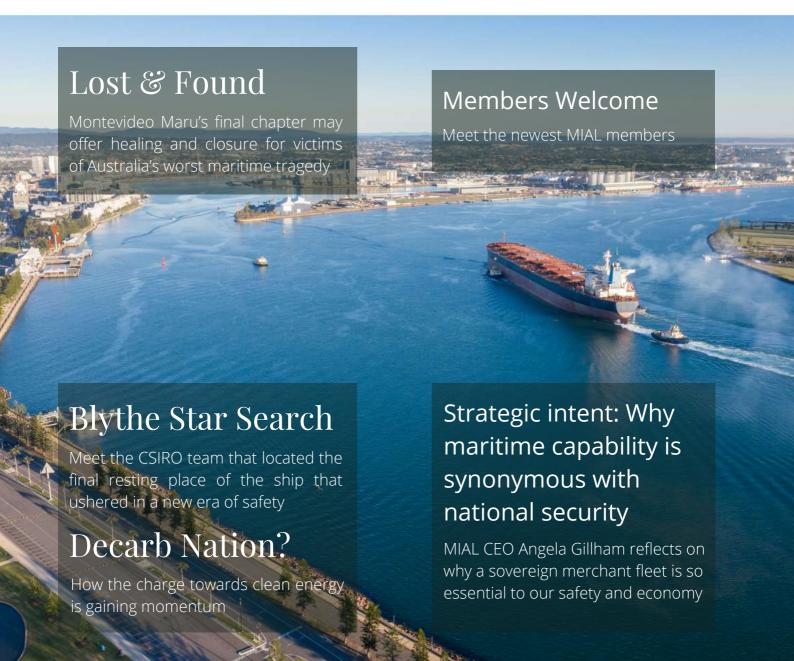
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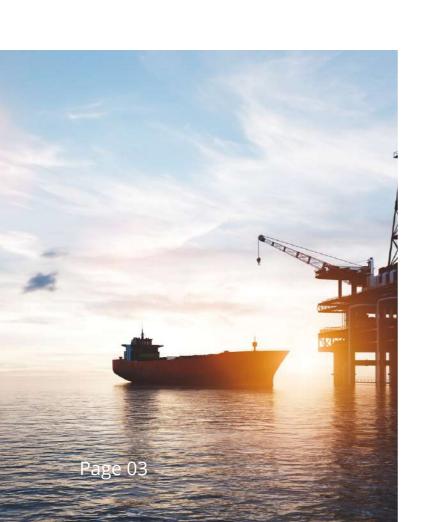
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#### Index

### Contents

MAX Magazine is published by Maritime Industry Australia Ltd the national maritime peak body.



#### Editorial

Chair's Message CEO's Welcome	04 06
MIAL's Year in Review	09
Australia is a Maritime Nation	16
Will Australia be a Decarb Nation?	24
Science, CSIRO and the Search for Blythe Star	26
Montevideo Maru - Lost & Found	34
Welcome new members	41

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## A message from the Chair



Page 04

### Major progress against our biggest challenges

2023 was the first year in which we didn't suffer the scourge of lockdowns and restrictions due to the global pandemic. It felt like our first chance in a long while to take stock, reassess, and begin the process of restoration and revitalisation of our businesses and beloved industry.

One of my favourite things about chairing the MIAL Board is the shift in perspective it requires. Challenges and opportunities must be viewed, not through the lens of a singular business but rather, as they impact the industry as a whole. In my time on the Board, I have become something of an advocate for the view that we really are all in this together. And I am immensely proud of the work MIAL has done, and continues to do, on behalf of its member and the broader industry.

### MIAL is a small, agile team that punches well above its weight

The most significant challenges we face haven't changed, such as the maritime skills shortage, decarbonisation, and securing policies to improve the viability and competitiveness of Australian shipping. This is hardly surprising. It takes a great deal of time and effort to turn a big ship around, and our industry is nothing if not a literal behemoth.

While the challenges are the same, the landscape is different. MIAL has made exciting progress in key areas, and there is a real sense that if we keep moving forward together then we will achieve the outcomes towards which we are striving.

As many of you may know, much of MIAL's important work takes place behind the scenes. Whether it's MIAL CEO Angela Gillham catching up with Ministers and advisors in Canberra, or Sarah Cerche, Workplace Director of Relations. canvassing views at a high-level strategic committee, or any of the team responding to complex member queries about business operations; MIAL's value-add is typically outside the public domain and it is not usually something the team likes to make a fuss about. That's why I'd like to take this opportunity to go on record and send a big shout out to each and every person in the MIAL Secretariat who budgets, strategises advocates, creates on behalf of, and in support of our industry.

MIAL is a small, agile and incredibly hardworking team that punches far and above its weight. Those of you who are fortunate to have dealings with Angela Gillham will know that she leads from the front and inspires her colleagues to follow suit - and we are extremely lucky to have such a hardworking, talented expert leading our industry forward into a brighter, innovative future.

This year, MIAL has raised the profile of maritime decarbonisation exponentially, made a very personal contribution to the recommendations contained in the Strategic Fleet Taskforce Report, and teamed up with AREEA to begin the process of nutting out proper, practical solutions to the maritime skills crisis.

I recommend that members take stock of the article 'MIAL's year in review' in order to understand the amount of effort the Secretariat puts in, and the gains that have been accomplished.

It is my firm belief that we benefit from having maritime's hardest working CEO on our side, always in our corner, battling for the changes we need to make Australian shipping as great as many of us may remember.

I am delighted to continue chairmanship of this productive, impactful and successful association in 2024. I can't wait to see what's achieved a year from now.

## Welcome from the CEO



### We've come so far and we're set to go further

I must confess that my first full year at the helm has been something of a blur.

It has been a year of great change, progress and forging new paths, all of which fits perfectly with our theme for this edition of MAX, which is 'grit and perseverance.'

It's a theme that not only resonates with the work MIAL has been doing, about which we will update you in this magazine, but it is pertinent to the shipping industry more broadly.

It's no secret that our sector has weathered some pretty tough storms in recent times, not the least of which were impacts from the COVID-19 pandemic. But now, finally, it appears we are

### Australia is the world's ultimate Maritime Nation

arriving on the other side of the storm.

How did we get here? Through dogged determination, sheer bloody grit, and the kind of perseverance you only learn after years spent doing it tough.

The features in this edition of MAX show what grit and perseverance looks like in action.

The discovery of the resting places of Blythe Star and Montevideo Maru, two vessels long associated with maritime tragedy, are both triumphs of grit and perseverance. These stories also illuminate the diligent application of technology and sound science, as well as the will of good people to have a positive impact on the world.

As such, they are more than just major tales in maritime history; they should serve as an inspiration to us all whether

find ourselves working WP with government to put in place the incentives necessary to increase the capacity and resilience of Australian shipping; implementing solutions to the maritime skills crisis that will create more and better careers for seafarers: collaborating with the manufacturers of 'future fuels' that will power our vessels towards the nation's target of net-zero emissions by 2050.

Our stories matter as much as our industry, which is the bedrock of Australia's transport and logistics, national security, and defence. And speaking of stories, it is vital that we each play our part in proclaiming that Australia is a Maritime Nation - one that owes its survival to the tenacity of its proponents, and which is now poised for a resurgence thanks to the continued passion of men and women whose work is inspired by the sea.

66 99

"Our industry is the bedrock of Australia's transport and logistics"



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### MIAL's Year

### in Review

#### by Angela Gillham

This report of MIAL's key activities, outputs, and achievements over the course of 2023 is closely aligned to our strategic priorities.

Hopefully, you'll recognise the titles in this report as they are drawn from MIAL's operational plan that's been carefully crafted to guide us towards our vision of a prosperous Australia with strong, sovereign maritime capability.

It's been a big year for MIAL and our members, and there's a lot more to come!



### Strengthen Australia's supply chain resilience

Australia is an island nation heavily reliant on shipping to connect us to the rest of the world and service our domestic chains including vlqquz providing essential goods and services to remote regions and islands. Recent supply chain by the disruptions caused pandemic and natural disasters have highlighted our vulnerability as a nation with our almost total reliance on foreign shipping and the need to strengthen our supply chain resilience through sovereign capability in the form of assets and human capital.

