



Simulation Training at HMAS Watson

**Pilotage – Art, Craft or Profession?**  
**Capt. Morgan and the *Satisfaction***  
**Simulation training – HMAS Watson**

**Branch AGM**  
**People and Contacts**  
**Dates for your calendar**

## NI – 40 years!

If you look through the August edition of Seaways you will begin to see how some of the branches are celebrating this milestone in our organisation. Like the South West England Branch, the South East Australian branch is looking to have a dinner event. We are planning for the 25<sup>th</sup> of October, in Newcastle. With the assistance of membership in the area, especially Malcolm Goodfellow, we will celebrate in style!

Keep the date free, and watch your e-mails for further information. The focus will be on NI membership – so bring along other maritime professionals who could benefit from joining the NI!

Following the AGM your committee has identified key areas of focus for the coming year – besides encouraging additional 40<sup>th</sup> anniversary events, the branch will work with Committee member Capt. Ken Edwards on reviewing and amending the tall ship training program as well as supporting a branch presence at the upcoming SeaPower 2012 / Pacific 2012 Conference.

With a focus on training, we were pleased to have Mathew Stephens of HMAS Watson present at our session in August in Sydney. Maritime Education and Training (MET) is critical to a healthy maritime industry, and continuing professional development (CPD) has been a core activity of the NI for some years. The concept of professionalism was highlighted by Capt. Peter Liley at his presentation on the work of the Australasian Maritime Pilots Institute (AMPI).

Thank you to those who have submitted items for the newsletter – please remember that input is always welcomed!

*Jillian Carson-Jackson*

*Don't forget to mark your calendars for Pacific 2012 / Seapower 2012*



## What do you think of your institute?

What are you looking for from the NI? Don't be shy – send in your thoughts and ideas! Do you have a comment on a specific article? Is there a niggling issue that you feel the NI should be addressing?

*We look forward to your thoughts and comments on articles that are presented in the newsletter. Please forward by e-mail to [sec@nisea.org](mailto:sec@nisea.org)*

## People and Contacts

Following the AGM, the NI SE Australia Branch Committee

2011 / 2012:

**Chairman** – Mike Drake  
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**Vice-Chairman** – David Bendall  
[david@maritrade.com.au](mailto:david@maritrade.com.au)

**Treasurer** – John Harding  
[jdharding@optusnet.com.au](mailto:jdharding@optusnet.com.au)

**Secretary** – Jillian Carson-Jackson  
[sec@nisea.org](mailto:sec@nisea.org) or [paul.jackson@grapevine.com.au](mailto:paul.jackson@grapevine.com.au)

Mailing address for the Secretary:  
3/41 Crisp Circuit, Bruce, ACT 2617

**Canberra Liaison** – Iain Kerr  
[iain.kerr@msa.gov.au](mailto:iain.kerr@msa.gov.au)

**Victoria Liaison** – Ian Liley  
[imliley@optusnet.com.au](mailto:imliley@optusnet.com.au)

**South Australia Liaison** – Howard Pronk  
[cammarine@bigbutton.com.au](mailto:cammarine@bigbutton.com.au)

## Committee Members:

Ken Edwards – [squarerig@bigpond.com](mailto:squarerig@bigpond.com)

Greg Hill – [kdandgnhill@optusnet.com.au](mailto:kdandgnhill@optusnet.com.au)

Mike Bozier – [bozier@pobox.com](mailto:bozier@pobox.com)

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*Carnival Australia is proud to support the Nautical Institute and in particular the NI's commitment to help drive continuous improvement of professional marine standards.*

## Comings and Goings...

What milestones are being reached by our members? I can't be aware of them all, so please send them to me for inclusion in the newsletter. To be included in the next newsletter, make sure they are received by e-mail at sec@nisea.org not later than 15 November, 2011. I'm sure I am not aware of them all!

### Crossing the Bar...

Richard Sandman-Gay of CMMA Sydney branch provided the following for information:

**Capt. John Francis**, of Forresterville, Sydney, **crossed the bar** on Monday 22nd August 2011.

**Capt Dick den Brinker** **crossed the bar** 14th August 2011 in the Netherlands.

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## AMSA as the single national regulator...

