by the Singapore MPA and PSA in providing a port of refuge to MOL CHARISMA, the latest victim of this year's major container fires. The human and financial carnage inflicted by a single undeclared or mis-declared cargo in a badly stowed container onboard a modern container ship cannot therefore be overstated.

Solutions

Major efforts are however underway to deal with this problem from both the supply chain side and in improving the firefighting systems onboard. In an ideal world every cargo loaded in every container would be checked before shipping, but the cost of such an undertaking would be immense. At the same time, there are calls for more widespread spot checks by IMO member states and shipping lines to help identify undeclared or mis-declared cargoes. Leading stakeholders are also working together to develop systems which reduce risk. The Cargo Incident Notification System (CINS) has over a number of years shared information on cargo related incidents and identified commodities which commonly cause problems during transportation. A number of shipping lines are using artificial intelligence to develop increasingly sophisticated algorithms to search through their booking systems to identify potential

mis-declaration, including Hapag-Lloyd's Cargo Patrol, Exis Technologies' Hazcheck Detect and ZIM's Zim Guard. Other ventures include the Maritime Blockchain Labs (MBL) Misdeclaration of Dangerous Goods pilot, using blockchain technology to verify documentation and demonstrate the end-to-end delivery of dangerous goods. Meanwhile, IUMI and other major stakeholders have co-sponsored a submission to the IMO Maritime Safety Committee's 102nd session to amend SOLAS in respect of improved detection, protection and firefighting capabilities onboard container ships. Further pressure may also need to be brought to bear on rogue shippers by building a world-wide consensus for those mis-declaring dangerous container cargoes to face criminal sanctions in their home country, with jail time for deliberately endangering life and the marine environment. **Conclusion** Our global team has offices in London, Newcastle, Singapore and Miami. We advise on all aspects of shipping and international trade, from handling major casualties to dry shipping litigation and ship finance. We have been involved in many significant ship and container fire cases over the years. Most recently, our Singapore office has acted in the MOL CHARISMA container ship fire which occurred off Sri Lanka in September of this year. As a firm we share the serious concerns of our clients and the wider shipping industry about the proliferation in container ship fires. We strongly support the numerous efforts being made by different sectors, from the supply chain side to shipboard improvements, to bring this unhappy chapter in shipping history to a close. **Source: Campbell Johnston Clark Limited**

Shipping industry unites behind 'game-changing' Eyesea plan to map global oceanic pollution for the first time

• 'Who's who' of maritime leaders, ship managers and owners pledge support for Eyesea's evidence-based approach to tackling ocean and coastal pollution

• Launched officially last month, the not-for-profit initiative is developing cutting-edge technology to collect pollution data and build comprehensive maps designed to inform and empower government and NGO environmental efforts

Eyesea, a not-for-profit organisation, uses cutting edge technology and the support of seafarers, ship owners, managers and maritime professionals to collect and process oceanic pollution data. The data is used to build detailed maps and charts available free of charge to governments, clean-up groups, researchers, local authorities and a range of other stakeholders, enabling them to take targeted clean-up action and make evidence-based policy decisions. "With the full support of the shipping community we believe Eyesea is a game-changer for global maritime pollution," said Eyesea founder, Graeme Somerville-Ryan. "Everyone from shipping involved in this project wants to tackle marine pollution in a more systematic and qualitative way than is currently possible. That was our start point. The solution we settled on was to create the first-ever global database of oceanic pollution. "By identifying and tracking patterns of pollution over time, stakeholders will also be able to focus resources and policies to improve prevention." Approximately 60 commercial ships and a number of superyachts are currently preparing for sea trials of the beta version of the Eyesea app. The Eyesea reporting tool allows seafarers to collect and submit data on marine pollution by simply taking a photo and categorising the pollution type. Images are then automatically GPS-tagged, anonymised, and vetted before being incorporated into a comprehensive database of pollution to enable Eyesea to create detailed oceanic maps and charts. "When we looked into the problem of blue water and coastal marine pollution, we found there was very little global data on the problem," said Somerville-Ryan. "There were many assumptions

