

June 2021

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



Editorial Enquiries - mwtbeal@westnet.com.au

Meetings held monthly at Flying Angel

Club Fremantle 76 Queen Victoria

Street, Fremantle

Phone: 61 8 9335 5000

<https://flyingangel.org.au/>



THE COMPANY OF MASTER MARINERS OF AUSTRALIA - WESTERN AUSTRALIA BRANCH



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From the Branch Master

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Branch Masters Report

Zubin Bhada

Branch Master

Branch Master's Report – June 2021

On behalf of the Branch, please find below the Branch Masters report for June 2021. Whilst we continue our objective to hosting the monthly branch general meeting as a face-to-face session at the Flying Angel Club (FAC), this month (June 2021) we had to cancel the session due to a lock down that was implemented by our WA Premier. We did however manage to have a virtual (Zoom) court meeting to progress our general business of the court.

Branch Court

This month we held our court meeting as a virtual Zoom session on 30 June 2021 with most of the court members attending. We held our court meeting based on the usual agenda although a bit rushed due to time limitations on the virtual zoom session. We are also currently reviewing new methods to ensure longer and potential to even have a provision to have a link for members to dial into the general meeting virtually, based on how well we can integrate technology from the FAC.

- Review of Last Minutes - BM thanked the court for their attendance (Last Meeting May 2021).
- Review of Registrar's report / Review of Secretary's report / Review of Treasurer's Report
- Update from Federal Secretary – Next Federal Committee meeting TBC.
- Update from WA Branch Secretary – Correspondence from last month/new applications etc..
- Update from Social Coordinator – Annual Dinner planning (Nov 2021) has begun.
- Business Arising from Previous minutes followed by any Other Business

BM Update

One of our task's force objective was to review "How can CoMMA, WA become a recognised Marine Subject Matter Advisor for the wider community?". This was further developed by our Task Group where general awareness of CoMMA was publicised through the media (radio, press) and to nominate contact persons who can act as a spokesperson in maritime matters. **An opportunity arose to pursue this goal in July. More of this will follow in the July 2021 update.**

General Meeting

We could not hold the general meeting, WA state went into a lockdown from Tuesday 29 June 2021 until 12.01am, Saturday 3 July, 2021 and hence the general meeting was cancelled.

Key Note Speaker (June 2021)

Instead of inviting a Guest Speaker to address the June meeting we planned to have an in-house an open forum discussion amongst the attending members. This was being done as a trial to vary the meeting format occasionally. The topic of the discussion was to be “Automated Vessels - Are they the future?”, however as the general meeting was cancelled this will now be planned for another general meeting.

Points West

Our in-house “Points West” continue to be an excellent read every month after our editor “Mark Beal” put in exceptional effort in pulling this together every single month. Please do send in articles and/or stories that we can share with our membership.

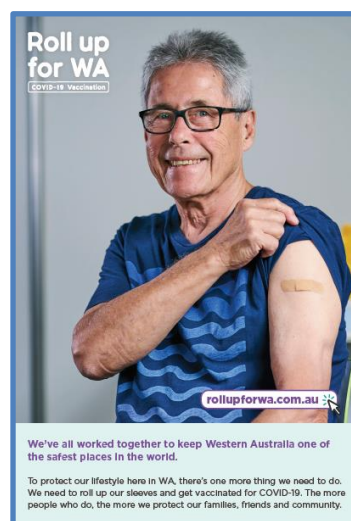
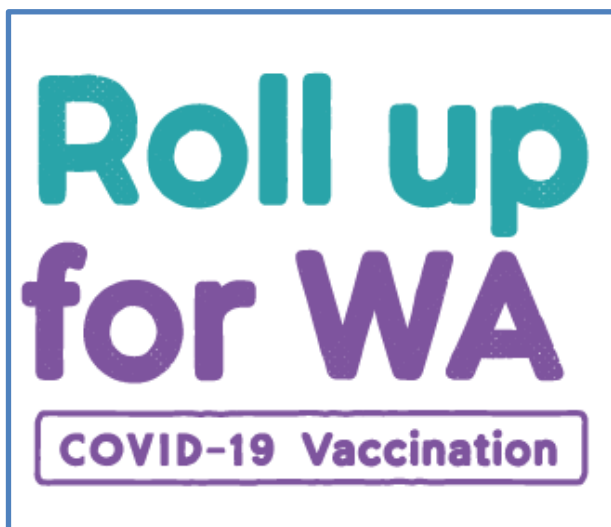
Social Events