In late 2023, Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, released the final report recommendations of the Strategic Fleet Taskforce along with the government response. This landmark piece of work progress towards represents Australian Government's election promise to establish a strategic fleet of 12 privately owned and commercially operated Australian flagged and crewed ships to strengthen our national resilience and supply chain security.

MIAL will now focus on working with our members, government and other stakeholders to ensure the opportunities stemming from the work of the Strategic Fleet Taskforce are maximised.

### Ensure Australia is internationally competitive

MIAL's work as a member of the Strategic Fleet Taskforce helped to ensure the reality of the challenges faced Australian shipping businesses compete with the cost base of foreign operators was at the core of its considerations. To attract the required investment and commitment to grow the Australian fleet we must create competitive business environment. Recommendation 1, which was accepted in principle by the Government, proposes changes to the existing corporate income and seafarers income tax settings that would bring Australian shipping in line engaged in with foreign operators Australian international and coastal shipping.

With some regulatory amendments, the Australian International Shipping Register (AISR) provides much needed opportunity to improve competitiveness thereby increasing sovereign control of shipping assets. This opportunity the AISR presents and the fact that improvements are required to attract businesses to the register was also recognised within the final report of the Strategic Fleet Taskforce under Recommendation 5. The Government with agreed this recommendation and will kick off a review of the Shipping Registration Act in 2024.



#### Secure strategic maritime skills

Australia is facing a maritime skills crisis such that the needs of the existing blue water sector is currently not being met. Add to that increasing activity in the offshore oil and gas industry, new transshipment projects coming online, crews needed to fulfill the requirements of the strategic fleet and the future offshore wind industry and we the potential for the maritime skills crisis to be a major bottleneck for Australian economic growth, development, and our transition to a zero-carbon economy.

This is a crisis of national significance requiring a new approach and dedication to working collaboratively. MIAL recognised this and 2023 has seen a new level of collaboration with related industry peak bodies and unions working furiously together on government engagement and the development of short, medium and long term solutions.

In the background, MIAL was appointed as Chair of the Maritime Strategic Workforce Planning Committee (SWPC), an initiative of the Albanese government under the Jobs and Skills portfolio of Minister Brendan O'Connor. The SWPC is a cross industry committee and a reimagining of the work of Industry Skills Australia. The Committee will have a more strategic focus on broad maritime industry needs in this time of rapid transition and will focus attention on development and refining a much-needed Maritime Workforce Plan

### Generate domestic maritime activity

Australia's domestic commercial vessels sector has undergone significant regulatory reform over the past decade, transitioning from state-based regulation and compliance to the single national jurisdiction under the umbrella of the Marine Safety (Domestic Commercial Vessels) National Law Act 2012 and

#### **MIAL's Year in Review**

Australian Maritime Safety Authority. While well intentioned, with an objective to improve national consistency and overall safety outcomes in the sector, the transition involving merging 8 separate regulatory systems into a single Commonwealth regime has proven difficult.

A decade following implementation and amid industry concerns about legislative complexity, onerous compliance requirements and perverse safety outcomes, the last couple of years have seen the commonwealth government stand up an independent panel to undertake a comprehensive Independent Review of Domestic Commercial Vessel Safety Legislation and Costs and Charging.

The second half of 2023 saw the publication of the final Safety Report - Phase 1 of the Independent Review. The Safety Report contains 11 Findings and 12 Recommendations, most of which are sensible and well supported by MIAL.

Phase 2, initially intended to address the thorny issue of cost recovery within the domestic commercial vessel sector has subsequently been rolled into the Australian Transport Safety and Investigation Bodies Financial Sustainability Review which will report to Government early 2024.

MIAL continues to promote the value of Australia's rich and diverse Domestic Commercial Vessel sector as a critical element of the economy providing service to tourism, fisheries, marine construction, port services, transport and essential supply and support services to regional and remote Australia.

### Invest in maritime infrastructure

A strong maritime nation has a depth and breadth of sovereign capability that provides the essential sustainment, technical repair, and maintenance services required. With every increasing Australian maritime activity across the defence and merchant navies, there will be a growing need to preserve the limited services currently provided and ensure the pipeline of navy construction and offshore sustainment, oil and gas decommissioning and offshore development allows for sustainable growth in the marine services sector.

Late 2023 saw the reconvening of the Australian Maritime Defence Council (AMDC), of which MIAL is a member. AMDC is a critical maritime industry, Royal Australian Navy and relevant commonwealth portfolio consultative group that ensures exchange of ideas and maintenance of critical networks in service to the whole of Australia notion of National Defense which was a strong theme within the landmark 2023 Defece Strategic Review.



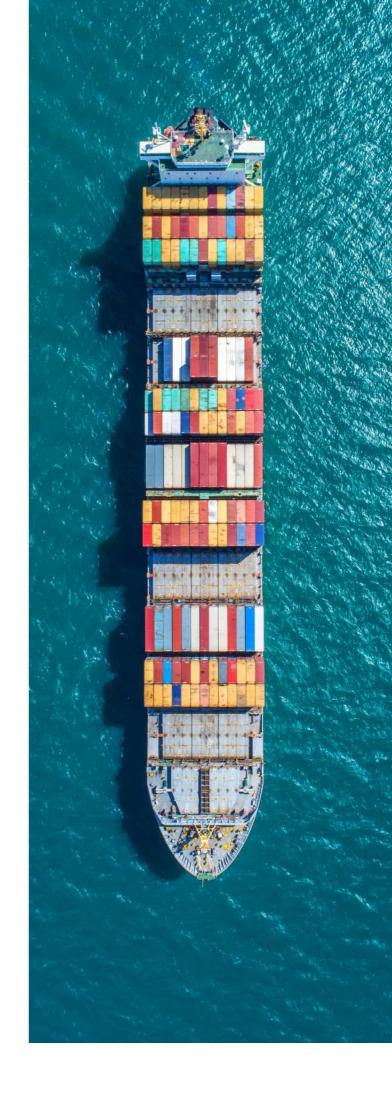
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The maritime decarbonisation agenda is heavily reliant on ports to facilitate access to low and zero carbon solutions.



The maritime decarbonisation agenda is heavily reliant on ports to facilitate access to low and zero carbon solutions. In a very welcome development, this year most Australian ports made significant progress in grappling with their role in decarbonizing not only their own operations, but as a facilitator of the decarbonisation of the broader maritime industry.

#### Promote the Blue Highway and our Maritime Nation

The Strategic Fleet Taskforce Report released late 2023, in Recommendation 6, called for a review of the Coastal Trading Act 2012, considering the role of the Strategic Fleet, and any changes required to prevent undermining of existing general licenses and attract businesses to the Australian General Register.

Throughout 2023 MIAL has promoted the need to strike the right balance with our system of cabotage that protects Australian long term strategic interests in and building maintaining sovereign reduced maritime capability and unnecessary administrative burden. ensuring ongoing efficient coastal service provision from foreign lines. In an effort to promote this required balance and the interests of our members, MIAL will closely engage with the planned 2024 consultation on the Coastal Trading Act.

### Develop a maritime cluster

Maritime Nations are home to thriving service industries that surround the core business of owning and operating vessels. These service industries contribute in a significant way to sovereign maritime capability, economic activity and diversity, and overall GDP.

In 2023, MIAL has worked to bring the various and often fragmented sectors of the industry together, creating valuable networking opportunities and promoting the concept of the Australian maritime community.

### Enable innovation for sustainability

Significant progress was made in 2023 whereby the International Maritime Organisation member nations agreed the critically important interim emission reduction targets and set the goal of net zero GHG emissions by 2050. This signalled the shipping and energy production industries that shipping must decarbonise to that 2050 timeline.

