



MASTER: Her Excellency Ms Quentin Bryce AC Governor - General of the Commonwealth of Australia

THE "LOG" - NOVEMBER 2011

As this will be the final issue for 2011 we wish all our readers

A VERY MERRY CHRISTMAS

Let us get a good start to the season. Read the enclosed flyer regarding our Christmas Cruise and then telephone or e-mail the Hon.Secretary and put your name on the list.



Thankyou to our sponsor VICTORIAN REGIONAL CHANNELS AUTHORITY





*INVITATION
END OF YEAR CRUISE AND DINNER
On Board The "Carol Dee"*

*The Company of Master Mariners of Australia Limited
&
The Institute of Marine Engineering, Science and Technology*

*Wednesday 30 November 2011, 6pm – 10pm
Departing No. 4 Victoria Harbour 6pm
Comma and Imarest Members and Spouses \$65
Non-Members \$75
Includes 3 Course Dinner and Drinks & Entertainment*





RSVP: *Alexandra Evered, noon, 28 November 2011*
Alex@baysideshipping.com
T: 03 5424 1224 / 0438 663 466

Please note that whilst we appreciate the unpredictable nature of shipping and whilst we do try to accommodate members where we can – we do operate a no refund policy. Cancellations and “no shows” will require payment.

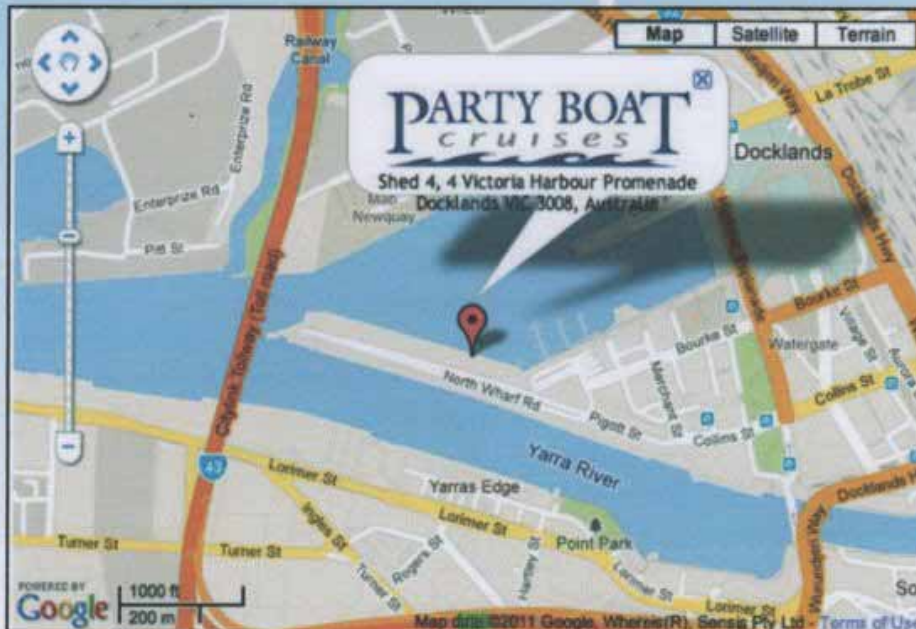
Payment Details: *By cheque on the day made payable to The Company of Master Mariners of Australia Limited*

Or, by Electronic Funds Transfer to:

