

# The Mariners' Lifeline

NEWSLETTER OF THE AUSTRALIAN MARINERS' WELFARE SOCIETY (ABN 86 000 008 122)

Founded 1863 as the Sydney Sailors' Home.

Volume 21. No 1. June 2022.



## CHAIRMAN'S REPORT

Hello everyone and welcome to this edition of *The Mariners' Lifeline*. One of the things I am constantly reminded of is the importance of the

work we do at the Australian Mariners' Welfare Society. The need to promote and protect the welfare of seafarers is always with us; the issues may change but the need does not decline.



David Parmeter,  
Chairman of the  
Australian Mariners  
Welfare Society

Over the last two years, the world and the maritime industry has had to deal with the devastating impact of the COVID-19 pandemic. As we have reported many times, this crisis has been an enormous challenge for the world's seafarers. Fortunately, as increasing numbers of seafarers have been vaccinated, we are slowly seeing a return to more normal circumstances in terms of availability of shore leave and travel for crew changes. All credit is deserved to those individuals who have made the vaccine roll-out possible.

However the war in Ukraine is now creating a new set of problems for seafarers. In this edition there is an excellent article by Martin Orchard that details the impact the war is having on seafarers and global shipping. I am very pleased to report that AMWS has made a substantial contribution to

the international effort to assist Ukrainian seafarers and their families. While there is a focus on the international issues, we should never miss the opportunity to act locally. In this regard, it is great to see how the maritime community in Townsville rallied to assist Ukrainian seafarers on a vessel visiting the port earlier this year. In addition to the practical assistance provided, the simple act of showing human kindness to distressed individuals is powerful and important.

There are a number of informative articles in this edition that describe the vital work of AMWS, including a profile of the most recent winner of the Malcolm Longstaff Scholarship at the Australian Maritime College (AMC). AMWS is also keen to lend its voice to issues impacting on seafarers, and

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We are also keen to encourage like-minded individuals who share our concerns and want to support our work, to join the Society.

in this edition, there is a summary prepared by Martin on the current status of Piracy. This problem is attracting less mainstream media attention, but it has not gone away and the industry needs to maintain constant vigilance.

AMWS is always looking to maintain fraternal relations with other industry stakeholders. In this edition there are two guest contributions: the first from Maritime Industry Australia Limited on the movement to Zero Emissions Shipping, and the second from Seafood Industry Australia describing their upcoming national conference. As the industry looks to reduce its carbon footprint, the propulsion systems on vessels will change and this will impact on the working lives of seafarers. The Australian seafood industry is a large employer of seafarers and there is an opportunity to work constructively with them on welfare issues and training.

In the last edition of *'The Mariners Lifeline'*, I wrote an article on the approach AMWS is taking to Communications and Marketing. This involves a greater use of social media platforms to get our message out. Recently we started a monthly electronic newsletter as a supplement to *'The Mariners Lifeline'*. We are also keen to encourage like-minded individuals who share our concerns and want to support our work, to join the Society. A critical part of this approach was the development of an on-line application process for new Members.

I am pleased to report that this recent innovation has proved very satisfactory. During the first half of this year we have seen a large number of new members join the Society. While these are mostly individuals, we also now have three Corporate Members: Maritime Industry Australia Limited, Shipping Australia Limited, and Offshore & Specialist Ships Australia. Set out at the end of this edition is the full list of AMWS members. To everyone who has recently joined the Society, you are very welcome and we appreciate your support. You have joined an organisation with a proud history and a vital role to play now and into the future.

Once again I wish to thank everyone who contributed to this edition, and especially our editor Martin Orchard.

David Parmeter

*Chairman*



## **THE AMWS MALCOLM LONGSTAFF MEMORIAL SCHOLARSHIP**

*Llew Russell AM, AMWS Councillor & Chairman of the Scholarship Committee*

**T**he AMWS was pleased to offer Coby this scholarship for his first semester at the Australian Maritime College in Launceston. He is studying for a Bachelor of Applied Science (Nautical Science).

Since starting school he has always dreamed of being a sea pilot and can't actually believe that he is now starting that exciting journey. His mother was in the Navy and his father works for biosecurity, and is regularly boarding ships and inspecting cargo. His parents encouraged him to consider a career in the Merchant Navy.

In accepting the scholarship of \$3000, Coby wrote that he was incredibly grateful and intended to use the funds to obtain his AMSA medical, assisting with accommodation and upgrading his old laptop.