Quoted from the COAG communiqué ([http://www.coag.gov.au/coag\\_meeting\\_outcomes/2011-08-19/docs/COAGCommunique19August2011.pdf](http://www.coag.gov.au/coag_meeting_outcomes/2011-08-19/docs/COAGCommunique19August2011.pdf) )

*In a major step forward in improving the efficiency of transport regulation, COAG today announced the signing of three new Intergovernmental Agreements on heavy vehicles, rail and maritime safety.*

*National transport regulators are to be in place for heavy vehicles, rail and maritime safety by January 2013. The signing of Intergovernmental Agreements to this end represents a landmark microeconomic reform through establishment of national standards, which when complete will significantly reduce the number of regulators. There will also be benefits to safety, for example, an interstate train will operate on one signalling regime, no matter what jurisdiction it is in.*

*COAG noted that the new national maritime regulatory scheme will not extend to non-commercial vessels such as rowing and sailing craft that are owned by individuals, schools or community groups such as sea scouts.*

*COAG also agreed that, while small commercial vessels will fall within the scope of the regulatory scheme, day-to-day regulation will be delegated to the relevant State or Territory agency, through the Intergovernmental Agreement and the underpinning legislation.*

Get involved – visit the AMSA web site for information on how to have your say, including open days: <https://www.nationalsystem.amsa.gov.au/confluence/display/public/home>

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## Pilotage – Art, Craft or Profession?

*(The following is an edited version of a presentation by Capt. Peter Liley, President of AMPA to the South Eastern Australian branch of the Nautical Institute and the Sydney branch of Company of Master Mariners of Australia on 11th. May 2011)*

### Introduction.

The Macquarie dictionary defines the first two of these terms as:

*Art – The production or expression of what is beautiful (especially visually), appealing, or of more than ordinary significance. Skilled workmanship.*

*Craft – an art, trade or occupation requiring special skill.*

The Australian Council of Professions (2004) defines 'a profession', in part, as:

*A disciplined group of individuals who adhere to ethical standards and uphold themselves to, and are accepted by, the public as possessing special knowledge and skills in a widely recognised body of learning derived from research, education and training at a high level, and who are prepared to exercise this knowledge and these skills in the interest of others.*

The difference between the two has been defined by Ravi Nijer:

*The difference between a craft and a profession is that a profession has both a theoretical and practical element. Both elements are interdependent in that theory influences the practice and vice versa. In this way a profession incorporates development while a craft is somewhat fixed and static.*

### History

AMPA – Australian Marine Pilots Association - had its beginnings in 1988, when Capt Richard Toone, realising the disparate nature of Australia's representation at the Melbourne IMPA conference, canvassed pilots around the country to form a professional association. The aims of the association were to give a united voice to all marine pilots on purely professional and technical matters and in particular:

- To promote understanding of a pilot's role in the protection of the marine environment.
- To exchange information with pilots worldwide.
- To provide governments and port authorities with technical expertise in marine pilotage.
- To advise on the training of marine pilots.
- To liaise with shipowners, importers, exporters and other port users on pilotage matters.
- To represent Australian marine pilots internationally through membership of IMPA.

The association was incorporated and launched in 1989 with the encouragement and support of pilots from many ports and the Reef. By 1993 AMPA had a wide representative membership and was invited to be a member of the AMSA navigation sub-committee. In 1994 the structure of AMPA was established formally and office bearers were appointed.

There was an epiphany for the association in 2003. At an AMPA workshop held in Brisbane in March, it was decided to form a joint working group to develop proposals for providing alternatives to the then current methods and systems of recruitment and training of marine pilots, having regard to the nature and extent of the anticipated shortage of marine pilot recruits in Australia.

