

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 AGM & Branch Meeting - 30 March, 2016**
1800 hrs Wednesday 30 March, 2016
Bilal Ali Khan, ANL, The Container Trade in Australia
- **The NI Focus Event, e-Navigation - 07 April, 2016**
1730 hrs Thursday 07 April, 2016
Capt. David Patraiko, Director for Projects, The NI
- **Maltese Australian Association George Cross Award Day - 10 April, 2016**
1100 hrs Sunday 10 April, 2016
The Shrine of Remembrance Forecourt
- **Melbourne AGM & Branch Meeting - 27 April, 2016**
1800 hrs Wednesday 27 April, 2016
Speaker TBC

In this issue:

- From the Branch Master
- Branch News / Roundup
- Members' Lounge
- Speaker Summary
- Port of Melbourne Lease
- Around the World
- Closer to Home
- Marine Safety Investigations
- Upcoming Events

Hon. Sec. / Hon. Ed., Alexandra Evered
Email alex@baysideshipping.com
Tel 03 5424 1224



From the Branch Master



“From rock and tempest, fire and foe, protect them where so ever they go.” To this list of marine perils given in the hymn “Eternal Father” we could add cyber-attack. Some industry experts believe cyber-attacks pose as great a risk to modern ships as those traditional hazards given in the hymn.

Modern ships are particularly vulnerable because their communication, navigation, engine monitoring and administration systems are all computer based and are interconnected. In the future as we move towards the autonomous ship there will be even more computer based equipment on ships and fewer crew to take over if automated systems are rendered unusable.

Although there have been no confirmed attacks on commercial vessels other sections of the shipping industry have been attacked. In 2011 hackers infiltrated the cargo tracking system at the Port of Antwerp allowing drug traffickers to move billions of dollars’ worth of heroin and cocaine through the port. In 2012 cargo systems operated by Australian Customs were penetrated by a criminal syndicate and a vessel operated by the US military is said to have come under cyber-attack from the Chinese. In 2014 a floating oil rig was in danger of capsizing when hackers gained control of its ballast system. These are just a few of the reported incidents and some insiders believe there are a number of unreported attacks.

Part of the problem is that many of the systems used by ships can be hacked using inexpensive equipment. Researchers at the University of Texas demonstrated that they could alter a ships’ course by faking a GPS signal to dupe its navigation system. GPS for civilian use is not encrypted or authenticated and is potentially an easy

target.

When IMO made AIS mandatory for most ships there was no requirement for it to be resistant to cyber-attacks. During an experiment, researchers from Trend Micro broke into the system and were able to alter data in real time. A U.K. security firm found flaws in one type of ECDIS software that would allow a hacker to modify charts. It has also been found that voyage data recorders can be tapped into and data destroyed. The danger is not limited to external hackers. A crew member or contractor could insert an unclean memory stick into the ships’ system infecting it with a virus that could do untold damage.

In January this year BIMCO in conjunction with ICS, Intercargo and Intertanko issued “Guidelines on cyber security on board ships” so that owners could take action to reduce the risk to their ships. The US Coast Guard is also developing regulatory framework for cyber security standards. There are millions of cyber-attacks on Government agencies, commercial firms and individuals and the number is growing. In Australia it is estimated that the number of cyber-attacks increases by 20% each year. In 2012 the Director of the FBI, Robert Mueller, said “There are only two types of companies, those that have been hacked and those that will be.”

Given that grim prediction how long will it be before hackers turn their attention to ships?

In a recent magazine article Michael Grey wrote “The fact that nothing really terrible has happened (at least that which has been made public) probably owes more to the general ignorance of marine technology and the plethora of other tempting targets than the efficacy of shippings’ own defences.”

Capt. Ian French



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Branch News / Roundup



Readings & Applications

New applications include:

- **Patrick Ellaby, ORD, Melbourne**
Patrick has a long history in the maritime industry and has served on various vessels including tankers, bulk carriers, general cargo and Cruise vessels. Patrick is currently working as a Cargo Superintendent and Surveyor.
- **Rodney Arthur Maxwell, ORD, WA**
Rodney is a Master in the WA Off-shore industry working on the Gorgon Project.
- **Richard van der Spoel, ORD, WA**
Richard is a Marine Warranty Surveyor with Braemar Technical Services.
- **Graham Thornton, ORD, WA**
Graham is a Master in the Offshore Industry.
- **Rachell Maree Barbour, ASS, WA**
Rachel has passed her Deck Watch Keeper at AMC, and is currently completing her required sea-time with the Norwegian Cruise Line as a cadet.
- **Garvin Anthony Alves, ORD, Melbourne**
Garvin is a Cargo Superintendent with ANL Container Line.