Although we were supporting the World Maritime day, we were recently informed of the postponement of the World Maritime Day (WMD-2021) due to repair activities at Elisabeth Quay which required the Fremantle Port Authority to move the WMD-2021 celebration to March 2022. Although disappointing, it has been a difficult decision taken by FPA and COMMA and hence postponed to March, although now not being lined up with World Maritime Day which is usually held in Oct/Nov each year.

General News

The roll out of COVID Vaccine has commenced and is progressing really well. Members are encouraged to get online and read information on getting vaccinated along with registrations now open to the wider community here in WA. WA’s COVID-19 vaccine rollout has ramped up allowing more people to roll up their sleeve and help keep our community safe.

Website: https://ww2.health.wa.gov.au/Articles/A_E/Coronavirus/COVID19-vaccination-program



Remember the new monthly curry dinner rates have gone up since June 2021, where every member will be required to provide their meeting attendance RSVP along with confirmation of them having the curry dinner meal. Noting the new rates are now \$25/- person.

I would like to thank the membership for their patience and their continued support for us using the FAC as our venue to conduct our membership meetings. The draft Constitution as accepted by the federal court has been sent out to all our members via email, followed by a final vote that was to take place at the general meeting. However, the court will now have this voted upon, and any member wanting to provide feedback was provided an opportunity by sending in their comments directly to the WA Branch Secretary who will compile all comments before being forwarded to the federal court.

In closing, I would like to thank all members for their continued effort and support in keeping our branch live and active through this current pandemic. 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



News and Views

Due to a report of community transmission of Coronavirus -19, the greater Perth and Peel Region was again in Lockdown for 5 days, and restrictions applied for a week after the lock down.

Unfortunately the Lockdown affected cancellation for the regular monthly meeting and curry night, at the Flying Angel Club for Wednesday, 30th of June 2021.

Ship News: 2 – 2020.

Big banks, big shipping join big climate lobby in decarbonisation drive

AS environmental lobbies command greater public attention, Michael Parker, head of shipping and logistics at Citi bank, says more lenders will want to join his "Poseidon Principles" scheme, reports London's Lloyd's List.

BNP Paribas and Credit Suisse have been named as the latest leading financial institutions to sign up to the Poseidon Principles guidelines designed to accelerate decarbonisation efforts across shipping. It means signatories of the Poseidon Principles now represent around US\$140 billion in loans to international shipping - about 30 per cent of the total global ship finance portfolio BNP Paribas, the world's largest lender to global shipping, and wealth manager Credit Suisse bring the number of financial institutions to have signed up to the initiative to 16.

Mr Parker said he expected up to 25 lenders to join the scheme by the end of the year. At its launch in June last year, 11 had signed up The Poseidon Principles aim to align the shipping portfolios of signatory banks with the International Maritime Organisation's emission reduction targets. Mr Parker, who has been a banker for three decades, said that

Asian lenders such as China's ICBC were also interested and could sign up in a matter of months. He said the challenges of decarbonisation and digitalisation would change the shipping industry, and expected more consolidation, with "real institutional funding coming in".

The Poseidon Principles were developed by Citi, DNB, and Societe Generale in collaboration with leading industry participants - AP Moller-Maersk, Cargill, Euronav, Lloyd's Register, and law firm Watson Farley & Williams - with support from the Global Maritime Forum, Rocky Mountain Institute, and University College London Energy Institute.

