

carried out by Sailors' Society and Yale University, some 26% of seafarers have regular feelings of being 'down, depressed or hopeless', while studies by the Seafarers' International Research Centre (SIRC) suggest that some key conditions for good mental health at sea, such as sleep quality/fatigue, appear to be in decline.

The campaign forms an element of OSM's commitment to the UN Global Compact (UNGC) initiative, aiming to further incorporate it into operations to achieve the highest standards for the four key UNGC areas of Human Rights, Labour, Environmental Protection, and Anti-Corruption.

OSM has selected a number of UN Sustainable Development Goals to focus on in its drive for improvement, with the mental health push falling under 'goal three', Good Health and Well-Being. Key messages and information will now be rolled out across multiple channels, including social media, the 'My OSM' app, circulars, on-board posters in communal areas (e.g. mess rooms), the OnBoard magazine, and digital learning tools. Masters will 'own' the initiative on vessels, pushing it out to crew, discussing its impact in Shipboard Safety Meetings and encouraging reports of incidents and actions.

Areas that will be highlighted include fatigue, being away from home, stress, bullying and sexual harassment, amongst others.

A thorough assessment of the impact of How Healthy is Your Mind: An OSM Seafarers' Guide to Positive Mental Health will be conducted, with feedback garnered through engagement surveys, the IRIS management system and cloud based learning tools. OSM submitted its first UNGC report earlier this year and is already underway with numerous worldwide initiatives, including work to highlight opportunities for female seafarers (who remain under-represented in maritime) and a feasibility study to re-launch the Mozambican Higher School of Nautical Sciences.

Carnival Australia working to achieve gender balance in seafaring careers

Ian Ackerman reports in the Daily Cargo News of 21st June, 2018, the Nautical Institute's Women in Maritime luncheon held on P&O Cruises' Pacific Explorer showcased P&O's mentoring program that provides opportunities for young people, including many women, to pursue careers at sea.

The six, pictured below with Pacific Explorer's hotel director Melissa Yates (centre), are (left to right) Hilary Cassano, Laura Abbruzetti, Rachel Davies, Lauren Brunton, Bryony Rodger and Emma Forbes-Gearey.

All have previous experience on cargo ships, bulk carriers or offshore rigs and are now participating in a program to



ensure more women have opportunities to take their place as professional mariners.

They are being supported onboard *Pacific Explorer* by Ms Yates, the daughter of a recently retired ship captain, who worked her way through the hotel operations ranks to her current senior position.

With women comprising only 2% of the world's seafarers, according to the Nautical Institute, the organisation is trying to raise awareness of the need to achieve greater gender balance by addressing barriers that can discourage women from seeking careers at sea.

Australian Bureau of Meteorology

In May 2018, David Sexton of Daily Commercial News reported on the ways of getting simple and easy-to-use weather information have been explained at the NAV18 symposium on the Gold Coast.

Bureau of Meteorology marine weather services manager Lucie Blom told the gathering about Marine Weather Services (Marine Lite).

Ms Blom described the concept as a "double act service" providing both forecasts and warnings in a text format.

"We are very soon adding charts to this service as well," Ms Blom said.

"Again it will be a 'data lite' version of e-charts."

Ms Blom also mentioned a training course to businesses likely to be affected by the weather and "might be interested in learning more about meteorology".

The courses are available in all capital cities.

More information can be obtained by contacting the Bureau of Meteorology.

Newcastle's Soul Café supported by port partnership

Ian Ackerman reported in the Daily Cargo News of 10th July, 2018, a collaboration between Newcastle Coal Infrastructure Group, Port of Newcastle and Orica has helped Soul Café to upgrade its facility.

Soul Café serves hundreds of meals a week to disadvantaged members of the Newcastle community, many of whom are homeless or tackling other difficult circumstances.

The meals provide an opportunity for Soul Café staff and volunteers to provide a link to other vital services that may be required.