Pending Applications

- **Graeme Keys, ORD, Melbourne**
Graeme has applied to re-join the Melbourne Branch.
- **Chris Stirling, ORD, Sydney**
Chris is a Master in the South Australian Offshore industry.

- **Mario Murzello, ORD, Sydney**
Mario is the Head Teacher in Maritime and Aviation at eh Ultimo TAFE.
- **Steven Pelecanos, ORD, QLD**
Steven is a retired Pilot.
- **Ragupathi Ratnathurai, ORD, South Australia**
Ragupathi is a Marine Surveyor with EJC Carr and sailed as Master on Cape sized bulk carriers.

Please advise the Secretary within 14 days of the publication of The Log if you have any comments regarding any new Applicants.

Ratifications Expected 24 March 2016:

- **Sean William Liley, ORD, Melbourne**
Sean is the Master of the MT *Front Puma*.
- **Andrew John Burn, ORD, Melbourne**
Andrew is the Master of the KS *Silver Lining*.

Vale John Mullin

We are sad to report the passing to John Mullin who passed away in a nursing home in Batemans Bay recently after a long battle with cancer.

John was a long serving Marine Surveyor with the Department of Transport first, in the Victoria Region and then, in Central Office Melbourne. He was amongst the first to move to Canberra in 1982 when his position was transferred. He retired from AMSA as Principal Marine Surveyor.



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Member's 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...

E-mail alex@baysideshipping.com

Tel 03 5424 1224



Murphy's Other Laws

- Light travels faster than sound. This is why some people appear bright until you hear them speak.
- A fine is a tax for doing wrong. A tax is a fine for doing well.
- He who laughs last, thinks slowest.
- A day without sunshine is like, well, night.
- Change is inevitable, except from a vending machine.
- Those who live by the sword get shot by those who don't.
- Nothing is fool proof to a sufficiently talented fool.
- The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
- It is said that if you line up all the cars in the world end-to-end, someone from Texas would be stupid enough to try to pass them.
- If the shoe fits, get another one just like it.
- The things that come to those who wait may be the things left by those who got there first.
- Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.
- Flashlight: A case for holding dead batteries.
- God gave you toes as a device for finding furniture in the dark.
- When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

Good for a Chuckle



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Speaker Summary



The office of the Chief Investigator – Presentation to the Company of Master Mariners:

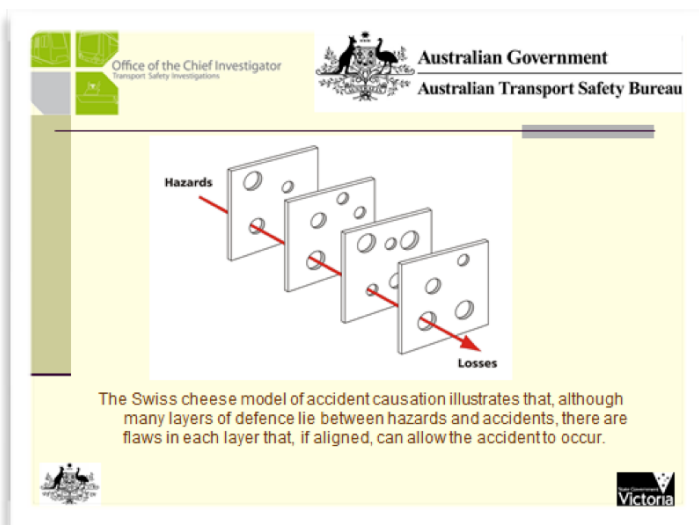
At our February meeting we were delighted to welcome Capt Castellino from the Office of the Chief Investigator who gave us an overview of their Role in Victoria.