A/C: The Company of Master Mariners of Australia Ltd

BSB: 063 141

A/C: 10421609



THE COMPANY OF MASTER MARINERS OF AUSTRALIA LIMITED

MASTER: HER EXCELLENCY, MS QUENTIN BRYCE AC
GOVERNOR-GENERAL OF THE COMMONWEALTH OF AUSTRALIA

NOVEMBER ANNIVERSARIES

1st	All Saints Day
2nd	All Souls Day
3rd	Independence Day - Panama
5th	First Day of Hajj - Islam
6th	Guy Fawkes Night - U.K.
7th	Finnish/Swedish Heritage Day - Finland
8th	St Demetrius Day- Serbia
9th	Inventors Day - Austria, Germany and Switzerland
10th	Heroes Day - Indonesia
11th	Armistice Day
12th	Birth of Bahai'U' Ilah
13th	Remembrance Sunday
14th	World Diabetes Day
15th	Republic Day - Brazil
16th	International Day for Tolerance
17th	International Students Day
18th	Independence Day - Latvia
19th	International Mens Day
20th	Black Awareness Day - Brazil
21st	World Hello Day
22nd	Independence Day - Lebanon
23rd	St Georges Day - Georgia
24th	Teachers Day - Turkey
25th	National Day - Bosnia-Herzegovina
26th	Feast Day of Stylianos of Paphalagonia
27th	Holodomar Remembrance Day - Ukraine
28th	Independence Day - Mauretania
29th	Liberation Day - Albania
30th	CoMMA Melbourne Branch - Christmas Cruise

COURT MEETING 1600hrs 26th October 2011

Seven members of the Court were in attendance. Three members were apologies.

Minutes of previous meeting. Read and accepted.

Matters arising. A member who has been unfinancial for some time and is not responding to correspondence has been removed from membership.

Capt Sid Lambrick, regrettably, can no longer receive visitors.

Capt Ralph MacDonell is still in good spirits and is happy to exchange e-mails.

Readings, Applications & Ratifications.

Anthony Richard Dear	Sydney	Reading
Mark Turner	Melbourne	Awaiting ratification
Rudy Rietwyk	Melbourne	Awaiting ratification
Timothy Hooper	Newcastle	Awaiting ratification
William Hoogendoorn	W.A.	Awaiting ratification

Upcoming Events

MARITIME HERITAGE ASSOCIATION OF VICTORIA ANNUAL GENERAL MEETING.

Anthony Mansfield will be telling us about what is involved in

“ Bringing a 70 year old steamship back to life”

At the Port Education Centre at 1800hrs for 1830rs on Tuesday 22nd November at 343-348 Lorimer Street, Fishermans Bend. Melways 42 E10

HOT FOOD: includes fish bites and chips. MEMBERS: Free NON-MEMBERS \$10.

Please RSVP for catering purposes to secretary@mhav.net or Andrew on 0408 033 573.

DOOR PRIZES include 2 tickets to Lady Cutler Cabaret (\$196) and Lobster Cave Dinner for 2 (\$120)

The AGM will be held immediately prior to the presentation.

CHANGE OF VENUE FOR 2012.

Future meetings will be held at CQ Functions in Queen Street in what was the old RACV Club.

Cost per member will be \$40. June, July and August meetings will be at Lunchtime. All other meetings will be in the evening commencing at the earlier time of 1800 hours.

The Court have expended a great deal of time and effort in locating this venue. The cost per head has been significantly reduced and we hope that members will show their appreciation by attending more frequently than in the past.

Membership Drive.

We need to encourage younger industry members to join. Members feedback on an incentive scheme or suggestions on good industry related speakers would be welcome.

Speakers.

Suggested speakers to date.	Frank Cronin	Naval Historical Society
	Maurie Hutchison	Shiplovers Society of Victoria
	Natasha Wicks	Cape Schanck Lighthouse
	Tabitha Pettitt	Economic Port Regulator & Licensing of Ports
	AMSA	MLC 2006
	Peter Williams	H.M. A.S. Castlemaine
	David Sterrett	Chairman Seacare Authority
	Bob Iverson	Beyond Blue
	Dale Emmerton	Ro-Ros for Australia
	John Francis	Pasha Bulker
	Ian Thompson	Sinking of the Noongah.

Correspondence.

Hon. Secretary advised that she had received an e-mail from Capt C.B.Thompson promoting a book he has written. See elsewhere in The Log.

Further follow up has been received from Ian Livingstone (see last months Log) and the Hon. Secretary has become aware of the Maritime Research Service which is part of the National Trust and is based in The National Trust Library in Melbourne. It might be of interest to Members wishing to research vessels or sea-going relatives. Captain porteous also confirmed that the Mission to Seafarers was a good place to ask for research assistance as well.

Capt David Wharington has contacted the Hon.Secretary regarding the scattering of the Ashes of the late Capt Alan Pearson. The Branch Master will make approaches in this regard.

Sponsorship.

The Hon.Secretary advised that it was a struggle to obtain sponsorship for Company events. The Court would request all non-retired members to sound out their company to see if there is any interest out there. The more sponsorship we can obtain the bigger and better we can make the events. Both the Boulton Lecture and the Conference on Liquefaction were success stories.