The Co-ordinator in the University Of Tasmania's Advancement Office subsequently wrote that this type of scholarship plays a pivotal role in assisting a student to realise their full potential. The University knows the provision of scholarships facilitates increased participation by students and has a beneficial impact on the lives of the recipients, their families, and the broader community.

The Co-ordinator said that now, more than ever, scholarships such as the AMWS Malcolm Longstaff Memorial Scholarship was making a difference to the lives of our students, and the University was deeply appreciative of the AMWS generous support.



## DEFINING THE PATH TO ZERO EMISSIONS SHIPPING

As the best minds in naval architecture and engineering grapple with the detail of new regulations to reduce the carbon intensity of the global shipping industry, the clock is ticking and the need to find the genuine low and zero carbon energy solutions that are needed to power the shipping industry into the future intensifies.



*Angela Gillham, Deputy Chief Executive Officer, MIAL*

Transoceanic shipping is known to fall within the hard to abate category, with large distances to cover, massive payloads, very limited opportunities to refuel and an unequivocal and universal requirement to remain cost effective to continue to efficiently underpin global trade. In the face of increasing pressure to affect sharp emissions reductions, many industry insiders are increasingly nervous about the ability of the sector to accelerate the development of the necessary technology without a dedicated, secure, and sustainable source of funding.

In an effort to funnel significant funding into in-sector research and development, several industry groups and flag States have been championing a proposal for a US\$2 per tonne levy on bunker fuel, which would raise \$500 million per annum over 10 to 12 years. Under the proposal, the money raised would be directed into an International Maritime Research Fund (IMRF), to be overseen by an International

The Australian Government has committed to initiatives to promote the use of green corridors.

Maritime Organisation (IMO) – governed board of management to be known as the International Maritime Research and Development Board (IMRB).

Industry-sponsored research undertaken by the global engineering and environmental consultancy firm Ricardo, provides an independent analysis of how the funds could be used to overcome some of the known technical challenges and accelerate the application of zero carbon technologies such as hydrogen, ammonia and batteries to transoceanic shipping. A subsequent report provides an analysis of the priority projects that could be funded through the IMRF, their estimated duration and overall cost.

The Australian Government has committed to initiatives to promote the use of green corridors, including the Clydebank Declaration and the Quad Shipping Taskforce to promote low and zero emissions shipping corridors, and the partnership with the Government of Singapore to accelerate the deployment of low emissions fuels in maritime and port operations. The Australian shipping industry looks forward to engaging with government to implement these welcome commitments.

Of course, any government investment to help bridge the gap between conventional fuels and the fuels of the future is a welcome and necessary development. Given the limited resources available, and the need to urgently develop a suite of low and zero carbon solutions that will suit a diversity of ship types and trades, it is essential that efforts across the globe are well coordinated and not duplicated. This is what the IMRF/IMRB concept hopes to achieve.

The key purpose of the IMRF/IMRB concept is to partly 'de-risk' the carbon transition for shipowners. A sensible approach given the critical nature of the industry to the global economy and the potential for economic disruption with increased shipping market volatility. What the IMRF/IMRB is not, is a market-based mechanism (MBM). Clearly, US\$2 per tonne is not going to be a strong enough market signal to drive behaviour change – something the industry has never claimed it to be.

The EU's new climate package will see EU shipping, along with trade in and out of the EU, being incorporated, to some degree by the EU's Emissions Trading Scheme (ETS) by 2023. At its most recent meeting, Marine Protection Committee (MEPC) – an IMO committee – also considered a proposal by the Marshall Islands and Solomon Islands for a levy to be applied to international shipping of \$100 per tonne of CO<sub>2</sub>e (carbon dioxide equivalent). In response to the growing pressure to do so, the IMO has kicked off a work program to consider the form and potential application of market-based measures (MBM) to international shipping. Of course, an MBM is potentially a much more costly proposition, not just for the shipowner, identifying where the carbon cost can be effectively passed on to the users of shipping services.

The key difference between an MBM and the IMRF/IMRB concept is the fate



of the funds raised. As noted above, the primary purpose of an MBM is to create a market signal for transformational change, and there is no guarantee that the funds raised from any MBM would be applied to 'in sector' mitigation. 'In sector' mitigation would facilitate the acceleration of the development of low and zero carbon fuels which is at the centre of the IMRF/IMRB concept. In other words, funds raised would be directed toward research and development to reduce emission from the shipping sector, as opposed to going into general IMO or national government accounts.

