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Maritime Strategy Defence Policy,
Committee, Parliament House,
Canberra Act.

Dear Sir,

Firstly I have had 45 years experience, in both British and Australian Merchant Marine, in war and peace.

So I hope my submission, to your inquiry into the role of maritime strategy in Australia's defence policy. Helps in reminding the younger generation, how important it is for a viable Australian Shipping Industry.

One only has to turn the clock back in history, to the second world war, to appreciate the critical role of Merchant shipping of any country—the availability or non-availability of Merchant shipping determined what the allies could or could not do militarily.

In 1942 there were 33 allied ships sunk each week mostly in the north Atlantic. As Sir, Winston Churchill stated:- The only thing that ever really frightened him during the war, the U-boat peril. The battle of the Atlantic, lasted from September 1939 until May 1945.

In 1942 U-boats sank more ships than were built, in the same year 1,664 ships sunk, 1097 of them in the North Atlantic. Many Merchant Navy and Naval personnel lost their lives.

“The men and ships of the Allied Merchant Marine, have participated in every landing operation throughout the war, in Europe and Pacific. Of 12 ships in Darwin Harbour 19th February 1942 S/S Admiral Halstead was the only ship which was not damaged or destroyed.

In the Mindoro invasion of the Philippines, more Merchant Mariners, lost their lives, than did members of all other armed services combined. This mostly applies to all conflicts throughout the second world war.

General Douglas Mac-Arthur, sum it up, I hold no branch in higher esteem, than the men and women of the Allied Merchant Marine. He went on to say the Allied Merchant Marine, was an essential part of the second world war in all the conflicts of the globe. Without it we would have lost the war. The Allied Merchant Marine was responsible for

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putting land armies and equipment on enemy territory, and maintaining them there.

At this time of need, Australian ships, both Navy and Merchant ships, play a huge role in the defence of this country, never ever lets forget their contribution, to the cause of freedom.

During World war 2. President Franklin D. Roosevelt, Sir Winston Churchill, and many Military leaders, praised the inportant role of the Allied Merchant Navy. As the most inportant arm of defense , any country can have in war. And also a determinative factor in peace time to protect its own shore lines. This is why America is so strict, as to who carries its produce around its coast lines. Australia should take heed of this.

.I now put to the defence sub-committee, what is the National Intrest ;, Regarding the furture of an Australian Merchant Navy manned by Australians.

My life has spanned much of the twentieth century, we watch our past recede into history, and feel we can never reclaim it, but we can surely learn from it. The seafarers of this vast country of ours, with its 12,000 miles of coastline, and beyound the vast oceans, have become a vital linl, not only of our Maritime history, but the sea around us, our link to the outside world, regarding trade.

Australian`s now and in the furture must be more represented as to who carries its commerce. We are no longer tied to the Mother country or to America, we are an independent nation and must act accordingly. More so Governments, now and in the furture , they must always put their own people first.

My imput to this committee, is on behalf of all Merchant Marine Allied seamen , who gave their all in World war 2. I put theses submissions to the "National Parliament of Australia.", I hope it helps in retaining a viable Australian Shipping industry, manned by Australians.

I remain yours sincerely,

William Fredrick Andrews.

WF Andrews

“ SUBMISSION TO JOINT STANDING COMMITTEE, MARITIME STRATEGY IN AUSTRALIAN DEFENCE POLICY.”

WILLIAM FREDRICK ANDREWS. AUSTRALIAN CITIZEN.

“THE FOURTH ARM OF DEFENCE, “MERCHANT NAVY IN WAR AND PEACE.”

Firstly let me introduce myself. I have had 45 years seagoing experience, in both British, and Australian Merchant Marine. In War and Peace. I retired in late 1989.

I make theses submission as a concern Australian citizen , also a wartime Mariner of World War 2.

Maritime Cabotage law, is a law empowering navigation , and trading within ones country, coast-line or from port to port, within a nation (Domestic Shipping) to be reserved exclusively for, and carried on by its National flags ships, and Nationals.

The National interests, should be best protected by a change into the Cabotage laws in closing of the loop-holes, that in now hindering the running of our third arm of defence in this country. And harming our economy. Past subsidies must be retain to help Australian shipping in order to facilitate a viable fleet at all times.

In the area of defense , other wise “THE FORTH ARM” , of defense is vital, for the national security of this country. Banning foreign vessels with foreign crews, from coastal shipping trade, would protect the nations interest Why, to combat espionage, and transnational terrorism. If you restrict, and interfere by using Cabotage loop- holes in restricting the use of Australian Flag ships, and their Australian crews, it would Spell out disaster not only in the defense of our coast line, but the country which is Girt by sea.

