

AMSA Aboard

Welcome to the October 2011 edition of AMSA Aboard!

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Message from the Acting CEO

As we approach the end of 2011, AMSA continues to progress and complete many key projects and initiatives. We have also recently reached a very important milestone.

On 21 October, the Australian Maritime Safety Authority (AMSA) celebrated its 21st Anniversary by hosting a Charity Ball at the National Museum of Australia in Canberra.

It was a truly momentous occasion which brought together current and former AMSA staff, government and industry representatives and members of the broader maritime community. You can read more about our 21st Anniversary Charity Ball in this edition's feature article.

AMSA continues to be involved in a wide variety of national and international cooperation initiatives.

In August we welcomed two international delegations to Australia. Firstly, a high level delegation from the Maritime Authority of Kenya visited Australia for a week at the end of August to learn about our maritime industry and the work of AMSA. Secondly, the Australia–China officials exchange program kicked off at the end of August with five officials from the China Maritime Safety Administration working in AMSA until December.

Australia also continues to play an active role as a member of the International Maritime Organization (IMO) Council. Through a working group of the IMO, Australia, in conjunction with other Member States, is sponsoring a new initiative to ensure that international safety regulations do not impose unnecessary administrative burdens on the international shipping industry or regulators. The next IMO Council elections will be held in November, with Australia standing for re-election in Category C.



Two of our marine surveyors recently attended the 10th Course in Training of Trainers and Maritime Inspectors in the Application of the International Labour Organization (ILO) Maritime Labour Convention, 2006 (MLC 2006). These surveyors will now be developing a training package for other surveyors, with the convention expected to be in force in late 2012.

Other recent training initiatives of note include AMSA's assistance with Australian Maritime College students' systems design projects, and the AMSA-approved Master <500GT Diploma course at the Open Training and Education Network – Western Sydney Institute of TAFE. You can read more about these training initiatives in this edition of *Aboard*.

On the maritime reform front, Phase 1 of the National System consultation has closed after 30 stakeholder meetings were held around the country. Participation in the consultation process was highly encouraging and the resulting feedback has been very positive. Our Regulatory Affairs and Reform Division is now commencing work on Phase 2 – consultation on new near coastal national seafarer qualifications.

Our Marine Environment Division has been very busy over the past few weeks, assisting Maritime New Zealand with its response to the grounding of the MV *Rena* in the Bay of Plenty.

We are also continuing the review of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances and National Maritime Emergency Response Arrangements. Expected to be completed in early 2012, the review is taking into account recommendations arising from the incident reports for both the Pacific Adventurer and Montara Wellhead incidents, as well as a number of recommendations of the Montara Commission of Inquiry.

Our Community Liaison Officer in the Torres Strait, Adrian Davidson, remains busy managing several projects within the Torres Strait Marine Safety Program (TSMSP). As part of the TSMSP, our emergency towage vessel *Pacific Responder* recently enjoyed a variation to routine when she was tasked to assist in the delivery of maritime training.

Adrian is also heavily involved in our National Indigenous Employment Strategy which was officially launched on 26 October. Several actions have been identified to support this strategy, including a proposal to employ Indigenous boating safety officers as part of the TSMSP. The National Indigenous Employment Strategy and *Pacific Responder's* assistance to the TSMSP are detailed later in this edition.

I would like to thank you all for your support over the last few months and look forward to working with you on our many upcoming initiatives.

Mick Kinley

AMSA celebrates its 21st Anniversary

The Australian Maritime Safety Authority (AMSA) celebrated its 21st Anniversary in style hosting a Charity Ball at the National Museum of Australia in Canberra on Friday, 21 October 2011. Recognising the hard work and achievements of AMSA, its staff, and the maritime sector as a whole over the past 21 years, the Charity Ball also provided an opportunity to acknowledge the dedication of key Australian seafarer welfare organisations – Apostleship of the Sea Australia, Mission to Seafarers Australia and the Australian Mariners' Welfare Society.

AMSA was created by the Act which received Royal Assent in October 1990, and was established as a portfolio agency under the then Commonwealth Department of Transport and Communications assuming maritime operational functions, regulation and provision of services to the maritime industry, and management of the Commonwealth's maritime assets. Today, AMSA continues its focus on maritime safety, protection of the marine environment and provision of maritime and aviation search and rescue services.