The world is a markedly different place since IMO last debated a sectoral MBM around 15 years ago. While the mechanisms to achieve net zero may not yet be clear, most developed nations have adopted a net zero by 2050 policy position and there is overwhelming support among IMO member states for international shipping to adopt a similar goal, a sentiment that was clearly missing 15 years ago.

The recently released International Panel of Climate Change (IPCC) 6th assessment report highlights the urgent nature of these policy decisions, that are the critical enablers of the low emissions transition that needs to begin within the decade to begin to take effect much sooner than the 2050-time horizon. Particularly if we are going to avoid the worst effects of climate change and keep warming to 1.5 degrees. The international shipping industry cannot be left languishing for another 15 years without clear policy direction.

With this in mind, Maritime Industry Australia Ltd (MIAL), has begun a program to highlight the challenges the industry faces with respect to decarbonisation. On 27th April 2022, we hosted the first of three events in the inaugural Maritime Decarbonisation Summit Series.

The Summit Series has been incredibly well received, and is the first forum in Australia focussed on the maritime energy transition, and the challenges and opportunities this presents to our nation. The events aim to leverage the various networks of key stakeholders and decision-makers within the Government and their agencies, the Australian and international maritime industry and new energy providers to provide a platform to consult, collaborate and improve strategic coordination. This will ensure the path to maritime decarbonisation is as rapid and efficient as it needs to be.

Importantly, the program intends to facilitate discussion around the policy mechanisms and regulatory frameworks that will be necessary to ensure we optimise the natural advantages that exist in Australia, through the generation of renewable fuels, to help accelerate the transition to low and zero-carbon energy for the Australian maritime industry.

Following the event, the MIAL members' Decarbonisation Focus group met

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to discuss the next steps and finalise drafting of the Statement from the MIAL Maritime Decarbonisation Summit. The purpose of this statement is to signal to government the urgent need for progress on decarbonisation of Australia's maritime industry, and that we wish to partner with government to achieve this.

The Decarbonisation of the Australian Maritime Industry Statement from the first Maritime Industry Australia Ltd Maritime Decarbonisation Summit, 27 April 2022, Melbourne is available from the MIAL website [www.mial.org.au](http://www.mial.org.au)

Angela Gillham  
Maritime Industry Australia Ltd

*Footnote: Since writing this article, Angela Gillham has been appointed CEO of MIAL effective from 1st July, 2022. AMWS congratulates Angela on her appointment.*



## **SEAFARERS' HEALTH & SAFETY: COVID-19 & THE UKRAINIAN WAR**

*Martin Orchard - AMWS Councillor & Editor*

In recent AMWS' newsletters, we have reported that AMWS is a signatory to The Neptune Declaration which urges the implementation of safeguards for seafarers' well-being during the Covid crisis, particularly with regard to crew changes. There are 850 signatories to this Declaration world-wide.

The Declaration's monthly report for May 2022 indicates that the percentage of seafarers onboard beyond the expiry of their contracts was 4.5%, a slight increase from April 2022 of 4.2%, but an improvement when compared to the May 2021 figure of 5.8%.

In their May 2022 report, the contributing ship managers to the Declaration have highlighted key developments that have impacted crew changes in the past month:

- the war in Ukraine.
- crew-changing restrictions persisting in some Asian countries.
- in some Asian crew-change hubs the relaxation of previous rules, especially for vaccinated seafarers.
- improvements in the availability of airlines' flights to assist crew-changes.

The Declaration further reports that in May 2022, approximately 80-85% of seafarers have been vaccinated. This level of vaccination is comparable to citizens of major countries. In August 2021, when these statistics commenced, only 15% of seafarers were estimated to have been vaccinated. This dramatic increase in vaccinations is a positive outcome from the global effort that has gone into ensuring the health of seafarers.

In Australia, the previous restrictions to shore-leave for seafarers has eased in all States, particularly for those seafarers who have been fully vaccinated, although differences in the application of the rules still exist between States.

When it comes to the safety of seafarers, the world's attention turns to the Ukrainian war.

In 2021, Ukraine exported around 27 million tonnes of corn and 21 million tonnes of wheat which represents 12.8% and 10.5%, respectively, of the world exports of these two commodities. In 2021, Ukraine was the second largest supplier of grain to the EU, and a large provider to low/middle income countries in Asia and Africa.

In recent years, Ukraine has been the world's largest exporter of sunflower oil representing 40% of global exports. In 2021, this commodity from Ukraine was valued at US\$6 billion.

Ukraine relies on international shipping to keep its economy functioning.