Australian, territorial sovereignty and over seas, in ever increasing threats at transnational terrorism, has to be looked at very closely, in line with our forth line of defense, which is the Australian Merchant Navy.

Because today we live in a completely different world, have no inkling

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about this. We all have to except the reality of life, that international terrorism is a fact of life. I implore The National Parliament of this country Australia , to heed history, and come together as one, in reconising, that our shipping industry is the fourth arm of our defense, without it , just like the last world war 2, we could lose the war on international terrorism.

The incentives, that encouraged the Australian shipping industry, for investment in the future should be maintain. On the understanding that future tonnage be design as such for easy conversion into a war footing. EG huge bulk carriers, converted into air-craft carriers. Roll on roll of ships converted into troop and supply vessels.

The National College in Tasmania, to be retain for training of ships crews, in new technology and safety, dangers are always lurking in the background. Esso in Gippsland was proof of this. Also up to date training in defense control if the need arises.

Manning and Australian conditions for all seafarers, should be fair along side industry ashore. Renumeration for leave entitlements, has to be excepted by Governments as part of the industry.

Our Merchant Navy, should have exclusive rights and protection by Australian law to trade between Australian ports. The same as the United States of America.

International Shipping companies, should be encouraged, to a percentage of their fleets, to be manned by Australians, flying the National flag of Australia. This would apply to regular shipping companies plying their trade with Australia. This is not a new concept, has work in past years.

Foreign- owned vessels, manned by foreign crews, earning third world wages, should be discourage by all Government throughout the world. Lets clean the seas of ships of shame, lets bring them up to the modern world standards.

W F Andrews

"The Fourth Arm Of Defense"
By William Fredrick Andrews.

For people to understand, or to appreciate the critical role of Merchant shipping---- one has to turn back the clock, and learn from past history.

In my letter and submissions to the committee, I stress the point, of the availability or non- availability of Merchant shipping, in times of conflict, and its role in peacetime. As a watch dog, on Australian territorial sovereignty, and over the seas, and around its shore lines.

We are now living in a world, where we have to except the reality of life, that international terrorism is now the new war. "Of this our new Century".

It is well argue, that the allies in the last World War 2. That we would have lost, had we not had the means to carry personnel, supplies, and equipment needed by our armed forces. The allies Merchant Marine, was the provider and critical logistical support, to its armies in the fields of battle.

Merchant shipping, in war and peace, deliver the vital goods in war. Troops, ammunition, tanks, food,, and the raw- material needed to make all of the above. Lets always, remember, that they delivered the goods at great risks.

In recent times since world war 2. Country` s have been caught, with their pants down. With lack of their National flag ships, traditionally, some Merchant fleet` s have supported operations during times of conflict. But unfortunately there are concerns about the inability to access Nation al flag shipping, and the availability of ships during a National emergency.

One only has to look back on the Falklands conflict. It highlighted the extent to which the UK Royal Navy depended so much, upon Merchant Marine, civilians for assistance.

Let me take you back into history once again. The significant reliance upon, Merchant Marine civilians for assistance, during the Persian Gulf war. Of 162 ships required for this operation, only five were British registered. The UK Government paid over three times the market rate to charter roll on roll off ships. They spent well over 38 million pounds over budget, to charter F.O.C. shipping, only to find that the many foreign under-paid seafarers, refused to sail to the Persian Gulf, under war time conditions. Which created a sudden serious demand, and questions asked. Where have all our Flag National shipping gone.

Despite the warning signal, to the world at large, and government. The penny has not drop. They the world, still have not address the dangers of F.O.C. shipping. Which includes the Australian shipping industry. The question of maintaining Australian Cabotage, of closing of the loop- holes. The availability of suitable fiscal subsidies, to

Australian shipping companies, to maintaining a proper trading fairness, and new tonnage requirements.

There are signs, by some global shipping to re-registration back from F.O.C. shipping and to go back to their National flag shipping. One such company is P&O who has great interest here in Australia. Despite this positive move, governments here and around the world, also have to act in helping to achieve these new trends, also looking at the tax haven ports around this world.

In major European countries, they are reversing their policy on shipping, and are counteracting their policy's regarding "Flags of Convenience Shipping". And are now offering incentives to promote their own Flag shipping fleets.

Australia was the 5th largest nation. Based on tonnage transported in and out of Australia, in F.O.C. shipping. This comes about, by tax havens, such as "Liberia" "Panama" "Cyprus" and "Malta", just to name a few, they have exploited National Flag trading ships. By invading taxation, industrial and environment laws Etc. Of the state which F.O.C. shipping are registered.