It is well known that Australia has the potential to supply low and zero carbon fuels to assist domestic and international shipping to achieve its net zero ambitions. Our 3rd Maritime Decarbonisation Summit, held in May, sought to progress the necessary collaborations needed to leverage the opportunities that exist for both the shipping industry and Australia as a potential major energy supplier.

The 4th Maritime Decarbonisation Summit will be held in May 2024 in conjunction with MIAL's Blueprint for a Maritime Nation national conference.



This is an edited version of an essay appearing in *Australian Maritime Strategic Thought 2013–2023*, published by the Sea Power Centre - Australia.

Download: navy.gov.au/media-room/publications

Perhaps it's only through sheer luck that we've managed to avoid the consequences of the gradual decline in Australian shipping and the risk this represents to the nation.

For decades, Australia has been almost completely reliant on foreign assets and human capital to provide critical linkages between our industrial, manufacturing, and population centres, and to connect us to the world. The fact is that very little of this critically important transport work is done by Australian-controlled assets, and until very recently the broader strategic implications of allowing the depth and breadth of our sovereign merchant maritime capability to erode so significantly has not been appreciated.



The risks have manifested frequently in recent times. Think back to when communities fleeing the black summer bushfires could only be reached from the sea, or the COVID-19 pandemic and its complex, multi-faceted, and ongoing impacts on supply chains, or how about the flooding in South Australia that cut east coast rail services to Western Australia and the Northern Territory, or the Fitzroy River floods that isolated remote Kimberly communities, which could only be provisioned by sea, or the invasion of Ukraine affecting global supply chains and energy security, not to mention growing geopolitical tensions in the Indo Pacific region.

These types of events are increasing in frequency and severity. They highlight the growing need for national resilience in the form of strong and enduring sovereign merchant maritime capability.

A causal link can be made between the reduction in Australian merchant maritime capability, in terms of assets and human capital, and the reduction in Australia's sovereign manufacturing, particularly the significant contraction of the petroleum refining industry, to its bare minimum.

In the past, dedicated vessels on routes servicing the aluminium and steel industries were displaced by foreign ships while financial incentives for Australian shipping were withdrawn. This led to significant competitive disadvantages while measures to reserve domestic cargo for Australian ships (cabotage) were eroded. This pattern of decline continues today after the 2012 attempt to reform the fiscal and regulatory settings failed to level the playing field, and disruptions to the supply chain caused by COVID-19 highlighted that the just-in-time system of trade we have come to rely on is fallible.

### Maritime skills are in high demand but how do we produce them?

A singular focus on supply chain cost minimisation denies the nation the broader benefits derived from a strong sovereign merchant maritime capability. At around 10 million square kilometres, Australia's Exclusive Economic Zone (EEZ) is one of the largest in the world. The nation's maritime Search and Rescue responsibilities cover 10% of the world's surface. We have 17 'nationally significant' ports, and many more minor ports in remote and regional areas, providing a critical lifeline connecting Australian communities to each other and the world.

As an island nation, our reliance on shipping seems obvious and logic dictates we should have a strong seagoing culture and affinity with maritime trade borne out by proactive policies that encourage and support a thriving shipping industry, as is the case in other maritime nations. Yet the reality defies such logic.

The decline in Australian ships has seen a corresponding decline in training opportunities, and the supply of highly skilled Australian seafarers has all but dried up. Impacting the supply side is the cost associated with traditional cadet training pathways and the lack of alternative options. Compounding the issue is that many end users of maritime skills do not train or contribute to training and skills development.

These end users include resource companies, ports, and regulators that employ personnel whose skills and experience obtained at sea is critically important to the safe and environmentally responsible functioning of ports, terminals, and the broader maritime industries.

The 2018 MIAL Seafaring Skills Census predicted a shortfall of more than 560 seafarers by 2023. But this was without the attrition from COVID-19 or upswing in maritime skills demand resulting from increased offshore activity, nor did it consider future demand driven by the burgeoning offshore wind industry and the Government's commitment to building a maritime strategic fleet.

As an island nation, utterly dependent on sea transport, the ongoing development of these skills is critical to supply chain security and the overall functioning of the Australian economy.

"The supply of highly skilled Australian seafarers has all but dried up."

### The cause and impacts of climate change are no longer up for debate

The cause and impacts of climate change are no longer up for debate and globally we have evolved towards mitigation and adaptation. For Australia, with the 5th largest shipping task in the world, it is a significant opportunity to pivot to supplying the low and zero carbon fuels that promise to decarbonise the global shipping industry and the world.

Over the next 20 years, decarbonisation has the potential to change the energy security landscape for Australia along with related domestic and global shipping patterns. The expected increase in the frequency and severity of climate-related natural disasters will draw heavily on Australia's defence force for humanitarian aid and assistance.

The recently released Defence Strategic Review (DSR) makes the case that, in the face of an increased disaster relief task. the Australian Defence Force must be the force of last resort while State and jurisdictions Commonwealth civilian national resilience develop measures to provide domestic disaster and recovery support. An enhanced sovereign merchant navy capability has a significant role to play and the DSR articulates this need through the national defence lens.

The potential consequences of a conflict in the South China Sea or Indo-Pacific more broadly would be far reaching. The DSR recommends a refocussing of defence resources from land forces to onwater capability, and emphasises the need for an integrated whole of government approach to National Defence, highlighting the importance of Indo Pacific regional partnerships.

The challenge that has been set by the DSR, to increase national resilience in the current complex strategic environment, can only be met with the assistance of a strong and enduring sovereign merchant navy. Along with a strong diplomatic and investment focus in the Pacific and Southeast Asia, the current government's commitment to a strategic fleet is an important part of a unified national strategic approach.

In his National Defence Statement 2023, and in the context of enhancing national security and building resilience, Deputy Prime Minister Marles specifically called out the interrelationship between DSR recommendations and government policy priorities by referencing the government commitment to "...establishing a civil maritime strategic fleet" as part of government efforts to "...make Australia more stable, confident and secure."



### Every nation with a large fleet recognises the benefits

Announced as Labor Party Policy in 2019, the Strategic Fleet concept includes the establishment of a fleet of up to 12 Australian-flagged and crewed vessels privately owned and operated on a commercial basis. These vessels could be requisitioned by government in times of need.

It's important to note that Australia already has a considerable strategic fleet vessels that the Government sees fit to own, operate, or charter, such as the Defence Marine Support Services Program and Border Protection fleets, the Antarctic Division Ice Breaker, CSIRO research vessel, and AMSA emergency response vessels. While reduced in number, the Australian maritime industry remains a dynamic and diverse sector, which includes businesses already heavily invested in providing support services to Australian government fleets, and has a proud history of working together and supporting our nation's needs. The strategic fleet policy would seek to expand the existing strategic fleet to include commercial vessels for the purpose of increasing Australia's supply chain security, and provide the assets for defence sustainment, mobilisation, and humanitarian assistance domestically and within our region, if required, and deliver the employment and training platforms needed to meet Australia's strategic maritime skills requirement.

Internationally, there are examples of broader concepts of Strategic Fleets: regimes adopted by the United Kingdom via the Royal Fleet Auxiliary, and in the United States of America via the Military Sealift Command. Both nations also have significant nationally-flagged fleets that can be requisitioned as needed. It goes without saying that every nation with a large nationally-flagged fleet recognises the benefits associated with having a strong shipping industry, such as the creation of skills, revenue generation from the ensuing economic clusters that develop in support of large fleets, control of critical strategic assets, supply chain security, and economic diversity.

To secure their industries, these nations offer a wide range of incentives, direct subsidisation, and apply protectionist measures, or in some cases a combination of all three.

To make a considerable contribution to national resilience, an Australian strategic fleet would form the nucleus of an expanding national commercial fleet that could be deployed in any trade anywhere in the world - provided a comparable fiscal and regulatory environment was implemented for Australian flagged shipping, which allows Australian shipping businesses to compete with foreign companies on an equivalent cost base.