In March 2022, an estimated 2,000 seafarers were stranded on vessels trapped by the war in ports in the Black Sea and the Sea of Azov. As of 20th April, 84 merchant ships remained stranded with nearly 500 seafarers on board. However, it is reported that this number continues to be reduced. Many ships have employed

local ship keepers to replace crews, and some ships have gone into cold lay-up, with no crew remaining onboard.

The International Maritime Organisation (IMO) is continuing to monitor the situation, particularly in the ports of Mariupol, Kherson and Mykolaiv where fighting is heaviest.

In March, the IMO established a blue safe maritime corridor as a provisional and urgent safe maritime corridor to allow the safe evacuation of seafarers and ships to a safe place to protect their lives.

In addition the IMO and ILO (International Labour Organisation) have jointly written to the International Committee of the Red Cross (ICRC), Medecins Sans Frontieres (MSF) and the United Nations High Commissioner for Refugees (UNHCR) to request urgent action, where feasible, to assist in the provisioning of the stranded vessels with food, fresh water, fuel and other vital supplies required by seafarers to safeguard their health and well-being.

In May 2021, the Seafarers' International Relief Fund (SIRF) was established by leading global seafarer welfare charities and shipping industry representatives to support seafarers and their families in India, and later in the Phillipines, affected by the Covid-19 pandemic. The Fund is managed by The Seafarers' Charity in UK.

The Fund's target of US\$1m was reached just three months later in August 2021.

AMWS contributed A\$40,000 to this fund in the knowledge that 100% of the SIRF donations have been directed to this particular cause.

In March 2022, the SIRF decided to extend its emergency support to seafarers

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and their families devastated by the war in Ukraine by establishing the Ukraine Crisis Support Fund, administered by the International Seafarers' Welfare and Assistance Network (ISWAN) based in UK.

AMWS has already contributed A\$20,000 to this Fund, and will continue to monitor the needs of the Ukrainian seafarers and their families, and will give consideration to further financial assistance in the future.

Also in March 2022, AMWS was approached by the Mission to Seafarers (MtS) seeking financial support for Ukrainian seafarers arriving on vessels in Townsville. AMWS gladly provided a grant of \$2,000 to support MtS in their efforts to bring some comfort to these seafarers in their time of need, and being so far from their families, their homes and their country.



## SEAFOOD INDUSTRY AUSTRALIA: ONE VOICE: ONE FUTURE

*Jessica McInerney, Communications and Public Affairs Manager,  
Seafood Industry Australia.*

### **Seafood Directions Conference to be held for the first time since 2019**

For the first time since 2019, the National Seafood Industry will converge in Queensland for the Industry's premier ideas, innovation and networking event, the [Seafood Directions](#) Conference.

[Seafood Industry Australia](#) (SIA), the national peak-body representing Australia's commercial seafood industry, will host the biennial national Conference from September 13-15 at the Sofitel Brisbane. The Conference provides an exciting platform for national and international speakers to share their expertise around the theme: One Voice, One Future.

"The seafood landscape both domestically and internationally has changed considerably since the Conference was last held in 2019," SIA CEO Veronica Papacosta said.

"As an industry we are excited to come together at this year's Conference for what will be a thought provoking and enjoyable few days. Where we'll tackle industry issues, from water to plate – bringing together leaders, innovators and disruptors from all sectors of the seafood industry.

"This year's Conference theme reinforces the unity of our industry and the ties that bind our sub-sectors together. As we look towards a new chapter of growth for the industry it was important our theme captured this."

The Conference program will feature more than 45 informative sessions highlighting essential issues, seafood trends, innovation and technology all approached with a focus on togetherness and harmonisation. Ending with the







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September 13-15

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industry’s night of nights, the National Seafood Industry Awards Gala dinner.

“Five carefully considered topics of: Innovation and technology; the global consumer; resource security; wellness – from water to plate; and energy and renewables, will be discussed during the Conference, and managed by the Conference’s MC Paul West,” Ms Papacosta said.

Paul is a passionate advocate of real food, community, regional living and sustainable agriculture, including commercial seafood production. He is a chef and TV presenter, best known as the host of four series ‘A River Cottage Australia’ and his appearances on the ABC’s ‘Catalyst’.

“The Conference is shaping up to feature an exciting and diverse line-up of speakers who will present innovative, challenging and forward-thinking ideas around long-term improvements for the seafood industry,” Ms Papacosta said.