The Christmas Party.

Please see pages 2 & 3 for the outcome of the Court deliberations on this topic. The Hon.Secretary will advise the RACv that we will not be holding the November function there and that we planned to move to CQ Functions next year. The Hon.Secretary will also confirm the dates with CQ Functions.

Treasurer's Report.

VRCA sponsorship for the Log has been received. We extend our thanks.

The Hon.Treasurer advised that we did budget for a \$1300 meeting shortfall and so far we have not exceeded this so our budget for the year is still on track.

Membership.

Currently stands at	Ex- Officio	03
	Life members	03
	Honorary members	01
	Retired members	35
	Ordinary members	69
	<u>Associate members</u>	<u>15</u>
	Total	126

Registrar. Nothing to report.

Branch Master. Federal Matters—Nothing to report.

Propeller Club. MOU still being drafted (see last Log)

Meetings between November & February.

Court members have agreed that an extra meeting or two of the Court may be required over the Christmas/New Year break depending on developments with the 2013 Conference.

Flags.

The Branch Master has advised that the CoMMA flags need cataloguing. Capt Crawford has also donated a Finnish flag to the collection which is under lock and key at the mission. One ensign has gone missing. The Court also agreed to purchase a new Red Ensign as the current one is very old.

Thanks.

Capt N.Porteous thanked Capts Francis and Kopke for their assistance at the Seafarers Service and also wished to mention a special thanks to all COMMA members who helped at the Art Show. This was very much appreciated.

Next Meeting.

Due to the Christmas Cruise the next court meeting will be held one week earlier on 23rd November.



The Boulton Lecture.

One of our better attended functions of this year. The talks given by Mr Sam Horgan S.C. & Mr Julian Burnside Q.C. were very well received. The Hon. Editor must apologise for not including the gist of the talks here. The copious notes that were made have been misplaced and despite a very vigorous and systematic search they have remained misplaced. The one frightening detail that did stick in my mind was the fact, that any Ships Master rescuing people in distress at sea could be charged with people smuggling if he carried those rescued into Australia. The penalty is between 5 and 20 years imprisonment. This is regardless of any International Treaties that Australia has signed. I'm quite surprised that we have not had a Branch Masters Sermon, sorry Homily on this subject.

THE BRANCH MASTERS HOMILY

The duplicity and downright dishonesty of environmental extremism has been on display on both sides of the Tasman Sea during the past few weeks in relation to two dissimilar maritime events.

In the first, the grounding of the container vessel '*Rena*', the relatively small spillage of bunker oil from her pierced tanks was immediately linked with the dangers of offshore drilling, currently being assessed for sites off the coast of New Zealand, and the recent memory of the '*Deepwater Horizon*' (or British Petroleum, if you don't like the poms) oil spill in the Gulf of Mexico which flowed unabated for three months in 2010, to become the largest accidental marine oil spill in the history of the petroleum industry. That the explosion killed 11 men working on the platform and only stopped after it had released about 4.9 million barrels (780,000 m³) of crude oil. Nonetheless, the disaster of the Gulf of Mexico was trotted out as relevant fact to the '*Rena*' accident. For good measure, the unrelated '*Exxon Valdez*' disaster was thrown in to make the point. Oil is nasty and antisocial. No matter that, without it, the comfortable world made safe for environmentalists to live in would not be possible - just as it would not be possible for such bozo's to propel themselves by use of internal combustion engines from demonstration to demonstration. Nonetheless, such assertions are fodder for a public ignorant of marine affairs and for the alarmist copy that now appears to be essential to sell newspapers, and to fill our television screens and airwaves. No matter that deep-sea exploration for hydrocarbons and their extraction from great depths represent triumphs of technology or that the accidental grounding of a hard-worked instrument of international trade is seen as a form of deliberate plot to despoil the environment, the real tragedy is that the great mass of people now actually believe such claptrap. Where are the voices of reason that might provide some perspective to these events. We do know that unbridled commercial pressures prompted the '*Deepwater Horizon*' disaster. Equally, we do not know at this stage what commission or omission on the part of the master and crew lead to the grounding of the '*Rena*' but we do know that such events are not deliberate. Again, no matter, there he was - the culprit, the master, arraigned before a Court of Law in an ill-fitting orange labourers coat for all to see, threatened with jailing and with fines of value beyond a lifetimes earnings or a seafarers idle dreams of avarice.