based on small-scale data samples and unicorn-like rumours, but there was very little large scale data backed up by georeferenced points of interest. It occurred to us that solving the pollution problem was going to be impossible if we didn't know accurately what was going on and where. Eyesea's data and maps will empower environmental leaders with actionable, empirical evidence." Dentons Kensington Swan (New Zealand) provided a significant pro bono contribution in the setup of the incorporated not-for-profit society and IP protection. Somerville-Ryan said he had been overwhelmed by support from the shipping industry. "Once I explained what I wanted to achieve, the response from the maritime industry was fantastic," he said. "Now we want to build up our support network because, of course, the more ships and crew we have involved the better the data and the more actionable the maps will be. "Everyone is welcome - it's a long coast and a big ocean. We can only tackle pollution at sea by getting everyone involved, helping with whatever part they can." The development of the Eyesea reporting technology was funded by Chart World, the industry's leading provider of digital navigation technology. CEO Steven Schoot brugge and Business Development Manager Oliver Schwarz have committed extensive resources to the initiative. "When Graeme pitched Eyesea I was asked to give him 30 minutes. It took him 11 to get me on board and to agree that Chart World would develop and donate the App for this initiative" said Mr Schwarz. "This is something our industry can do that no one else can." Ignace Van Meenen, Executive Board Member at MPC Capital AG and Eyesea's inaugural Chairman, said: "As an industry, we have so much good to offer when it comes to environmental protection, but up until now, there have been few obvious shipping-backed initiatives to support. Eyesea is a very unique opportunity for the shipping industry to be the leader in environmental management and to work with members of the public for the good of the ocean. We've not seen anything quite like this before. "No matter who we have talked to about Eyesea, we hear the same feedback from senior executives: 'I want to do more, we have to do more'. As a result, we have been appointing Eyesea Ambassadors, volunteers from across the industry who personally believe in this project and who want to get the most out of Eyesea's vast potential to drive and direct change." Somerville-Ryan believes Eyesea is an opportunity for seafarers and the wider shipping community that cares so deeply about the environmental health of the oceans to take meaningful action. "Our people are in a unique position to observe, first-hand, the impact of human activity on the oceans," he added. "But there is a sense of frustration from those who sail that there is nothing they can do about the things they see. Eyesea gives seafarers a different role - they can now be the 'eyes of the ocean', its protectors. "Further announcements will be made over the coming month in regards to companies involved in the initiatives and results from early data collection.

NOAA and USAID join forces to help nations combat illegal fishing practices

The United States has taken another step forward as an international leader in the fight against Illegal, Unreported and Unregulated (IUU) fishing — a practice that threatens global food security, damages economies, and risks the sustainability of fisheries and marine ecosystems. NOAA said that on December 30, 2020 it entered into a memorandum of understanding with the U.S. Agency for International Development (USAID) to combat IUU fishing across borders and promote sustainable fisheries abroad. Through this agreement, the two agencies plan to build upon each other's respective programs, strategies and investments to:

- Support developing countries as they strengthen their own assessment, monitoring

and enforcement capabilities;
- Promote innovations in combating IUU fishing through alliances with other governments and the private sector; and - Increase incentives for compliance and consequences for violating fisheries rules. “Together, our two agencies are well positioned to help nations combat IUU fishing practices which have emerged as a leading maritime security threat and are associated with human rights abuses and other forms of transnational crime,” said retired Navy Rear Adm. Timothy Gallaudet, Ph.D., assistant secretary of commerce for oceans and atmosphere and deputy NOAA administrator. “I commend the staff of NOAA and USAID who worked to develop this agreement and thank all those who work every day to stop IUU fishing through diplomacy, enforcement, and science. ”This partnership builds on NOAA's larger work with the U.S. State Department and U.S. Coast Guard under the Maritime SAFE Act, which was signed into law last year. **Source : portnews**

