

Engineers.

Senior figures from several high-profile shipping companies, two major classification societies, shipyards, regulators, technology providers, academia and research groups, as well as representatives from both Singapore's Maritime & Port Authority and its navy took part in the conversation.

The survey sought opinion on the drivers for autonomous technology; the business case for automation and remote operation; amenability to such solutions by vessel segment; the relationship between man and machine, and by extension the human element; societal acceptance; and workforce succession planning.

"We had more than 600 responses to the survey, providing us a unique insight into current industry sentiment on an incipient – and often controversial – technology. This dataset was a keystone in the round-table, where industry leaders reflected on the results, and drew on their own experience and inject additional insight in order to validate and fortify the research," commented Gordon Meadow, MASS-SIG Chair, IMarEST.

Interest in autonomous or remote vessel operation has arisen from the convergence of several technologies, including machine learning, new sensors, and improved connectivity at sea. Together, these systems could fundamentally transform the way ships operate in the future. But Meadow warns against a fixation on new hardware: "If fully realized, this technology will also transform the way the whole industry functions – and the way we will work with it."

Building a better understanding of the impacts is necessary so as to measure the changes required in workforce capability, competency and training requirements so that those charged with managing and ensuring the safe operation of automated vessels are as effective as they can be.

The mapping of new skill-sets is a major part of MASS-SIG's remit and the report produced highlights ways in which employers, organizations and regulators can work together to understand the skills required in the future and the training framework within which they will be taught.

New guidance for situations involving missing seafarers

The following article appeared in the November 2018 bulletin of the International Seafarers' Welfare and Assistance Network (ISWAN).

New guidance on dealing with situations involving missing seafarers has been launched for the benefit of shipping companies and manning agents.

The new Good Practice Guide for Shipping Companies & Manning Agents working with situations involving missing seafarers has been produced by the International Seafarers' Welfare and Assistance Network (ISWAN), the International Chamber of Shipping (ICS) and InterManager.

The guidance covers managing relationships onboard, actions that should be taken, and managing relationships with the families of seafarers who have gone missing. It includes details of recommended procedures to follow, templates and

scripts for communicating with families, and further resources including contact details for reporting incidents of missing seafarers.

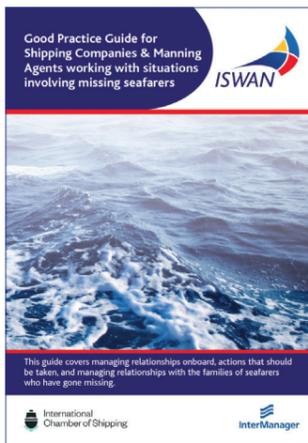
The guide expands upon ISWAN's previous publication, Good Practice Guide for Shipping Companies and Manning Agents: Humanitarian support of seafarers and their families in cases of armed robbery and piracy attack, to cover a broader range of issues where seafarers may be missing.

Roger Harris, Executive Director of ISWAN, said: 'We are pleased to work on this valuable guide with the ICS and InterManager. When seafarers are tragically lost at sea it is vitally important for their families and loved ones to be supported by companies and manning agencies. The guide provides practical steps for those involved in these difficult situations.'

Guy Platten, Secretary General of the ICS, explained: 'The challenges faced by both the families of missing seafarers and their colleagues can be immense and distressing. I therefore welcome the publication of this document to give practical guidance to Shipping Companies and Manning Agents in handling such situations.'

Captain Kuba Szymanski, Secretary General of InterManager, said: 'I am pleased to be able to support our seafarers by providing this essential Good Practice Guide to all relevant stake holders in our industry. If a seafarer goes missing it is an extremely serious scenario and we must provide professional support to our crew and their loved ones. I hope that the advice provided in this guide will help shipping companies to prepare proper procedures for such an incidence – which, of course, I hope they will never have to use.'

The guide can be downloaded at seafarerswelfare.org, at the top of the home page click on 'Resources'; at the bottom of this page click on '3'.



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 addressees that appear 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, Rosemeadow, NSW 2560. Secretariat: Pringle Moriarty & Co. Tel: 0418 488 163. Email: secretaryamws@gmail.com We thank you for your attention to these matters.



