



Australian Government

Australian Maritime Safety Authority

WORKING BOATS

Autumn 2015 Issue 5





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Regulatory challenges

Welcome to the first edition of Working Boats for 2015.

One of the challenges for all regulators, and a challenge that's been growing in recent years, is how best to oversee industry operation so that it stays safe but still has room to develop. The regulator has to be like the touch judge in an NRL game – ready to make a call as soon as the ball goes out of bounds, but otherwise letting players run the ball as much as possible.

If there is a theme in this edition of Working Boats, it's that AMSA and industry are getting better at working together to make sure the game runs smoothly.

On page 3, you can read about the follow-up steps we've taken to deliver on the streamlining proposals we took to industry last year. One of those steps is to introduce an exemption covering low-complexity duties, allowing a new vessel to be operated under arrangements similar to those in place for existing vessels. Given that a new vessel would otherwise require a Coxswain 1 or 2, we believe the exemption still maintains safety while giving operators more flexibility.

The report on page 13 about the rock

lobster industry's Clean Green initiative shows how industry can come up with its own scheme and then work with the regulator to maintain a safety culture.

And our case study interview with Cairns based operations manager for Great Adventures, Brian Cave, provides straightforward advice on how industry can work with AMSA to build a workable, practical safety management system that also improves business.

In a changing regulatory world cooperation is the best way to make sure safety and growth can go together, which is clear from the reports in this edition of Working Boats. I hope you enjoy reading it, and would welcome your other examples of where the National System is working for you – they can be addressed to updates@amsa.gov.au.

Mick Kinley

AMSA Chief Executive Officer



Mick Kinley

“ In a changing regulatory world cooperation is the best way to make sure safety and growth can go together. ”

Streamlining update to industry

Last year as part of its streamlining review, AMSA identified 13 ways to make it easier for industry to comply with new safety laws for the domestic commercial fleet.

AMSA shared those proposals with industry in 27 national meetings from May to July, asked for industry comment, and said it would keep industry members up to date as it made the reform changes.

As a result of that work the following changes have now been made – they are listed by the vessel class they apply to.

Class 1 - Passenger Vessels

Exemption 39, which exempts Class 1C vessels from the requirement to fit lights to passenger life jackets.

Class 1 – Passenger vessels

Class 2 – Non passenger vessels

Class 3 – Fishing vessels

- A new low complexity duties exemption (Exemption 38) which allows crew who would otherwise require a Coxswain 1 or 2 to operate a new vessel under arrangements similar to those in place for operating an existing vessel.
- Exemption 07, which now allows immediate operation pending issue of a Certificate of Survey, and also allows for the temporary operation of vessels without certificates for the purposes of sea trials, periodic slipping of the vessel and relocations.
- Exemption 04, which allows vessels under 12m to operate recreationally without making an application.
- An equivalent solution (GES 2014/04) for construction of inflatable boats
- An equivalent solution (GES 2014/03) for stability and buoyancy of sail vessels.
- An equivalent solution (GES 2015/02) for compass adjustments.

Class 4 - Hire & Drive vessels

An equivalent solution (GES 2014/03) for stability and buoyancy of sail vessels.

An equivalent solution (GES 2014/04) for construction of inflatable boats.

An equivalent solution (GES 2015/02) for compass adjustments.

Exemption 02, which now includes all human powered vessels, small sail craft and personal watercraft to the non-survey category.

Reforms now being developed Classes 1 - 3

- Creation of a new 'Restricted C' vessel class, which will include scaled-down requirements for fishing and non-passenger vessels operating close to shore
- A new endorsement to enable a Master <35m to operate a vessel <45m, subject to minimum sea service requirements

Details on these reforms can be found by entering the relevant exemption or equivalent solution number into the search function at www.amsa.gov.au.

For more information on these and other reforms, visit www.amsa.gov.au/domestic.