Overwhelmed by interest, AMSA's 21st Anniversary Charity Ball achieved sell-out attendance with 500 guests sharing in the celebrations. Around 130 AMSA staff and their partners from across the country were joined by a wide cross-section of guests from government, industry, and the maritime community including current and former AMSA Board members, Chief Executives and staff.

The Hon. Anthony Albanese MP, Minister for Infrastructure and Transport, provided the keynote address saying, "In this ever changing 21st century, it is nice to look to the Australian Maritime Safety Authority as a beacon of stability. For not only have you survived 21 long years, you are a thriving, internationally-acknowledged success."

Minister Albanese also conducted the official launch of AMSA's 21st Anniversary commemorative publication, *The Second Decade*, which provides an historical overview of AMSA's achievements throughout its most recent decade and features a collection of vivid photographs which capture the variety of functions undertaken by AMSA. Each chapter is based on AMSA's main areas of operation. If you would like to purchase a copy of *The Second Decade*, please visit www.amsa.gov.au/21years.

Well known Australian environmental advocate and yachtsman, Ian Kiernan AO OAM shared a number of his sailing memories with guests and expressed his passion for the ocean and marine environment. Television and radio identity, Tracey Spicer was at the helm of the night's proceedings as Master of Ceremonies.

Final figures are currently being tallied however AMSA is extremely pleased to announce that around \$80,000 has been raised as a result of the Charity Ball. These proceeds will be donated amongst each of the Charity Ball beneficiaries, allowing them to continue providing valued welfare services to our seafarers. Thank you to all who contributed.

AMSA is also grateful of the strong support it received from a variety of sponsors and supporters – not only for their generous support of AMSA's 21st Anniversary Charity Ball, but also the contributions they have each made across the maritime community throughout AMSA's 21 year history.

A raffle and three lucky door prize draws were conducted as part of the evening's charitable activities – congratulations to each of the lucky winners:

RAFFLE*

Prize: Paspaley South Sea pearl pendant with diamond in 750 white gold

Winner: Ms Narelle Ward, Oil Response Company of Australia



LUCKY DOOR PRIZE^

1st Prize: Marine Safety Pack

Winner: Mrs Kristin Knight, Farstad Shipping (Indian Pacific) Pty Ltd

2nd Prize: \$1000 FCm Travel Solutions Travel Club Getaways voucher

Winner: Capt. Phil Hickey, Caltex Australia

3rd Prize: Autographed copy of True Spirit: The Aussie girl who took on the world by Jessica Watson

Winner: Mr Attilio Martiniello, Australian Maritime Safety Authority

The Australian Maritime Safety Authority would like to thank all guests, sponsors, and contributing organisations for their generous support of AMSA and its 21st Anniversary Charity Ball. We look forward to continuing our journey with you into the future.

A selection of photographs from the evening can be viewed on the AMSA 21st Anniversary Ball website.

**Raffle Permit No ACT R 11/00236*

^Lucky Door Prize Permit No ACT TP 11/02650

Top: AMSA's 21st Anniversary Charity Ball, National Museum of Australia, Canberra.

Second: The Hon. Anthony Albanese MP presents the keynote address.

Third: Mr Leo M. Zussino, AMSA Chairman, presents the opening address.

Fourth: Captain James Cook entertained guests with sea shanties, and helped with the sale of raffle tickets.

Bottom: Entertainment on the night was provided by the Royal Australian Navy Band.

China Maritime Safety Administration – AMSA exchange program

The Australia-China officials exchange program commenced at the end of August with a meet and greet with the Australian Maritime Safety Authority's (AMSA) Executive Management Group covering AMSA's role and responsibilities.

The five officials from the China Maritime Safety Administration are Mr Yanguo Wu, Mr Zhiqing Li, Mr Lihua Ling, Mr Honger Zu, and Mr Lei Yu. They bring to AMSA a diverse range of backgrounds and experience in ship navigation, port and flag State control, the International Safety Management Code, and accident investigation.

The program will run until early December. Initially the program had a training focus to ensure the delegates were all on a level playing field in terms of their operational knowledge of AMSA before the more detailed observations and discussions of key aspects of our business from an Australian perspective occurred.

The first few weeks involved 'familiarisation' meetings and discussions with the various divisions of AMSA and other Australian Government maritime agencies and institutions. Subsequent components of the program will entail travel to our regional offices and ports.

Whilst in Australia, our visitors have also sampled the culinary delights of an Australian barbecue and seen some of the Australian bush and native wildlife.