Captain Alan Tait, OAM – Chairman, The Australian Mariners' Welfare Society

Chairman's report

It is pleasing to be able to report that we approach the end of the year on a real high. Since our August newsletter, our activities have embraced a program of activities which, between them, address the full range of the Society's aims and objectives.

With the help of my fellow Councillors, our representatives attended and laid wreaths at the Merchant Navy Day annual service at Mosman (NSW) in September and the following month at the commemoration service held at the Merchant Navy War Memorial on the shores of Lake Burley Griffin in Canberra.

Support for two students studying at the Australian Maritime College enabling them to continue their studies was gratefully appreciated by the recipients, as also was our sponsorship of a young lady to undertake a voyage from Newcastle to Sydney in the sail training ship *Young Endeavour*. In a further expansion of our support for sail training, a young man undertook a voyage in the Adelaide-based training ship *One and All*. Further initiatives of this kind, aimed at introducing young people to shipping and seafaring, are planned in 2019.

During the year, the Society's Facebook pages managed by our Councillor, Captain Chris Green, has gone from strength to strength, and the record shows that on-line visits to our pages now number in the hundreds. I urge all readers to look at this site regularly as it contains much more detailed information about the Society's activities than is possible to include in this newsletter.

Planning is currently in progress to create an award to honour the memory of the late Jim Israel, a former long-serving Chairman and Councillor of the Society whose death in May was reported in the previous newsletter. We hope to have further details of this project in our next Newsletter.

Requests for financial assistance from stations of the Mission to Seafarers and Apostleship of the Sea (Stella Maris) in ports around the Australian coast declined during the year. However, our recently introduced scheme under which the Society meets the cost of tyre replacements for vehicles used to transport crew members from visiting ships to and from mission stations as well as for medical and dental appointments, sightseeing, airport transfers etc. has been well received.

We remain active participants in both the Sydney Port Welfare Committee and the Australian Seafarers Welfare Council, a federal body chaired by the Australian Maritime

Safety Authority. Also, recently we were invited and accepted complimentary Associated Membership of Maritime Industry Australia Limited, and thus keep ourselves informed of developments in professional qualifications required by today's seafarers, some of whom we are glad to be able to assist through our Scholarship programs.

And, finally, I report with some pride that last month through the 2018 Australian Shipping & Maritime Industry Awards arranged by *Daily Cargo News* not only presented AMWS with a 'Highly Commended Award' for our contribution to Seafarers Welfare, but also inducted me into its Maritime Hall of Fame. I have now been a member of the Society for 25 years and undoubtedly that connection had a bearing on my selection to receive this prestigious award which I was honoured to accept.

In conclusion may I sincerely thank my fellow-Councillors for their loyal support and encouragement during a busy year.

May I also sincerely wish all our readers a Merry Christmas and a happy New Year.

Alan Tait
Chairman.

Visit to Sydney by Roger Harris, Executive Director of ISWAN

AMWS Representatives were delighted to meet with Roger Harris during his visit to Sydney in October. Roger is the Executive of ISWAN (International Seafarers' Welfare & Assistance Network) in UK.

Roger and the AMWS Representatives discussed a number of mutual challenges that face not only the welfare of mariners, but the maritime industry in general in Britain, Australia, as well as from a global perspective. The two Organisations plan to co-operate with one another on a number of issues in the future.



Roger Harris

The Angel of Sydney's waterfront

This article was written by Debbie Cramsie for an Apostleship of the Sea publication who have kindly given their permission for the article to appear in this edition of 'The Mariners' Lifeline'.

Whether it's a seafarer not being fed, paid or being ill-treated Sister Mary Leahy is always there to champion those without a voice.

The Josephite nun is also the first they call on if unable to contact loved ones after a death in the family or just desperately lonely and homesick after spending months on end at sea.

Known by wharfies, tugs crews, pilots, port workers and seafarers worldwide, the nun with the non-judgmental attitude and cheeky sense of humour has dedicated the past

20 years of her life to helping those who earn a living on the seas.

And while long regarded as one of the last bastions of the hard-core union movement, both "rough and tumble" wharfies right up to international shipping company CEO's, sing the praises of the Irish-born, softly-spoken woman and the support she offers all who visit Sydney's waterfront.