Good regulation is about people

Meaningful reform starts with meaningful relationships, according to AMSA's recently appointed National Operations Manager Brian Hemming.

Brian, who joined AMSA in February after an extensive career in the South Australian public service, will be responsible for overseeing the day-to-day operations of our domestic commercial vessel work.

"My role with AMSA is to make sure the National System is operating as effectively as possible," Brian said.

"The National System is the largest maritime reform in Australia in the past 100 years, so it's clear that a large part of my role is also going to be about managing the process of change.

"Given the scale of the reform, change is taking place at every level. I see the role as being about working with state authorities, operators, seafarers and the rest of AMSA to make sure that our approach both matches what is needed and is well-understood."

Brian brings more than 30 years' experience to the role, most recently as a private consultant. Before that he was with the South Australian Department of Planning, Transport and Infrastructure, and was General Manager, Fisheries Compliance and Services with the South Australian Department of Primary Industries and Resources.

He said the common theme running through those varied jobs was his desire to see regulatory bodies make a difference to the communities that they serve.

"Good regulation is first about the people rather than the rules," he said.

"I believe the majority of people want to do the right thing, and to comply with the rules. Where they do not, in many cases that will be because of a lack of understanding.

"There will always be a small minority of people who will actively seek to avoid compliance, and there needs

to be ways for the regulator to hold them accountable. However, in my experience, approaches focussed on voluntary compliance, industry education and stakeholder collaboration are the ones that get the best results."

John Fladun, General Manager Domestic Vessels, said AMSA would benefit greatly from Brian's appointment.

"Brian has had a long and active career in regulatory reform, receiving the Public Service Medal in 1995 for his outstanding service to the fishing industry and community of South Australia." John said.

"He is well recognised and well regarded both in Australia and overseas for his experience and his enthusiasm. I'm very much looking forward to working with him as part of our management team."

“I believe the majority of people want to do the right thing, and to comply with the rules. Where they do not, in many cases that will be because of a lack of understanding.”



Brian Hemming

Safety Management System in action

As of 1 October 2010, a large percentage of commercial vessels operating in Queensland were required to implement a Safety Management System (SMS) in line with Annex A of the then National Standard for Commercial Vessels Part E.

Although the creation and implementation of such a system reflected the ideals and methodology of International Ship Management (ISM), many of the concepts contained in a SMS were foreign to near coastal commercial operators in Queensland at the time – or so they thought.

The majority of seafarers have since discovered that risk management is a practice that they have been unwittingly engaged in for many years, even though their systems were not necessarily documented.

When speaking with masters and crew to ensure their day-to-day operations align with the vessel's SMS, it is often discovered that an owner has implemented an SMS but not reflected this in the vessel documentation.

The reverse is also true, when a fantastic-looking SMS document is found to have limited relevance to the operation and/or is not adhered to.

The challenge now is to support owners, masters and crew in formalising their risk assessments and mitigation measures in a way that actually prevents incidents and injuries in the workplace.

Marine incident investigations often highlight an operational deficiency, maintenance issue or unsafe practice that could have been identified and rectified through a sufficiently considered, implemented and reviewed SMS.

It is difficult for some operators to accept that certain practices deemed common place in 'years gone by' are the causal factors in many incidents – for example, poor watch-keeping practice, lack of fatigue management, and insufficient planned preventative maintenance. All of these issues are now able to be addressed through a vessel-specific SMS.

For many years, our industry has prided itself on having a good level of emergency preparedness on board vessels through assigned emergency stations, mandatory emergency procedures, competence training and regular emergency drilling.

Through the NSCV Part E we now look to improve our ability to prevent incidents from occurring in the first place.

We are now beginning to understand that the NSCV Part E is just a list of ingredients and our SMS document is just the recipe for combining all those ingredients together into something edible. Of course, as always, the proof of the pudding is in the eating.