Given the current strategic environment, Australia must aggressively pursue the revitalisation of our sovereign merchant maritime industry. We need a long-term and bipartisan strategic approach to provide the necessary policy certainty and integration. The mechanisms and drivers for policy implementation and, perhaps more importantly, the implications for Australia of failure in this policy area, resulting in further decline in our sovereign maritime capability, are widespread and cross into numerous portfolios, including defence, resources, jobs and skills, climate, energy security, home affairs, and foreign affairs. Equally, there are significant benefits to be derived across those portfolios from including policy success, increased defence sustainment capability, of Australia's offshore capitalisation (fossil endowment resources renewable), development and supply of critical maritime skills, which are needed across the economy (not just on ships), Australian control over our own energy supply chains, improving energy security, and a greater capability to render assistance to Australians and our Pacific neighbours in the face of increasing climate-related natural disasters. We must recognise our place in the world, face up to our strategic challenges, and build national resilience - an important part of which is rebuilding our sovereign maritime capability. After all, Australia is a maritime nation.



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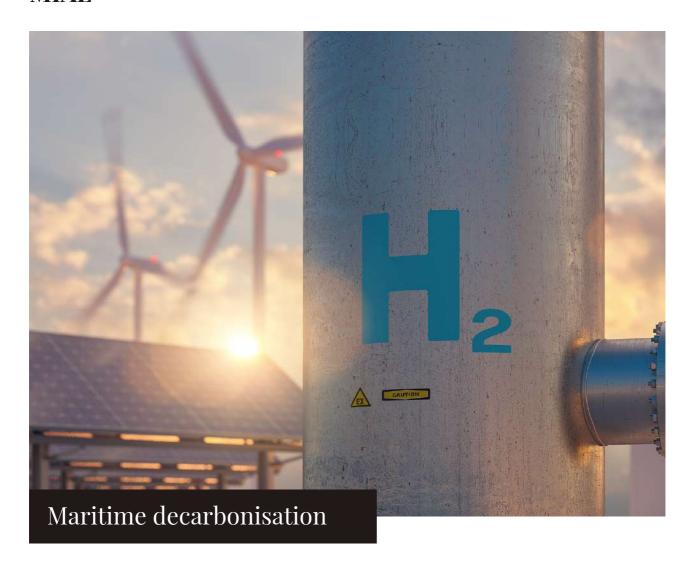
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#### MIAL



## Will Australia be a Decarb Nation?

In 2021, MIAL took the bold decision to begin hosting a series of summits to inform, raise awareness, and facilitate industry connections around the theme of maritime decarbonisation. At the time, there was significant uncertainty and inertia around the shipping energy transition and the likely suite of alternative fuels, against a backdrop of a certain need to decarbonise.

We envisaged a 3-summit series that would stimulate the conversations and collaborations necessary for Australia to succeed in reducing shipping emissions. With each summit, we saw interest and enthusiasm increase among the industry, government, and potential partners in the energy, research, and other related sectors.

#### **Decarb Nation**

The challenges are significant, the opportunities are immense, and success is within our reach.

- Statement from 3rd Maritime Decarbonisation Summit



#### **Decarb Nation**

MIAL's 3rd Maritime Decarbonisation Summit in Perth brought together experts from academia, industry and government and boasted more than 130 attendees. As a result of the summit series, we now have a much clearer picture of the immense task ahead of us, what it will take to decouple shipping's dependence on fossil fuels and convert to clean fuel technologies.

On the global stage, since our last Maritime Decarbonisation Summit, IMO member states have made critically important progress in agreeing the 2023 IMO Strategy on Reduction of GHG Emissions from Ships. This revised strategy includes interim targets and a net zero by 2050 ambition. Without having achieved this, the pathway to emissions reductions to 2050 would be murky to say the least.

As things stand today: the key challenge for the energy sector is to identify a clear offtake demand signal that assists the business case to invest, produce and deliver new energy sources at a competitive price, while the maritime industry needs to successfully compete with other transport modes, and industrial decarbonisation more generally, to use this energy.

From a technological perspective, low and net-zero carbon options are within reach this decade, and the industry now has a clear line of sight to producing and utilising zero carbon solutions.

Strong policy leadership by the Federal Government to develop internationally aligned regulation and certification frameworks at a federal level will be supported by industry and is vital for the transition to new energy that will put Australia at the forefront of a clean fuel revolution

In 2021, when MIAL hosted its first summit on maritime decarbonisation our hope was that it would shine a light on teh decarbonisation challenges faced by industry, stimulate the Australian shipping and energy production industries to better understand and embrace the move towards cleaner shipping fuels. In barely 2 years, it seems all of the key stakeholders have not only embraced but are now actively working towards the inevitable reality that shipping will be net-zero by, if not before, 2050.

At the recently held COP-28 there were more than 80 shipping related side events, presentations and information sessions. While shipping must decarbonise, the industry will be critical facilitator in the global energy transition as shipping will be relied upon to transport new fuels around the globe.

The decarbonisation space is rapidly evolving and MIAL is looking forward to sharing some of the exciting developments at our 4th Maritime Decarbonisation Summit, which will be part of our flagship 2-day conference in Brisbane (13-15 May 2024).

MAX



## Science, CSIRO & the search for Blythe Star

For nearly 60 minutes, all eyes were on the screens in RV Investigator's Operations Room as the survey continued moving towards the bow. Images from the camera were compared to photos of Blythe Star plastered on the walls. On a desk lay a copy of *The Blythe Star Tragedy*, which was regularly picked up and flipped through for reference images.

Everyone was looking for a name. No one was expecting to find it. Layers of algae and growth on the hull obscured everything beneath. Then one of the Voyage Managers shouted loud and clear

from the Öperations Room: 'There it is, STAR.'

Against all odds and expectations, part of the name could be seen on the bow. All were stunned, eyes strained, it was still hard to make out the letters until they were pointed out. Then everyone could see it. S-T-A-R. Spontaneous applause erupted in the room.

They had done it. The team had confirmed the location, the final resting place, of MV Blythe Star.

#### **MV Blythe Star**

Blythe Star's discovery concludes the mystery of what happened to a ship synonymous with Australian maritime tragedy and a heroic story of survival.

The ship set out from Hobart on its last voyage on 12 October 1973. The following morning, despite relatively calm seas, a dangerous list caused the freighter to capsize before a distress call could be made. The 10-man crew made it into the inflatable lifeboat before watching Blythe Star sink stern-first into the Southern Ocean.

Initially, spirits were high. The crew expected to be found quickly by a search party or passing vessels. This was not to be. The port didn't know the direction in which Blythe Star had sailed and, tragically, the search operation was largely conducted in the wrong area. After the biggest search in Australian history, on 23 October 1973, the vessel and crew were declared lost at sea.

Of course, incredibly, seven of the ten men survived in a tale of astonishing perseverance that is now maritime lore.



#### **MV Blythe Star**

The untimely deaths of Chief Officer Kenneth Jones, Chief Engineer John Eagles, and Second Engineer John Sloan shook the nation as much as the heroic tale of survival recounted by the survivors. This is why the discovery of the vessel, after 50 years, was greeted with public fervour and fascination.

The historic find, which provided some closure for the families of victims and survivors who had to live with memories their ordeal, was only thanks to the determination of a small team of CSIRO researchers.

Margot Hind (CSIRO) was one of two Voyage Managers on RV Investigator when the discovery was made.

"The mission for this voyage was a University of Tasmania-led investigation

into gigantic submarine landslides," explained Hind. "We were conducting survey work on and off the shelf of southwest Tasmania for 5 weeks. The Blythe Star discovery was what we call a 'piggyback project,' which we add to voyages if time and location allows to maximise our scientific outputs.

The team had corroborated firsthand reports from the surviving Blythe Star crew, and past hydrographical surveys, with anecdotal stories from local fishermen, which indicated there was only one shipwreck in the vicinity.

Voyage Chief Scientist, Dr Martin Jutzeler (University of Tasmania) said the plan was to first survey and then identify the ship before conducting underwater camera surveys.

Right: The approximate location of MV Blythe Star off the west coast of Tasmania.



### "...what you believe to be a particular wreck, turns out to be something completely different."

Equipped with world-class multibeam bathymetry echosounder systems, RV Investigator is capable of mapping the seafloor from shallows to the planet's deepest depths.