Source : Schednet

Boskalis and Wetlands International to explore the potential of blue carbon

Royal Boskalis Westminster N.V. (Boskalis), a global dredging and marine contractor and Wetlands International, the global NGO dedicated to the safeguarding and restoring of wetlands, will intensify collaboration to enhance and restore coastal wetland habitats that not only support coastal protection and fisheries but store some of the world's largest quantities of carbon. The recently signed agreement will see the organizations first focus on developing the expertise and knowledge of 'blue carbon' ecosystems that can contribute to climate targets, adaptation and biodiversity conservation. 'Blue carbon' refers to the carbon stored by the world's coastal ecosystems, mostly mangroves, salt marshes and seagrasses.

With increasing risks of flooding and erosion, the impacts of climate change on coastal systems and communities are becoming ever more apparent. The dredging sector has a large role to play in safeguarding these areas, providing innovative ways to protect coastlines and introducing adaptive measures.

Jane Madgwick,

Chief Executive Officer of Wetlands International said: "As natural coastal protection, carbon and water stores, wetlands are vital in helping communities and nature deal with the effects of climate change. Together with Boskalis, we aim to further develop our blue carbon knowledge and expertise to help nature-based approaches become best practice across the maritime and dredging sector."

Theo Baartmans,

Board Member and Chief Operating Officer, Boskalis said: "As a leader in the industry, Boskalis is keen to further develop nature-based solutions to protect and enrich coastal ecosystems from the consequences of climate change. By collaborating with Wetlands International, we can combine our respective areas of expertise to protect and further enhance coastal wetland habitats in terms of biodiversity; whilst simultaneously utilizing their potential to store carbon."

Boskalis and Wetlands International have worked together for several years as active members of Ecoshape, a pioneering consortium developing 'building with nature' principles to support nature-based flood defenses, coastal restoration, resilient deltas and sustainable ports. Such principles prioritize the use of natural processes and materials such as sediment flow and mangrove restoration to meet society's need for infrastructure. Noteworthy projects undertaken together include the 'Building with Nature Indonesia' program, where mangrove rehabilitation and nature-based coastal protection provide a foundation for local economy and community development. Boskalis and Wetlands International are committed to strengthening the knowledge base and sharing the learnings from the collaboration with the sector as a whole.

NEWS AND VIEWS

Update from Branch
Master – June 2021





Oceania Marine Energy and Kanfer Shipping sign Letter of Intent for world's first ammonia-ready LNG bunkering vessel in Australia

Oceania Marine Energy (Oceania), an Australian company focused on connecting natural resources and energy production to shipping industry, and **Kanfer Shipping AS (Kanfer)**, the Norway-based shipping company focusing on **small-scale LNG sea transportation and LNG bunkering** have signed a **Letter of Intent (LOI)** to bring the world's first ammonia-ready LNG bunkering vessel to Australia.

Oceania and Kanfer aim to build a long-term zero emission sustainable shipping industry in Australia using LNG as the transition fuel and move towards green ammonia and methanol as the targeted fuel for bunkering vessels operating in the Northwest and Eastern ports of Australia.

Oceania is progressing its LNG bunker license applications with key port authorities and is engaging in preliminary talks with Australian natural gas and green ammonia. Oceania is collaborating with energy, shipping and industry partners to realise this opportunity.

"Australia is uniquely positioned to be the world leader in providing zero-carbon fuels to the shipping industry.

Senator Ben Small, Parliament of Australia, noted: "Australia's gas-fired COVID recovery, incorporating the Morrison Government's technology-not-taxes approach to emissions reduction, is clearly paying dividends with this exciting private sector announcement.

Serco supports RAN submarine rescue exercise for more than 20 years

For more than 20 years, Serco Australia has supported the Royal Australian Navy (RAN) in undertaking the Collins Class submarine escape and rescue exercise, Black Carillon.

