

Melbourne Branch

The Log

The Monthly Newsletter of the Melbourne Branch of
The Company of Master Mariners of Australia Limited

Kindly Sponsored by:
Victorian Regional Channels Authority

- **Melbourne Branch Meeting - February**
1800 hrs Wednesday 25 February 2015
Speaker to be confirmed
- **MLAANZ Seminar - March**
1730 hrs Thursday 5 March 2015
Speaker: Andrew Gibson - Stevedore Liability Issues
- **Melbourne Branch Meeting and AGM**
1800 hrs Wednesday 25 March 2015
Speaker: Ian Rodriguez - The Role of ECDIS
Remember to "put your hat in the ring" if you would like to be considered for a position on the Court!!
- **Melbourne Branch Meeting - April**
1800 hrs Wednesday 29 April 2014
Speaker to be confirmed



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Hon. Sec. / Hon. Ed., Alexandra Evered

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From the Branch Master



Capt. Francis Castellino



Australia Day has officially come and gone and with that, the holiday season has come to an end. But before we get down to business, I'd like to wish all of you a Happy

New Year. On a frivolous note, I hope the silly season was for each of you ... well, just that. After all, we are young only once so if we don't live it up now, when will we? Silly but safe is also my New Year resolution!

So what does 2015 have in store for us as an organisation? Looking back on 2014, I believe that we have attracted more members than we have lost, which is always a good sign – especially if the new members are still active in the work force which may indicate that CoMMA is being looked upon as a relevant organisation. Let me take this opportunity then, to welcome the new(ish) members to the Company and to thank the old(er) members for your continued enthusiasm to the cause. Hopefully we will see a lot of new as well as familiar faces at our next CoMMA dinner meeting on 25 February 2015. Details of the meeting are elsewhere in The Log.

May I, now that I have welcomed all our members to the New Year, also ask of you – “what can you do for your organisation?” Would you consider nominating for the Branch Court? The same heads year after year present the same ideas and it would be nice if we could involve some fresh spirit into our deliberations. It costs nothing to become a member of the Branch Court, except for a 1630 start to the monthly dinner meeting instead of 1800.

That (in my terms) is a two glasses of wine head start on the others! Of course, attendance to every meeting is always optional as we understand that you may have other conflicting commitments in some months.

Speaking of memberships, it is becoming more difficult with each passing year for the wider Australian maritime industry to find ‘home-grown’ mariners. At the AMSA Seminar on Safety I attended in November 2014, there was the opening of a discussion – ‘there is a skills shortage in the maritime sector of Australia’. As Master Mariners we need to ask “why the dwindling number of Australian seafarers?” It appears that Australia is looking to immigrant labour to fill the skills shortage right across the maritime industry.

It is a matter of opinion whether Australian seafarers have priced themselves out of the global market; and whether Australian legislation restricts ship owning from being a profitable business. I encourage Master Mariners to send us their insight into the skills shortage we are seeing today and certainly, let there be an open debate into what needs to be done. We hear that the Government is now attempting to review the coastal trade reform bill as the original version did not revitalise the profitability of Australian ship owning as it was intended to do. We watch with interest (but without bated breath) what the outcome will be.

Finally, looking ahead to the rest of 2015, let us spare a sympathetic thought for the thousands of seafarers still sailing the high seas, having to contend with murderous pirates in many of the waters they traverse, only to come in contact with deadly diseases in the ports their ships take them to. May they all come home safely.



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Branch News



New Format for Branch General Meetings

As many of you know, the Branch Court reviews the costs and format of our meetings on a regular basis. Our aim is to encourage new members of the maritime community to join our organisation and to maintain our relevance in an ever changing environment.

Our General Branch Meetings are held on the last Wednesday of the month from February through to October unless otherwise specified. Our November meeting doubles as our "End of Year" celebration and has been held for the last few years at the Mission to Seafarers.

Our General Branch Meetings can therefore be considered the "face of CoMMA" in Melbourne. As such, it is incumbent upon us to ensure we continue to find entertaining and interesting speakers befitting the high standards we aspire to whilst acknowledging the demographics of our membership and cost considerations.