Knowing the wreck's approximate position, the team was able to plan specific survey lines in a grid pattern across and adjacent to it. They then selected the system's highest frequency (70-100 kHz), a dual swath mode, narrow beam angles (30°) and a slow speed of 4 knots to maximize the 'pings' (depth soundings) over the suspected wreck.

"This we knew would provide us with a dense enough point cloud of soundings that would clearly outline the shape of the wreck," said Phil Vandenbossche, part of the CSIRO Geophysical Survey and Mapping Team. "If the wreck was lying upright, as we suspected it might be, these soundings would give us the first clue as to the possibility of it being the Blythe Star due to its distinctive aft accommodation block and bridge and a somewhat unique superstructure as well as a foremast"

"Having done many wreck searches and surveys over my career, I can say with confidence that very often what you believe to be a particular wreck, turns out to be something completely different or unexpected, regardless of the research effort spent in trying to confirm it from the surface but without definitive, visual proof," he said.

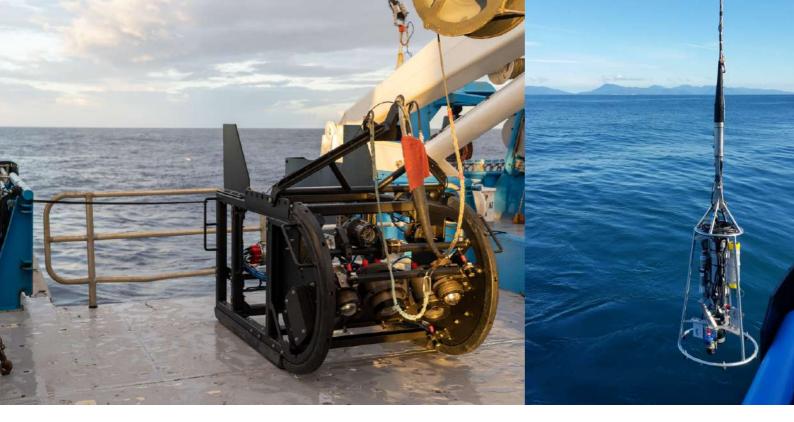
According to Jutzeler, the bathymetry survey provided excellent evidence it was the Blythe Star by indicating the length and shape of the superstructure.

"We then dropped a camera to get the first images of the wreck, which allowed us to formerly identify it," Jutzeler said. "The drop camera survey provided excellent imagery of the wreck and gave us confidence that no cable was threatening a second survey with the higher resolution camera."

Unfortunately, a component of the camera failed on-deck tests, and the second survey was initially cancelled. With only a small window in which to continue, it took a heroic effort by the Seagoing Instrument Team to ensure the cameras was fixed so the second survey could go ahead that night.

Aaron Tyndall, a member of the CSIRO team responsible for RV Investigator's scientific instruments and deployable platforms, said the major challenges with deploying the camera systems were minimising the risks to the platforms while obtaining imagery of a quality that would allow positive identification of the Blythe Star.

"The state of the ship and its mast and



Clockwise from left: Underwater Camera used to inspect the wreck; Drop Camera lowered into sea; Point Cloud images of Blythe Star; ship's stern; and ship's bow with 'STAR' identifiable.

rigging were unknown, and deploying a camera platform in very close proximity, at depth, carries with it the possibility of becoming entangled, damaged or lost," said Tyndall.

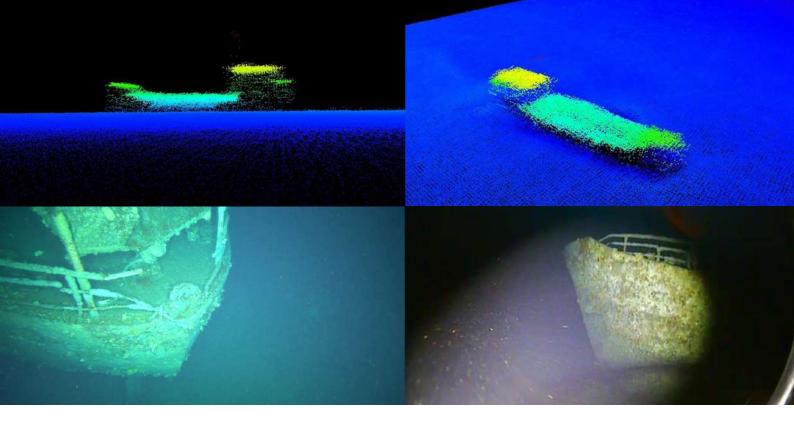
The conduct of the camera deployments to inspect the wreck posed some technical challenges. These camera systems are not remotely controlled or manoeuvrable, so it is through moving the entire ship and winch control that they are moved around the wreck. Given the strong currents at the wreck site, this created challenging conditions for the visual inspections. However, the expertise and excellence of the officers and crew from ASP Ship Management, ensured that the survey was conducted safely and successfully.

Given the complexity, there were anxious moments in the Operations Room as the camera live-streamed video footage back to RV Investigator.

With the ability to see the ship's prominent features, the team compared photos of the Blythe Star to what was onscreen: the mast's position and the elliptical shape of the openings around the bridge.

Confident of being able to make a positive verification, the survey moved to the bow of the ship where spotting part of the name on the bow resulted in an immediate outpouring of excitement and relief. The Operations Room burst into spontaneous applause, reflecting the emotional effort and energy devoted to the project.

"I have been on the RV Investigator for many voyages, including discoveries and filming of other shipwrecks, and when the name of the Blythe Star was identified on the side of the ship, this is the only time I have heard collective cheers go up from all those in the Operations Room," Tyndall recalled.



Jutzeler agreed. "There was a frantic excitement to see the imagery in real time. The science party gathered to watch, there was a buzzing atmosphere, everybody glued to the screen, knowing we were facilitating and watching history unrolling in real time," he said.

Hind said the impact of the discovery was when she reflected on the ordeal the survivors went through, as well as what the loss of Blythe Star meant for current maritime safety.

"It was a truly special discovery to be involved in and to provide closure and comfort to the final survivor and all of the families and people impacted by the sinking of Blythe Star," she said.

The ship was formerly identified on 12 April 2023, but it was only announced publicly in May once CSIRO completed a full stakeholder consultation, which included notifying the families and

descendants of the crew, as well as the last surviving crew member, Michael Doleman.

When the ship sank, Doleman was the youngest on board. He cut the rope to the lifeboat as they made their initial escape and was one of three men whose desperate bid to get help after they made landfall in remote Deep Glen Bay likely saved the other four. Half a century later, he said he was "blown away" that the vessel had been found.

The investigation's success was thanks in no small part to the resolute determination of the project team and scientific party to achieve a successful outcome. While the RV Investigator's primary mission was to evaluate the threat of submarine landslides and the possibility of an associated tsunami that might affect the Australian coastline, Chief Scientist Jutzeler was more than glad to assist the CSIRO project.



"The maritime history of Tasmania is of high importance for the public and in particular for the family of those lost at sea. To have the opportunity to facilitate this survey didn't require a second thought, and everybody onboard was indeed extremely excited the opportunity," he said.

The research vessel (RV) Investigator is a 94-metre ocean-class research vessel that forms part of the Marine National Facility, national research infrastructure operated by CSIRO, Australia's national science agency, on behalf of the nation. The vessel enables multidisciplinary science for teams of up to 40 researchers supported by 20 ship's officers and crew on voyages up to 60 days and 10,000 nautical miles.

Senior Technical Officer Tyndall summed

up the experience. "It was

honestly a privilege to be involved. Other shipwrecks found by RV Investigator that I have been involved with have significant historical value and are part of Australia's story, but to know that the crew who were onboard the Blythe Star when it sunk are either still alive, or have surviving family members with deep personal ties to its story, and then to definitively locate and film the ship, was something I won't forget. It's why we do the work we do onboard the RV Investigator."