Conducted off the West Australian coast, exercise Black Carillon tests Collins Class submarine escape and rescue capability. Following Serco's participation in last year's extensive exercise, subsequent operational activities held this year involved one of the largest Serco-operated ships – MV Stoker.

"The Black Carillon exercise is a significant event for Serco each year, and their participation for more than two decades is testament to the strong partnership that has been built with the Navy.

The escape and rescue simulation involved deploying a Submarine Rescue System submersible to rescue crew from a disabled submarine before being lifted onto the deck of the MV Stoker.



Ageing livestock carriers pose high risk!

With an average of 41 years of age, these vessels are considered to significantly contribute to sea pollution, while at the same time causing high risks for the crew and animals. **Most of them are registered under black flags of convenience and approved as seaworthy by dubious companies.**

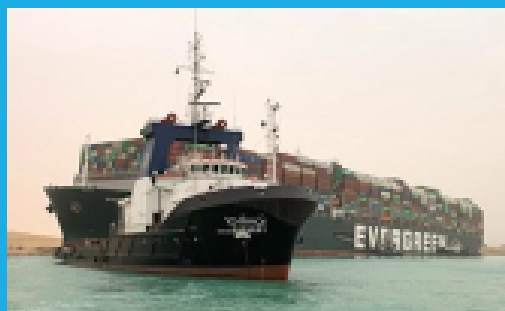
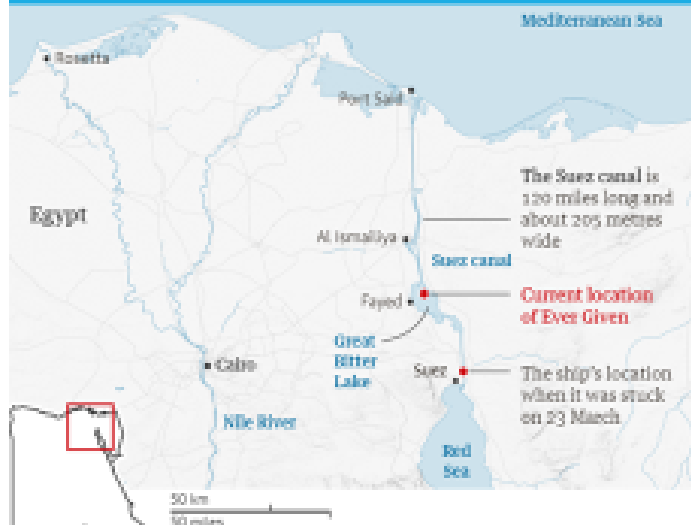
According to the report, only five of the 78 EU-certified vessels were built for the transport of live animals, while the others were previously used as containerhips, ferries, or freighters.

“The global average age for scrapping vessels is 30 years. The evaluated vessels, however, already averaged 29 years when they were converted into EU-approved livestock carriers.

Moreover, 55 per cent of vessels sail under flags from risk and high-risk countries, according to the Paris Memorandum of Understanding on Port State Control (Paris MoU). **53 of the vessels** have been detained multiple times by Paris MoU port state control, and more than two-thirds of the them are **classed by non-IACS class societies**. The privatized open registry of **Togo**, ranked third from the bottom of the black list, is the most popular flag service option.



Damning report emerges of the pilots onboard the Ever Given



The ship entered the canal in stormy conditions, with strong winds. A seafarer who was on a ship further ahead in the convoy told *Splash* that he experienced gusts of wind that day of up to 50 knots. The master of an LNG carrier the day prior had taken the decision to delay transiting, fearful of the inclement conditions. A few kilometres into *Ever Given's* transit, placed 13th in the 20-ship convoy, the 400 m long ship veered from port to starboard and back again. In response, according to court documents seen by *Businessweek*, the lead SCA pilot instructed the helmsman to steer hard right, then hard left.