China Maritime Safety Administration officials and the AMSA Executive Management Group.



Kenyan delegation visits AMSA

A high level delegation from the Maritime Authority of Kenya visited Australia for a week at the end of August to learn about our maritime industry and the work of the Australian Maritime Safety Authority (AMSA).

The delegation comprised:

- Col (Rtd) Joseph N. Nguru, Chairman, Board of Directors
- Dr Cyrus Njiru, PhD, Permanent Secretary, Ministry of Transport and Director, Maritime Authority of Kenya
- Mrs Nancy Karigithu, Director General
- Eng Justus Wambutura, Director
- Ms Bertha Dena, Director
- Ms Roselyn Amadi, Alternate Director
- Eng Amos Kituri, Engineer Surveyor

The delegation was kept very busy for the week - visiting AMSA's office in Sydney, Macquarie Lighthouse, the Port of Botany, NSW Maritime, the Port of Brisbane and the Smartship simulator where they saw a virtual cruise ship ground itself in the Brisbane River.

Their last stop was AMSA's head office in Canberra where they met with Mr Graham Peachey, AMSA Chief Executive Officer, and were briefed on maritime operations and search and rescue. The Kenyans were very enthusiastic about learning from Australia's experiences and considered this visit as the start of a closer relationship between our two organisations both bilaterally and in the International Maritime Organization.

Top: Maritime Authority of Kenya delegates meet with Mr Graham Peachey, AMSA Chief Executive Officer, and staff from AMSA's Maritime Standards and Maritime Operations Divisions.

Bottom: Dr Cyrus Njiru, PhD, Permanent Secretary, Ministry of Transport and Director, Maritime Authority of Kenya, presents Mr Graham Peachey, AMSA Chief Executive Officer, with a plaque of appreciation.



AMSA assists Maritime New Zealand with grounded vessel

On Wednesday 5 October 2011 at 02.20 NZDT the fully laden container ship *Rena* ran aground at speed on to a reef 22 kilometres NNE of Mount Maunganui in the Bay of Plenty, New Zealand.

The Australian Maritime Safety Authority (AMSA) supported Maritime New Zealand through a Memorandum of Arrangement in relation to a request for assistance.

AMSA's priority was to assist Maritime New Zealand to mitigate risk to the environment by providing personnel, advisors and equipment.

AMSA subsequently coordinated the deployment of approximately 50 personnel from the Australian marine oil pollution National Response Team (NRT). The team consisted of experienced marine oil spill managers and responders from AMSA, the states and Northern Territory, Great Barrier Reef Marine Park Authority, and industry through the Australian Marine Oil Spill Centre (AMOSC).

The NRT members were deployed into the Incident Coordination Centre management, planning and operational functional team roles. NRT members were also deployed in field operations including offshore containment and recovery, aviation and shoreline response.



Equipment from the National Plan stockpile included 3 x Desmi 250 Skimmers, 1200 metres of Ro-Boom and 3 x Lamor Beach Sweepers (a total of approximately 30 tonnes of equipment). In addition, AMSA deployed a salvage expert as an advisor to Maritime New Zealand.

Top: The tanker Awanuia operating near the stricken cargo vessel Rena - 10 October 2011. Image credit: Maritime New Zealand.

Bottom: Rena losing containers as heavy swells wash her deck on the starboard side - 12 October 2011. Image credit: Blair Harkness.

National System industry consultations

After 14 weeks and 30 stakeholder meetings around the country, Phase 1 of the National System consultation process has closed.

The consultation was part of the Australian Government's wider reform agenda to improve the productivity of Australia, in this case by improving the ability of vessels and seafarers to move around the country as well as simplifying industry compliance costs through the establishment of one set of standards and one set of rules. Representatives from across AMSA and state maritime authorities travelled to locations in six states and two territories to meet with industry stakeholders and interested members of the public.



The consultation aimed to make details of the proposed regulatory framework available to as many industry and community stakeholders as possible and to capture feedback through meetings and formal submissions received via the National System consultation website.

The key document informing the consultation was the Regulatory Plan which was developed with the participation of all jurisdictions. The plan aims to provide a scheme where approvals and certificates for existing vessels are recognised to the extent practicable and new vessels are compliant with the National Standard for Commercial Vessels (NSCV).

