



Australian Government

Australian Maritime Safety Authority

Issue 26, October 2014

On Scene

Newsletter for the National Plan for Maritime Environmental Emergencies

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Coral Knight

At midnight on 7 July 2014, AMSA bid farewell to our Emergency Towage Vessel (ETV) *Pacific Responder*. After eight years of faithful and reliable service, the *Pacific Responder* handed over ETV responsibility to the *Coral Knight* as part of the new 10-year Emergency Towage Capability (ETC) contract.

After an intense week at sea consisting of numerous drills, sea trials and work ups, the *Coral Knight* had completed all of the agreed requirements for the vessel to take over the reins as the nominated ETV in the northern Great Barrier Reef, Torres Strait and Coral Sea area.

The *Coral Knight* is a new build anchor handling tug supply vessel with a bollard pull of 82t and a maximum speed of 14kts.

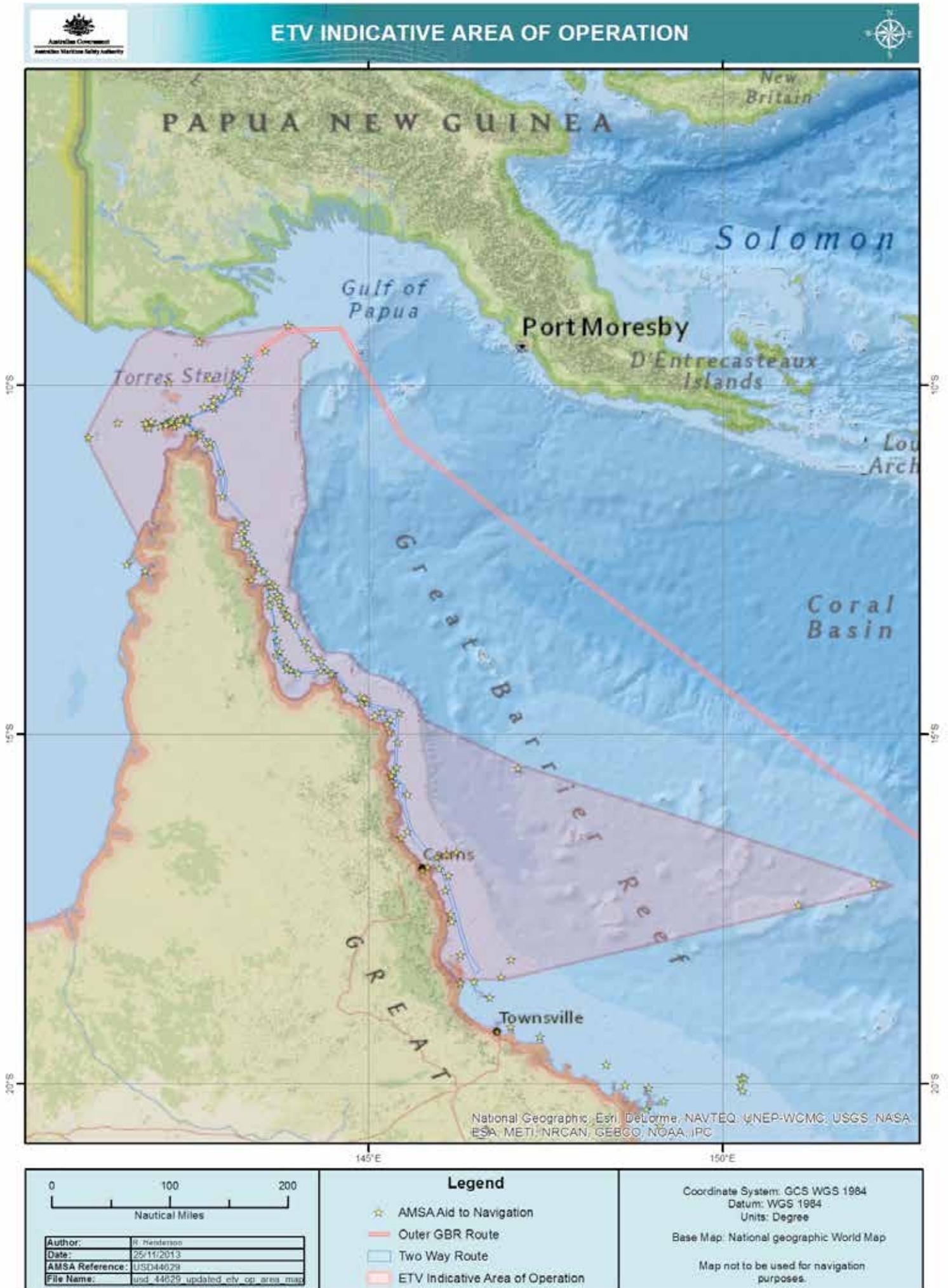
The vessel is capable of providing an initial response to a casualty with its focus on preserving life; towing a casualty out of immediate danger; towing or escorting a casualty to a place of refuge; fire-fighting; stabilising a casualty to prevent further damage; and protecting the marine environment from pollution.