"The *Ever Given's* vast hull took so long to respond that by the time it began to move, he needed to correct course again. When the second pilot objected, the two argued," the article states. The lead pilot then gave a new order: "Full ahead." The ship sped up to 13 knots, five knots faster than the canal's recommended speed limit. The two pilots continued to argue, with the lead pilot even threatening to leave the ship.

The increase in power created unforeseen problems in the shape of what is known as Bernoulli's principle, whereby a fluid's pressure goes down when its speed goes up. The ship's prow ended up lodged on the right bank of the canal, thrusting shipping into the mainstream media for the following week.

As the two SCA pilots readied to leave the ship in the wake of the accident, the pilots were heard to still be arguing between themselves. "These vessels are not supposed to enter," the lead pilot said. "Why did you let it enter?" his colleague responded.

Day of the Seafarer 25 June 2021

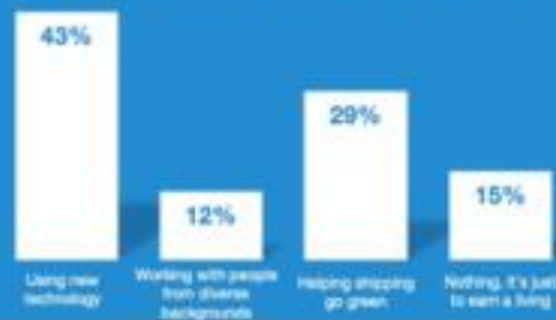
6. How has the COVID-19 pandemic changed the future of seafaring?



5. How do you feel about autonomous shipping?



10. What excites you about the future in seafaring?



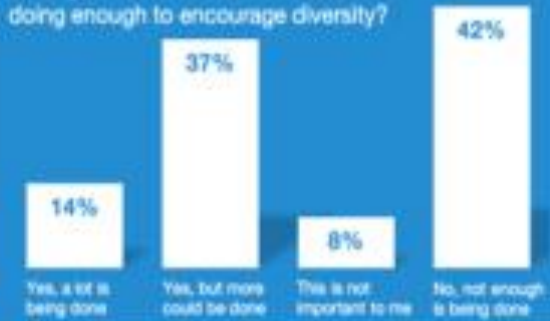
This year, Day of the Seafarer campaign calls for a fair future for seafarers.



1. What area most needs improvement to ensure a fair future for seafarers?



4. Do you think the maritime sector is doing enough to encourage diversity?



9. Do you feel adequately trained to tackle the challenges in shipping in the future?



<https://www.youtube.com/watch?v=E179z6tFUMk>

Day of Seafarer Video 2021

AUTONOMOUS VESSELS

Autonomous vessels in Australia

There is increasing use of remotely operated and autonomous technology in Australia and worldwide across a range of fields.

A range of sub-surface and surface remotely operated and autonomous vessels are already in operation in Australia. These vessels are being used in:

- oceanography
- hydrography
- the off-shore oil and gas industry
- scientific research.

We anticipate that other parts of the maritime industry will embrace this technology in the future.

We refer to these vessels as remotely operated and autonomous. Other organisations may refer to them as 'unmanned', 'remote controlled' or simply 'autonomous'.



Autonomous shipping is the future of the maritime industry. As disruptive as the smart phone, the smart ship will revolutionise the landscape of ship design and operations”



What is a Autonomous Ship and why is autonomous shipping needed?

Next generation modular control systems and communications technology [that] will enable wireless monitoring and control functions both on and off board. These will include advanced decision support systems to provide a capability to operate ships remotely under semi or fully autonomous control.