Below: MV Blythe Star plaque in Hobart

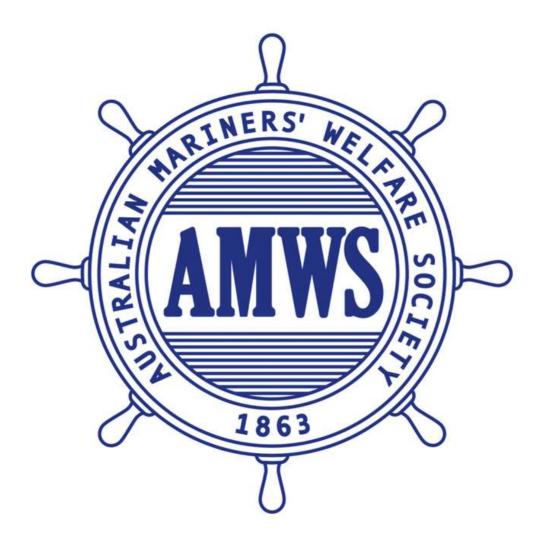
#### MV BLYTHE STAR laque commemorates the fiftieth anniversary loss of MV Blythe Star on 13 October 197<mark>3, those</mark> who perished and those who survived. The cargo vessel was on a routine voyage from Hobart to King Island when it capsized and sank 10.5 km off the South West coast of Tasmania The crew struggled in an inflatable life raft for eight days, during which one crew member died and was buried at sea After the raft made landfall at Deep Glen Bay on the Forestier Peninsula, two more members of the crew died of hypothermia and exhaustion. Their lives were not lost in vain; much was learned from the tragedy which today continues

(AUSREP), the carriage of electronic position beacons for search and rescue in both ships and life rafts, and the lodgement ashore of proposed routes before vessel departure all owe their origin to lessons learned from the loss of MV Blythe Star.

This plaque was unveiled on 19 October 2023 by Her Excellency the Honourable Barbara Baker, AC, Governor of Tasmania.

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#### **Feature**



### Montevideo Maru -Lost & Found

Their end is ghastly. A thousand Australians screaming as oil smothers and scalds them, seawater gushes into their lungs and flames steal their oxygen and does what fire does to bodies.

Many are teens. Little Ivor Gascoigne only 15. There are granddads. Fathers and their sons. Brothers. The three Turner boys: inseparable in life – now death.

A witness is haunted.

"People were jumping into the water.

Thick oil was spreading across the sea.

There were loud noises...metal wrenching, furniture crashing, people screaming.

I cannot forget the death cries."

#### Montevideo Maru

Torpedoed by the American submarine USS Sturgeon on 1 July 1942, the sinking of the Japanese-flagged SS Montevideo Maru became Australia's worst maritime disaster when it was revealed that nearly a thousand Australians had been aboard.

They were prisoners of war and civilians captured in the fall of Rabaul, Papua New Guinea, a few months earlier. An estimated 1,060 prisoners were lost, including at least 850 Australian service members and 210 civilians from 14 countries, ranging from a boy aged 15 to men in their sixties.

For many years, secrecy surrounded the disaster as successive powers were reluctant to reveal the circumstances of the tragedy. This created a long legacy of grief and trauma for thousands of affected families.

Among those impacted was Max Uechtritz who grew up in Rabaul and became a founding member of the Montevideo Maru Society, which pushed for national recognition of the tragedy.

#### "Australians singing Auld Lang Syne to their dying comrades"

In 2003, when Director of News and Current Affairs at the ABC, Max and a research colleague located the lone surviving Japanese crew member of the Montevideo Maru and arranged for him to be interviewed for the 7.30 Report.

Yoshiaki Yamaji gave the first and only eye-witness account of the disaster including a poignant reference to Australians singing Auld Lang Syne to their dying comrades as the ship went down.

While the Society succeeded in bringing the story to national attention (in 2012 a memorial to the victims was inaugurated at the Australian War Museum), they were acutely aware that closure was impossible



Above: Screens in the Operations Room present wreck footage for comparison with photographs

without knowing the final resting place of the ship and its victims.

It would take a special kind of person to commit their own resources and energy towards locating the wreck site. Enter John Mullen, Director of Silentworld Foundation - a philanthropic group dedicated to maritime archeology and heritage.

The Foundation's mission planning team, which included Max, worked for several years to identify possible sites, which culminated in a final 12-day search in the South China Sea that led to the historic discovery - all documented by Max and award-winning cinematographer Neale Maude.

Coincidentally, the discovery of Montevideo Maru was made, after 80 years lost off the coast of Luzon in the Phillipines, at around the time the MV Blythe Star was found off Tasmania. It had taken almost 5 years planning by Silentworld Foundation and 20 years dedicated research by the Montevideo Maru Society - but they had never given up.

Speaking immediately after the discovery, John Mullen said:

"The discovery of the Montevideo Maru closes a terrible chapter in Australian military and maritime history. Families waited years for news of their missing loved ones, before learning of the tragic outcome of the sinking. Some never fully came to accept that their loved ones were among the victims. Today, by finding the vessel, we hope to bring closure to the many families devastated by this terrible disaster. I would like to express my to all of the dedicated gratitude Silentworld team involved in expedition, to the outstanding Fugro crew and technical team on board the Fugro Equator, and to the Australian Department of Defence for their unwavering support. I am proud to be the citizen of a country that never forgets or stops looking for those lost in the course of duty, no matter how many years may pass."

The commitment to task displayed by the likes of John Mullen and Max Uechtritz inspires us all to achieve what we can for the greater good. Lest we forget.

Right: A technician readies the Unmanned Autonomous Vehicle used to detect and image the wreck of SS Montevideo Maru



### **Montevideo Maru**



Clockwise from top left: The Turner brothers, inseparable in life and death; Silentworld Foundation team on the South China Sea; comparing data in the Operations Room during the 12-day final mission; John Mullen looks through binoculars, he never gave up the search.

#### **About Silentworld Foundation**

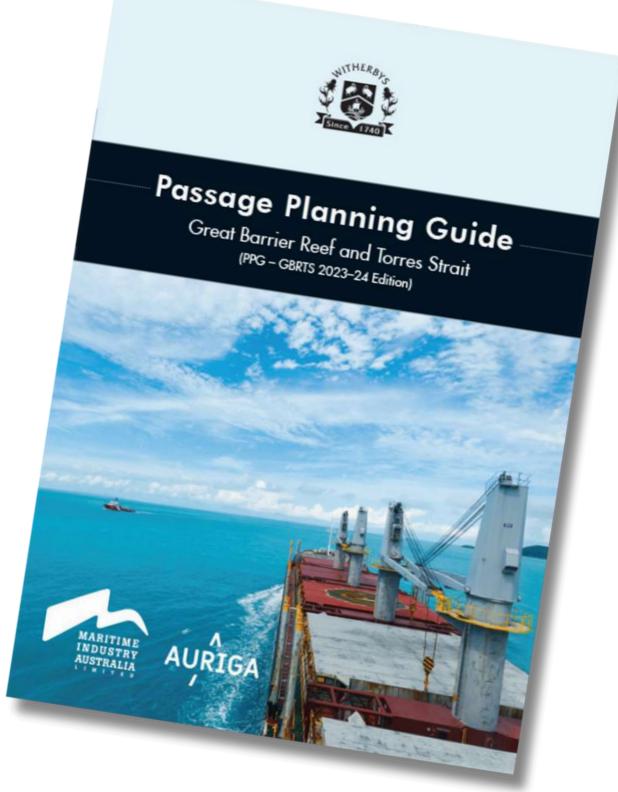
John and Jacqui Mullen founded and run the Sydney-based not-for-profit, which supports and promotes Australasian maritime archaeology, history, culture and heritage. The Foundation also operates a museum dedicated private understanding the nation's early maritime history and supports annual expeditions and other ventures seeking a greater understanding of our past. Silentworld participated in locating HMAS AE1, Australia's first submarine, and in 2009 it solved a 180-year mystery by finding the wreck site of HMCS Mermaid lost on a coral reef off Queensland in 1829.