Article and image supplied by Maritime Safety Queensland

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DCV news and events

A reminder to test your hydraulic flexible hoses

A recent fire on an Australian domestic vessel highlighted the need for flexible hydraulic hoses to be regularly tested and checked.

In the incident, failure of a hose allowed pressurised hydraulic fluid to ignite on the exhaust manifold or turbo charger on one of the main propulsion engines.

An investigation later found that daily inspections and a lack of appropriate maintenance procedures had failed to notice the deterioration, contributing to the incident.

AMSA is reminding vessel operators to regularly inspect and replace their hydraulic flexible hoses and schedule planned maintenance in line with manufacturer recommendations or the relevant Australian Standards.

Type 'Flexible Hydraulic Hoses' into the search function on www.amsa.gov.au for more information.

Changes to your beacon disposal

Beacon owners should be aware that there has been a change in beacon disposal arrangements. Free disposal is no longer available at Battery World stores, and a small fee to dispose of them correctly will apply.

Beacon owners can dispose of the unwanted beacons in the following ways:

- contact your local battery store – a small fee may apply
- contact your local maritime safety agency and they may be able to provide disposal advice
- disconnect the beacon battery according to the manufacturer's instructions. Contact your local waste management facility to find out about environmentally friendly disposal options.

AMSA urges beacon owners to dispose of their unwanted beacons correctly, as they can be inadvertently activated if this is not done. This usually results in a search and rescue mission in the middle of a rubbish tip.

For more information on the full range of beacons, please visit www.amsa.gov.au/beacons.



Surveyor Accreditation Scheme

Since 2 January 2015, 60 applications for accreditation have been received and 25 applicants have been granted accreditation. There have been five information sessions conducted along the east coast of Australia thus far.

If you would like a workshop in your state, please [contact AMSA](mailto:dcvsurvey@amsa.gov.au) (dcvsurvey@amsa.gov.au) to request one.

To find out more about the scheme and how to make an application, type *Marine Surveyors Accreditation Guidance Manual 2014* into the search function at www.amsa.gov.au for more information.

National System Support Centre

On average, the National System Support Centre (NSSC) receives around 20 emails and phone calls a day, focussed mainly on the requirements for seafarer qualifications and sea service.

Generally, the team is able to assist seafarers with the help of the current guidance notices that are published on the AMSA website, which have recently been redeveloped.

The Domestic section of the AMSA website has been redeveloped and launched in March. The new, simpler layout makes it easier for you to find the information you need.

To contact the support centre; national.system@amsa.gov.au
02 6279 5000 option 3.



100 years of national management of lighthouses

Have you ever wondered where Australia's first lighthouse was? Why lighthouse design differs between states? How did they come to be managed by AMSA?

This year marks the centenary of the Australian Government's management of lighthouses and other aids to navigation in Australian waters.

Within just a few years of the colony's founding in 1788, convicts built Australia's first marine light on South Head at the entrance to Sydney Harbour. This was simply an iron basket on a tripod which was finally replaced in 1818 by Australia's first lighthouse – Macquarie Light.

Prior to Federation, the various colonies of Australia built, maintained and manned their own lighthouses. As the colonies were independent, both in terms of government and geographical distance, the style of their lighthouses greatly differed. Designs were based on local conditions and used local building materials wherever possible.

In June 1911, the Lighthouses Act came into effect and Captain C.R.W Brewis was commissioned to report on the condition of existing lighthouses and to recommend any additional lights that may be needed. On 1 July 1915 the Commonwealth officially accepted responsibility for all light stations around Australia.

From the Commonwealth Lighthouse Service's inception in 1915, through various Commonwealth agencies (including AMSA since 1991), the Australian Government has been responsible for the provision of an extensive network of aids to navigation around the coastline, now comprising nearly 490 aids at approximately 380 sites.

Lighthouses hold a special place in Australian history, and in the hearts of many Australians. Located on some of the most scenic parts of our coastline, and often very isolated, lighthouses are often regarded as romantic symbols.