To become involved, visit the Cafe's website.

We need your assistance!

To ensure you receive the future editions of this newsletter, it is important to AMWS that our mailing list is kept up-to-date. To help us in this task, we request our readers to ensure that our Secretary, Stan Moriarty, is kept informed of any changes of your address or to the addressee that appears on the envelope.

In addition, if you currently receive 'The Mariners' Lifeline' by post but would like to receive all future editions electronically via email, then please advise Stan Moriarty of your email address.

Stan Moriarty's contact details are:
PO Box 3058, NSW 2560.

Secretariat: Pringle Moriarty & Co.
Tel: 0418 488 163. Email: secretaryamws@gmail.com
We thank you for your attention to these matters.



The Mariners' Lifeline

NEWSLETTER OF THE AUSTRALIAN MARINERS' WELFARE SOCIETY (ABN 86 000 008 122)
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Captain Alan Tait,
OAM - Chairman,
The Australian
Mariners' Welfare
Society

Chairman's report

Our last newsletter was December 2016.

I am delighted to be providing you with this report under the stewardship of our new Editor, Martin Orchard. Unfortunately, Malcolm Longstaff had to relinquish the editorial role early last year owing to ill health but he remains on the Council and is happy to provide back up support as required.

Martin, who joined us after former Councillor Peter Jones stepped down last year, brings with him a lifetime of international shipping expertise.

Last year saw the introduction of our new website (www.marinerswelfare.com) under the capable management of our Councillor, Captain Chris Green.

His efforts have ensured those visiting the site are kept abreast of the activities of the Society. We are also now on Facebook and this has generated a new and younger interest, particularly in the area of sail training scholarships.

Just how effective these tools are was brought home to me on a recent trip to the USA when I saw for myself just how much the smart phone is an extension of younger people's arms. Over a four-week period this new facility demonstrated in real time how to communicate, access street directions, places to stay, things to see, where to eat and how to book the service. And it all worked!

Our Scholarship Sub-committee chaired by Llew Russell along with our other new Councillor Captain Tony Cousins and me increased its activities to include the South Australian One and All. Tony, with his close interest in sail training, is happy to provide a mentoring service to these trainees after they complete their voyages.

In regard to seafarers welfare support, provision some years ago of computers to Mission to Seafarers and Apostleship of the Sea stations has now been augmented by the provision of iPhone connections in that many visiting seafarers now prefer to access connectivity rather than accessing a computer screen.

Transport remains an important component and we are now assisting welfare stations with meeting costs of tyre replacement for their vehicles used by visiting seafarers.

Our ex-seafarers living in our home units at Hornsby NSW are in good spirits and appreciate what is being done by the Society to support them in retirement.

Our membership remains static but is always on the lookout for new supporters who can apply to join the Society through our website.

Thanks again to my fellow Councillors for their strong contributions and commitment to our work.

May I please encourage you to keep in touch with our activities by catching up through our website and on Facebook.

Finally, on a sad note, I record the death on 19 May of Mr Jim Israel, who served the Society for many years, first as a Councillor and ultimately as Chairman. Our condolences have been extended to his family.

Alan Tait
Chairman.

VALE James (Jim) E. Israel

It is with regret that we record the death of long-serving Councillor and esteemed past President, James (Jim) E. Israel. In total, Jim spent 25 years on the Council of Sydney Sailors home which later became The Australian Mariners Welfare Society. His term of office as Chairman began in 1991 and concluded in 2001.



James E. Israel

Born in 1925 in Victoria, Jim Israel came to Sydney in 1934. He spent a lifetime in the maritime industry, firstly with Birt and Company, and then from 1967 with P&O where he spent 40 years in senior executive positions. He was always highly regarded in the Industry.

Jim was very active in a number of transport/trade related organisations and was Chairman of the Australian Institute of Transport and also Vice President of the London Institute. He was honoured with the Hayman Award for distinguished service to the Institute.