Sister Mary spends most of her time visiting the international ships that arrive at Port Botany, quite often the only non-crew member seen for months. She provides general information about access to facilities ashore, communication with loved ones, wage and abuse issues, loneliness, isolation, illness and mental health issues, spiritual care, attending court hearings and the list goes on.



Sister Mary Leahy at Port Botany



Sister Mary Leahy chats with port workers

Day and night she is known to appear with everything from clean clothes, practical advice, spiritual guidance or just a listening ear for somebody doing it tough.

The nautical nun says despite all the sadness and desperation she sees daily, being Chaplain to seafarers is

a "privilege and a joy".

She said inter-national days like the recent Sea Sunday helps highlight the dreadful plight faced by many seafarers and is a powerful way of lobbying for their rights within the industry.

"It really is a tough life, most are at sea for 12 months at a time, in the confined space of a vessel, away from families and loved ones missing the most important events in their lives," she said.

"Due to the almighty dollar, seafarers might only spend 6 hours in port before they are off again for months on end so find it increasingly difficult to get permission to go ashore. Contacting families, even just walking on land is something we all take for granted but they go without for months.

"Australian seamen have a strong union and pretty good working conditions. But for those from other countries there are usually no unions and few protections. The men are very vulnerable to exploitation. Many are so grateful just to have a job that they are reluctant to speak out for fear of losing it, despite suffering physical, emotional and in some instances sexual abuse.

"Some suffer terrible conditions and once aboard have their passports seized and so are at the mercy of the captain. A job overseas can sound very enticing to somebody from a poor fishing village, and could pay \$US1000 just to get the application form sadly to end up a slave.

"Slavery and trafficking is common with many having their documents confiscated, working illegally and ending up languishing in jail.

"Some of the stories are very sad, which is what keeps me going, doing everything I can to help those who need it."

Sister Mary came to Australia from Ireland following her sister Geraldine, also a nun, in 1979 and initially trained to be a nurse.

After her profession as a Sister of St Joseph, she worked at St Vincent's Hospital until her appointment as Port Chaplain in 1992.

Today, she is the regional Coordinator for Oceania for the Apostleship of the Sea, and was recently in Rome to attend an international congress organised by the Pontifical Care of Migrants and Itinerant People.

Awarded an Order of Australia medal in January, in recognition for her 20-year service with the Archdiocese of Sydney's Stella Maris Apostleship of the Sea, she is very content with her calling despite the often rough waters.

"In 20 years I think I've seen it all, nothing surprises me anymore which is probably why I'm so trusted," she said.

"Being able to help these people every day is a privilege and I couldn't imagine doing anything else."

Seafarers lost in war remembered

The 29th Annual Commemoration service in Canberra honouring members of the Merchant Navy lost in war was held at the National Merchant Navy War Memorial in Kings Park on the shores of Lake Burley Griffin on 21 October.

This event is organised by the Merchant Navy War Memorial Fund, led by Mr David Field FAICD its Chairman, who addressed the gathering.

He announced plans for a fund-raising appeal to enhance the Memorial by having inscribed on its panels the names of the hundreds of Australian Merchant Navy personnel who lost their lives through enemy action in WW1 and WW2.

Proceedings at the service were conducted by Sister Mary Leahy OAM, Stella Maris Chaplain, Port of Sydney, assisted by Mission to Seafarers Australia representatives Mr John Kewa, Lay Chaplain, Port Kembla and Rev. Tay Un, Senior Chaplain and CEO, Sydney.

Music was provided by Canberra Brass Inc and the singing was led by Mrs Finola McMahon.

Attending the service were WW2 veterans, members of returned services organisations, also the War Widows Guild of Australia and the Diplomatic Corps along with seafarer support groups such as the Sydney Bethel Union and our own Society whose representatives laid wreaths.

The Address was delivered by Mr Collin Acton RAN,



Collin Acton RAN, Principal Chaplain to the Royal Australian Navy



Merchant Navy War Memorial, Canberra.

Principal Chaplain to the Navy.

During the service special reference was made to the 75th anniversary of the sinking of the BHP vessel Iron Knight which in 1943 was torpedoed and sunk off the New South Wales coast by a torpedo fired by a Japanese submarine. In all, 36 of the crew went down with the ship and the 14 survivors were later rescued by a French navy destroyer.

Next year's commemoration will be held on 19 October 2019.