Consultation materials were also posted on the AMSA website and comprise the draft Regulatory Plan, a description of the proposed National Law Act, features of the National System and various fact sheets explaining the elements of the Regulatory Plan.

There was a high level of support from industry regarding the concept of a National System. The idea was regarded by participants as common sense. However stakeholders said the effectiveness of the reform will depend on its practical and simple delivery. Stakeholders are pleased with the changes to the proposal that have been made since the 2009 consultations.

"The importance of this reform cannot be overstated," said AMSA Chairman, Mr Leo Zussino, at a National System consultation meeting at Central Queensland University, Gladstone.

"Nationally consistent standards and rules, reduced complexity for vessel owners and operators, greater portability of seafarer qualifications and a reduction in costs and red tape are just some of the benefits that we expect. There will be, for the first time in Australia, one safety regulator (AMSA), one law (Commonwealth law) and one safety system for commercial vessels rather than the seven we have at the moment.

"The transition to a single national regulator for commercial vessels will present challenges over the coming months and years. I am very confident, however, that with cooperation from the maritime industry and our state and territory government colleagues, Australia will realise the benefits from this reform," said Mr Zussino.

Phase 2 of the consultation process will involve consultation on new near coastal national seafarer qualifications to be developed by the National Marine Safety Committee and AMSA as part of the NSCV.

Phase 1 consultation sessions were held around the country between June and September 2011.

15 facts about the consultation

- There were 30 consultation meetings and open days in 6 states and 2 territories.
- The bulk of questions concerned school vessels and seafarer qualifications.
- The consultation website has attracted over 3500 'hits' with an average time spent per viewing of 4 minutes.
- There have been over 2200 repeat visitors to the site.
- Over 13,500 web pages have been viewed - an average of 4 pages per 'hit'.
- 60 per cent of visitors to the site are new visitors to AMSA.
- 350 stakeholders have registered online for regular updates.
- 30 online surveys and 5 formal online submissions have been received
- Over 140 advertisements highlighting the consultation meetings appeared across the country.
- Regional media stories and two radio interviews were recorded by the ABC.
- Almost 1000 stakeholders attended the 30 consultation meetings.
- Close to 800 completed feedback surveys from the meetings have been received in addition to feedback received via the website.
- 100 per cent of survey respondents indicated the meetings were useful and informative, timing was appropriate, there was enough time for questions and the visuals were adequate.
- The majority of respondents heard about the National System through their industry associations and local newspapers.
- 80 per cent of respondents recommended holding future open days.



Launch of AMSA's National Indigenous Employment Strategy

On 26 October 2011, AMSA officially launched its National Indigenous Employment Strategy. The strategy is a whole of government initiative that focuses on improving Indigenous employment, recruitment and retention practices and assists in closing the gap between Indigenous and non-Indigenous Australians. In launching this new initiative AMSA has a responsibility for the delivery of programs to both the Indigenous and wider communities.

The National Indigenous Employment Strategy official launch commenced with an acknowledgment of country and followed with information on the actions AMSA is taking to break down employment barriers for Indigenous people. The launch outlined a variety of activities which have been identified and documented in AMSA's National Indigenous Employment Action Plan. Employees also heard from Adrian Davidson, AMSA's Community Liaison Officer in the Torres Strait, about proposed initiatives for AMSA to employ Indigenous boating safety officers as part of the Torres Strait Marine Safety Program.

AMSA's National Indigenous Employment Strategy 2011-2013 has been developed to support the Council of Australian Government's agenda to increase Indigenous employment in the Commonwealth public sector so that it is more reflective of the expected national Indigenous working age population. The target is 2.7 percent by 2015.

Mr Mick Kinley, AMSA Acting Chief Executive Officer, launches AMSA's National Indigenous Employment Strategy.



Australia sponsors new shipping initiative

AMSA's charter is to ensure that maritime safety and environment protection services are delivered as efficiently as possible. Australia is now encouraging other governments around the world to follow suit.

Through a working group of the International Maritime Organization (IMO), Australia is sponsoring a new initiative to ensure that international safety regulations do not impose unnecessary administrative burdens on the international shipping industry or regulators.

Australia would like to see a more analytical approach to the design and development of IMO instruments and, along with Denmark and Sweden, who are co-sponsoring the initiative, wants the IMO to carefully consider whether administrative requirements imposed by new rules or standards are necessary.

Australia is also encouraging other Member States to look at ways in which they can administer existing instruments more efficiently, especially where the industry has demonstrated they can meet the required standard or performance level.