- Maritime trade volumes are expected to increase in the future and accordingly the numbers of ships needed to transport the freight will grow, as will the number of seamen required to operate the vessels.
- Here, the unmanned autonomous vessel represents a way out of the impasse of a shortage in the supply of seafarer due to the job's perceived unattractiveness and a growing demand for seafarer caused by slow steaming and increasing transport volumes.
- On the one hand, it could reduce the expected pressure on the labor market for seafarer as it would enable, at least partly, to reduce the labor intensity of ship operation.
- On the other hand, routine tasks on board would be automated and only the demanding but interesting navigational and technical jobs transferred from ship to a shore side operation center making "seafaring" jobs more attractive and family friendly than today. Furthermore, economic and environmental benefits are also expected when implementing unmanned shipping.



How will autonomy shape the shipping industry?

Artificial Intelligence (AI) and autonomy are disrupting every sector including the maritime industry. However, it's no secret that it comes with its fair share of challenges – whether it's the high costs involved or the infancy of the concept.

1. **Autonomy is now a necessity for the maritime industry to “remain relevant”. However, with autonomy comes the need for cybersecurity.**
2. **Collaboration with government will be key for autonomous trade**
3. **Autonomy will be an essential for reducing carbon emissions**
4. **Autonomy can save lives**

AUTONOMOUS SHIPS OF THE FUTURE

Dr. L.B. Chewy



How can we shape AI to create Autonomous Safe Shipping?

Success in automation and remote operation is achieved through continued **collaboration and partnership**. Shared learnings between industry and regulators enables success in industry and for regulatory development.

Uptake of automation and remote operation is driven by **environmentally friendly solutions and commercial efficiency**.

Proven and assured technology offers **better safety for people** and protection of Australia's marine environment.

Understanding risks and implementing risk controls for remotely operated and autonomous vessel technology is crucial to safe operations.

Building **assurance in the behaviours** and functions of a system, rather than specific technology, will define a 'safe system'.

Regulators need to **enable testing, trials and safe failure** of both technology and regulation.

Australian and international laws don't recognise remote and autonomous operation. However there is **flexibility and objective-based solutions** that allow remote and autonomous vessels to operate. These are often underutilised and present opportunities.

Automation and remote operation is happening today and **seafarers are essential** to its success. Jobs at sea are changing, with new opportunities emerging alongside technology.

Cyber security is an industry issue, but it's important to **regulate the need to detect, respond and recover** from a cyber-attack.



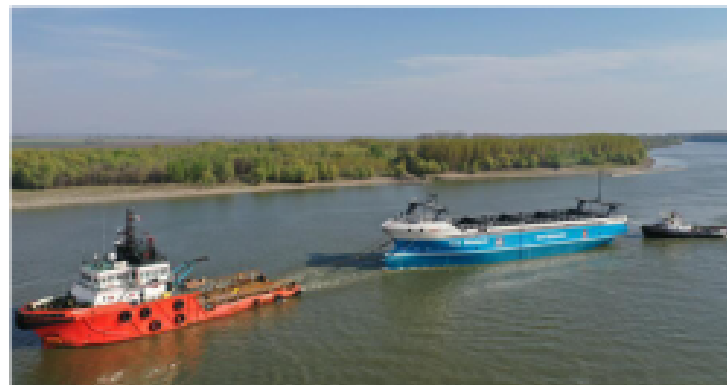
“Yara Birkeland” Worlds 1st Autonomous Ship.

The vessel YARA Birkeland will be the world’s first fully electric and autonomous container ship, with zero emissions. KONGSBERG is responsible for development and delivery of all key enabling technologies including the sensors and integration required for remote and autonomous ship operations, in addition to the electric drive, battery and propulsion control systems.

A 120 TEU (Twenty-foot Equivalent Units) open top container ship. It will be a fully battery powered solution, prepared for autonomous and unmanned operation. The vessel will reduce NOx and CO2 emissions by reducing diesel-powered truck transport by around 40,000 journeys per year.

The hull of the Yara Birkeland vessel was launched to sea in Romania in February 2020 and arrived at the Norwegian shipyard in May 2020 where she was to be fitted with various control- and navigation systems and undergo testing before delivery to Yara.