The Chief Investigator Transport Safety is a statutory position created by an Act of Parliament on 1 August 2006. The role of the Chief Investigator is now 'enshrined' under Part 7 of the *Victorian Transport Integration Act 2010*. The principal function of the Chief Investigator is to conduct no-blame investigations into public transport and marine safety matters. That is, any incident involving a train, tram, bus or boat in Victoria that caused or had the potential to cause loss, damage, death or injury. The function and powers of the Chief Investigator are contained in the *Transport (Compliance and Miscellaneous) Act 1983* and the *Transport (Safety Schemes Compliance and Enforcement) Act 2014*.

The principal function of the Chief Investigator is to investigate transport safety matters and to report the results of investigations to the Minister for Public Transport or the Minister for Ports. It is interesting to note that the Chief Investigator is not subject to the direction or control of the Minister(s) in performing or exercising his or her functions or powers however, the Minister(s) may direct the Chief Investigator to investigate a transport safety matter.

To assist the Chief Investigator, there is the Manager Technical and Investigation Support, two Rail investigators, two Marine investigators and the office manager.

The primary focus of the investigation is to determine what factors caused the incident, rather than apportion blame for the incident, and to identify issues that may require review, monitoring or further consideration. That's why they are called 'safety' investigations, where efforts are made to find out what was wrong with the system as a whole that permitted the incident to occur. Investigations concentrate on identifying the lapses in the system so that they may be addressed by the relevant organisation – it could be the regulator or the transport operator who implements the safety action.



The other principle in safety investigations is not to apportion blame. However, if in the course of the investigation we find that someone has committed an error, it has to be reported as such.

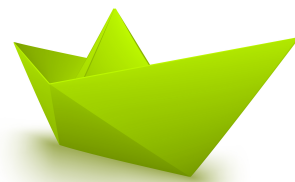
The Chief Investigator is independent of the Department of Economic Development, Jobs, Transport and Resources and all other transport portfolio agencies and the Act has been so written to give it the powers to investigate the



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Speaker Summary Cont...



transport regulators and other Government organisations, to determine whether there is any scope for improvement in the way they regulate or whether the regulations themselves are robust enough to have prevented the incident occurring. The Chief Investigator also inspects the operating procedures of the transport and infrastructure operators and their safety management system, to identify areas that could be improved.

Importantly, an investigation conducted by the Chief Investigator does not replace the powers of regulatory bodies to conduct their own investigations into the same incident and the Chief Investigator has to use its powers wisely and judiciously so that it does not interfere with the capacity of regulatory bodies to perform their roles and functions in accordance with the *Act*. For example, if the Chief Investigator is aware that Transport Safety Victoria or the Police wish to initiate legal proceedings, it will let them have first pick of the evidence, because the *Act* gives it the powers to take back the evidence from them later, but not the other way around.

Some other powers of the Chief Investigator are:

- Coercive interviews. It is a penalty for a person not to answer a question truthfully or provide any document asked for, if in their possession or they know where that document is kept. Additionally, self-incrimination is not a defence.
- Detain a vessel for up to 48 hours; and with a warrant, for as long as is required to gather the evidence.
- Enter any property connected with the transport or vehicle operator or enter an adjoining property with the intent to enter the property of the operator.
- Take anything from a vessel, vehicle or property.
- Order any person to assist with or operate equipment for the purposes of extracting evidence pursuant to the investigation.

The legislation gives the Chief Investigator such immense powers so that the Government can get a reliable Report on how the system needs to be fixed.

In order to safeguard the civil rights of those 'forced to' provide information, the Report of the Chief Investigator is not admissible in any civil or criminal proceeding except where, in a criminal proceeding, the Court determines that the submission of the Chief Investigator's Report will give the defendant a fair trial.

This clause gives witnesses the security they need, that the information they give the investigator will not be used against them.

When deciding whether to investigate or not, the following criteria is used as a determination:

- Whether there were any systemic issues identified;



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Speaker Summary Cont...



- Whether there were any systemic issues identified;
- Fatalities and multiple injuries;
- Loss;
- Huge public interest in the incident;
- The Minister requires an investigation.

As a result of an inter-Governmental Agreement between Victoria and the Commonwealth, the Office of the Chief Investigator (“OCI”) has signed a collaboration agreement with the Australian Transport Safety Bureau (“ATSB”), for the OCI to conduct rail investigations on behalf of the ATSB in Victoria and anywhere else in Australia if asked to. In such a case, the OCI will apply the Commonwealth’s *Transport Safety Investigations 1983 Act* which gives the OCI more powers than State legislation.