Australia will continue to support this work through the IMO, in addition to contributing to the development of the organisation's strategic plan and high level action plan.

AMSA-approved training produces first success at OTEN

The Open Training and Education Network – Western Sydney Institute of TAFE (OTEN) recently advised AMSA that their first student, an officer of the Australian Customs and Border Protection Service, Marine Unit, has successfully completed the AMSA-approved Master <500GT Diploma course at OTEN and subsequently passed his AMSA oral examination in Cairns. The Master <500GT certificate of competency has just been issued by the Ship Operations & Qualifications section of AMSA.



OTEN applied to AMSA for approval to conduct the Diploma in Transport and Distribution (Master <500GT and Watch-keeper Deck) by multi-modal delivery involving approximately 60 per cent of the training conducted by distance education with online assistance for students, and 40 per cent 'face to face' training in a classroom. The classroom training is split into three four-week blocks held during March, June and September.

After satisfying AMSA's approval and audit requirements, the OTEN course attained AMSA approval in early 2010. This form of delivery provides a further option for maritime personnel who, for financial or work-related reasons, may not be able to take a long period of time off work to attend a full-time college course to gain their qualification. OTEN is the only AMSA-approved Registered Training Organisation to provide a multi-modal delivery for a certificate of competency course that complies fully with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

AMSA offers its congratulations to the student and OTEN.

During their training, students use the new bridge simulator facility at the Sydney Institute.

AMSA assists AMC students with systems design projects

Final year Bachelor of Engineering Marine and Offshore Systems and Ocean Engineering students at the Australian Maritime College (AMC) are conducting their mandatory systems design project on the evaluation of Nardana Patches aid to navigation (AtoN) structure which was installed in the Torres Strait in 2005.

The project is being coordinated with the assistance of Greg Hansen, AMSA Senior AtoN Project Engineer. There are approximately 20 students involved in this subject and they have been divided into four multi-disciplinary teams oversighted by their subject lecturer.

Nardana Patches' structure supports a tide gauge, current meter and beacon, with transmitting equipment and associated power systems. To assist AMSA predict the lifecycle of this asset, and the capability to react to ever increasing remote power supply demands, the project involves reviewing the as-built structure, onsite vortex induced vibration issues and evaluate if fatigue or other failure mechanisms are of concern. If there is found to be failure, that is mechanisms which have the potential to reduce the continual operation or life cycle of the asset, modifications are to be designed to minimise these.

As this site has a high tidal current, a feasibility study and design is to be conducted on harnessing this energy for onsite power production to supplement the existing solar power supply. An offshore installation safety case (as would be required in the offshore industry by the National Offshore Petroleum Safety Authority) will be incorporated for the installation of a current-driven turbine. The design submission will be for both the current turbine/power system and structure modifications if vibration fatigue is found to be an issue.

To add value to the project, an AMSA-funded site visit was conducted in June. One representative from each project group and the subject lecturer were accompanied by Greg Hansen.

Advantages in conducting the site visit include:

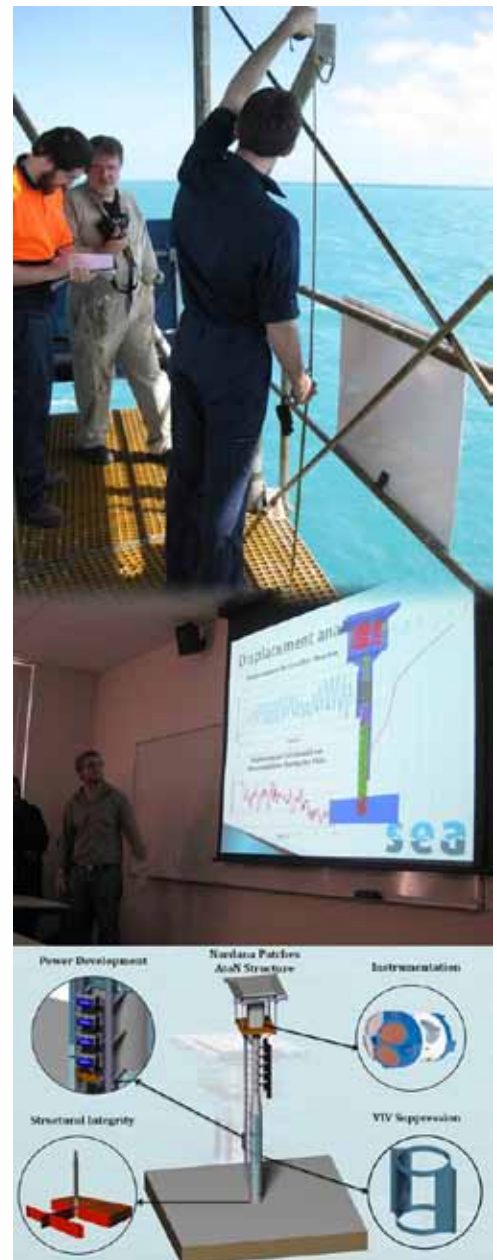
- a more accurate engineering assessment flowing into more accurate submissions
- the ability to factor site-specific constraints into the design and safety case
- an opportunity for students to gain an appreciation of the environmental and structural aspects of the AtoN
- confirmation of onsite measurements
- an understanding of the remoteness of the site
- an opportunity to provide AMC students and staff with a better understanding of AMSA's AtoN structures
- ongoing cooperation and engagement with the AMSA/AMC Memorandum of Understanding.