In other roles, Jim was Foundation President of the Australia Brazil Chamber of Commerce and Industry. His work in this area did not stop there however and for his sterling services to the Chile Chamber of Commerce as President was awarded a prestigious Chilean Presidential Order.

His long association with the Sydney Sailors Home began in 1983 and concluded in 2008. In those 25 years Jim Israel played a major part in all its activities. One of his more onerous positions prior to becoming Chairman was to head up the building committee with full responsibility to develop and build Mariners Court in Woolloomooloo as a retirement home for seafarers. This was no small task and the building was opened in 1990 by the then Governor of New South Wales, Rear Admiral Peter Sinclair.

There were many notable achievements under his leadership during his tenure of office including the purchase of three seafarer retirement units in 'Horizon Towers', Hornsby, with the personal oversight of their fitting out. He was the prime mover in the commissioning of the book on the history of Sydney Sailors Home by author Jan Bowen. It must be noted that in addition to Sydney Sailors Home responsibilities, Jim found the time and energy to be Vice Chairman and life member of the Mission to Seafarers Sydney.

With the many changes to in the seafaring world, Sydney Sailors Home moved with the times. Following the sale of Mariners Court, the direction and its name was changed in 2002 to Australian Mariners Welfare Society. Jim was very

much part of the vision for change and many of the activities that the Society engages in today were a result of forward planning during his final years in the Chair.

Jim Israel will always be remembered as an effective, quietly spoken and strong leader. The Maritime Industry has much to be grateful for his life of service.

Jim is survived by a daughter Pam and son Peter.

Australian Mariners Welfare Society's Scholarships

Since 1999 ongoing funding has been made available for the provision of scholarships which are intended to promote the training and professional development of children of seafarers or ex-seafarers (including merchant marine, Navy and deep sea fishermen) of low or moderate financial means. The scholarships apply to each semester of an Australian Registered Training Organisation (RTO) including those approved by the Australian Maritime Safety Authority (refer www.amsa.gov.au) providing training in a maritime related discipline including sea-going courses and commercial courses in the maritime industry.

Applicants must be undertaking a sea-going course approved by AMSA or recognised maritime commercial course or have undertaken such a course within the previous 6 months. Relevant documentary evidence must be provided in support of the application as set out in the attached application form.

The support programme is normally awarded in each semester up to the value of \$2,500 per scholarship (and another \$2,500 could be paid for a second semester, if necessary) to assist students with course fees and pay living, travel to course and associated expenses. A selection panel of the RTO considers applications and recommends to the AMWS Council suitable candidates who match the stipulated criteria or eligible students can apply directly using the attached application form. The decision of the AMWS Council in any individual case will be final and no appeals will be considered. The Council reserves the right to modify the amount or terms and conditions of the scholarship as appropriate.

Assistance has been provided over many years to the Australian Maritime College (AMC), the Hunter TAFE and South Metropolitan TAFE, WA.

Potential applicants at AMC should access their website and for further information contact Ms Lee-Anne Phillips, Scholarships & Prizes Officer, Student Centre, e-mail to l.phillips@utas.edu.au tel (03) 6226 2725, web <http://www.scholarships.utas.edu.au> or by mail University of Tasmania, Private bag 45, Hobart, TAS 7001.

The AMWS Council is keen to promote the availability of these scholarships and hopes other RTO's will take the opportunity to encourage eligible students to apply directly to AMWS.

Further details can be obtained from the Secretary of the AMWS, Mr. Stan Moriarty, email secretaryamws@gmail.com. Telephone 0418 488 163 (within Australia) or + 61 4 18488 163 (outside Australia).

The registered office is Suite 1, 44 Oxford Road, INGLEBURN, NSW 2565 and postal address PO Box 3058, ROSEMEADOW, NSW 2560.

An Application Form can be found on the AMWS website (www.marinerswelfare.com) which can be adapted for use by individual RTO's or used by eligible students applying directly to the AMWS.