To this end, after careful consideration and taking into account the number of attendees at our meetings over the last few years, we have decided this year to move our monthly meetings to a slightly more informal format. We will continue to hold the vast majority of our functions for the coming year at CQ Functions, 113 Queen Street, Melbourne in the CQ Restaurant on the second floor. However, rather than a sit down dinner or lunch, we intend to provide seating during the guest speaker presentation and then retire to an informal bar with light refreshments (including finger food) at the end of the presentation. This will enable our members to mingle more freely and we hope enjoy a source of networking

through our events. It seems our meetings have sometimes been considered slightly on the "stuffy" or "formal" side!!

We intend to keep our costs at A\$40 per member (including spouses) and A\$50 for non-members. This cost, many of you will be pleased to hear will include drinks. But, be warned, our treasurer has given us strict instructions to cap the bar costs!!! We will be watching you!!!

One additional change is that the vast majority of our meetings will now be held in the evenings from 1800 hrs. Please mark the following Wednesdays for your diary:

- 25 February, 1800 hrs - Speaker to be confirmed.
- 25 March, 1800 hrs - Branch AGM followed by a presentation from Ian Rodriguez, formerly with the AMC, regarding the role of ECDIS and crew training.
- 29 April, 1800 hrs - Speaker to be confirmed.
- 27 May, 1800 hrs - Speaker to be confirmed.
- 24 June, 1800 hrs - Speaker to be confirmed.
- 29 July, 1800 hrs - Speaker to be confirmed.
- 26 August, 1800 hrs - Speaker to be confirmed.
- 30 September, 1800 hrs- Speaker to be confirmed.
- 28 October, 1800 hrs - Speaker to be confirmed.

The end of year function will likely be held in late November. Details will be forthcoming nearer the time.

Your feedback is always appreciated.



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Branch Roundup

Readings & Applications

New applications include:

- **Vickas Bangia, Ordinary, WA**
Vikas is the Harbour Master of Broome.
- **Joshua Adam Smith, Ordinary, WA**
Joshua is an AMSA surveyor at Port Hedland.
- **Thomas Stephen McAulay, Ordinary, Melbourne**
Thomas is an active seafarer and has just moved to Australia.
- **Barry John Barford, Associate, Sydney**
Barry is a retired Marine Consultant.

Applications awaiting Branch

Endorsement

- Dylan George Smith Ordinary, WA
- John Richard Watkinson, Ordinary, QLD

Applications awaiting Ratification

- Kevin Stone, Ordinary, WA
- Eduardo Alcaraz, Ordinary, Melbourne
- Sebastian Locke, Ordinary, WA

Upgrades from Associate to Ordinary

Member

- John Kavanagh, QLD
- Shannon Nicholson, WA

With regards to the upgrading of membership, unless Branches have a specific objection, the notification is for information only.

Notice of AGM

Please note that the Melbourne Branch AGM will be held at our General Branch Meeting on Wednesday 25 March, 2015 at 1800 hrs.

All members are invited to attend. Nominations are invited for the following positions:

- **Branch Master**
This position is currently held by Capt. Francis Castellino
- **Deputy Branch Master**
This position is currently held by Capt. Chris Noon
- **Branch Secretary**
This position is currently held by Alexandra Evered
- **Branch Treasurer**
This position is currently held by Capt. Ian French
- **Branch Registrar**
This position is currently held by Capt. Peter Bosman
- **Editor of The Log**
This position is currently held by Alexandra Evered
- **Assistant Wardens**
These positions are currently held by Capt. John Carroll, Capt. Nigel Porteous and Capt. Patrick O'Sullivan
- **Branch Auditor**
This position is currently held by Capt. Bill Korevaar.

If you are interested in joining the Court please feel free to contact Alex Evered on alex@baysideshipping.com.

Applications are also welcome on the night. A copy of the minutes for the 2014 AGM will be sent out by separate email and will be available on the night. If you wish to receive a hard copy by post, please contact Alex Evered.