So much for the benighted islands of the long white shroud, how are we doing in the clever country.

Not so clever - it seems that the ingenious duplicity of the environmental lobbyist is equally active on this side of the Tasman. That self-important agent provocateur "Get-Up" is currently running a campaign seeking signatures for a petition against the port development taking place at the port of Gladstone where an armada of over 100 dredges, hoppers, tugs and work boats have been assembled in order to dredge fairways and berths for a series of LNG Plants and coal-loading berths. Such an assembly of vessels did not occur overnight, just as the planning and permits required did not suddenly emerge without notice from the bureaucracy (notwithstanding that "we do it differently up here"). Yet, again, a normal process of maritime development has become, in the hands (mouths?) of the environmental spin doctors, a matter of great wickedness and a crime against nature. The dredging operations are, allegedly, within the Great Barrier Reef Marine Park - no matter that they are actually taking place at the head of a muddy estuary twenty miles from the sea, excised by port limits from the Park. No matter that the turbidity to be seen is no more than that which can be seen during natural events such as floods, spring tides, or cyclones. But dugong are being killed, and fish, and turtle - but

careful reading of the where and when (which are not actually revealed) suggests that such events, if they did occur, occurred elsewhere among the great expanse of reefs to the north of Gladstone. That fish are currently being afflicted in Port Curtis by disease is undoubted but a linkage unproven. Such events do occur, with or without dredging. No matter, the facts are not going to be permitted to get in the way of a good story particularly when the real aim of the current agitation represented by "Get-Up" and its fellow-travellers is to hinder or prevent the introduction of the "fracking" mining process which is to produce the raw gas for the LNG Industry being established at the port. So why use unproven linkages between dredging and the deaths of seaborne wildlife as a means of stopping a long-planned extraction of hydrocarbons beyond sight of the sea.

As in New Zealand (which God forbid) the comparable ignorance of the Australian public, its limited attention span, and the shallowness of media reporting encourages such travesties and excesses by environmental lobbyists who know only too well that they have a bunch of rubes in their hands, to manipulate at will.

May you all enjoy an Happy Christmas with your families and your loved ones and may the good oil and clean gases continue to flow (at the right price) to warm your hearths and to propel your vehicles as you desire.

CAPTAIN C.B.THOMPSON
R.D. F.N.I. Hon.F.I.L.M.S. A.N.Z.I.M.

2/126 SELWYN AVENUE
MISSION BAY
AUCKLAND
Tel: +64 9 521 1204
Fax: +64 9 521 5204 (phone first)
E-mail: shipmaster@ihug.co.nz

12 October 2011

Company of Master Mariners of Australia
C/O Bayside Shipping Services Pty Ltd
PO Box 16, Bay Street,
Port Melbourne VIC 3207

Dear Captain

I am taking the liberty of enclosing a flyer and a couple of reviews of a book I wrote a couple of years ago.

I did send an Email to your Branch a year or so ago but one never knows whether an Email enclosing anything of a sales nature is going to be received or dumped by the recipient's computer as junk mail.

The book has sold very well among retired mariners who have learnt of it but, as you know, we are a diminishing breed!

I should be grateful if you would consider drawing the attached information to the attention of your members in your next News Letter or branch meeting. I believe it will be of interest.

I am looking to clear the remaining copies held in the UK and am happy to give your members a discount of 25%. Although sea mail from the UK would save a small amount it can be slow and air mail will ensure delivery before Christmas for which it would make a suitable present from the family.

The UK price of £18.50 plus P & P is discounted to £13.87 to members. With packing and air mail postage this amounts to £39.95. (By sea mail £32.95). An Australian cheque is acceptable and should be sent to, Captain Malcolm Rushan, whose name appears on the flyer at:

17, The Croft
Bishopstone
Salisbury. Wilts SP5 4DF
Email: rushan@shoreside.demon.co.uk

I hope your members will find the book interesting and that it will bring back memories of life at sea as we knew it.