“As we look towards our exciting future, it’s important our industry to be together in a face-to-face setting to discuss the topical issues we are facing as one, including international trade and market access, climate change and the move towards net zero emissions, the United Nations Ocean Decade, along with ongoing important topics including social licence, consumer engagement and marketing, safety and mental health. All approached with a focus on togetherness and harmonisation.”

Secure your early-bird ticket to Seafood Directions Conference 2022, by Friday, June 24, at [www.seafooddirections.com.au](http://www.seafooddirections.com.au)

To discuss sponsorship opportunities please contact SIA Business and Events Manager Rosie Love on:

M: 0403 615 038

E: [rosie@seafoodindustryaustralia.com.au](mailto:rosie@seafoodindustryaustralia.com.au)

### **BREAKOUT BOX**

Is there an emerging leader in your sector who should come to Seafood Directions?

SIA is pleased to offer a special conference rate to encourage emerging industry leaders to attend and participate in Seafood Directions 2022. Emerging leaders can come from any area of the seafood industry – from water to plate.

An emerging leader is someone who is:

- Passionate about the seafood industry, and their role in the industry
- Wanting to hear from industry leaders
- Grow their network
- Future focused
- Hasn’t attended Seafood Directions in the past

Do you know someone who would qualify to attend the Conference as an emerging leader? Email: [kylie@cornerstoneevents.com.au](mailto:kylie@cornerstoneevents.com.au) with your nominee and what makes them an emerging leader.

Is there an emerging leader in your sector who should come to Seafood Directions?



# AMWS' CONTRIBUTION TOWARDS SEAFARERS' WELFARE

*Martin Orchard - AMWS Councillor & Editor*

In recent months the spectre of war in Ukraine has been added to the existing scourge of the Covid virus. With both of these afflictions occurring concurrently, the world is being presented with unique and difficult challenges.

The effects of war and pestilence is also having a profound effect upon global shipping – disrupting supply chains and trade patterns – resulting in increased operating costs to the ship-owner which, in turn, results in increased prices for the end-consumer. The effects of war and Covid are also bringing uncertainty to seafarers whilst either at sea or ashore.

The AMWS has met these challenges head-on:

- during the first three months of 2022, the AMWS made a \$10,000 donation to the Seafarers' International Relief Fund (SIRF) to assist Ukrainian seafarers and their families, and have recently decided to direct another \$10,000 to this Fund.
- at the same time, AMWS made a \$2000 grant to the Mission to Seafarers (MtS) in Townsville to assist with their welfare programme for visiting Ukrainian seafarers.
- in March the AMWS granted \$1,500 to the Australian council of the Mission to Seafarers (MtS) to enable them to purchase Rapid Antigen Tests (RAT) for seafarers in every MtS station in Australia. This will enable the stations to supply a free test to seafarers visiting their port, and give them access to much-needed shore leave.

The AMWS will continue to monitor the challenges presented by war and Covid, and will consider providing an appropriate level of financial assistance as and when their assistance is called upon.

As well as providing a degree of relief to the above challenges, the AMWS' focus continues to be directed towards the welfare of past, present and future seafarers, namely:

- Provision of subsidised home-unit accommodation for ex-seafarers of modest means.
- Annual grants to the Mission to Seafarers and the Apostleship of the Sea (Stella Maris) in recognition of their offering a 'home away from home' for visiting mariners at 39 centres around the Australian coast.
- Project grants to assist with the upkeep and improvements to these centres, including, but not limited to, IT facilities, storm damage, maintenance of the stations' buses to transport visiting seafarers between their vessel and the local station.

The AMWS will continue to monitor the challenges presented by war and Covid.





**STELLA MARIS**

- Offering maritime scholarships to those studying to become qualified seafarers and tall-ship training experience to young people aged 15-19 years who meet AMWS' eligibility criteria.
- Representation on the Australian Seafarers' Welfare Council whose role is to ensure the provision of appropriate welfare services for all seafarers visiting Australian ports.
- Membership of the Sydney Port Welfare Committee.

**In the twelve months of 2021, AMWS outlayed a total of approximately \$225,000 towards grants and scholarships.**

During the first three months of 2022, AMWS granted \$33,600 towards:

- Apostleship to the Sea (Stella Maris)'s annual grant.
- providing welfare payments to the following Mission to Seafarers (MtS) and Apostleship of the Sea (Stella Maris) stations: Esperance, Hastings, Albany, Townsville, Port Adelaide, Mackay, Port Giles, Thevenard, Hobart, Geelong, Melbourne, Eden, Port Pirie.
- Providing a Maritime Scholarship to a student studying at the Australian Maritime College (AMC) in Launceston to assist in his studies. An article by Llew Russell AM on this subject appears in this edition of the Newsletter.