Due to the Covid-19 pandemic and the changed global outlook, Yara has decided to pause further development of the vessel and will assess next steps together with its partners.





NOTE OF THANKS

April 2021



CoMMA WA Branch on Local Community Radio

By Peter Bartlett

July-21

One of the terms of reference set out for the Task Group was –

How can CoMMA –WA become a recognised Marine Subject Matter Advisor for the wider community?

This was further developed in our first Task Group meeting to become –

To create a general awareness of CoMMA through the media (radio, press) and to nominate contact persons who can act as a spokespersons in maritime matters.

An opportunity arose to pursue this goal in July when we were invited to participate in an interview with Tony Howes at Capital Radio, Perth on Saturday 10th. July.

The initial subject matter was the plight of seafarers globally – highlighted by the Seafarers Choir rendition of Rod Stewart’s song ‘Sailing’ that was published on Friday 25th. June and was very well received by the whole of the maritime community.

We decided that the Branch would be represented by –
Capt. David Heppingstone – to provide a Port perspective in the matter

Capt. Peter Bartlett – a participant in the choir

David & I attended the Capital Radio studio in Wireless Hill Park on Saturday morning – not knowing quite what to expect but pleased to have the opportunity to draw the attention of the listeners to the plight of seafarers due to the COVID-19 pandemic.

Tony is a very experienced radio personality and he expertly led us through introductions and into the meat of the broadcast – the situation facing over 200,000 seafarers unable to go home on leave and another 200,000 stuck at home unable to travel to their next ship.

The accompanying music included a selection of gigs and shanties and culminated in a rendition of ‘Sailing’ by the company of HMS Illustrious. I believe we went some way towards enlightening the listeners to both the plight of seafarers and the existence of marine expertise and knowledge here in WA at CoMMA.

David & I were invited back in the future to provide an update to the situation. We responded that we would be more than willing to return and thanked Tony on behalf of CoMMA WA for helping us explain CoMMA’s role in the WA community and bring to the attention of the listeners the dreadful plight of seafarers caused by this COVID-19 We added that expertise exists within our membership in all areas of maritime practice, trade, commerce, regulation and legislation and we would be only too willing to offer consultation & advice in maritime matters should Capital Radio - or any other media outlet - require it in the future.



The Company of Master Mariners of Australia Western Australia Branch

Registrar's Report – 1st July 2021 – Federal Levy

Membership Movements				
Ratified by Federal	0			
Resigned to Friend	0			
Resigned from	0			
Un-financial @ 1-Jul-2021 (see Comments)	5	Peter BIRCH / Peter GRAY / Chris GRUBBA / John HOOGERWAARD / Greg TONNISON		
Membership	0			
Deceased	0			
Txfr to Branch	0			
Transferred Branch	0			
Membership	0			
Membership Summary				
Federal Life Members	2			Voting rights / No levy / No fees
Friends	14			Over 80 years old / No voting rights / No levy /
Ex-Officio Members	1			No voting rights / No levy / No fees
WA Honorary	4	4		Voting rights / Federal Levy Payable / No fees
Ordinary Members	73	73	73	Master (Unlimited Trading)
Associate Members	13	13	13	Master (Restricted Trading) / Deck Officers &
Retired Members	22	22	22	+ 65 years / 15 years membership / no longer
Total Members	129			
Federal Levy Payable		112		
Fee Paying Members			108	
Pending Members	4			Application received / awaiting ratification
Total incl "Read"	133			

WA Membership Applications Pending Ratification		
Name	Type	Comment
Mani BAJWA	WA (Ord)	Commercial & Compliance Manager / <i>Jetwave Marine</i>
Sam COOTE	WA (Ord)	First Officer - <i>Skandi Singapore</i>
Raoul GEORGE	WA (Ord)	3/O Northwest Sanderling - <i>Trident LNG</i>
Tim GOURLAY (Dr)	WA (Associate)	Marine Consultant / Principal <i>Perth Hydro</i>

Membership Applications to be Read (30 th June 2021)		
Name	Branch	Comment
Nil		

Comments
Un-financial Members listed above are considered to have "Resigned by default".