With best wishes

Yours sincerely

Barry Thompson

Every finger a marlinespike (Review of 'All Hands and the Cook' by Michael Grey in Lloyds List).

EVERY trade and profession has a language of its own. On holiday a couple of years ago, I sat in a pub listening (rather rudely you might think) to the conversations of a couple of thatchers. They were speaking English, but I scarcely understood a word they were saying.

The British merchant seafarer also speaks in a mysterious language that is incomprehensible to all not of his craft. And bearing in mind the decline in British seafaring, which has been so calamitous in the past 30 years or so, I suppose one could consider this to be a threatened language, going the same way as Cornish or Manx.

So I was particularly delighted to lay hold of an early copy of *All Hands and the Cook*, which portrays the customs and language of the British merchant seaman from 1875 to 1975, which is, I suppose the date after which it all went down the tubes and was replaced by Tagalog on so many once-British ships.

Barry Thompson, a marine surveyor in New Zealand, who sailed with the Port Line and P&O, is the author of this excellent book, which is, in its peculiar fashion, almost a social document, and which will, some years hence, surely become a textbook referred to by students of linguistics.

Capt Thompson has put in plenty of overtime producing this compendium, with no fewer than 21 comprehensive chapters that cover virtually every aspect of seafaring. This is not slang, but a working, fully functional language that enabled seafarers to communicate and ships to be worked. So it is a book that will give much pleasure to people who once used it as part of their everyday communication aboard ship, between shipmates and "BOT acquaintances" and others who enjoy such speech.

It is great fun to turn these pages and be transported back in time and read these forgotten words again. Do seafarers, worried about the tramp of heavy feet on their gangways as the shore side officials swarm aboard still talk about the "crimps, pimps and banjo players" who will be causing them grief? It was great to be reminded of Norwegian Steam (which means manual labour) and all those hours 'sugiing' the paintwork.

It is also a book for reminders of what has gone in the nicknames of British shipping companies. T&J Harrison (two of fat and one of lean), Hungry Hogarths, Union Castle (the lavender hull mob), P&O (peculiar & ornamental) and Shaw Savill & Albion, which became slow starvation and agony.

It is a book to treasure, like the language itself.

All Hands and the Cook, by Capt Barry Thompson ISBN 0 908608 72 1 is published by The Bush Press and available in UK through rushan@shoreside.demon.co.uk and in New Zealand via shipmaster@ihug.co.nz

From Nautilus International TELEGRAPH.

Owners face growing shortage of LNG superintendents.

Shipowners may face big problems in finding experienced superintendents to help safely operate the rapidly expanding LNG fleet, a leading recruitment firm has warned.

The UK based firm Faststream says the number of vacancies for shore-based technical staff with LNG vessel experience has tripled over the past year.

With the capacity of the LNG market said to rise from 300bn cu m to 380bn cu m by 2015, I believe that shipowners are going to be hard pressed to find the right people to manage these complex vessels, said Faststream CEO Mark Charman. This has always been a specialist market, but the latest DFDE LNG vessels are equipped with electric engines and using propulsion systems which have not been around for long, so finding experienced LNG people to run these vessels is going to be a real challenge,' he stressed.

'Seafarers serving on LNG vessels are amongst the most highly paid in the shipping industry and luring them ashore has always been difficult. In the UK the impact of the immigration cap has meant that importing experienced superintendents from outside Europe is no longer an option.

Somali attacks rise to record high, but 'success rate' drops.

Attacks by Somali pirates hit an all-time high in the first half of this year—but new figures show their success rate has reduced dramatically.

A report released by the International Maritime Bureau (IMB) in July reveals a total of 256 piracy incidents around the world between January and the end of June—up from 196 at the same time last year.

Seven seafarers died and 36 were injured in attacks during the six month period, in which a total of 99 ships were boarded and 76 fired upon. Almost two-thirds of the incidents involved Somali pirates, but the report notes that 'increased vessel hardening and effective naval intervention' have helped to reduce the number of attacks resulting in ship capture—with the number of hijacks falling by 22% from last year.

However, IMB director Pottengal Mukundan said that Somali pirates appear to be becoming more violent making increased use of rocket propelled grenade launchers and semi-automatic machine guns. 'In the last six months, Somali pirates attacked more vessels than ever before and they are taking higher risks', he added.