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Members' Lounge



This is the place to escape to for a laugh, to share a memory or a good yarn, or perhaps an idea, opinion or even a gripe with your fellow members. Not all members can attend meetings, so consider this your 'monthly catch-up on a page'. Contributions are welcome...

email alex@baysideshipping.com
or phone me on **03 5424 1224**

Marine Notice 02/2015

Refurbished 'HAMMAR' Hydrostatic Release Units (HRU)

The purpose of this notice is to notify ship owners and operators the existence of refurbished Hammar H20 Hydrostatic Release Units (HRU) that have been provided on a number of ships for use with life rafts.

AMSA understands that time-expired Hammar H20 HRUs are being refurbished and re-sold as new, genuine units by un-authorized agents.

The refurbished HRUs have had their genuine labels removed and substandard labels affixed. These labels were observed to erode away within a short time from installation.

If such a unit is discovered on board it should be replaced immediately.

To see all current Marine Notices please go to:

[https://apps.amsa.gov.au/MOReview/
MarineNoticeExternal.html](https://apps.amsa.gov.au/MOReview/MarineNoticeExternal.html)



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Vale Capt. Sydney Lambrick

The Melbourne Branch of CoMMA is very sorry to report the passing of Captain Sydney Lambrick on 6 January 2015.

Syd was a longstanding member of CoMMA and will be greatly missed. Our thoughts are with Syd's family at this difficult time.

Good for a Chuckle

Will Rogers, was an American cowboy, vaudeville performer, humorist, social commentator and motion picture actor. He was one of the world's best-known celebrities in the 1920s and 1930s. He died in a 1935 plane crash in Alaska with bush pilot Wiley Post. Some of his sayings include:

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories to arguing with a woman.
Neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back into your pocket.
8. There are three kinds of men:
 - The ones that learn by reading.
 - The few who learn by observation.
 - The rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.
10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.

Master Mariners Congress 2015

Diversity in Shipping Technology & People

Australian Maritime College, Launceston

13-15 April, 2015

Shipping forms the largest Transport task for world trade and despite its environmental efficiencies per ton over other forms of transport, it is under continued pressure to meet community expectations. With the development of larger ships, eNav, new technology in environmental controls and automation ashore, coupled with competing demand for market shares, the marine and port sectors have entered an era where it and its participants need to differentiate themselves from others in the market.

Using new and emerging technology and capitalising on the natural diversity of skills and attributes in its labour market, the sector has great opportunities to demonstrate to the world community that whilst having developed and embraced a tradition of strong maritime skills, they are making significant strides forward to be the leaders in sustainable transportation.

The 3rd Master Mariners Congress being hosted at the Australian Maritime College is an opportunity for mariners both at sea and ashore and the marine sector in general, to discuss these key issues and for those AMC Alumni this is a great opportunity to revisit the college and look at the advances they have made, reunite with old classmates and revisit old haunts. Tasmania is a beautiful state offering families an opportunity to see diverse countryside and cultural heritage.

Capt. Allan Gray,

Congress Chairman

<http://www.mastermariners2015.com.au>



Confirmed topics/speakers include:

- **Coastal Shipping Review: What has Flag Got to do with it?**
Capt. John Kavanagh
- **Improving the Quality of Watchkeeping Skills with High Technology Simulation**
Capt. John Lloyd
- **Floating Decks: Logistics Solutions for Constrained Locations**
Capt. Paul Toussaint-Jackson
- **How Long will Nautical Graduates Remain at Sea?**
Dr Jiangang Fei
- **The Making of Master Mariners: Understanding the Incentives of a Seafaring Career in Australia**
Mr Livingstone Caesar
- **Where Will Our Future Seafarers Come From? Back to Basics with Fundamental Training**
Anne-Marie Archer



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CoMMA Congress 2015 Cont...

- **The Missing Link in Australian Seagoing Recruitment**
Capt. Roy Lewisson
- **Communication Challenges the Chinese Seafarers Face when Competing in the Global Maritime Labour Market**
Mr Lidong Fan
- **Mental Conditioning Strategies in Policing which have Direct Application to Human Factor Management in the Maritime Industry**
John Walker
- **What Do You Think About Female Seafarers?**
Xinna Zhu
- **Squalls and Squall Lines**
Philip Atkinson
- **Port & Vessel Interface for Safety and Business Management**
Charles Paterson

Registrations are now open and can be made online at: <http://www.mastermariners2015.com.au/registration/>

- Congress Registration A\$1,500 (register by 9 February 2015 and pay only A\$1,300)
- CoMMA and IFSMA Member A\$1,100 (register by 9 February 2015 and pay only A\$900)
- Partner Organisation Delegate A\$1,200 (register by 9 February 2015 and pay only A\$1,000)



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Branch Membership Fees



As many Members may realise each Branch of CoMMA sets its' membership fees to take into account the Federal Levy payable to the CoMMA Federal Office. The Federal Levy funds go towards the general running of the organisation across Australia.