The OCI investigators have been given ATSB delegations, which means that the OCI can also be delegated to conduct ATSB marine investigations, should the need arise. In fact, the OCI have assisted in several ATSB marine investigations.

Capt Castellino gave various examples of OCI investigations including:

Train derailments: The condition of the track; maintenance regime; whether the track was properly constructed and laid, in accordance with the standards; whether the standards pertaining were appropriate and robust; whether the train was operated within the designed limits; weather conditions leading up to and at the time of the derailment.

Level crossing accidents: Whether the level crossing operated as designed; sighting distances of the crossing when approaching by road and by rail; whether the train

and vehicle were operating within their designed limits; whether the line/road speeds needed adjustment; grade separation; whether the warning signage was appropriate or could be upgraded.



Bus roll-over: Driver fatigue issues; vehicle design and standards; whether the bus was operated within its designed limits; whether the road was constructed to



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Speaker Summary Cont....



appropriate standards regards road surface, curvature, camber; safe operating procedures for drivers; the condition of the road and the weather conditions at the time of the incident.

Tram collisions: Driver fatigue and situational awareness; rostering; safe operating procedures for drivers; whether the tram was operated within its designed limits; weather conditions.



With regard to marine investigations, the incident where a passenger vessel with about 2100 persons on board nearly ran aground at the Heads was discussed. The vessel's fin scraped the rocks on the Point Lonsdale side of the Heads, which meant the vessel's hull was just seven metres off from possibly running aground.

The only reason the incident came to light was because the vessel reported that they could not retract their port fin and so requested berthing to be switched around to starboard side-to. When divers were sent down to inspect the fin, they found the scrape marks at the tip of the fin,

indicating that it had come in contact with some underwater object. OCI was informed and was asked for the radar recording of the vessel's entry into Port Phillip. That was when it was noticed that the vessel's track literally ran over the reef and statements were sought from the Pilot and from the Communications Officer. And from there, there was enough evidence to suggest a systemic failure in waterway management and vessel management.

The facts of the incident were:

- The vessel arrived at the pilot station but since the pilot had not arrived, continued inside port limits without a pilot.
- The Communications Officer (Port of Melbourne Corporation) at Point Lonsdale did not believe he had the function/power to question the vessel, as it was already in communication with the pilot station.
- The pilot vessel was not concerned with where the pilot boarded the vessel, as long as he got aboard prior to the vessel taking the turn through the Heads.
- The pilot vessel asked the vessel to alter to port to make a lee for the pilot, without considering the actual position of the vessel at that point.
- The vessel made a lee for the pilot without checking its position in relation to the channels and the reef.
- When the pilot arrived on the Bridge he saw that the vessel was almost upon the rocks and ordered the wheel hard-over. The vessel wanted a more gentle rate of turn so as not to inconvenience the passengers, but acquiesced to the pilot.

The investigation also found that:



Speaker Summary Cont...



- About one year previously the Harbour Master had applied to the regulator to provide limited Deputy HM powers to the Communications Officers to direct and control traffic at the Heads. The HM waited while the regulator dilly-dallied over the request, not realising that he had the powers to instruct the Communications Officers to control and direct traffic;
- However, within one week of the incident, the regulator conferred Deputy Harbour Master status with limited powers to control and direct traffic, to the Communications Officers.
- There was a culture of deferring to the pilots by the VTS staff and the pilot launch masters, such that none was willing to communicate directly with the Pilot for fear of being 'told-off'.

Since the incident, the Harbour Master and Port Phillip Sea Pilots implemented systems to ensure that vessels remained at the pilot boarding ground until the pilot boarded and that pilots would consult with the (now) VTS Officers with regard to vessels entry and exit through the Heads.