The vessel is also the primary platform for the Aids to Navigation Maintenance program in its area of operations.

The *Coral Knight* is a substantial component of the larger, nationwide Emergency Towage Capability program that AMSA manages as part of the National Plan for Maritime Environmental Emergencies.



ETV *Coral Knight*



Exercise Northerly

Representatives from all states, the Northern Territory and industry gathered in Darwin from the 4-6 June 2014 to participate in the this year's annual National Plan Exercise, Exercise Northerly.

This year's exercise scenario was based on a significant oil spill in Darwin Harbour, and was the culmination of a week of activities including a two-day Marine Pollution Controller's master class, a National Response Team workshop and a hypothetical panel discussion focussing on a maritime casualty.

During the National Response Team workshop, some of the topics covered included National Plan arrangements, changes to the Australasian Inter-Service Incident Management System (AIIMS), human factors in decision-making, crisis communications and a discussion on incident management advisors and how they fit into an incident management team structure.

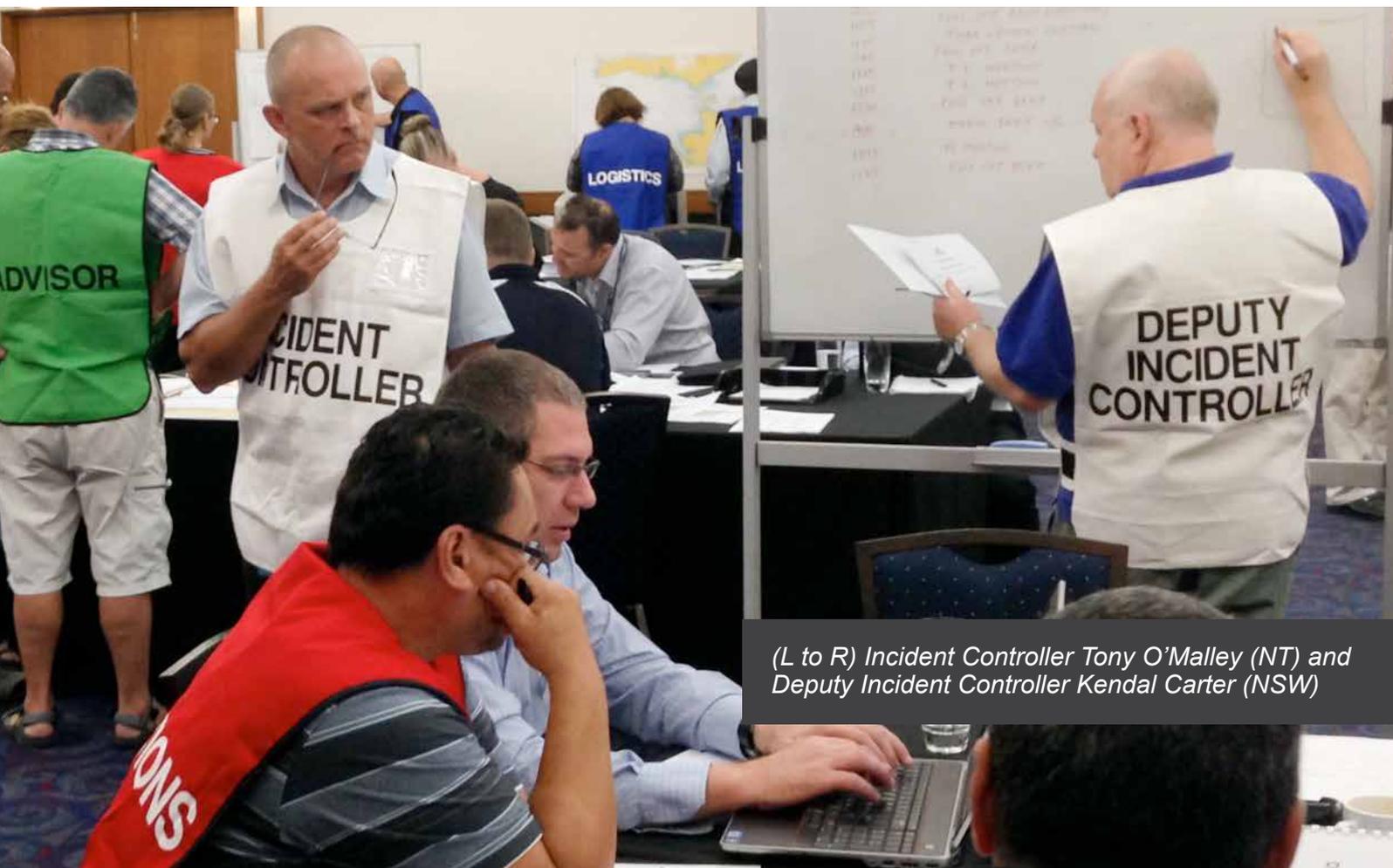
The exercise component of the week began on Wednesday morning with a hypothetical panel discussion involving Darwin Port Corporation, the Maritime Emergency Response Commander, a ship owner's representative, salvors and Northern Territory Government representatives. The high-level representation of the panel and the willingness of the members to participate in frank and open discussion proved very informative and provided all attendees with valuable insight as to the complicated nature of a multi-jurisdictional maritime casualty response.