This year the Federal Levy payable by the branches will increase by A\$5 per head.

However, after reviewing the Melbourne Branch financial status, the Branch Treasurer has recommended, and the Branch Court has agreed, to maintain the current membership fees for the Melbourne Branch Members.

The Melbourne Branch Treasurer is in the process of sending out Subscription Notices and these should be with you all shortly.

Payment can be made by cheque or EFT and timely payment is very much appreciated.



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Around the World

Libyan Ports Closed Amid Fighting, 20 January 2015

According to an advisory issued by Inchcape Shipping Services, the Libyan ports of Ras Lanuf, Benghazi and Es Sider are currently closed amid fighting in the west of the country. Zuwetina port is closed due to strike action. Mellitah and Zawia oil complexes are open, but crude oil loading has been suspended.

The International Chamber of Shipping (ICS) has advised its members to reconsider making Libyan port calls in light of recent attacks on vessels.

Gulf of Guinea, Bulk Carrier Robbed, 14 January 2015

According to IMO piracy reports, eight armed pirates boarded the drifting 56,108-DWT Bulk Carrier OCEAN SPLENDOR approximately 157 nm southeast of Accra, Ghana. The pirates fired weapons, destroyed communication equipment and detained the crew while on the vessel. The group stole crew and ship possessions, eventually disembarking at about 03:15hrs (LT) on 15 January 2015.

Ghanaian Navy Frees Hijacked Product Tanker, 17 January 2015

According to open source media reports, the Ghanaian Navy arrested eight Nigerian pirates suspected of hijacking the 2,141-DWT Cook Islands-flagged Products Tanker MARIAM (IMO: 8666472). The exact date and location of the hijack are currently unknown. It is understood that the operators of the MARIAM had a

tracking device on the ship and were able to direct the Ghanaian Navy to the location of the missing vessel on 17 January 2015. The navy's patrol vessel located the tanker approximately 26 nm southeast of Tema (Ghana) where they arrested all eight of the suspected pirates. By this point, the pirates had transferred a quantity of the MARIAM's petroleum cargo (product type unknown) to another vessel. There is no information on the ship/ships involved in the illegal STS-transfer operation. Naval forces from Togo, Benin and Nigeria are currently searching for the lightering vessel/vessels.

Adriatic Sea, Migrant Ship Ezadeen Moved to Italy, 3 January 2015

The Sierra Leone-flagged livestock carrier EZADEEN was boarded by Italian Coastguard personnel after it was found drifting crewless and without fuel in the Adriatic Sea. On board the vessel were 400 migrants, mainly from Syria. The ship was subsequently towed into the Italian port of Corigliano Calabro.

Cars Removed from Hoegh Osaka Car Carrier, 28 January 2015

The Hoegh Osaka grounded on the Bramble Bank after developing a severe list shortly after departing Southampton with approximately 1,400 cars. The vessel self-floated from the bank on 7 January and was moved to the nearby Alpha Anchorage, where salvors from Svitzer worked to reduce the list. The vessel was subsequently towed to Southampton.

The operation to remove cargo from the vessel began on 27 January at the port of Southampton after the all clear was given by the authorities. The car carrier is now back in the hand of its owner, Höegh Autoliners, after the salvage officially ended when the vessel was towed back to Southampton.



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Closer to Home

AMSA Bans Third Vessel from Australian Ports, 9 January 2015

AMSA Media Release

The Australian Maritime Safety Authority (AMSA) has issued a direction to Indonesian flagged multi- purpose ship MV Meratus Sangatta (IMO 9116797) not to enter or use any port in Australia for three months.

The ship has been detained three times since November 2012 and twice since November 2014. As a result it will not be allowed to re-enter Australian ports until April 6, 2015.