The resulting McCoy Report identified an impending shortage of suitably qualified persons for recruitment into the marine pilotage profession if the current selection and training methods were maintained. It made a number of recommendations centred on the establishment of an alternative training pathway to complement the traditional Master Class 1 route. The alternative pathway provides a source of suitably qualified personnel who may then be recruited by pilot services to commence training as pilots. The alternative pathway is seen as providing bridging access to the industry for persons who have other nautical backgrounds (like naval officers and restricted certificate holders) and no previous nautical experience. It is envisaged that these people would fall into two groups:

- Ab initio entrants having the necessary aptitude but without previous qualifications and experience; and
- Recruitment of mariners with maritime qualifications and experience and having the necessary aptitude but without qualification as Master Class 1.

### **AMPI Ltd.**

On 19 September 2008 the Association's members resolved to wind up the Association and to transfer funds to a new organisation to be called the Australasian Marine Pilots Institute (AMPI). The executive received legal advice which indicated that the most appropriate structure for AMPI would be a public company limited by guarantee. This is a form of non-profit company similar to an association but with the added benefit of being able to trade Australia wide due to its registration under the Corporations Act.

### **AMPI Objectives.**

- Oversight of training standards
- Retain a current body of knowledge on pilotage
- Accredite marine pilots
- Accredite marine pilot training
- Engage with all stakeholders in pilotage
- Establish standards

There are a number of programmes in place or under development, to assist pilots.

### **Peer Assistance Network - PAN.**

This is a grass roots programme to underpin a safety culture throughout the pilotage industry. There is a mentoring role, with trained psychologists as the first point of contact if any issues arise affecting work. Peer Support Participants are pilots, usually from major ports in each state, who are considered suitable to receive training, to develop the skills required to provide support to their peers. The support is for pilots and their families who may have experienced an accident, personal problems, drug and alcohol related matters etc. PAN also provides the first level of support to pilots in the unlikely event of an accident. Also it provides mentors to help to prevent issues that may lead into an accident situation. The Peer Support Program is based on a similar program provided to airline pilots by airline pilots.

### **Pilot Safety Management Review.**

This provides an external review of a pilotage organisation's Safety Management System (SMS). The aim of the review is to assess the health of the safety system by identifying latent failures, which may exist in the Pilotage Safety Management System (PSMS). The Safety Review Pilot will not review the technical skills of pilots. Instead they will focus on the implementation of the organisation's PSMS and Bridge Resource Management (BRM). In turn, AMPI has found that the reviewing pilots return to their own organisation with good ideas to improve their own safety management systems.

The Principles of PSMR are:

- Honour the mariner
- Take a quality approach
- Seek non regulatory solutions
- Share commitment
- Manage Risk

### **Risk Event Reporting System.**

*Can't manage something if it is not measured.*

A risk event reporting system should require a report form to be completed by a pilot when he/she has been involved in an event which increased the likelihood of an accident. The system should require the pilot to submit the completed report to the appropriate person within the pilot organisation. The reports should be reviewed, and where appropriate, corrective actions initiated. Summaries of reports and corrective actions should be promulgated to heighten awareness of common risk situations. A risk event reporting system requires a very high degree of trust among pilots, their organisations and an authority. A prime objective of risk event reporting is to identify systemic weaknesses. It is appropriate that organisations should follow the

*(con't page 5)*

James Reason philosophy of the “just culture” where the line between acceptable and unacceptable conduct is clearly delineated. Risk event reporting may be kept internal to the pilot organisation and the harbour master; and ideally such reporting should be supported by the relevant authority

**Guidelines and publications.**

The following guidelines have been established:

- Code of Professional Performance
- Pilot Boat Standard
- NMSC Guidelines for Marine Pilotage Standards from previous adopted AMPA codes on Training, Fatigue Management.
- ‘Safe Passage’ journal – the Pilots’ professional journal published quarterly

**Additional Work.**

Continuing Professional Development - is under development but is not compulsory.

AMPI needs to:

- Appoint Standing Committee for Continuing Professional Development.
- Issue a Certificate of Practicing Pilot (CPP).
- Accredite and audit courses for CPD.

AMPI PPU Code – Pilot Portable Unit.

AMPI will draft a code for PPUs and make recommendations for their use in pilotage. A PPU is a Portable Piloting Unit and typically consists of a laptop and some aerials, DGPS and AIS and perhaps a rotation sensing device that will display ship’s position movement on a chart display. This allows the pilot to better assess the vessel’s position within the pilotage area.