The Harbour Master also implemented stronger communication protocol between the VTS, pilots and vessels to ensure that the Harbour Master's Directions

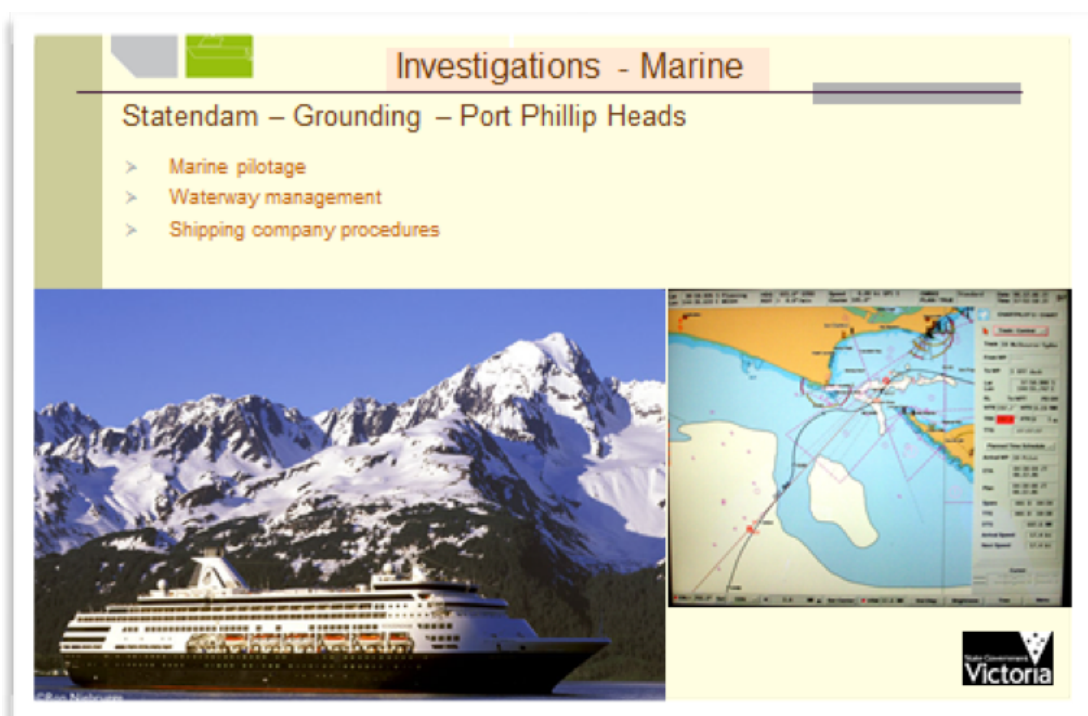
were complied with.

A few questions were asked at the end of the presentation, to which Capt Castellino advised:

- When conducting interviews, the person's managers were not allowed to be present.
- The Office works on a very small budget and is completely independent of the transport regulators.
- The Commonwealth and State Acts give us a lot of powers, which we must be careful not to misuse and we must not hamper other authorities from complying with their legislated requirements.

In the end, we all want for the transport system to operate without incident.

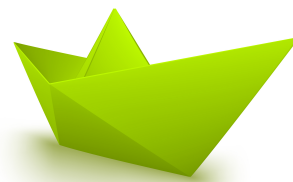
Capt Castellino



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Port of Melbourne Lease Agreement



The government agrees to a 15-year compensation guarantee, subject to competitive neutrality pricing guidelines

In a move that the industry is calling a 'breakthrough', the Victorian Government and the Opposition have finalised an agreement for the lease of the Port of Melbourne.

The amendments to the *Delivering Victorian Infrastructure (Port of Melbourne Lease Transaction) Bill 2015* is expected to pass when the parliament resumes session on March 8.

The Andrews government succumbed to the opposition's demand for a compensation guarantee to expire after 15 years.

"The Government has agreed to this, subject to competitive neutrality pricing guidelines applying to a state sponsored second port," a government statement says.

"The outcome is a good result for the State of Victoria."

The proceeds from the estimated \$6 billion sale will go towards funding the government's much-publicised level-crossing removal project, with at least 10 per cent of the money to be invested in non-metropolitan Victoria – a demand put forward by the opposition.

Details regarding the investment promise for regional Victoria are yet to be announced.

The industry has welcomed the news about the lease agreement, with the Victorian Transport Association (VTA) calling it "good news for Victoria".

"The legislated lease of the Port of Melbourne will extract a much better return for Victorian taxpayers in the form of

funding that will go to the government's level crossing removal program and other vital transport infrastructure works," VTA CEO Peter Anderson says.