The IMB report raises concerns at a growing number of incidents in West African waters—most notably 12 attacks on tankers, off Cotonou, Benin, since the start of March. It said 5 ships were hijacked and forced to sail to unknown locations where the pirates ransacked the ships and in some cases stole part of the refined products cargoes.

These incidents are highly organised and involve heavily armed and violent attackers,' the report warned.

New leader for the IMO



The United Nations agency responsible for maritime safety and seafarer training standards has chosen a new leader — Koji Sekimizu, from Japan, left.

Mr Sekimizu was last month elected as secretary-general of the International Maritime Organisation (IMO). He will take over from the current holder of the post — Eftimios Mitropoulos, from Greece — with effect from 1 January 2012, for an initial term of four years.

Currently director of IMO's maritime safety division, Mr

Sekimizu studied marine engineering and naval architecture and joined Japan's transport ministry in 1977, working initially as a ship inspector and moving on to senior positions in maritime safety and environment-related positions.

He joined the IMO secretariat in 1989, starting off as a technical officer in the maritime safety division.

There were six candidates running in the election to replace Mr Mitropoulos, who has led the IMO since 2004.

Alarm over bulk carrier safety

Bulk carrier safety could be under pressure as a result of a new generation of inexperienced owners entering into the market, a new report has warned.

Intercargo's annual bulk carrier benchmarking study reveals that a reverse of industry consolidation has seen the number of dry bulk companies increase from 1,313 to 1,536 over the past year.

The growth of shipping flagged or owned in China means that just over half of the world's dry bulk tonnage is now Asian. Although the number of bulkers detained by port state control fell slightly, from 665 to 646 last year, the report notes the reduction is confined largely to Europe while there has been a 'marked' increase in detentions in Asia.

The report also notes: 'There is

potential for inexperienced companies to adversely impact on safety trends.'

Intercargo said it was concerned that cargo-related problems were the cause of all the bulk carrier losses during 2010, in which 44 seafarers were killed. The report identifies issues including liquefaction, nickel ore problems and non-adherence to the IMO IMSBC Code.

Fatigue making the job a misery

I am writing to express my opinion on the issue of whether or not there should be more done to promote a career at sea to young people.

For the last five years I have been working for a large container shipping company, operating on a worldwide run. I am currently second officer. I may not have as much experience as many of your readers, but I do have first-hand experience of what life is like on a large vessel in the modern era of shipping.

The advice I would give to a teenager considering joining the Merchant Navy is that it is not a career for the faint-hearted, or those who value their sleep.

The issue of seafarers' minimum rest hours is one close to my heart. I sometimes tell people the hours I work when at sea; many don't believe me — my brother commented that he thought those kind of working hours died out after the industrial revolution.

Within my company, generally an officer will work 11-hour days, seven days a week while at sea. In port, this goes up to around 13 hours in a day, comprised of two six-hour shifts, and time left over for handovers and the fact that a human being does not simply lay his head on a pillow and instantly fall asleep.

It is a grim feeling indeed when, after a busy cargo watch and five hours sleep, the phone rings in your cabin to summon you on deck. The deck of a containership is no place to be while fatigued. Some of the dangers include: being struck by a container/gantry crane/hatch cover, falling down a cargo hold, electrocution from reefer containers, being run over any number of behemoth vehicles on the jetty, and many others. The fact that I am expected to avoid these dangers while barely able to keep my eyes open is scandalous and should not be legal.

These routine working hours are just about manageable. The real problems come from the fact that my valuable sleep is often interrupted by arrival/departure in port. As an officer, I am required to be down aft to lead mooring operations during arrival and departure, with no exceptions. It is a common occurrence that I will work, for example, a 14-hour day, then get two hours sleep. I will then get a call telling me to be down aft in 15 minutes.

Exhausted, I am expected to manipulate ropes thicker than a man's arm, ropes that can easily cause decapitation if they part.

Imagine an airline pilot flying 12 hours across the Atlantic, only to get two hours sleep and then be given 15 minutes notice to fly the plane back again. Would you want a pilot in that condition? Of course not. Why is this deemed perfectly acceptable for a seafarer? We are in charge of perhaps 20 lives, and millions of dollars worth of ship and cargo. If anyone knows the answer to this, I'd love to know.