Ethics and Discipline Standing Committee – it is considered that this is needed in the background as a recourse to deal with complaints.

- Appoint standing committee on ethics and discipline
- Chaired by a former High Court Judge
- Oversight over Code of Professional Performance
- Maintain the AMPI Code of Conduct

Alternative Pathway – this was one reason for developing the Institute.

- Provides a rigorous alternative to add to traditional career pathways
- Can no longer rely on shipping companies to train sufficient staff for industry wide needs
- Mainly to source mariners with recognition of prior learning but no big ship licensing.

2003 studies showed a shortfall of seagoing staff on deck of 16,000 worldwide. AMPA recognised this and initiated an industry consultation process that has lead to the establishment of the Pilot Training Standard which has been approved by Australian Maritime Group. It is the standard by which legislation will be drafted with respect to Marine Pilot Training.

Research and Development

Full mission Simulator in Brisbane – Smartship. This was built by the Queensland government and will be operated by MSQ as a not-for-profit facility.

Research is currently in hand on:

Personal Flotation Devices that are more effective in keeping a head above the water.

- Pilot Footwear
- Pilot Gloves
- Pilot Headwear

All findings have been shared with the wider piloting community and passed to IMPA.

**The future for AMPI.**

AMPI continues to grow and respond to the needs of the professional pilot! In particular, the focus for AMPI in the coming years includes:

- Build systems for management of AMPI
- Quality Management accreditation for internal management
- Review standards and guidelines
- Appoint Pilot Training Advisory Board

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**WELCOME TO AMPI**  
www.ampi.org.au

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**Sponsorship**

The NI SE Aus Branch is pleased to receive sponsorship from our members:

**MariTrade** [www.maritrade.com.au](http://www.maritrade.com.au)

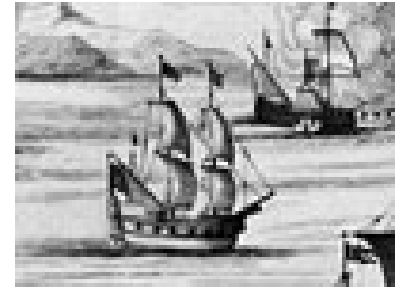
  
CARNIVAL AUSTRALIA [www.carnivalaustralia.com](http://www.carnivalaustralia.com)

If your organisation is interested in sponsoring the activities of the NI SE Australia Branch, please contact the secretary at: sec@nisea.org

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## Satisfaction in discovering the ‘Satisfaction’?

Early in August you may have seen the good Capt. Morgan in the news... No, not a new take on rum! After a focused search for the veritable needle in a haystack, an underwater archaeological team including divers from Texas State University, NOAA, University of North Carolina and volunteers from the National Park service Submerged Resource Center discovered what they believe to be Captain Morgan’s flagship ‘Satisfaction’. Using a magnetometer, the team found a mere few centimetres of the flagship. Further excavation revealed a ship hull with several wooden chests.



I’m sure a few of us have enjoyed a ‘double dark and dirty’ in our days, and Captain Morgan was actually one of the few ‘pirates’ who lived to enjoy his spoils. He was noted as being clever, articulate, with a good sense of humour – who enjoy a ‘good it libation’.

The ill fated voyage that led to the ‘Satisfaction’ sinking off the coast of Panama in 1671 was actually while Morgan was in the hire of the British government to protect the colonies in the Americas. Commander of a large fleet of 36 ships, with just under 2,000 men, Capt. Morgan isn’t quite the swashbuckling pirate the we may have in mind.



**Captain Morgan**

When the vessel sank the good captain was travelling inbound to the fort of Castilo de San Lorenzo at the mouth of the Chagres River. The aim was to loosen Spain’s hold on the Caribbean – but the ship ran into rocky waters. The Satisfaction sank, along with four other ships – although only the Satisfaction has been found to date.

Capt. Morgan was both privateer and politician (is there a difference?). He was knighted by King Charles in 1674, appointed Lieutenant Governor of Jamaica and owned a large sugar plantation in Jamaica. He enjoyed life to the fullest, and rumour has it he drank himself to death in 1688.