"We commend both parties for reaching a consensus on amendments to the legislation which should see the Bill passed when Parliament next sits on the 8th of March, providing the Opposition plenty of time to review the legislation."

The sale of the Port of Melbourne, Australia's busiest container terminal, has direct implications on many stakeholders, including the local farming community, which had voiced its opinion in favour of a parliamentary approval to the deal.

"The UDV welcomes a sensible outcome from a strong parliamentary process," United Dairyfarmers of Victoria president Adam Jenkins says.

The Port lease agreement has been a matter of ongoing dispute between the two sides for months.

Earlier this week, the government had threatened to bypass parliament if the opposition did not finalise the Port lease agreement by Thursday.

The government's compensation proposal included a 50-year guarantee which would have seen the winning bidder receive estimated \$2 billion in compensation if a second container terminal is built in Victoria before the Port of Melbourne reaches its capacity.

The opposition had claimed that, based on the current revenue standard, this payout could be up to \$60 million annually.

Curtesy ATN



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Around the World



North Korean Ship Released From Arrest

The Philippines has released a North Korean-controlled cargo ship it seized on March 4 under UN sanctions after the vessel received clearance from the United Nations.

“At the policy level, there is no longer any basis to continue to hold MV Jin Teng,” Foreign Affairs spokesman Charles Jose said in a mobile-phone message. “The United Nations Security Council has delisted the ship from the Annex of UNSC Resolution 2270,” he said, referring to a document that listed 31 vessels as assets controlled or operated by a North Korean company and are subject to the sanctions.

The UN removed MV Jin Teng from the list of vessels that needed to be inspected after the ship was held for three weeks at Subic Port northeast of Manila and found to have no contraband on board. The ship was released at 1:53 pm Thursday local time, Philippine Coast Guard spokesman Armand Balilo said.

The UN passed the resolution to punish North Korea for a nuclear test in January and a long-range rocket launch in February. The resolution limits or bans North Korea’s exports of certain mineral resources as well as imports of small arms. It also prohibits financial institutions from opening new branches or accounts in the country, and blacklists a number of North Koreans, including officials active in Iran, Syria and Vietnam.

Taiwan Dealing with Major Oil Spill from Fractured TS Taipei Cargo Ship

The *TS Taipei*, owned by TS Lines, ran aground in rough weather near New Taipei City, Taiwan on March 10. All 21 crew members were rescued safely from the ship.

Heavy fuel oil that has leaked from a hull fracture in the stranded vessel has contaminated approximately 2Kms of water in northern Taiwan, local media reports.

According to Taiwan’s Environmental Protection Agency, onboard remains approximately 240 tonnes fuel oil, 35 tonnes of lube oil, and 30 tonnes of waste and other contaminants, along with the majority of the 617 shipping containers the ship was carrying when it ran aground. Some containers have fallen overboard and have washed ashore or are being monitored.

The EPA warns that the ship could break up further at any moment.

The oil spill has forced officials to close nearby fishing grounds and warned tourists to stay out of the water.

Salvage has focussed on the removal of fuel from the vessel, however heavy weather has hampered the pumping operations. Weather showed some signs of improvement on Saturday as the effort to cleanup and contain the oil continues around the clock.



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Closer to Home



Breakaway of *Spirit of Tasmania*, Station Pier, Melbourne, Victoria on 13 January 2016

13 January, 2016:

At about 1750 a squall passed over the berthed *Spirit of Tasmania II*. All stern lines failed and the stern was blown off the wharf. Subsequently, contact was made with the wharf and infrastructure by the bow. The bow door and ramp were damaged.

Tugs attended and the vessel was safely moored at 19:50.

The ATSB has commenced an investigation into this accident and is collecting relevant evidence.

Contact with navigation buoy, Navios Northern Star, Torres Strait, Queensland on 15 March 2016

15 March, 2016:

At 2318 as Navios Northern Star was transiting Prince of Wales channel in Torres Strait, under Reef Pilot guidance, contact was made with the port lateral mark for Alert Patches. No damage was sustained or pollution occurred and the ship continued its voyage. Authorities were notified.

The ATSB has commenced an investigation into this incident and is collecting relevant evidence.

MH370 Operations Search Update

16 March, 2016:

- *Fugro Discovery* continues to conduct underwater search operations.