On 3 October students conducted their final project presentations to students and peers. They were assessed on their individual presentation skills and technical content by Greg Hansen, AMSA; John Seaton, AMC (BE Marine and Offshore Systems course coordinator); and Art Shrimpton, AMC (BE Ocean Engineering course coordinator).

The main project aspects were split in to two parts:

1. Onsite vortex induced vibration issues and fatigue evaluation.

All four groups used different methods to evaluate the vortex induced vibration and associated stresses placed on the structure. The groups used tools such as Computational Fluid Dynamics, Finite Element Analysis and related



Orcaflex software. The groups all concluded that the vibration issues onsite are not causing stresses or fatigue above acceptable levels to affect the design life of the structure.

2. Harnessing this energy for onsite power production to supplement the existing solar power supply.

The students provided innovative ways to harness the energy from onsite tidal streams. They proposed commercially available systems such as the VIVACE hydrokinetic power generating device and a student designed bi-directional horizontal axis turbine. All groups utilised information gained at the site inspection to provide practical solutions.

The groups did a great job at establishing if vibration will affect the design life and designing a power generation device for harnessing tidal currents. They will be providing their final engineering documents in early November at the end of their final year of Engineering.

This project gave the students a real life engineering design project and an understanding some of the types of issues and designs that professional engineers work on.

Top: AMC students and lecturer onsite at Nardana Patches.

Middle: One of the four student presentations.

Bottom: Example of presentation content.

National Plan and NEMERA review continues

The Australian Maritime Safety Authority (AMSA) has commenced a review of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (National Plan) and National Maritime Emergency Response Arrangements (NEMERA). The review is taking into account recommendations arising from the incident reports for both the Pacific Adventurer and Montara Wellhead incidents, as well as a number of recommendations of the Montara Commission of Inquiry.

Third party contractors have been engaged to undertake a risk assessment and review to determine if current arrangements are adequate to provide an effective response to marine casualties and pollution of the sea by oil and chemicals, and where deficiencies are identified, make recommendations to rectify them. A contract for the Assessment of Risk has been awarded to Det Norske Veritas (DNV). This project is being managed by DNV's London office. A contract for a National Plan/NEMERA review has been awarded to Parsons Brinckerhoff (PB) and Thompson Clarke Shipping (TCS). PB and TCS have experienced project teams, each with a comprehensive knowledge of the National Plan. This project is being managed by PB's Newcastle office.

The review is expected to be completed early 2012.

A final draft report of the risk assessment was circulated to National Plan stakeholders during May, and considered by a Strategic Stakeholder Group meeting in Canberra on 13 May. The meeting identified a number of areas where further work was required, including the need for additional data on expected growth in offshore drilling operations and shipping activity in a number of Australian ports and coastal areas, further work on the toxicity of marine diesel and examination of the methodology used in the calculation of clean up costs.

This additional work has now been completed and a copy of the final draft has been circulated to stakeholders.

PB and TCS consulted with over 100 National Plan stakeholders, including all states, the Northern Territory and several key international organisations. A summary of key themes identified during the consultations was presented to the Strategic Stakeholder Group on 17 June. At this meeting the Group agreed with the issues presented. PB and TCS are expected to deliver a draft report mid December.