Denise Anderson with one of her catches

A Letter from a recipient of an AMWS Scholarship

Australian-born Denise Anderson, having spent twenty-five years living in the American State of Maine, decided to return to Australia and settle in Tasmania where she studied for the MAR30913 Certificate III in Maritime Operations (Master up to 24m Near Coastal) and the

Certificate III course in Maritime Operations (Marine Engine Driver Grade 2 NC).

In her last ten years in Maine, Denise was employed as a commercial lobster fisherwoman, and for seven of those years she was Captain, owner and operator of a 12-metre Maine-built lobster boat. In 2014, she attained her US Coast Guard Masters for 50 gross tons License, and obtained her Master Mariner Credentials. And when she wasn't catching lobsters off the coast of Maine, Denise obtained her Heavy Combination Commercial truck license which enabled her to drive semi-truck tankers in the off-season.

The AMWS is delighted to have played a small part in enabling Denise to settle back in Australia, and was most touched to receive her letter which Denise has kindly agreed to be published in this edition of 'The Mariners' Lifeline'.

Dear Australian Mariners' Welfare Society Scholarship Selection Committee,

It is with great joy and gratitude I write to inform you and the AMWS Scholarship selection committee that I successfully completed the Masters 24 course of Friday October 26th, 2018.

The scholarship that you gave me was a tremendous help in a very challenging and difficult time in my life. Soon after the course started my brother who had been battling cancer was told that there was nothing more the doctors could do and he was given just weeks to live. I found myself flying back and forth four times to Sydney to help, comfort, farewell and make arrangements. He sadly passed away at 53 on October 4th.

I stayed to help make the arrangements and forged a strong bond with his adult children who I hadn't had much contact with over the years since I had been living overseas, which was very heartwarming.

On my return to Tasmania on October 15th I set about trying to catch up on all the assignments and course work I had missed. It was overwhelming at times. There were times that I didn't think I would be able to do it. And in some of my darkest hours, immersed in grief, sadness and

hopelessness your scholarship was a lifeline. The financial support itself gave me the opportunity to be with my family during such a difficult time which I am so incredibly grateful for. But it was the knowledge that I had people, who I have yet to meet, quietly supporting my efforts to start a new life in this foreign country called home that really helped me. Leaving Maine, I left my friends and support network of 20 years and I still feel a stranger here, and to have to go through such a difficult time feeling somewhat lost and alone was hard. Knowing that I have the support of some very kind people at the Australian Mariners Welfare Society gave me hope and kept me going

On Friday I completed the Masters 24 and on Saturday I started work at Tamar River Cruises in Launceston. I will crew for them and hopefully get some time at the helm after I complete my Marine Engine Drivers Certificate that starts next week and runs through November. I cannot tell you how grateful I am for the support you have given me in more ways than you realize.

I will keep you informed as the years go by and my career unfolds and I will always appreciate what an integral part the Australian Mariners Welfare Society played in my new life back home in Australia. Thank you so much for your support.

With Endless Gratitude and Appreciation,
Denise Anderson

New Report Explores Human Impact of Autonomous Ships

The Institute of Marine Engineering, Science and Technology (IMarEST) has released a report on the human impact of autonomous ships in what it describes as a major piece of research.

For the report, IMarEST's Maritime Autonomous Surface Ships Special Interest Group (MASS-SIG) sought to gauge the potential impact of self-governing ships and plot out a new course for the shipping industry's valued workforce.

One of the conclusions reached in the industry-wide investigation was that while autonomous technologies could create a competitive advantage for shipping companies, adoption will likely vary significantly between market segments.

An initial survey went on to inform a roundtable discussion which in turn formed the basis of the report, titled "Autonomous Shipping – Putting the Human Back in the Headlines".

While only one in six believe that industry is fully geared up to exploit the autonomous or remote operation of commercial vessels in the immediate future, the general sentiment was that such technologies will deliver benefits over the long term. However, somewhat ironically, the success of unmanned ships will hinge ultimately on accommodating the human-in-the-loop.

MASS-SIG's investigation blended quantitative analysis in the form of an online survey with qualitative analysis of the results in a roundtable discussion held during Singapore Maritime Week in April, with the support of BMT Defence and Security and Braemar, as well as the British Chamber of Commerce (Singapore) and the Institution of Mechanical