They have featured in poetry, literature, films and television. But first and foremost, they are a symbol of safety – ensuring safe passage for ships traversing our often treacherous coastline.

Throughout the centenary year, AMSA will join Australian lighthouse enthusiasts in celebrating this important anniversary.

To mark the anniversary we have released an AMSA calendar featuring various heritage lighthouses. We will also be hosting various open days at our lighthouses around the country, some of which are rarely open to the public. Details of these open days will be made available as they are confirmed.

To introduce our younger generation to the history and importance of lighthouses, we have produced cardboard kit models of lighthouses at Tasman Island, Bustard Head and Sugarloaf Point for their lighthouse open days. The kits will be distributed to schoolchildren in each site's local area and will be a feature of specific lighthouse curriculum topics in schools, leading up to the open days.

In addition to our activities, other organisations will be commemorating the anniversary: Australia Post is issuing a commemorative stamp and coin set, due for release in mid-2015; and the Royal Australian Mint is issuing a lighthouse-focussed commemorative coin.

We encourage anyone with an interest in lighthouses to be involved in events throughout the year and take the opportunity to learn more about these important structures.

Further information on AMSA's aids to navigation (including lighthouses) is available on [our website](#).

This year marks the centenary of the Australian Government's management of lighthouses and other aids to navigation in Australian waters.



Lyndon O'Grady, AMSA Heritage Officer, checking the lens at Macquarie Lighthouse, Sydney

Building safety culture in the fishing industry

Building a safety culture in the fishing industry is in the spotlight with the revision of the Australian Maritime Safety Authority's (AMSA) national standards for on board workplace health and safety (WHS).

The new minimum requirements for the safe operation of domestic commercial vessels in Australia include the need for a Safety Management System (SMS) to be in place on each boat by 1 July 2016.

Liaison Officer for AMSA, Wes Oswin, says there is plenty of support available from AMSA and its state and territory service providers to help operators develop an SMS.

"The SMS aims to drive a safety culture in the fishing industry, where there is a commitment to safety at all levels within a business and safety is top of mind in day to day operations," Mr Oswin said.

"If you don't already have an SMS, get together with your vessel master and crew to review the requirements of NSCV Part E and make a start. The first step is to carry out a risk assessment of your vessel and its operations.

"Your SMS must identify and control risks and provide a method to ensure that the risk controls are effective.

"It will cover things like roles and responsibilities on board, crew training and induction, procedures for onboard processes, emergency plans, systems for maintenance of vessel and equipment and logging and recording events."

The revised National Standard for Commercial Vessels (NSCV Part E – Operations) covers Class 3 fishing operations.

Copies of the standard, additional guidance material and sample SMS for fishing operations are available by visiting www.amsa.gov.au/domestic, then select 'Vessels and Operations' then 'Operation'.

Rock lobster industry leading the way

One of the industries leading the way in driving a culture of safety and helping fishermen meet their SMS requirements is the southern rock lobster industry, through the Clean Green program.

"AMSA has recently been working with Southern Rocklobster and South Australian Rock Lobster Advisory Council to update the existing Clean Green SMS to comply with the revised National Standard," Mr Oswin said.

"The Clean Green program has also been widened to take into account other types of fishing operations, and help them to identify and manage their risks. This will be of great benefit to operators that carry out more than one type of commercial fishing.

"It's great to see that Clean Green participants not only get comprehensive initial training on the program but are provided additional support to customise the SMS to their particular operation.

"This should help to ensure that the owners and crew understand the program, that they develop an SMS that is relevant and specific to their particular operation and that the Clean Green SMS ultimately ensures the safety of the vessel and crew."