These invading tax haven country's must be closed, it is necessary for governments around the world to see, that the international laws of the sea, to be change, so that the Pirate F.O.C. vessels to be re-registered back under their own National flags. Only then common -sense will be the winner.

Australia, territorial sovereignty, and over the seas, is an ever increasing threats of transnational terrorism. This has to be looked at very closely in line with our fourth line of defense. "The Merchant Navy".

Because today we live in a completely different world and international terrorism is a fact of life. The National Parliament of this country Australia must heed history and learn from it. By coming together as one in recognizing that our shipping industry is the fourth arm of our defense forces. With out it. Just like world- war 2. And - other conflicts since that war. We could lose the war on international terrorism.

The development and growth of a Australian shipping fleet, for the use of the Australian fourth arm within the arm - forces in line with the Navy as its back up in times of conflict or a national emergency. Such as international terrorism, or the ravages of oil pollution, it would be in the national interest for non- reliance on foreign ships, or foreign nationals. As it could jeopardize Australian National security.

Time and again over the past decade the Maritime Marine throughout the world, has demonstrated how importance our fourth line of defense, is to a nations strategic sea lift capability. One only has to look at the Persian Gulf war in 1991. Or the most recently

events against Saddam- Hussein of Iraq. Australian flag ships, and the civilian mariners, have been in the past, and will be in the future, the back bone that is needed by our armed forces, the ability to help them in time of need.

Another trend since the last war for most concerned Australian people. Is the wholesale transfer of Australian jobs and factories overseas. This process started much earlier in fact right after world -war 2. With the creation of F.O.C., registries into tax evasion ports of call and cheap labor.

This comes about, because of loop- holes in domestic, and international laws. The safety records of most F.O.C. registries, and human rights abuses, are now coming to the forefront of public notice throughout the world. To the massive costs to the environmental damage and problems caused by the Pirate vessels off F.O.C. shipping.

Loop-holes in the present cabotage legislation is long overdue, it needs to have adequately laws provided for strict, or controlled cabotage principles. To not only protect the Australian shipping industry, but more so its nationals. So as to assure the National security of this nation in war and peace.

Going back to world war 2. I can quote on the battle of the Atlantic. UK losses 50% of tonnage, on the other side of the balance sheet. More than 30,000 officers and men did not come home, just as many injured for life. Many more Merchant Mariners of Allied and neutral nations losses must have been comparable. One must asked the question for what.

Towards the end of 1945. National flag shipping started to move off- shore, under F.O.C. shipping. By 1950 5.5% by 1960 21.6% by late 1990 s 50% of global Merchant fleets, over 80.000 vessels are off- shore. Re-registered in tax- free havens ports of the world. Approximately 1,360, 000 National flag seafarers throughout the world have lost their livelihoods to F.O.C. shipping.

“In Operation Pedestal”, in world war 2. Vice Admiral Syfret had this to say. Tribute has been paid to the personal of H.M. ships. Both officers and men will desire to give first place, to the conduct, courage and determination of Masters, officers and men of the Merchant Navy. The steadfast manner in which theses ships pressed on their way to Malta. Through all attacks, every movement order like a well trained fleet unit, was a most inspiring sight.

Many of theses fine men and their ships were lost, but the memory of their conduct will remain an inspiration to all who were privileged to sail with them.

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No more fitting tribute could be paid to the men of the Mercantile Marine in this, and in hundreds of convoys throughout the whole six years unending war at sea.

Theses same qualities which the Nations of this world accepts without comment as typical. Their reward just months after the war, was to be forgotten. Ending up on the scrap heaps throughout the world. Truly the politicians, and shipping intrest, of this world have short memories.

All I have left to say is in memory of the Mercantile Mariners of the allied forces of world war 2. They who gave their all, so that you and I can enjoy and live in freedom within a better world I hope.

It was the sea, that provided the bounty of our nation. And the seafarers, who manned the ships, both Navy and Merchant Navy, in war and peace, can feel pride in the achievement that have been made.

The Navy and Merchant Navy, is part of such history. In gratitude for blessing of a life of love and service, also in memory of those whose young life was short. "Least we Forget".

In conclusion. The submissions and concerns that I have brought to this National Parliament. Whether one views them separately, or as part of a larger integrated guide lines, so be it.

The various segments, I have raised of the Maritime industry, have over many years since Federation. Have played a most important role in defense and economic development of this nation.

I remain yours truly,

William Fredrick Andrews.

W F Andrews