- *Fugro Equator* continues to conduct underwater search operations. The vessel is expected to depart the search area on 17 March, returning to Fremantle for a scheduled resupply visit.
- *Havila Harmony* continues to conduct underwater search operations with the AUV. The vessel is expected to depart the search area on 20 March, returning to BAE Henderson.
- *Dong Hai Jiu 101* continues to conduct search operations.
- A South African citizen reported finding debris, suspected to be from an aircraft, in Mozambique. Arrangements are being made for the debris to be transported to the Australian Transport Safety Bureau laboratories in Canberra, along with the debris that was found in Mozambique by an American citizen last week. Both items will be examined by investigators from Australia and Malaysia, as well as specialists from Boeing, to confirm if they come from an aircraft and establish their origin.
- Officials from Malaysia are continuing discussions with French authorities about debris found on La Réunion. Current advice is that it is unlikely to be from an aircraft.

Weather may continue to impact on search operations but generally, more favourable conditions are being experienced. More than 90,000 square kilometres of the seafloor have been searched so far. In the event the aircraft is found and accessible, Australia, Malaysia and the People's Republic of China have agreed to plans for recovery activities, including securing all the evidence necessary for the accident investigation.



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Closer to Home Cont...



Consistent with the undertaking given by the Governments of Australia, Malaysia and the People's Republic of China in April last year, 120,000 square kilometres will be thoroughly searched. It is anticipated this will be completed around the middle of the year. In the absence of credible new information that leads to the identification of a specific location of the aircraft, Governments have agreed that there will be no further expansion of the search area. Forecast weather conditions in the search area are currently favourable. Worsening conditions around the end of the week are not expected to adversely impact on search activities.

Courtesy ATSB

AMSA to adopt the Large Yacht Code for super yachts

From March 1, the Australian Maritime Safety Authority (AMSA) will adopt the Large Yacht Code for super yachts and training vessels of 24 metres or more in length in a first for the Australian yachting community. Marine Order 52 will change the way large yachts in Australia are regulated in line with international norms. AMSA Chief Executive Mick Kinley said the change recognises that large yachts, also referred to as Super Yachts, operated commercially for sport or leisure do not fall naturally into a single class.

"Australia shares the view of the United Kingdom Maritime and Coastguard Agency (UK MCA) that prescribed merchant ship safety standards may be incompatible with the safety needs of large yachts given the nature of their operations," Mr Kinley said.

"The introduction of Marine Order 52 will provide an equivalent standard through the adoption of the UK MCA's Large Commercial Yacht Code 3rd Edition, known as the

LY3 Code."

The changes focus on the survey and certification requirements of large yachts engaged in commercial operations and how they will be regulated under the Australian Navigation Act 2012. Large yachts regulated under Marine Order 52, will be defined as motor or sailing vessels of more than 24 metres in load line length, of 150 gross tonnes or more, in commercial use for sport or pleasure and not carrying more than 12 passengers.

"Large yachts will still have to comply with all other international conventions that apply to a vessel of its size and operations," Mr Kinley said.

AMSA will work with owners of vessels constructed prior to the new marine order to ensure they comply with the code as far as practical.

"Where compliance is not practical because of the structure or arrangement of the vessel, AMSA will consider the use of equivalent solutions as allowed under marine orders and the LY3 Code," Mr Kinley said.

The introduction of the LY3 Code follows the introduction of crew qualifications for Super Yacht master and deck officers on January 1, 2016. The new qualifications introduced a deck certificate or competency structure similar to that of the UK MCA certificate structure for Master, Chief Mate and Deck Watchkeeper qualifications for various tonnage yachts.

"AMSA identified the need for changes to accommodate seafarers and vessels in the Super Yacht community and has responded with the introduction of the new marine order, in consultation with industry and stakeholders," Mr Kinley said.

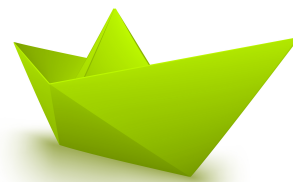
Courtesy AMSA



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Marine Safety Investigations & Reports



Fire on board the livestock carrier *Ocean Drover*, Fremantle, WA on 9 October 2014

On the morning of 9 October 2014, a fire started in *Ocean Drover's* crew accommodation while the livestock carrier was berthed in Fremantle, Western Australia. The fire quickly spread across both accommodation decks. The ship's crew and shore emergency response teams responded and fire-fighting efforts continued for the rest of the day.