Port Hedland welcomes first LNG-fueled vessel The bulk carrier HL Green received a special greeting when it arrived on its maiden voyage to Port Hedland on Wednesday 6 January. HL Green was the first LNG-fueled vessel to berth at the Port of Port Hedland, as the maritime industry moves to reduce emissions from shipping operations. **HL GREEN** is one of two 180,000 tonne bulk carriers that was built in Korea and launched on 11 December 2020. The vessel is expected to make about 10 round trips a year between Korea and Australia. The **HL GREEN** is distinguished from other bulk carriers in the port by the two LNG fuel tanks at the stern. The tanks each have a storage capacity of 1600m3.Transitioning iron ore exports from heavy fuel oil vessels to LNG-fueled vessels will reduce carbon, sulphur, nitrogen and other greenhouse gas emissions. If all bulk iron or presently exported from the Pilbara was shipped using LNG, sulphur and particulate matter would reduce by 95% and nitrogen emissions would reduce by 85%. The **HL GREEN** Captain was presented with a plaque to commemorate the vessel’s maiden voyage and visit to Port Hedland. Comment from Pilbara Ports Authority Chief Executive Officer, Mr Roger Johnston, “Pilbara Ports Authority (PPA) was pleased to welcome HL Green and her crew to the Port of Port Hedland, as another milestone in our support of the transfer to LNG fuel as a way of reducing shipping emissions.” **Source: Pilbara Ports Authority**

Call for shippers to take more responsibility for supply chain safety
INTERNATIONAL freight transport and logistics insurer TT Club has urged owners to step up their awareness of safety issues arising from poorly packed containers and mis-declared goods. It also called on owners to make good practice in the supply chain part of their environmental, social and governance (ESG) policies, noting that two thirds of incidents related to cargo damage are caused or exacerbated by poor practices at the time of packing goods into a freight container. "Such supply chain malpractice results in multi-million-dollar losses, including tragic containership fires with loss of seafarers lives and significant delays. Extrapolating known figures, all such incidents are estimated to result in economic losses exceeding US$6 billion per year," TT Club said in a statement. The insurer said stakeholders who rely so heavily on the global supply chains that transit thousands of miles of ocean and land transport need to take responsibility to ensure the risks are mitigated. Michael Yarwood, managing director, loss prevention at TT Club said the dangers were not just restricted to chemical cargoes. "A wide variety of consumer goods, as well as components used in the manufacture of industrial products, domestics white goods

and automobiles, if incorrectly handled in transit can cause major disasters. "Some of the consumer products include BBQ charcoal, battery powered electronic devices, fireworks, hand sanitizer, wool, cotton, vegetable fibres, marble, granite and other building materials, fishmeal, seed cake and many more. "Those involved in sourcing, importing, storing, supplying or selling such commodities should ensure their procurement and logistics standards are of the highest level," Mr Yarwood added.
Source : Schednet

Shipmanagement 2021: Covid and the lost generation of quality crew By : Sam Chambers In the first of a two-part preview of ship management priorities in 2021, the world's top ship managers discuss crew welfare and the recruitment fallout from the pandemic.
By common consent in the 50 years of third party ship management 2020 was the sector's most challenging period. This year will be spent getting staff and operations back to some form of normalcy with crew welfare topping the agenda of most senior ship managers surveyed by Splash for today's special 2021 preview. "The fallout effect of this pandemic has been very damaging for the future recruitment of seafarers," warns Carl Schou, CEO and president of Wilhelmsen Ship Management. The fallout effect of this pandemic has been very damaging for the future recruitment of seafarers Schou, like others surveyed, says his company is determined to have a stronger emphasis on crew welfare this year. "Looking back I definitely think we and the industry need to re-look the whole crewing part," Schou says. "The pandemic has shown us a number of things which cannot be continued in a modern sustainable world." The Wilhelmsen executive cites Euronav's Hugo De Stoop's recent comments on how shipping – and crewing – have been trying to hide in the shadows. "We need to get out of the shadows and lift the industry to something we can be proud of – something more than just finding the cheapest labour," Schou argues, pointing out that a number of owners and charterers are taking actions to go above and beyond minimum standards. During the later stages of the pandemic Schou has started seeing signs of crew not wanting to go back to sea. This, he says, can be attributed to a number of issues such as quarantines, the uncertainty of being able to sign-off once onboard, and the total lack of support and understanding from the general public.
Long-term impact on attracting quality personnel Echoing Schou's warning about potential difficulties in attracting the next generation of people to sea, Frank Coles, a former seafarer and now the CEO of Wallem Group, tells Splash: "People who have options and other means of survival will not go to sea." However, Coles points out there remains a large pool of people who do not have the luxury but their demands may increase in terms of salary and periods at sea. Managers will need to cast the net more widely when it comes to recruitment Coles sees this in some quarters already with a reluctance of some seafarers to return to sea without a vaccine, salary increase and or a clear path home again. "The full extent of the fallout is yet to be determined, as the pandemic is not over in terms of the abuse of seafarers," Coles suggests. Kishore Rajvanshy, the veteran head of Fleet Management, is also concerned about the deleterious effects the crew change crisis will have on future recruitment prospects. "The seafarer welfare and human rights crisis brought about by the inaction of governments internationally is unprecedented. Stories of seafarers being stranded at sea and subject to forced labour conditions due to travel restrictions have certainly alarmed the masses," Rajvanshy says, adding: "I have no doubt, this will have a long-term impact on the quality of crew