#### **About Max Uechtritz**

Max Uechtritz is a former foreign correspondent, news executive and now documentary filmmaker with a long personal connection to the story of the Montevideo Maru. He was born in Rabaul and his family had close connections to a number of those lost on the ship. Max was a founding member of the Montevideo Maru Society which pushed for national recognition of the tragedy and raised funds for a memorial in the grounds of the AWM, inaugurated in 2012. In May, Max presented the story of Montevideo Maru at a MIAL-hosted breakfast to mark World Maritime Day.



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# Welcoming our newest members

In this next section we welcome our newest members who joined MIAL over the course of 2023.

Members are both the lifeblood and the strength of our association. There's a lot of truth to the old adage: strength lies in numbers.

MIAL works strategically to ensure our members' interests are represented at home and internationally as we forge a sustainable Maritime Nation.

Let us amplify your voice.

Join MIAL today.

# Maritime Safety Queensland (MSQ)

Maritime Safety Queensland (MSQ) oversees a portfolio of responsibilities unmatched by any of our peers in Australia.

As the sunshine state's primary maritime safety regulator our mission is to provide safer, cleaner seas for Queensland.

MSQ delivers the classic functions of developing and reviewing legislation, setting standards and ensuring compliance. However, we also provide a diverse range of services and infrastructure not usually found side by side.

We are responsible for ensuring safety across the whole spectrum of waterborne activity—from the largest ocean-going trading ships to the smallest recreational tinnies and personal watercraft. MSQ services the shipping and ports communities as well as recreational marine license holders—currently more than one million Queenslanders and growing.

Along Queensland's vast coastline we provide cutting edge Vessel Traffic Services, install and maintain aids to navigation, conduct boating safety education, and regulation enforcement.



### Welcome to MIAL

### MSQ – Safer, cleaner seas for Queensland



One of our major responsibilities is being in charge of preparing for, and responding to, ship-sourced marine pollution, which makes us a guardian of the Great Barrier Reef.

We operate the state-of-the-art simulator and training facility <u>Smartship Australia</u>. Pilots, shipping and towage companies from right across the Pacific access Smartship to train, gain qualifications and solve difficult problems such as berthing a fuel carrier during the height of the Brisbane River floods.

MSQ builds and owns boat ramps, floating walkways and pontoons supporting recreational and some commercial boating. There are also 10 state boat harbours roughly one day's sailing apart, for vessels from Brisbane through to Bowen in our portfolio.

We're also on the water ourselves. Our Marine Officers are out there maintaining navigation aids, cleaning up pollution, surveying channels, conducting recreational boating safety compliance and enforcement patrols.

If it's about safer, cleaner seas for Queensland we're on the job 24/7 every day of every year.

But it's not just our job.

It's our passion.

## Oldendorff

Each year, our fleet of about 700 owned and chartered vessels carries around 380 million tonnes of bulk and unitised cargo across the oceans. As a specialist in spot business, industrial contracts and offshore transshipment, we focus exclusively on dry bulk logistics.

The owned and bareboat chartered fleet usually fluctuates between 100 and 150 vessels (including transshipment assets); the balance is chartered in from other owners. Our fleet transports primarily iron ore, coal and agriproducts. As of end 2023, the fleet of 725 ships was roughly made up of 200 Capes and Babycapes, 230 Panamax and Post-panamax, 170 Ultramaxes to Handies

and around 20 transshipment units.

We recognise that clean oceans and clean air are vital for our survival, both as a company and as individuals. Since 2013, Oldendorff has invested \$3 billion in 90 new "eco vessels", which have fuelefficient and reduced greenhouse gas emission engines and a number of fuelsaving devices to reduce consumption and carbon emissions. Today over 90% of the Oldendorff fleet, and most of our chartered vessels, are "eco" type vessels.

Our people are our greatest assets, our teams are set up to maximise support for our commercial activities.



### Welcome to MIAL

# Our vessels make over 14,000 port calls in 118 countries each year

The company has about 4,500 dedicated employees from 60 countries, comprising over 900 office employees and over 3,000 seafarers. Our customers often have very particular shipping requirements; our bulk logistics experts take pride in understanding their requirements, in order to provide an optimised shipping service.

In order to achieve that, we have office employees based in 22 locations around the world. Our vessels trade globally and make over 14,000 port calls in 118 countries each year. We have an excellent programme to encourage seafarers to join as cadets with a clear path to becoming Captain or Chief Engineer. Our seafarers and technical teams are working diligently to maintain our very good record of marine compliance and vetting.

Oldendorff Carriers maintains a conservative financial position and low leverage. Our annual turnover typically exceeds \$5 billion, and we have been profitable for the past 13 consecutive years. Profits are not paid out as dividends, but retained for future investments, so we can pursue a long-term counter-cyclical strategy.

Oldendorff Carriers also offers its customers tailor-made offshore bulk transshipment solutions in 10 locations. This enables our clients to reduce transportation costs by using larger and more efficient vessels to load and unload at ports where restrictions would normally prohibit large vessels. Since 2002, the company has invested about \$600 million in transshipment equipment and has transhipped over 200 million tonnes of bulk cargo.



## Pilbara Ports

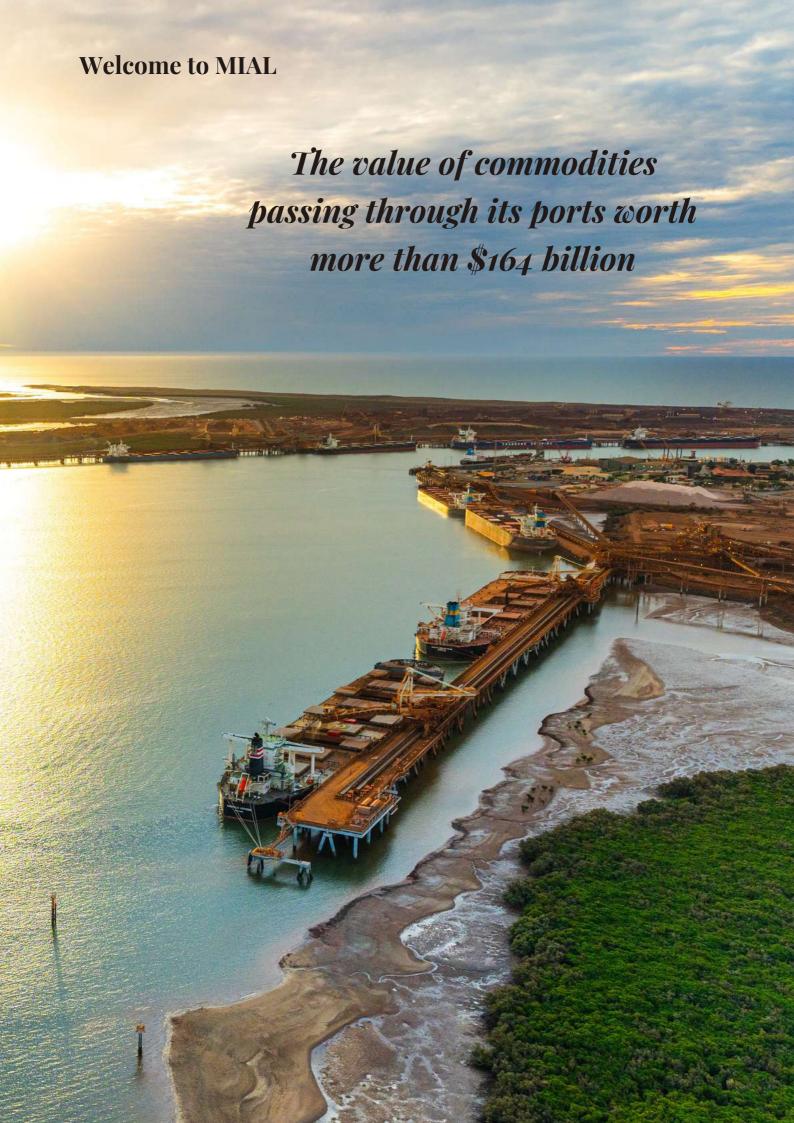
Pilbara Ports is the world's largest bulk export port authority, encompassing the ports of Port Hedland, Dampier, Ashburton and Varanus Island.