By the time the fire was extinguished late that evening, the ship's accommodation areas and its navigation bridge had been extensively damaged. Four of the ship's crew sustained injuries that required medical treatment.

What the ATSB found

The ATSB found that the fire started in a centrally located forward cabin on *Ocean Drover's* upper deck. The intensity of the fire and the severity of the damage made it impossible to identify an exact point of origin or source of the fire.

The ATSB investigation found that the cabin door was left open after the fire was discovered allowing smoke and flame to spread beyond the cabin. Further, the bridge deck stairwell fire door was hooked open, which allowed the fire to rapidly spread and engulf both the upper and bridge decks.

The investigation also identified that the ship's crew did not complete a muster and accurate head count when responding to the fire.

While cigarette smoking was not identified as a contributing factor, it was found that the smoking policy

and associated risk controls on board were not effectively managed.

What's been done as a result

Ocean Drover underwent extensive post-fire repairs before it could return to service. During the repair period, the ship's managers took pro-active safety action to avoid a similar incident in the future.

All cabins in the ship's accommodation were fitted with smoke detectors. The bridge deck stairwell fire door was replaced with one that is not fitted with a hold back arrangement (to comply with mandatory regulations). Notices posted on both sides of the door require it to be kept closed.

The ship's managers have revised the shipboard smoking policy and restricted smoking to designated rooms, which exclude crew cabins. Designated smoking rooms are provided with safety ashtrays and sand bins, and warning signs have been posted in accommodation areas.

The managers promulgated the lessons learned from the fire and safety action taken across the fleet through procedural changes and safety meetings.

Safety message

Containing a shipboard fire in the compartment where it originates is critical to firefighting. Effective containment relies on maintaining the integrity of fire divisions, including bulkheads, decks and doors.

In this regard, particular attention must be paid to ensuring fire doors, designed to limit or prevent the spread of fire, are never latched/lashed open, or otherwise compromised.

Courtesy ATSB



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March 30 - CoMMA Meeting

Event: CoMMA Branch AGM & General Meeting
Date & Time: Wednesday 30 March 2016, 6 for 6.30 pm
Speaker: Bilal Ali Khan, ANL,
The Container Trade in Australia
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 28 March, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

April 07 - The Nautical Institute Focus Event

Event: The Nautical Institute Focus Event
Date & Time: Thursday 07 April 2016, 5.30 pm
Speaker: Capt. David Patraiko Bsc MBA FNI
e-Navigation
Location: The Executive Boardroom, AMSA
Level 3, 655 Collins Street, Docklands
RSVP: Kendall Carter, Tues. 29 March, 2016
E: sec@nisea.org

April 10 - Maltese Australian Association (George Cross Award Day) 2016

Event: George Cross Award Day 2016
Date & Time: Sunday, 10 April 2016, 11.00 am
Location: The Shine of Remembrance Forecourt

The Australian-Maltese community holds its annual service of remembrance in April each year. This time marks the award of the George Cross to the island by King George VI of the United Kingdom in a letter dated 15 April 1942 so as to "bear witness to the heroism and devotion of its people" during the tremendous hardships they suffered in the early days of World War II.

April 27 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 27 April 2016, 6 for 6.30 pm
Speaker: TBA
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 25 April, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

May 25 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 25 May 2016, 6 for 6.30 pm
Speaker: TBA
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 23 May, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

June 29 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 29 June 2016, 6 for 6.30 pm
Speaker: TBA
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 27 June, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

If you wish to advertise an event please contact the Honorary Editor, Alexandra Evered:
Email alex@baysideshipping.com / T 03 5424 1224



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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



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Address for Branch Correspondence:

Alexandra Evered, Hon. Sec, Melbourne Branch
The Company of Master Mariners of Australia Ltd
C/O Bayside Shipping Services Pty Ltd
PO Box 16, Bay Street, Port Melbourne VIC 3207
T: 03 5424 1224 M: 0438 663 466
E: alex@baysideshipping.com
W: www.mastermariners.org.au

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