AMWS Tall Ship Trainees Reports

We are delighted to include in this edition an excellent report written by Shawn Evans on his recent onboard experience:

My *Leeuwin* Voyage

My name is Shawn Evans and I was very honoured to get a full scholarship from the AMWS to complete a voyage on the *Leeuwin II*. This has been something I have wished for since my older brother was able to sail with the *Leeuwin* when he was my age. For all the stories my brother told me about life on the sea and everything, I thought it would be nothing really prepares you for your first voyage. Without their generosity I wouldn't have been able to fulfil this dream.

The first thing I experienced being onboard on the *Leeuwin II* was how quiet and awkward the first days were. In my usual activities it's loud, boisterous and I'm with people I know and understand. However once you get past the first few days you develop a very strong bond with the people you are with because you are in such close quarters and you can't help but to get to know each other on a personal level.

The way the *Leeuwin* crew structure and organise everything helps you not get annoyed at little habits and the way that people do things that you are not used to yet. The responsibilities of controlling and working on the ship are quite daunting because you know that if you don't do them right, there could be serious consequences that will impact upon others, and on the ship itself. You develop a sense of pride when you are able to learn each task and complete it correctly.

At first, when the crew is going through the things that you do, it is hard to step up and have a go until you get to know everyone's abilities and personalities. Once you do, it makes it easier to do things as a team and makes it a lot more enjoyable towards the back half of the voyage, as your defences go down and you let yourself experience it all and enjoy the moments. One of the most interesting things about being on the voyage is that the experiences are all new and really different to what you have been doing and that means everyone starts off at the same level and you get to experience it all for the first time together.

Being one of the only people that did not get sea sick really tested my mental and physical strength. With only a couple of us able to move around I had to do way more than my share and had to take over extra duties when people were unable to go below deck. You don't get to say "no", you just have to step up and do it, regardless of how tired you are. All the jobs have to get done, its part of being on the ship.

My interest in psychology was also engaged because I was able to watch people and had the chance to look at how people functioned and worked together. We had to learn how to work with each other and get along and not annoy each other living in such close quarters.

It's also a huge achievement being able to say I'm one of the lucky few who have been able to sail and work on the *Leeuwin*. I am now more aware of the mental and physical strengths that it would take to live a life at sea, and I am happy to say I am still interested in Naval Physiologist as a career option.

I've climbed to the top of the main mast and read a message that only a few get to see. I've steered through a passage at Cape Naturalist and I've steered in the pitch black of night. I've scrubbed the deck and coiled ropes a million times. I was a *Leeuwin* Trainee!

By Shawn Evans

Comments from young Australians who have recently completed tall ship sail training programmes sponsored by AMWS.

When I came off the ship at the end of the trip, it really felt like I done something amazing. Thank you for letting me experience a once in a lifetime opportunity, to be one of the lucky few to be on board the STS Young Endeavour. - Patrick 2018

"I would strongly recommend this trip to anyone no matter what their backgroundyou will be able to gain something great from the experience." - Charlie 2018

"This Voyage further opened my eyes at life at sea, and how important working as a team really is. I can safely speak for most people when I say that we were pushed too, and even passed our normal boundaries." - Johnny 2017

"I would gladly go back to the sea once more. I like to say that I'm seasick; homesick for the sea." - Emily 2017

"Knowledge were tested and unexpected leaders rose to the challenge. We all were brought together and used everyone's knowledge to make sure command day went smoothly. - Georgia 2017



Sailing trainees on the AMWS-sponsored Tall Ship programme.

AMWS' donation to Maritime Piracy Humanitarian Response Program (MPHRP)

In June 2018, the AMWS Council approved a further grant of A\$10,000 to MPHRP to assist in their valuable work of supporting seafarers and their families who have been affected by piracy.