joining the industry in the foreseeable future.” **The right candidates** On the issue of crew recruitment concerns post-pandemic, Mark O’Neil, the president of Columbia Shipmanagement, argues there will always be sufficient numbers of people wanting a career at sea – by desire or by necessity. That’s not the problem – it’s more about securing the right candidates. “What we want to try to achieve as a sector is that we attract the right people,” O’Neil stresses. This is important, O’Neil says, not just for the time those people are at sea, but also for when they come ashore and fulfil the equally important shore-based roles. “We have to better identify and communicate with our crews. We have to ensure that they receive the best training, catering, mental health support, benefits, career planning, family support, human resource attention. Do that and we will get the best people into the business and retain them throughout their working lives for the benefit of the sector as a whole,” says O’Neil, who is also president of ship management association Inter Manager.Andrew Airey, managing director of Bangkok-based ship manager Highland Maritime, believes that the obvious damage to future crew recruitment may well be balanced by the real need for seafarers to earn a living in the tough economic times ahead, for everyone. **Key worker acid test** While Rajesh Unni, the CEO of Synergy Group, is pleased the United Nations and a host of countries have designated seafarers as key workers, he wants to find out what this classification means in practice. “This is the acid test for 2021,” Unni suggests. “Will seafarers be near the top of the list for vaccinations, for example? How will their human rights and health be protected as governments respond to this new variant of Covid-19?” These are the tangibles, Unni says, which will show if the world has moved on from the “inhumane” treatment of crew in 2020. “My glass is half full and I’m optimistic that 2021 will be better for crews as well as for shipping and the global economy. But it’s also clear to me that managers will need to cast the net more widely when it comes to recruitment,” Unni says. According to the Synergy boss, the crew change crisis has demonstrated the need for a larger pool of seafarer and shore talent both in terms of nationality and gender. **Source :**

SPLASH 247

‘An unwanted prison sentence’ for seafarers stuck at home and stranded at sea By : IMO/Pankaj Gautham 400,000 seafarers are still at sea even though their contracts have ended.

Hundreds of thousands of seafarers have been on board for many months longer than planned, stranded at sea due to COVID-19 travel restrictions. Six months after the problem was first revealed, many of them are still struggling to cope with the ongoing uncertainty. Throughout the year, the maritime transport industry has managed stay afloat, allowing food, medicine and other essential goods to be transported across the world, to stock the shelves even during the strictest lockdowns. However, many seafarers were forced to stay at sea for several months longer than planned, sometimes for over a year: as 2020 comes to a close, the UN maritime agency (IMO), estimates that some 400,000 seafarers, from all over the world, are still on their ships, even though their contracts have ended, unable to be repatriated. Another 400,000 are thought to be stuck at home due to the restrictions, unable to join ships and provide for their families. The mental health of seafarers has been sorely tested, as Matt Forster, an English Chief Engineer, based mainly on an oil tanker in the Middle East and Asia, told UN News in July. His contract was well overdue at the time, and he was having difficulty coping with the separation from his two small children. "I’ve done long contracts before, but this is different", he said. "It has a psychological effect, as there is no end in sight. It affects family life a lot more.