Workshops to be rolled out for Clean Green

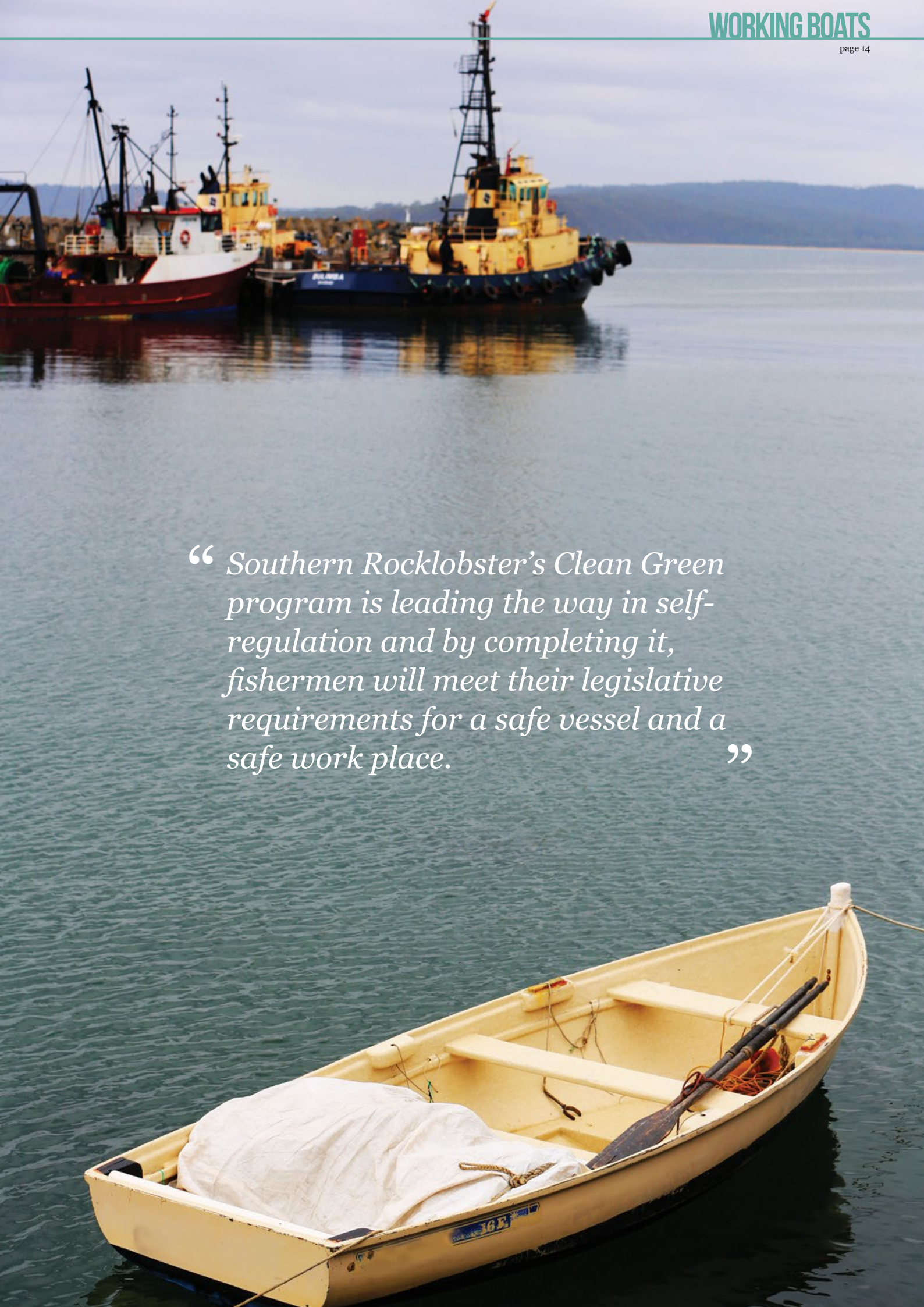
Executive Officer of Southern Rocklobster Limited, Ross Hodge, said workshops would be rolled out in Tasmania, Victoria and South Australia throughout this year to bring current members of Clean Green up to date on the new safety material. There would also be training sessions held for fishermen who would like to become compliant with Clean Green and are new to the program.