A new approach to Somali pirates frees more hostages

Don't pay a ransom. Do pay for expenses

This interesting article appeared recently in The Economist:

No one seized by pirates can be considered lucky. But many of the seamen taken hostage by Somali pirates have at least been set free fast, once fat ransoms have been paid.

At the height of the piracy scourge off the coast of Somalia almost a decade ago, the average ransom to free a crew and vessel was, by one tally, \$3.5m. Some seamen, however, have languished in captivity for months or even years because their companies balked at coughing up—often because their ship was uninsured, or had run aground, or had been disabled by fire, or had sunk. Crew taken from them were sometimes tortured. "Hard as it may sound, these guys, they don't have any value," says John Steed, a former UN man in Mogadishu, Somalia's capital.

Pirates are still loth to cut their losses by freeing such hostages without payment. Of the few Somali pirates who have given up in this way, most were soon killed, Mr Steed notes, since they could not repay the financiers who underwrote the attacks and the hostages' upkeep. The

resulting trap for such failing pirates and their "forgotten" hostages seemed inescapable. Yet 54 hostages, held on land by various groups of Somali pirates, have been freed in the last several years. This was because of a new approach, say those who negotiated the deals. Rather than try to convince unscrupulous vessel owners to fork up big ransoms, the negotiators, mostly working for nothing, first estimated the pirates' costs – often \$100,000-\$200,000 for renting a boat and getting weapons and kit; expenses for fuel and food; and payoffs to stop government officials, warlords and village elders from interfering.

If that amount or a bit more could be raised from charities and sympathisers, pirates would often accept the deal, once convinced that it was their only hope of satisfying their creditors. It is easier to raise money for "expenses reimbursement" than for the actual ransom, not just because the former is much less. "You can argue that you're not enriching these people," says David Snelson, the boss of Pbi2, a security firm in Mogadishu that has helped free some of the hostages. Even so, covering pirates' expenses proved unpalatable to the UN bureaucracy, so Mr Steed quit in 2013 to continue his efforts from Nairobi, the capital of neighbouring Kenya, through an American charity called Oceans Beyond Piracy. He has cajoled Somali villagers into renouncing pay owed by pirates for food, transport and guard services. (Many villagers did not like the attention that hostages attracted.)

Though negotiators have generally adopted the expenses approach, it is not a magic wand. Eight seamen are still held in Somalia, all of them Iranian fishermen seized in 2015. Negotiators must still convince governments that paying the pirates' expenses will not benefit people with links to terrorist groups. Negotiators must also contend with pirates fearful of being double-crossed by a rival in their group. Such suspicion is sometimes justified, says Leslie Edwards of Compass Risk Management. His London firm has reluctantly negotiated releases whereby a pirate leader gets a secret extra payment that he will not share with his colleagues.

Somalia's pirates have seized few hostages of late, thanks largely to more use of armed guards on ships. But iJET, a risk-management firm based in Maryland that uses "a facilitation fee" to secure releases, foresees trouble. It reckons that attacks on easier-to-capture fishing boats will pick up as more Somali fishermen turn to piracy as a protest against over fishing by foreign commercial firms.

Anger is rising again, as officials in Somalia's semi-independent Puntland region cash in by selling licences to foreign boats for catches that are depleting the fish stocks that have hitherto sustained Somali fishermen – without their having to resort to piracy.

Mental Health the Issue for Seafarers for Ship Management Group

Bid to End the Common Blight of Depression On Board Merchant Vessels

The Handy Shipping Guide has reported that the OSM Maritime Group, which provides third party management of ships and offshore operations to a variety of vessel types, chose The Day of the Seafarer (June 25) to launch a global campaign aimed at safeguarding and improving the mental health of its 11,000 crew members.

The year-long initiative, christened 'How Healthy is Your Mind: An OSM Seafarers' Guide to Positive Mental Health', will be pushed out across the 500 plus vessels managed by the business, addressing an increasingly pressing, but often overlooked, industry issue. According to a recent report