In the 2022-23 financial year, Pilbara Ports achieved a fourth consecutive record-breaking throughput with 752.4 million tonnes of trade, with the value of commodities passing through its ports worth more than \$164 billion. This was achieved with 6,829 distinct vessel visits, an average of 18 vessel arrivals per day. Iron ore accounts for 93.4 per cent of exports from its ports, with a total of 702.6 million tonnes, equating to 43 per cent of global iron ore trade. LNG exports increased significantly with 10 per cent growth, accounting for 7.5 per cent of global trade.

Pilbara Ports is progressing on several strategically significant infrastructure projects, which will enable continued trade growth for decades to come, meeting the throughput aspirations of its customers. This includes the Lumsden Point development in the Port of Port Hedland which will provide an additional two multi-user berths and critical import capacity for renewable energy infrastructure, supporting a green energy transition in Western Australia.

Lumsden Point will also support the export of battery metals, including lithium and copper concentrates. Pilbara Ports is also progressing the Dampier Cargo Wharf Projects, which includes the construction of a new berth (Dampier Bulk Handling Facility) and link bridge (Dampier Link Bridge), enabling future upgrades to existing infrastructure (Dampier Cargo Wharf Refurbishment). The Dampier Cargo Wharf Project will provide additional trade capacity at the Port of Dampier and support continued economic growth in the region.

Pilbara Ports is continuing to grow its direct shipping services into Port Hedland and Dampier, connecting the Pilbara with Asia. This service reduces freight time and related carbon emissions and provides customers with fast, reliable and safe import options.



### Port of Brisbane

As the third largest container port and one of the most diverse multicargo ports in Australia, the Port of Brisbane is an economic powerhouse driving Queensland and Australia's trade growth and connecting Queensland and northern NSW trade with the world.

On average, approximately \$55 billion in international trade is handled through the Port every year, including around 50% of Queensland's agricultural exports and 95% of its motor vehicles and containers. It's also home to the new Brisbane International Cruise Terminal— a world-class cruise facility supporting the long-term growth of the cruise tourism industry in Brisbane and Queensland.



# The Port of Brisbane is a vibrant and growing port community

Our approximately 90km long navigational channel is one of the longest in the country and is maintained to a safe, navigable depth for commercial shipping by our highly skilled and experienced team of hydrographic surveyors and marine crew. Our hydrographic surveying and marine team also provide commercial surveying services to other ports, marine infrastructure projects and local councils along the Queensland coast.

The Port of Brisbane is a vibrant and growing port community, home to over 70 global and national trade-related businesses including some of the largest port and logistics companies in the world, sustaining local jobs and supporting regional prosperity, In FY22, the Port and its supply chain contributed around \$7.8 billion to the state economy and supported around 63,000 jobs, including almost 8,000 within the port precinct.

As Port Manager, our role is to facilitate the long-term, sustainable development of the Port to benefit the Queensland economy and community. Our business is supported by experts in development, property, infrastructure, sustainability and marine operations as well as supporting business functions. We are industry leaders in sustainability, with our whole-of-business approach reflected our Sustainability Program ambitious 2030 sustainability targets.

To find out more about doing business with the Port of Brisbane, get in touch via <a href="mailto:info@portbris.com.au">info@portbris.com.au</a> or call us on 07 3258 488.



## Spirit of Tasmania

Spirit of Tasmania is one of Australia's most iconic travel experiences and a vital connection between mainland Australia and the island state of Tasmania.

Twin ships, Spirit of Tasmania I and Spirit of Tasmania II, operate overnight sailings across Bass Strait between Geelong in Victoria and Devonport on Tasmania's north-west coast. Between September and April, Spirit of Tasmania operates a number of day sailings in addition to its regular schedule.

Employing more than 600 staff and transporting more than 450,000 passengers annually, Spirit of Tasmania is widely recognised for its contribution to the Australian tourism industry and for fostering Australia's economic development through the provision of a world-class passenger and freight service.

Since its inception, Spirit of Tasmania has continued to grow steadily through its commitment to safety, reliability and in delivering unparalleled level of customer service.



# The new purpose-built ships will offer increased comfort

Due to continued high demand Spirit of Tasmania has engaged Finnish shipbuilder, Rauma Marine Constructions (RMC) to build two new purpose built ships, Spirit of Tasmania IV and Spirit of Tasmania V to replace the current fleet.

Measuring over 212 metres, with space for up to 1,800 passengers, 301 cabins, 165 recliners and 4098 vehicle lane the will metres new ships have significantly greater capacity for passengers, passenger vehicles and freight.

The new purpose-built ships will offer increased comfort and enjoyment for passengers with a wide range of accommodation and entertainment options on board.

Additionally the new ships will be more environmentally efficient with: a hull shape specifically designed for Bass Strait conditions; dual-fuel engines running on LNG and diesel, with the flexibility to introduce new biofuels as they become available; and advanced anti-foul coatings to reduce impact on the marine environment and reduce fuel consumption.

The highly anticipated ships are due to arrive in 2024.



## **Propel Marine**

#### **Pioneering Sustainable Practices in the Maritime Industry**

Established in 2018 in Western Australia, Propel Marine is a leading provider of comprehensive maritime services.

Our services include ship inspections, surveys, repairs, marine and technical consultancy, ship audits, and cargo handling solutions.

Our team comprises of Master Mariners, Marine Engineers, Marine Warranty Surveyors, experienced Superintendents, and Industry Leaders. This diverse and experienced team allows us to provide a wide range of services and solutions to our clients.

Our expertise extends to renewable energy, particularly in wind energy project management. This reflects our commitment to sustainable practices in the maritime industry. We believe in harnessing the power of nature to propel the maritime industry towards a greener future.



### Welcome to MIAL



Over the years, we have expanded our operations to 12 base locations across Australia, enabling us to cover vessel attendances across the continent. Our overseas locations include New Zealand, India, Singapore, and our latest addition, China. This extensive network allows us to provide our clients with prompt and efficient services, regardless of their location.

Our team of experienced professionals is dedicated to providing practical and professional solutions to the most challenging needs of our clients. We take pride in our ability to deliver high-quality services that adhere to the highest safety and environmental standards.

We invite you to visit our website at www.propelmarine.com for more detailed information about our services and operations.

Please feel free to reach out to us for any of your maritime needs. We look forward to contributing to the maritime industry through our membership with Maritime Industry Australia Ltd.



Visit www.propelmarine.com

# OceanXpress Shipping & Logistics

### Capt Nigel D'Souza FICS, FCILT, MBA Director & Principal Consultant

Capt D'Souza has about 52 years' experience in the shipping industry (including a career at sea) and has held various middle and senior management positions in Shipping and Logistics organisations in Australia and abroad. These were with a Shipowner, a major Resources company, a major Industrial Manufacturing company and with a start-up (fertiliser) Mining company.

He holds professional qualifications in Shipping, Logistics and a MBA degree from RMIT University, (Melbourne). He is a Fellow of the Chartered Institute of Logistics & Transport and a Fellow of the Institute of Chartered Shipbrokers.

He is an independent consultant offering his expertise in Maritime related logistics, shipping operations and management. His expertise covers a broad range of areas in commercial shipping from conducting evaluations of and managing projects, to vessel chartering, ship operations and marine claims and insurances. He also offers management consultancy in areas such as strategic planning and organisational development etc.

He has worked as an independent consultant for well-known major corporations in Australia, New Zealand and Papua New Guinea developing the shipping and port related logistics for their mineral exports and mine developments both in Australia and overseas.

He is a commercial arbitrator in the area of maritime trade and shipping.

Contact Capt Nigel D'Souza: Tel/Fax: +61 3 95580907 Mob: +61 (0)419 371128

# Join us in Brisbane

MIAL's flagship 2-day conference, Blueprint for a Maritime Nation, will be held in Brisbane, 13-15 May 2024.

### MAX Magazine

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