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 Branch	Steve WENBAN	past.bm@comma-wa.org.au	0457 562 622
Hon Treasurer	Raul PEREIRA	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 McCARRON	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

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Joining the Company of Master Mariners of Australia

<p style="text-align: center;">The Company of Master Mariners of Australia</p> <p>is an independent association established to promote the interests and status of the Merchant Navy generally and of Master Mariners in <u>particular</u>.</p> <p>The Company was founded in 1938 by Capt. A. N. Boulton, MBE, VRD, <u>B.Com</u>, Ex-C and became an incorporated body in 1988.</p> <p>The Company of Master Mariners of Australia Limited is a not-for-profit professional association that is limited by guarantee.</p> <p>The Company has FIVE (5) Branches based in Adelaide, Brisbane, Fremantle, Melbourne and Sydney.</p>	<p style="text-align: center;">Ordinary Membership</p> <p>A person may be admitted as an Ordinary ("full") Member if he or she holds:</p> <ul style="list-style-type: none"> • an AMSA Master over 3000 grrt Certificate of Competency ("Class 1"); or • an AMSA Master under 3000 grrt Certificate of Competency for Unlimited Trading ("Class 2"); or • an overseas equivalent Certificate of Competency recognised by AMSA; or • is an RAN Officer of Lieutenant Commander (Executive Branch) rank or <u>above</u>. 	<p style="text-align: center;">Associate Membership</p> <p>A person may be admitted as an Associate Member if he or she is not otherwise eligible for Ordinary membership but wishes to be associated with the activities of the Company and <u>is seen as</u> having qualifications or expertise conducive to furthering the objectives of the Company.</p> <p><i>Examples of this membership could be someone who holds:</i></p> <ol style="list-style-type: none"> 1. Deck Watchkeeper Certificate; 2. Master <24m <35m <80m 3. Marine Engineer qualifications 4. Naval Architect qualifications
<p style="text-align: center;">Objectives</p> <p>The principal aims, among other things, are to:</p> <ul style="list-style-type: none"> • provide in Australia a unified body of Master Mariners capable of collective representation on all occasions and in all matters affecting their interests or the status of the Merchant Navy and its Officers; • carry on its activities to maintain an apolitical and non-industrial emphasis; • create and sustain a social organization of privileges within which members, either alone or in association with others, can be afforded facilities, and occasion, to discuss matters of mutual interest connected with the Merchant Navy or any related aspect of maritime concern; • establish scholarship grants for young seamen at and ashore 	<p style="text-align: center;">Why Join the Company of Master Mariners of Australia?</p> <p>The Company works to educate and advocate on issues that are important to the MARITIME INDUSTRY. We <u>organise</u> and attend events that recognize achievements as a Master Mariner.</p> <p style="text-align: center;">Socialising and networking – Branch Membership</p> <p>Equally important is the social and networking advantages of meeting our fellow Master Mariners.</p> <p>Real Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Opportunity to hear and meet monthly Guest Speakers – on Fantastic Marine Related TOPICS. <input type="checkbox"/> Meeting & <u>Socialising</u> with Senior & Prominent Master Mariners who are either in active service and/or retired. <input type="checkbox"/> Participation in supporting Sea Scouts. <input type="checkbox"/> Participating in Memorial Services like ANZAC Day, Merchant Navy Memorial, etc. <input type="checkbox"/> Participation in World Maritime Day. <input type="checkbox"/> Provide feedback to industry via consult process for Marine Legislation. <input type="checkbox"/> Avail the benefits of International Federation of Shipmasters' Association (IFMSA). 	