My children are always asking me when I am coming home. It’s difficult to explain to them". Mr. Forster is now back in England, reunited with his children, but his experience has made him think twice about his choice of career. "We wanted to go to work, do our bit, and then come home. **We didn’t sign up for what felt like an unwanted prison sentence"**, he says. "I don’t want to go back if I am going to get stuck again for another six months. And it’s not just me: a lot of other seafarers around the world feel the same way. It’s going to cause people to leave the industry." The plight of seafarers this year has been described by IMO as an infringement of human rights. Speaking on Human Rights Day, in December, the head of the agency, Kitack Lim, paid tribute to maritime "frontline workers", and invited countries to ensure that their rights to safe and decent work conditions are recognized, respected and protected. Hedi Marzougui, an American captain, echoed Mr. Lim’s calls, and expressed his concerns about the mental health strain exerted on crews by the extended period on board. "The longer you stay out there, the more fatigued you get physically. The hours, weeks and months start to add up, you get very tired, and you are not as sharp," he said, adding that exhaustion can lead to accidents. "We also have rights as human beings, we have families of our own. We have a life to get back to", added Captain Marzougui. "We're not robots, we shouldn't be seen as second-class citizens". **Supporting essential workers** For several months, IMO has been pushing for all governments to classify seafarers and other marine personnel as "essential workers" and, by December, around 45 countries had done so, which will make it easier for safe crew changeovers to take place, but this still leaves workers from many countries lacking the same protection. During the pandemic the agency’s Seafarer Crisis Action Team (SCAT) has helped thousands of distressed seafarers in desperate conditions, defending their rights to decent working conditions, access to shore-based medical care and repatriation. The UN General Assembly has also called on UN Member States to designate seafarers and other marine personnel as key workers, in a resolution adopted on 1 December.
Source : United Nations

Indonesia arms maritime force to deter Chinese, Vietnamese fishing vessels from entering Natuna seas By : Amy Chew

Civilian patrol vessels have been outfitted with machine guns in move seen as delicate balancing act in relations with Beijing The weaponry is meant to deter incursions by foreign fishing vessels and prevent an escalation of tensions with China, analysts sai Indonesia’s civilian maritime force ended 2020 by arming its vessels with machine guns amid continuing incursions by Chinese and Vietnamese fishing boats near Indonesia’s exclusive economic zone around its northern Natuna Islands. The move to equip the force, Bakamla, is seen as a delicate balancing act by Indonesia to deal with Chinese incursions without jeopardising growing bilateral ties with Beijing and at the same time defuse potential domestic anger over China’s encroachments, say analysts. The decision also comes amid mounting tensions in the South China Sea, which is claimed by China and other countries. Indonesia does not consider itself a party to the South China Sea dispute, but Beijing claims historic rights to areas around the Natuna Islands. In September, a Chinese coastguard ship spent two days in Indonesia’s exclusive economic zone, prompting Indonesia’s Foreign Ministry to lodge a protest with Beijing. Indonesia’s Defence Ministry last June authorised Bakamla to procure weapons, and its ships were fitted with 30mm remote-controlled Stabilised Naval Gun Systems last month, Bakamla spokesman