The provision of welfare for seafarers is ongoing, and AMWS remains committed to this cause.

Seafarers around the world deserve to carry out their duties whilst at sea in a safe and stable environment twenty-four hours a day, seven days a week. Without seafarers no cargo would be carried along the world's trade lanes, and the global economy would virtually cease to operate.

Seafarers  
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**NO SEAFARERS = NO SHIPPING = NO SHOPPING!**



## **PIRACY AT SEA**

*Martin Orchard – AMWS Councillor & Editor.*

In their annual piracy report for 2021, the International Maritime Bureau (IMB), the specialised department of the International Chamber of Commerce with global responsibility for the fighting of crimes related to maritime trades and transportation, reported the lowest recorded incidents of global maritime piracy and armed robbery attacks since 1994. The IMB attributes this reduction to vigorous action taken by authorities in the various 'hotspots' around the world.

In 2021, the IMB Piracy Reporting Centre received 132 incidents of piracy and armed robbery against vessels. Incidents included 115 vessels boarded, 11 attempted

The AMWS remains concerned at the continuing reports of armed robbery and piracy in waters around the world.

attacks, 5 vessels fired upon and 1 vessel hijacked.

This reduction in incidents in 2021 is mainly due to a decline in activity reported in the Gulf of Guinea, situated off the West African coast, where 81 incidents were reported in 2020 and 34 in 2021.

During the period January to March 2022, the IMB recorded that around the globe, 37 incidents occurred compared to 38 during the same period in 2021 – 41% of which occurred in the Singapore Straits.

During the first quarter of 2022, there were 7 incidents reported in the Gulf of Guinea compared to 16 incidents reported in the same period in 2021. This reduction is attributed to the presence of regional and international navies in these waters.

However, in the Gulf of Guinea in April 2022, a Panamax-sized vessel was boarded by pirates 260 nautical miles off the coast of Ghana. On being advised of this incident, the IMB Piracy Reporting Centre immediately alerted and liaised with the Regional Authorities and international warships to request assistance.

An Italian Navy warship and its helicopter quickly intervened, saving the crew and enabling the vessel to proceed to a safe port under escort.

In Asian waters, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery (ReCAAP) reported 82 incidents of armed robbery in 2021, compared to 97 incidents in 2020.

Although there was a decrease in the number of incidents in 2021 in waters around Bangladesh, India, Indonesia, Malaysia, the Philippines, Vietnam, South China Sea and the Sulu-Celebes Seas, there was an increase of incidents in the Singapore Strait where 49 incidents were reported in 2021, compared to 34 in 2020.

ReCAAP reports that during the period January to March 2022, 23 incidents of armed robbery against vessels occurred, compared to 17 incidents in the same period in 2021. Of the 23 incidents that took place in the first quarter of 2022, 18 occurred in the Singapore Strait where, in the same period in 2021, 7 incidents occurred.

Another area of concern remains in the waters off Peru, particularly the Callao anchorage. In 2019, 1 incident was reported in this area increasing to 10 incidents in 2021. In the January to March period in 2022, 6 incidents occurred.

Although no incidents have occurred so far this year in the waters off the southern Red Sea and in the Gulf of Aden, which include the Yemeni and Somali Coasts, the threat remains. The IMB continues to advise merchant shipping transiting these waters to adhere to the recommendations contained in the latest Best Management Practises.

The AMWS remains concerned at the continuing reports of armed robbery and piracy in waters around the world, and applauds the efforts by various agencies in trying to stamp out these crimes against innocent seafarers serving the world's trades. In these stressful and uncertain times, seafarers deserve to be able to carry out their duties at sea in a safe and stable environment.



## AMWS' WEBSITE

Stay in touch with the AMWS' many ongoing activities by visiting  
the website: [www.marinerswelfare.com](http://www.marinerswelfare.com)  
or Facebook: [www.facebook.com/marinerswelfareaus](http://www.facebook.com/marinerswelfareaus)  
or 'Australian Mariners Welfare Society'.



## AMWS MEMBERSHIP – MAY 2022

The Hon James Allsop AO  
Captain Ian Anderson  
Mr Karl Andersson  
Mr Stuart Ballantyne  
Mr Rodney Birdsall  
Captain Carmen Blanco  
Rev Philip Bradford  
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