MLC 2006 Train the Trainer Course, Turin

AMSA marine surveyors Jennifer Tumbers and Tim King recently attended the 10th Course in Training of Trainers and Maritime Inspectors in the Application of the International Labour Organization (ILO) Maritime Labour Convention, 2006 (MLC 2006).

The course, held at the International Labour Organization's International Training Centre in Turin, Italy, was attended by 17 participants from various maritime sectors. The aim of the course was for trainers to not only learn the applications of MLC 2006 but also the various methods of delivering training to maritime inspectors, and flag and port State surveyors in the MLC 2006.

Jennifer and Tim will now develop a training package for other marine surveyors, with the convention expected to be in force in late 2012.

Top: Course participants, Turin, Italy.

Bottom: (L-R) Ms Jennifer Tumbers, Dr Cleopatra Doumbia-Henry (Director International Labour Standards, ILO) and Mr Tim King.



Torres Strait Marine Safety Program and *Pacific Responder* deliver on Torres Strait training

AMSA's Emergency Towing Vessel (ETV) *Pacific Responder* enjoyed a variation to routine recently when she was tasked to assist the Torres Strait Marine Safety Program in the delivery of maritime training in the outer islands of the Torres Strait. With a break in her usual aids to navigation maintenance program, the vessel and crew spent eight days in the eastern cluster of Murray, Stephen, Darnley and Yorke Islands. As well as providing a very comfortable home for AMSA staff and trainers, the master and crew were actively involved in the delivery of safety and licensing training for Torres Strait island students.

Participants in the Elements of Shipboard Safety course were given exposure to crew, systems, procedures and an industry which they would otherwise never see. The ability to observe, and in some cases operate, ships' safety and fire fighting systems was invaluable, and the experience left students with a tangible understanding of professional commercial operations, and the potential for pursuing a career at sea.

For the first time, the Torres Strait Marine Safety Program delivered the two-day Outboard Motor Maintenance course at Yorke Island. The course covered all aspects of maintenance, service, trouble shooting and repairs on the types of small outboard motors most commonly used in Torres Strait. As the course requires a high level of resources in the form of motors, tools, and spare parts, the crew of *Pacific Responder* played an essential role in delivering this level of training in such a remote location.

Also playing a key role was Tropical North Queensland TAFE trainer, Dave McIlwain who designed the new outboard motor maintenance curriculum and adapted the delivery of all the training to the Torres Strait setting. TAFE's input in the area of training continues to play a key role in the success of the Torres Strait Marine Safety Program.

The crew of *Pacific Responder* were extremely enthusiastic and could not have been more helpful in the delivery of the week-long program. Their input to the training and tasks made a routine course a very memorable one for trainers and students alike.

Top: Pacific Responder crew with participants of the Elements of Shipboard Safety course.

Second: Tropical North Queensland TAFE trainer, Dave McIlwain, delivers outboard motor maintenance training.

Third: Lifejacket exercises.

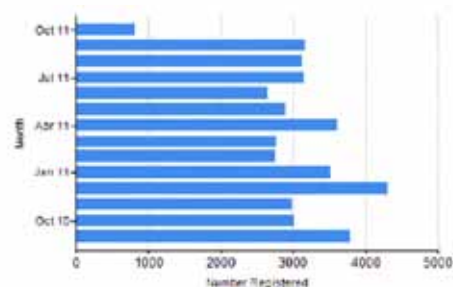
Bottom: Flare demonstration.



Beacon registrations in 2011

As at 11 October, AMSA's 406 MHz distress beacon register contained more than 212,650 registered distress beacons. Of the total beacons registered, this can be broken down to: EPIRBs 156,930, PLBs 50,714 and ELTs 5006. The registration rate remains strong at an average of 3100 per month.

The 406 team remains busy responding to many inquiries which can vary from updating registration details, issuing registration stickers, processing change of ownership and beacon disposal details, to providing general advice on beacon models and how the search and rescue system operates. The team averages approximately 150-200 phone calls per day, which are currently dominated by callers updating registration details or ordering replacement registration stickers.



To register your 406 MHz distress beacon; to update your registration details; order a new registration sticker; or to notify of sold, lost, stolen or destroyed beacons visit www.amsa.gov.au/beacons or phone 1800 406 406.