"Southern Rocklobster's Clean Green program is leading the way in self-regulation and by completing it, fishermen will meet their legislative requirements for a safe vessel and a safe work place," Mr Hodge said.

"The changes to AMSA's standards have boosted interest from rock lobster fishermen in becoming Clean Green accredited as it is by far the most efficient and cost-effective option for complying with SMS and WHS rules.

"We provide the relevant state authorities with lists of compliant fishermen so there is no further action for them to take as far as meeting their SMS and WHS requirements," he said.

Article provided by Peta MacDougall, the Primary Industries Health and Safety Partnership (PIHSP).



“ Southern Rocklobster’s Clean Green program is leading the way in self-regulation and by completing it, fishermen will meet their legislative requirements for a safe vessel and a safe work place. ”

AMSA recognises Royal Australian Navy marine technician training

The Royal Australian Navy's high standards of training have been recognised, with the Australian Maritime Safety Authority providing equivalence for RAN marine technicians to meet competency requirements for the Australian domestic commercial vessel fleet.

Holders of RAN issued Certificates II and III in Maritime Operations (Marine Engine Driver 3 and 2 Near Coastal) will now be able to gain recognition of final assessments, sea service, task books, medical and first aid requirements by AMSA.

It will also allow the RAN to recognise civilian Marine Engine Driver qualifications for those seeking to join or re-enter the RAN.

AMSA Chief Executive Officer Mick Kinley said the RAN was a significant trainer of maritime professionals in Australia.

"This serves as recognition of the high standards of training the RAN provides to its technical sailors," Mr Kinley said.

"The high calibre of the trainers, Navy's survival training, electrical systems, engineering workshop and equipment, combined with the RAN's engineering simulators, provide an excellent training ground for its personnel.

"The processes for assessment and the ongoing professionalisation of refresher programs throughout a sailor's naval career offer a first rate practical and theoretical experience to its workforce."

RAN Commodore Training, Commodore Michael Rothwell said this recognition was a significant win for the Marine Technicians and their value in the maritime industry, and was evidence of a growing relationship with AMSA.

"The Navy is delighted to be able to work with AMSA on a mutually beneficial recognition of Marine Engine Driver competencies," Commodore Rothwell said.

"This is the first time that AMSA has recognised the RAN as an authorised training provider of the Marine Technician operator qualification regime and Maritime Training Package and we look forward to strengthening this relationship in years to come."

AMSA also supports the RAN's future application to include the MAR40513 Certificate IV in Maritime Operations on its scope of registration. This inclusion will allow Marine Engine Driver Grade 1 Near Coastal qualification holders to be recognised under National Standards for Commercial Vessels in relation to crew competencies. Applications can be made at local State and Territory Marine Safety Agencies.

Further information can be found by visiting: www.amsa.gov.au and clicking on domestic, then forms and guidance.





From left Warrant Officers Greg Pusey and Dennis Carroll, with Commodore Training, Commodore Michael Rothwell, AM, RAN, and AMSA Deputy Chief Executive Officer Gary Prosser



Q&A with a DCV operator

*Brian Cave, General Manager - Operations,
Great Adventures, Silverswift and Ocean Spirit Cruises (Cairns)*

This series has been developed to showcase the vast range of DCV operators throughout Australia. If you would like to tell your story, please contact AMSA Engagement at engagement@amsa.gov.au.

Great Adventures is a Cairns-based day tourism operation with a modern fleet and a long history. The company can trace origins back to the Hayles family, who started operating a ferry service between Townsville and Magnetic Island in 1890. Great Adventures formally began in 1988, and currently operates day tours to the Great Barrier Reef. Great Adventures is now part of Quicksilver Group, which also operates Green Island Resort.