So, let’s raise a glass to the Captain – and to the archeological find of his ship, the ‘Satisfaction’!

--- Jillian Carson-Jackson

### August Triva...

What was Captain Morgan’s first name? (answer on page 9)

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### Are you a maritime professional?

The presence and influence of The Nautical Institute confers professional standing on seafarers and those with nautical qualifications. Seaways is the monthly journal which links members and provides an opportunity to keep up-to-date and share knowledge.

The NI has changed its membership criteria in order to be truly representative of the maritime profession... There has never been a better time to promote professionalism in the maritime industry! The membership changes are available on the NI website.

Check out the NI website for all the details ([www.nautinst.org](http://www.nautinst.org)). You can even register using the [new on-line system!](#)

If you have any questions on the new membership criteria, feel free to contact you branch secretary ([sec@nisea.org](mailto:sec@nisea.org)).

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## HMAS Watson – Bridge Training Facility

*Excerpts of a presentation by Lt. Commander Matthew Stephens, R.A.N. to a combined meeting of the Nautical Institute South East Australia and Company of Master Mariners Sydney Branch on 10<sup>th</sup> August 2011.*

--- Mike Bozier

HMAS "Watson", probably the naval shore establishment with the finest location in the world, has been used for military training since 1880. It was a School of Artillery until 1945, a radar school from 1942 and then a navigation and direction school from 1944. It was commissioned as HMAS "Watson" in 1945, took over the torpedo and ASW schools in 1956 and became the Maritime Warfare Training Centre in 1975. Training is carried out for junior officers' warfare application, navigation, Principal Warfare Officer (PWO) and Commanding/Executive officers. Other ranks' training is for Combat Systems Operators and Aircraft Controllers. All ranks train together in Command Teams.

The first bridge simulator was a ship handling unit supplied by Atlas in 1987, comprising a 180 degree view bridge and two radar cubicles. Simulator instructors worked at two modules in one room. The facility also included a 24 seat auditorium with a display screen and projector. In 1996 a new simulator supplied by Kongsberg included an updated main bridge and back bridge, giving increased system flexibility and improved delivery of training packages. An upgrade in 2011 created a second main bridge, also with 240 degrees views (full mission simulators) and four bridges with 180 degrees views (part mission simulators). In addition, there are eight desktop training stations for self study. Each simulator can be run independently or they can be linked together, to include 16 – 20 persons in the same exercise.



Realistic graphics in the full mission simulator

The simulator displays show other ships, aircraft, tugs and small boats. Weather conditions, tide, current, wind, sea conditions, types and percentage of cloud cover, rain, mist, fog and lighting for any given time of the day can be varied as required for the exercise in hand.

Coastal areas have been modelled, using airborne lasers, satellite telemetry and current charts, covering Sydney, Newcastle, Brisbane/Moreton Bay, Whitsundays, Shoalwater Bay, Cairns, Darwin and Fremantle. Graphics have been improved to give accurate depth perception. All lines to tugs and to a berth interact and tug characteristics (Z-peller, azimuth, pods) and bow thrusters are simulated realistically. Towing includes taut line and catenary lines and includes towing by/of other naval units.



The updated systems have enough fidelity and realism to enable officers to learn ship handling and berthing, with specific scenarios that include hydrodynamic data for RAN vessel types. Maritime interdiction, boarding and armed escort operations can be run, down to the detail of the handling of RIBs, as can multiple ship operations under varied environmental conditions. Blind pilotage, man overboard and other emergency procedure scenarios include sirens, alarm bells and other audio input on up to ten circuits. Most things that can happen at sea are in the repertoire – main engine failure, gyro/steering/GPS breakdown etc. The FMS facilities have plates under the floor to simulate engine vibration and they are also fitted with hydraulic controls to give degrees of sea movement, although the last are not used very much, due to the creation of feelings of mal de mer. Displays are run on 70" plasma screens. These are better than projectors and are easier to replace. Each desktop trainer has displays for radar, helm control and a view out of the bridge window, allowing students to learn navigation, radar and ARPA. A memorandum of understanding has been reached with AMC to share data and model data bases.