In addition to registering distress beacons, the 406 team also is responsible for allocating MMSIs (Maritime Mobile Service Identity) numbers to Australian vessels and coast stations. MMSI numbers are required for various platform types which may have the following equipment fitted: VHF DSC, Handheld VHF DSC, HF DSC or AIS. Since January 2011, AMSA has allocated a total of 1123 Australian MMSI Numbers, averaging 124 per month.

To read more about MMSI numbers, or to apply for an MMSI, refer to www.amsa.gov.au/mmsi

- EPIRB – Emergency Position Indicating Radio Beacons used in ships and boats
- ELT – Emergency Locator Transmitters used in aircraft
- PLB – Personal Locator Beacons for personal use by bushwalkers, four-wheel drivers, other adventurers on land, people working in remote areas, and boat and air crew.

New beacon registrations per month

| Month | Number registered |
|---|-------------------|
| September 2010 | 3788 |
| October 2010 | 3010 |
| November 2010 | 2986 |
| December 2010 | 4313 |
| January 2011 | 3515 |
| February 2011 | 2760 |
| March 2011 | 2772 |
| April 2011 | 3607 |
| May 2011 | 2895 |
| June 2011 | 2653 |
| July 2011 | 3138 |
| August 2011 | 3123 |
| September 2011 | 3170 |
| October 2011 (up to 11 October 2011) | 801 |

AMSA Kids – marine environment education site

In March 2011, AMSA completed a revision and update of our educational resources and information section of our website, to include a section for kids and teachers. The site is aimed at educating primary school aged children about the marine environment and the harmful effects of pollution. AMSA Kids offers a variety of activities that include a 'Protect Our Seas' game, which is an animated garbage clean up of the sea; a word search; jigsaw puzzle; and a 'Did You Know?' page. In the last month AMSA has expanded the resources of the kids site to include a fun spelling game of sea creatures called 'Guess the Marine Creature'; a word jumble; and an 'Oil and Water Don't Mix movie', which featured on our original educational site.

The teacher's section of the site includes interesting facts, classroom experiments (such as an oil spill cleanup), and many educational aids about the effects of oil on wildlife. The site also offers a 'Contact Us' section where our educational kits can be requested.

On average AMSA receives approximately three to five requests a week for educational kits from teachers, students, universities and lecturers. The kits contain pamphlets, stickers, fact sheets, posters and a DVD called 'Welcome to Australia - Protecting our Marine Environment'. The DVD was jointly produced with the Australian Marine Environment Protection Association (AUSMEPA) with the purpose of informing seafarers visiting Australian waters of their roles and responsibilities to ensure the protection of Australia's unique marine environment.

AMSA will further expand the resources on both the kids and teachers tab in the near future.

Screen shots from the AMSA Kids site: www.amsa.gov.au/kids.



AMSA crew participate in HMB *Endeavour* voyage

AMSA is proud to be supporting the Australian National Maritime Museum's replica of the HMB *Endeavour* and its historic voyage as it circumnavigates Australia. The journey has already traced Captain James Cook's original voyage along the East coast, has sailed across the Gulf of Carpentaria to Darwin, and along the Western Australian coast to Fremantle, where the replica was built.

The voyage will then see HMB *Endeavour* cross the Great Australian Bight taking in South Australia and continuing around Tasmania, before crossing the Bass Strait to Victoria and returning home to Sydney by May 2012.

The HMB *Endeavour's* journey will rely on AMSA's aids to navigation to ensure a safe passage and will highlight the importance of our pristine marine environments.

Three lucky AMSA staff members joined the HMB *Endeavour* during the Townsville to Cairns leg and the Thursday Island to Darwin leg as voyage crew to experience 18th century sailing.

As voyage crew they handled the rigging, set and furled the ship's 17 sails, climbed the masts, kept watch, took the helm and scrubbed the decks to keep the ship ship-shape (all in time to a few sea shanties sung by the HMB *Endeavour* professional crew). Overall it was a fantastic opportunity and the voyage of a lifetime.

More details are available on the Australian National Maritime Museum's *Endeavour* website www.endeavourvoyages.com.au.

Top: Crew members onboard the HMB Endeavour.

Middle: An AMSA crew member onboard the HMB Endeavour - Townsville to Cairns leg.

Bottom: HMB Endeavour's circumnavigation route.




HMB
ENDEAVOUR
~ **AROUND** ~
AUSTRALIA
2011-2012

Voyage of a Lifetime



Australian Government

Australian Maritime Safety Authority

21 CELEBRATING
21 YEARS
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