Great Adventures, incorporating the operations of Silverswift Dive & Snorkel and Ocean Spirit Cruises, operates 20 domestic commercial vessels, ranging from fast ferries, a sailing Cat, and tourist pontoons, to glass-bottomed boats, semi-submersibles and dive tenders. All are Class 1 vessels, with operations ranging from smooth waters to restricted offshore, or Class 1C, operations.

The operation employs 12 Master <35m Near Coastal and 12 Marine Engine Drivers Grade 1, as well as permanent-part time staff including Master <24m Near Coastal, Coxswain Grade 2, deck hands, dive team and customer service staff. Their operations carry contractors who do photography, helmet diving, Scuba Doo (Sea scooters) para-sailing and a helicopter operation that are all linked in with the business.

Great Adventures/Silverswift/Ocean Spirit Cruises Cairns General Manager of Operations Brian Cave started with the company in 1989 as a Master, before moving into administration as Duty Manager, to Fleet Operations Manager and currently General Manager – Operations.

Tell us about the business?

The Quicksilver Group is one of the largest marine tourism companies in Australia. It employs 550 staff, also making it one of the largest local employers in the region.

The Cairns division Operates Great Adventures, Silverswift and Ocean Spirit Cruises which cover a wide range of marine tourism activities from specialised dive and snorkel tours, sailing boat adventures to a coral sand cays, half or full day tours to Green Island and day adventures out to tourist pontoons on the Outer Great Barrier Reef.

We cater for both domestic and international travellers who are after a Great Barrier Reef experience.

Tell us about your safety management arrangements?

We have a full Safety Management System in place. With all of the staff we have, and all the passengers, the SMS is a key part of our operation keeping everything in order, on a daily basis.

Each of our 20 vessels has an SMS. Our Fleet Operations Manager at Great Adventures oversees the implementation and training of SMS and reviews it regularly.

Training is in-house, on-vessel and with safety drills carried out twice weekly on Tuesdays and Thursdays so it covers staff on the different rosters. We use scenario training and also do our fair share of accredited external training for specialised positions.

We see our SMS as pivotal to our operation, given the amount of passengers we have. Every vessel has different risks so we take that into consideration. Ferries are different to dive boats and sailing vessels have a variety of management systems that conventional vessels don't have.

How do you feel your Safety Management System has changed under AMSA?

It's shone more light on it. I think we're getting a fair bit of help through AMSA on how to actually produce the documents.

We've had a few little hiccups along the way with regulators, a little bit of confusion about standards and regulation, but nothing that we haven't been able to work through.



“ We have a full Safety Management System in place. With all of the staff we have, and all the passengers, the SMS is a key part of our operation keeping everything in order, on a daily basis. ”

Any tips you would give to any other DCV operators with their SMS?

Be involved with the regulator - they'll guide you through it. There's a lot on the website that can help too. I feel for smaller operators and owner operators that don't have the human resources and have to do everything themselves.

It would be good to have a template so operators could just fill in the blanks - they won't suit every operation but would give operators an idea of what they need to have in a SMS and which order it should be in.

Have you seen any positive changes from the National System coming into effect?

I personally think it's a great idea. I've been around for quite a while and I've actually brought boats interstate and I think now with the new National System it's a lot better idea.

It's easier to transport vessels over state lines. We delivered a ferry from Perth when the regulation first came in on 1 July 2013, and ended up getting the harbour master (in Cairns) to write a letter and say it was ok to bring the vessel around under the new regulations.

There were a lot of people watching what happened as it was the first delivery under the new National System.

What do you hope for the future of the National System?

Just to have everyone on the same page. Everyone will be eventually but there's still a little ways to go to convince everyone.

I am a big believer in cutting red tape so would like to see a more simplified and effective system in the future that would help commercial vessel operators go about their business in a safe and timely manner without the weight of bureaucracy holding them back.





*“ Be involved with the regulator,
they’ll guide you through it. ”*







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updates on the National System and AMSA news.

Email updates@amsa.gov.au or phone 02 6279 5000, option 3