MV Meratus Sangatta was detained in Port Alma, Queensland on January 2 despite AMSA urging the ship's operator, PT. Meratus Line, to improve its performance following the banning of another of its vessels, Territory Trader, in Cairns in November last year.

AMSA Chief Executive Officer Mick Kinley said a complaint was received in accordance with the Maritime Labour Convention (MLC) ahead of an inspection of the ship last week.

"The recent detention found numerous failings in compliance with the MLC, which place the welfare of seafarers at risk," Mr Kinley said.

"The more serious of these deficiencies included not having enough food and potable water for the next voyage, defective and insufficient refrigerated storage to safely store fresh food, defective laundry, sanitary and cooking facilities, as well as expired Seafarer Employment Agreements (SEA).

"AMSA, in line with its international obligations, treats any

breaches of the MLC with the greatest of seriousness to ensure seafarer welfare and safety, and to protect Australia's marine environment."

Mr Kinley said ships operated by PT. Meratus Line would now be subject to inspections at every port call.

The vessel was required to rectify deficiencies identified during the inspection before it was released from detention from Port Alma.

The vessel is the third to be banned from Australian ports under the revised Navigation Act which came into effect in July 2013.

AMSA Responds to Disabled Vessel in Queensland, 12 January 2015

AMSA Media Release

The Australian Maritime Safety Authority (AMSA) responded to a general cargo vessel, experiencing mechanical issues near the Great Barrier Reef on 12 January 2015.

Antigua and Barbuda flagged general cargo vessel, Thor Commander, reported on Sunday it had damaged its main engine.

The vessel was drifting approximately 31km north-east of Perkins Reef in the Swains Reefs group, about 379km north-east of Gladstone.

AMSA tasked a tug from Gladstone to respond and two merchant vessels were nearby to assist after responding to a broadcast to shipping in the area.

AMSA directed the owners and Master of Thor Commander under the Protection of the Sea (Powers of Intervention) Act 1981 to accept a tow to prevent it drifting further. Additionally, a direction was issued to the Master of the Xinha Hai to engage in a towage operation and hold Thor Commander until the arrival of the tug.



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Closer to Home Cont...

AMSA uses these powers to prevent potential maritime casualties and harm to the marine environment.

Queensland police vessel Lyle M Hoey also diverted to assist, if required.

The following morning, 13 January 2015, a towline was established between the disabled vessel and the tug Smit Leopard from Gladstone. The Thor Commander was then located about 375km north east of Gladstone.

A towline was maintained between the disabled vessel and the Xinfra Hai to stop Thor Commander from drifting. The tows were established with the assistance of Queensland Police vessel Lyle M Hoey.

AMSA thanks the captain and crew of all the vessels who assisted in the response operation which saw the Thor Commander arrive safely at the Port of Gladstone on 15 January 2015.

Contact with wharf while berthing *Big Glory* at Cape Flattery, Queensland on 20 November 2014

Summary

On 20 November 2014, while berthing at Cape Flattery under pilotage, the bulk carrier *Big Glory* landed heavily on the wharf.

Damage to the wharf was reported to be minor. The ship's hull had minor damage and was holed about 1.5 m above the water line. There was no pollution and no injuries as a result of the incident.

The ATSB has commenced an investigation into the incident and will collect evidence from relevant parties on the ship and ashore.



Fire on board the livestock carrier *Ocean Drover*, Fremantle, WA on 9 October 2014 - ATSB Preliminary Report Issued 15 January 2015

What Happened

On the morning of 9 October 2014, a fire started in *Ocean Drover's* crew accommodation while the livestock carrier was berthed in Fremantle and preparing to load cargo.

The fire quickly spread and the ship's crew and a number of the port's emergency response teams fought to control it for the rest of the day. Four of the ship's crew sustained smoke inhalation requiring medical treatment; one being hospitalised for smoke inhalation and burns.

By the time the fire was extinguished the following day, the accommodation areas and the ship's navigation bridge had been extensively damaged.

What the ATSB has found so far

Initial analysis by the ATSB and the Western Australia Department of Fire and Emergency Services (DFES) indicates that the fire started in one of the central forward cabins on the upper deck. The fire quickly spread and engulfed both the upper deck and the bridge deck above.