The facility has 3 - 5 technical staff that handles the start up and close down and 10 – 12 instruction staff operating the simulators, depending on the courses being run. In addition there are 12 instructors for navigation theory. Instructors undertake an eight week course before running any scenarios. It was in use for 2000 hours in 2000, 4,500 hours in 2008 and 7,000 hours in 2010. Kongsberg are contracted to refresh the ship models annually, such as installing new bollards on a wharf and to commission new models as required.

(con't page 8)

The RAN has not reached out to the commercial maritime industry in relation to using the facility however some local resources such as the Water Police have been involved. The Master Attendant (the RAN 'pilot') has worked with commercial pilots such as when an aircraft carrier was to enter Moreton Bay. In addition to the current RAN destroyers and frigates, the "Largs Bay", the future LHD and AW destroyer have been modelled. A broadband connection to the internet enables the rapid transfer of information, such as when a Los Angeles class submarine was to visit Brisbane. A simulation file was downloaded overnight from the United States.

The RAN sees the facility as a prime tool in reducing sea training and in risk reduction. The benefits are that a ship can be positioned in almost any location, in any weather conditions, by day or by night. Dangerous or difficult ship handling and manoeuvres can be carried out with no risk to personnel or materiel and can be repeated. The use of ships for training is reduced and the training is carried out in a controlled, safe environment, tailored to particular needs, all giving cost benefits. The facility is considered to be complementary to the manned model training that is undertaken by all navigation and commanding officers at Port Ash.

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### 2011 - Nautical Institute 40<sup>th</sup> Anniversary

2011 is the 40<sup>th</sup> Anniversary of the NI. How should we celebrate? Your ideas are welcomed – one idea that the Branch Committee is currently discussing is a 'Maritime Day 2011'. If this is to go ahead we will need input and assistance from our branch members. In addition, noting that the branch covers a large geographic area, what can we do to ensure membership engagement outside of Sydney?

Your ideas for recognising the NI 40<sup>th</sup> anniversary in all areas – Sydney, Canberra, Melbourne, Adelaide and areas in between – are needed! Please provide your thoughts to the branch secretary by 15 November 2011 ([sec@nisea.org](mailto:sec@nisea.org))

Please indicate:

- Event Name and focus (purpose):**
- Proposed Date: (and alternate date):**
- Key contacts:**
- Estimate cost to run the event**

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### Spell Chequer...

(four those who have some trouble with their pea seas...)

Eye have a spelling chequer,  
It came with my Pea Sea.  
It plane lee marks four my revue  
Miss Steaks I can knot sea.

Eye strike the quays and type a whirred  
And weight four it two say  
Weather eye am write oar wrong  
It tells me straight a weigh.

Eye ran this poem threw it,  
Your shore real glad two no.  
Its vary polished in its weigh.  
My chequer tolled me sew.

--- Anon – courtesy of Roger Womersley

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### NI SE Aus AGM

The 13<sup>th</sup> AGM of the NI SE Australia Branch was held on 10 August, 2011, at the NSW Sports Club on Hunter St., Sydney, NSW, commencing at 1720.

There were 14 members in attendance, with no participants by teleconference. Apologies were received from 8 members.

The meeting reviewed and accepted the report of the previous meeting, noting the action items. The accounts were presented and agreed. Both the Chairman and Secretary presented reports on activities in the branch.

The Committee positions were reviewed, and all existing members agreed to stand for the 2011/2012 term. In addition, noting two empty positions on the Committee, Michael Squires was nominated, and seconded, as a new member of the Committee. The Committee membership is presented on page 2.

The AGM concluded business at 1810. The AGM was followed by a presentation on Simulation Training at HMAS Watson as part of the combined meeting with CMMA.

A full report of the AGM was forwarded to members via e-mail. For additional copies of the report, please contact Jillian at [sec@nisea.org](mailto:sec@nisea.org)

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## Some General Dates for your calendars...