I am 26 years old, and cannot see myself lasting much longer in this career, unless I get another position with significantly better conditions onboard. I have friends who feel the same way. There is no fun left in the Merchant Navy; I work, I sleep, I watch films. During my last contract, I managed to get ashore for around six hours, out of over four months at sea.

There are, of course, advantages to this career. I have friends who are 22 and own their own flat and car. I have seen icebergs, sailed under the Golden Gate Bridge and through the Great Barrier Reef, been to Hollywood and visited the leaning tower of Pisa. I have been to more countries than most of my friends will visit in their whole lives. But enjoying these advantages comes at a price. Each trip takes a mental toll, and I have experienced moments of total misery.

There is nothing wrong with promoting a career in the Merchant Navy, but potential seafarers should be told the truth of the current state of the shipping industry. If they are only told about the money, the holidays and the chance to stand on the bow of a ship and scream 'I'm the king of the world', then they are being sold a lie, and will only contribute to the statistics of people that come to sea only to quickly figure out that it's not for them.

The sad thing about all of this is that with a few changes, this could be an extremely satisfying job. It is up to the powers that be, without the input of shipping companies and their shareholders, to implement the changes necessary to make this an attractive career for young people, and not the last resort option that often it sadly is.

KNACKERED SAILOR

UNSAID


'She's your command, skipper', the Company says to me,
For better or worse, you're the boss of this hearse
As soon as she puts to sea.
'Use your own judgement, skipper – hold her well off the coast
Keep a true Log ... heave-to in the fog
Safety is our first boast'.
Slave to a berth and tradition, I listen and bow my head,
But the orders I hear with my inner ear
Are the ones left unsaid.
*'The hooker's insured, skipper – get her out and in.
Our sailing dates and cargo rates
Mean 12 knots – thick or thin'.
'From here to there is our motto. To hell with the wind and tide.
You make these joints by cutting the points –
Not by playing 'em wide'.
'So use your judgement, skipper, but think of the penalty.
There's better Captains than you on the beach
We know where they are – and they're easy to reach'*
The Company whispers to me....

(From *'The Street and the Sea'* a collection of verse by James A. Quinby)

James A Quinby (1895 – 1989) was a respected admiralty lawyer, actor, soldier and writer of verse who practised with distinction at the Admiralty Bar of San Francisco in addition to being active in the theatre, an expert horseman and dedicated outdoorsman. Clearly a 'giant' in his profession, what would he make of the contemporary shipping scene ... and the continuing absence of examination by authorities of the continuing contribution of *'unsaid whispers'* to many maritime accidents.

Contributed by Capt E. Crawford – Branch Master.

IMO honours master shot by ship hijackers

 A shipmaster who nearly died after being shot by pirates when his vessel was hijacked off the coast of Somalia is to receive this year's International Maritime Organisation Award for Exceptional Bravery at Sea.

Captain Seog Hae-gyun, master of the chemical tanker *Samho Jewelry*, is being given the award in recognition of his 'truly extraordinary bravery and concern for his crew' after his ship was hijacked in the Indian Ocean in January this year.

With the pirates onboard, Capt Seog steered the vessel away from the Somali coast, watered down the fuel to prevent combustion, pretended the steering gear was not working

properly and reduced the vessel's speed.

He also managed, surreptitiously, to communicate information to naval forces — resulting in a dramatic raid by South Korean commandos and the rescue of all 21 crew members.

During the hijack, Capt Seog was subject to a number of assaults, causing fractures to his legs and shoulders. He was shot twice in the abdomen and once in the upper thigh — requiring several surgical operations and almost losing his life.

The award — which was chosen from a total of 38 nominations — will be presented in November, on the first day of IMO's biennial Assembly meeting.



From an original by the Late Jack Koskie.

This will be my last issue of the Log as temporary acting Editor,. With the February issue Capt Wal Stuart will be back in the chair. Hopefully he will have more luck in persuading members to make contributions to this publication. Anyway I hope all our readers enjoy the Festive Season — just don't get too jolly and attempt to pilot a vehicle, vessel or whatever. You can still be charged with over point oh five on a horse!!!

Enjoy. Dick Francis—wendick116@bigpond.com