Investigation direction

The investigation is ongoing and will focus on:

- the circumstances and mechanisms of the fire initiation and spread
- the operation and efficacy of the ship's fire detection, protection and extinguishing systems
- crew training and shipboard emergency response.



ATSB Report Finds Improperly Isolated System Led to Crew Injury

The ATSB Has Issued its Final Report into the Crew Member Injury on Board the Passenger Vessel *Seven Seas Voyager*:

What Happened

On 1 February 2014, a crew member carrying out routine maintenance on the passenger ship *Seven Seas Voyager*'s waste incinerator was injured when a pneumatically (air) operated valve closed against his body. The ship was berthed in Sydney and the crew member, a fitter, was taken to a local hospital.

The fitter was treated for serious bruising and shock before returning to the ship. While it was expected that the fitter could resume duties after 2 days, his condition did not sufficiently improve and he was later discharged from the ship to recuperate at home.

What The ATSB Found

The ATSB found that the incinerator ash dump valve's control systems had not been properly isolated and residual air pressure remained in the valve's operating system. The fitter assumed that it was safe to start his assigned task of replacing the incinerator ash grates, and accessed the incinerator through the ash dump valve. He then inadvertently activated the electric sensor that automatically closed the valve – driven by the pressure of the residual air remaining in the valve operating system.

The investigation identified that *Seven Seas Voyager*'s engineering staff did not have an adequate understanding of the incinerator's control systems and its maintenance. Furthermore, the task of replacing the ash grates was not adequately planned and shipboard safety management system requirements, including taking necessary risk

mitigation measures and completion of a permit to work before the task, were not complied with.

The investigation also found that neither the ship's planned maintenance system (PMS) nor the incinerator manufacturer's instruction manual contained any information with respect to the maintenance or replacement of the ash grates. Such information would have been useful to shipboard staff planning the grate replacement task, particularly with identifying all the risks associated with the task.

What Has Been Done as a Result

The ATSB has issued a recommendation to *Seven Seas Voyager*'s manager to take action to address the safety issue with respect to the ship's PMS. The ATSB has also recommended that the incinerator manufacturer address the safety issue concerning the equipment's instruction manual.

Safety Message

Shipboard equipment and machinery commonly incorporates automated, power-operated systems which must be isolated, stored energy released and locked out before undertaking maintenance or repair tasks. Safely completing a task relies on personnel having a proper understanding of the system involved, coupled with adequate planning, risk assessment and the effective implementation of all safety management system requirements - including permits to work.

A full copy of the Final Report can be found at:

http://www.atsb.gov.au/publications/investigation_reports/2014/mair/306-mo-2014-001.aspx



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The TAIC Report Concerning the *Rena*

A new report has been published on the TAIC Website.

Report Details

The Liberian-registered container ship *Rena* had left the New Zealand port of Napier at 1020 on 4 October 2011 and was bound for the New Zealand port of Tauranga. The master had given an estimated time of arrival at the Tauranga pilot station of 0300 the next day. The master calculated the estimated time of arrival by dividing the distance to go by the *Rena*'s normal service speed. The calculation did not account for the unfavourable currents that normally prevailed down that stretch of coastline.

After departure from Napier the master learned from notes on the chart of the unfavourable currents. He then authorised the watchkeepers to deviate from the planned course lines on the chart to shorten the distance, and to search for the least unfavourable currents.

The *Rena*'s second mate took over the watch shortly after midnight on 4 October. He calculated that the *Rena* would arrive at the port of Tauranga pilot station at 0300 at the ship's then current speed. Times for ships entering and leaving Tauranga Harbour are limited by the depth of water and the strength of the tidal currents in the entrance channel. Tauranga Harbour Control informed the second mate that the latest time the *Rena* could take the harbour pilot on board was 0300.

The planned course to the Tauranga pilot station was to pass two nautical miles north of Astrolabe Reef before making the final adjustment in course to the pilot station. The second mate decided to reduce the two miles to one mile in order to save time. The second mate then made a series of small course adjustments towards Astrolabe

Reef to make the shortcut. In doing so he altered the course 5 degrees past the required track and did not make an allowance for any compass error or sideways "drift", and as a consequence the *Rena* was making a ground track directly for Astrolabe Reef. Meanwhile the master had been woken and arrived on the bridge to prepare for arrival at the port.