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| <p><b>2<sup>nd</sup> Wednesday of the month</b><br/>1830 hrs</p>               | <p><b>Sydney Branch of the Company of Master Mariners Of Australia</b><br/><b>Standing invitation to members</b><br/>NSW Sports Club, Hunter Street, Sydney<br/>Contact Barclay Ross (02 9975 5578) or Jillian Carson-Jackson (<a href="mailto:sec@nisea.org">sec@nisea.org</a>)</p>                         |
| <p><b>2<sup>nd</sup> Wednesday of Feb, May, Aug and Nov –</b><br/>1830 hrs</p> | <p><b>Joint NI / CoMMA meeting</b><br/>NSW Sports Club, Hunter Street, Sydney<br/>Contact Barclay Ross (02 9975 5578) or Jillian Carson-Jackson (<a href="mailto:sec@nisea.org">sec@nisea.org</a>)</p>   |
| <p><b>4<sup>th</sup> Wednesday of the month</b><br/>1830 hrs</p>               | <p><b>Melbourne Branch of the Company of Master Mariners of Australia</b><br/><b>Standing invitation to members</b><br/>RACV City Club, 501 Bourke Street, Melbourne<br/>Contact Ms. Alex Evered (<a href="mailto:secmel@mastermariners.org.au">secmel@mastermariners.org.au</a>) or phone 03 9699 3332)</p> |
| <p><b>Last Wednesday of the month</b><br/>1230 hrs</p>                         | <p><b>South Australia Branch of the Company Of Master Mariners of Australia</b><br/><b>Standing invitation to members</b><br/>Largs Pier Hotel, 198 Esplanade, Largs Bay<br/>Contact: Howard Pronk (08 84475924 / 0417 714 649)</p>  |

## Some Specific dates...

|  |  |
|--|--|
| <p><b>Tuesday 25 October 2011</b><br/>Time TBC</p>   | <p><b>NI 40<sup>th</sup> Anniversary event</b><br/>Newcastle – location TBC<br/><i>Bookings essential, please contact Barclay (02 9975 5578 or <a href="mailto:barclay.r@optusnet.com.au">barclay.r@optusnet.com.au</a>) or Jillian (<a href="mailto:sec@nisea.org">sec@nisea.org</a>)</i><br/><i>Watch your e-mail for further information on this event!</i></p>   |
| <p><b>Wednesday 9 Nov 2011</b><br/>1800 for 1830</p> | <p><b>CMMA / NI combined meeting – presentation by Commodore Christopher Rynd (TBC)</b><br/>NSW Sports Club, Hunter Street, Sydney<br/><i>Bookings essential, please contact Barclay (02 9975 5578 or <a href="mailto:barclay.r@optusnet.com.au">barclay.r@optusnet.com.au</a>) or Jillian (<a href="mailto:sec@nisea.org">sec@nisea.org</a>) on or before Thursday, 3 November 2011.</i></p>  |
| <p><b>31 January – 3 February 2012</b></p>           | <p><b>RAN Sea Power Conference 2012 and International Maritime Expo Pacific 2012.</b><br/>Corporate and Individual registration information is available at the following websites: <i>SPC12</i> <a href="http://www.seapowerconference.com.au">www.seapowerconference.com.au</a> and <i>Pacific2012</i> <a href="http://www.pacific2012.com.au">www.pacific2012.com.au</a>. Early bird registration expires 14 November 2011 so get in quick to join the who's who in the maritime game in the Asia-Pacific region.<br/><i>Further advice will be promulgated regarding NISEA participation</i></p> |

Please be aware that the NSW Sports Club not only wishes to have advance notice of numbers attending meetings but will also charge for any "no shows" – cost for the excellent, fully served meal is \$40.00. The Sports Club is quite strict about this and so, please, if you would like to attend a meeting advise Barclay Ross ([barclay.r@optusnet.com.au](mailto:barclay.r@optusnet.com.au)) or Jillian Carson-Jackson ([jillian.carson-jackson@amsa.gov.au](mailto:jillian.carson-jackson@amsa.gov.au)) by the 1200 on the Thursday before the meeting. Realizing that unforeseen events often arise, should you find that that you cannot attend please advise Barclay by 0930 on the Monday before the meeting and the "no show" charge should be avoided.

*Answer to August Trivia - Captain Morgan's first name was HENRY!*