Colonel Wisnu Pramandita told This Week in Asia. “Permission was granted as we are an enforcement agency that has to face the risk of dealing with violators of the law who are very likely to be armed,” said Wisnu, adding that the weapons on the Bakamla vessels were for self-defence. He said Bakamla was a professional agency that would not “detain trespassing ships” or use force unnecessarily. Joko Susanto, a lecturer of Maritime Geopolitics and Naval Strategy at Airlangga University in Surabaya, said there had been “many calls from parliament and the public” to strengthen Bakamla “because in Indonesia, the China issue could easily be inflamed in the press by the opposition and parliament. ”Susanto said that by expanding the capacity of Bakamla, it helps to ease the situation somewhat and limits anti-China groups from growing. Agus Widjoyo, a retired three-star general and governor of the National Resilience Institute, a government think tank, said that although China claims the waters in Indonesia as its “traditional fishing grounds” and therefore insists it has the right to sail its coastguard vessels in these waters, a “trigger-happy attitude” in the waters “would not be productive” for either side and could lead to mis-under standings. He suggested that “diplomacy to find common a denominator would be the most calculated approach” in easing tensions over territorial rights. Zachary Abuza, a professor of Southeast Asia Studies at the National War College in Washington said he did not view the arming of Bakamla as a “hardening of Jakarta’s position on China”, but as more of a deterrent move to prevent the escalation of tensions “I think they are hoping that by arming Bakamla‘s vessels that they can deter foreign fishing vessels from entering Indonesian waters and prevent a major escalatory crisis, such as in March 2016, when Chinese coastguard vessels entered Indonesian waters and rescued an impounded Chinese fishing vessel and crew,” Abuza said. During the “The Indonesian government – which is so economically dependent on China – is terrified of a repeat of any such incident,” Abuza said. Indonesia also faces incursions into its waters by Vietnamese fishing boats as a result of an unresolved overlapping EEZ dispute with Hanoi, said Collin Koh, a research fellow at the Institute of Defence and Strategic Studies in Singapore. “Generally, arming the vessels is also a way to cope with an evolving, uncertain South China Sea environment given the spike in tensions lately,” said Koh, although he added that the move would not “alter the balance of coastguard power” in the region.Koh said that while the power and capability of the bulked-up Bakamla ships was important, the number of ships available for patrolling was “arguably more crucial” because it would allow for a continued presence in the waters. But he said that regardless of the firepower of the Bakamla vessels, they pale in comparison to China coastguard ships.

“So the arming of the [Bakamla] ships with heavier weapons may enhance deterrence,” he said, but they may “still find it challenging to respond robustly against Chinese or Vietnamese transgressions in the North Natuna Sea”. Instead, he said, the Bakamla ships would have to rely on the larger ships of the Indonesian Navy for backup. “Until Bakamla scales up its fleet size to an appreciable quantity, it’s more plausible to envisage this Navy-Bakamla tie-up as a bulwark against Chinese and Vietnamese transgressions,” he said China’s stand and actions in the South China Sea are “very calibrated,” said Abuza of the National War College, with Beijing not putting pressure on all claimant countries at the same time out of fear of a “multilateral action”.

Bakamla’s 60 mtr long **P 115 KALIMASADHA** patrolling Indonesian waters

Abuza said pushing too hard on Indonesia is always a risk for China because it is the

biggest country within Asean and could force a response from Jakarta. Abuza expects China‘s navy and coastguard to be more focused on the Philippines, Malaysia and Vietnam this year Koh said he expects China to settle into a “norm” of routine presence – including the periodic presence of coastguard forays into the North Natuna Sea. “In other words, the Chinese are likely trying to maintain the current tempo of operations,” Koh said. “However, depending on the politically expedient situation – such as brewing up of new disagreement with other South China Sea claimants – it is possible for the Chinese to ramp up their activities,” he added. With the incoming administration of US President-elect Joe Biden, Abuza does not expect the US position on the South China Sea to fundamentally change. “I expect a similar number of Fonops [freedom of navigation operations]” he said. “But overall, the Biden administration is going to be much smarter than the Trump administration about prioritising issues.” Susanto of Airlangga University sees China’s attitude towards Indonesia as “ambiguous”, wanting to maintain the country as a “non-claimant” in the South China Sea dispute yet testing its “commitment to defending its sovereignty” in the Natuna waters. Most Indonesians, he said, think the intrusions by Chinese fishing vessels and coastguard ships are Beijing’s way of “testing Indonesia”. If this is the case, he added, the prospects for future ties between the two countries “would not be good”. “Indonesia will definitely take a firm stance in relation to this … in addition to opening up wider space for anti-Chinese groups” in Indonesia, he said. **Source : South China Morning Post**

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