The master and second mate discussed preparations for arrival at the pilot station. The master then assumed control of the ship, having received virtually no information on where the ship was, where it was heading, and what immediate dangers to navigation he needed to consider.

During this period of handover no-one was monitoring the position of the ship. At 0214 the *Rena* ran aground at full speed on Astrolabe Reef. The ship remained stuck fast on the reef and in the ensuing months it broke in two. The aft section moved off the reef and sank. About 200 tonnes of heavy fuel oil were lost to the sea. A substantial amount of cargo in the containers was lost. The vessel became a total loss on 11 October 2011.

The Transport Accident Investigation Commission (the Commission) concluded that the *Rena* grounding was not in any way attributable to the malfunction of any on-board machinery or equipment, including on-board navigational equipment. Factors that directly contributed to the grounding included the crew:

- not following standard good practice for planning and executing the voyage
- not following standard good practice for navigation watch keeping
- not following standard good practice when taking over control of the ship.



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The Rena Cont...

Safety issues that the Commission identified in the wider context included:

- CIEL Shipmanagement S.A.'s oversight of the Rena's safety management system was not sufficient to prevent a high number of port state control deficiencies identified during two port state control "initial" inspections about three months prior to the grounding, and routine violations of some company procedures for voyage planning and navigation
- an independent audit had found that the Philippines' maritime education, training and certification system did not meet the mandatory standards specified in the Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 (the STCW Convention)
- the current auditing protocols of the STCW Convention lack the transparency that would assist member states to decide whether other countries' training systems meet the standards of competency required by the STCW Convention, and therefore whether to recognise certificates of competency issued by those countries.

The report also discusses two other considerations that were raised during the inquiry - whether there is a need for ship routing in some form around the New Zealand coast, and how far maritime authorities should go in marking hazards to navigation such as Astrolabe Reef. The Commission identified two issues: first, with regard to shipping, there is insufficient data being collected to make a meaningful analysis of shipping movements around the New Zealand coast; and secondly, with regard to marking hazards, a new type of "virtual aid to navigation" is being used for marking hazards to

navigation before this system has been fully tested and endorsed by the International Association of Marine Aids to Navigation and Lighthouse Authorities.

The Commission made recommendations to:

- CIEL Shipmanagement S.A. to evaluate the effectiveness of its safety management system to ensure that the issues identified with that system as applied on board the Rena do not affect other vessels within its fleet
- Maritime New Zealand to promote, through the International Maritime Organization, the transparency of the system for auditing countries' seafarer training systems
- Maritime New Zealand to collect sufficient data on shipping movements around the New Zealand coast, and monitor and control the use of virtual aids to navigation around the New Zealand coast.

The key lessons learnt from the inquiry into this accident were:

- ship managers must ensure that their safety management systems are delivering safe ship operations for every ship in their fleets
- ships' crews must comply with the mandatory requirements and recommended best industry practice for passage planning, navigation and watchkeeping if similar groundings and other equally catastrophic maritime casualties are to be avoided
- countries' maritime education, training and certification systems must be capable of meeting the standards required by the STCW Convention to ensure that seafarers emerging from the system are trained to an appropriate standard.

The report can be accessed in full at:

<http://www.taic.org.nz/ReportsandSafetyRecs/MarineReports/tabid/87/ctl/Detail/mid/484/InvNumber/2011-204/language/en-US/Default.aspx>



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Got a Story for the Log?

Do you have a story for the Log?

If you wish to make a contribution to the Log or advertise an event please contact the Honorary Editor, Alexandra Evered:

email alex@baysideshipping.com

phone **03 5424 1224**



Disclaimer

The information contained in this publication is for general guidance only on matters considered to be of interest to our readers. Whilst we do attempt to obtain our information from reliable sources, we have not investigated the accuracy of the information reproduced herein.

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On Line Payments

Just a reminder, we do accept EFT payments for yearly subscriptions and Branch Meetings. Our banking details are:

- Name The Company of Master Mariners of Australia Limited
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