The panel discussion concluded by setting the scene for the functional incident management component of the exercise.

As the exercise was hosted by the Northern Territory Government, functional team leader positions such as Incident Controller, Operations Officer, Logistics Officer and Planning Officer were filled by Northern Territory Government officers. Other participants were placed in functional areas based on their training, experience and preferences. An effective tool utilised during the exercise, was an app that could be used by participants on their iPhone/Android phones, which allowed them access to the AIIMS roles and responsibilities. The app also provided a checklist of what needed to be implemented when setting up an incident team as well as identifying the key outputs and interrelationships of each functional unit.

The app was fundamental in guiding exercise participants through the process of setting up a team and putting appropriate structures and systems in place.

On the final day of the exercise, participants were asked to provide feedback on the exercise, in particular what worked well or didn't work well for them. A formal exercise report will be presented at the upcoming National Plan meetings with recommendations to be incorporated in future National Plan exercise.



(L to R) Incident Controller Tony O'Malley (NT) and Deputy Incident Controller Kendal Carter (NSW)



NRT Workshop discussions (L to R) Linda Evans (Vic), Matt Verney (WA), Giovanna Lorenzin, Graham Whitehead & Trish Malone (AMSA).



Logistics and Planning teams busy at work



Day two debrief

Training update from NSW

Aerial Observers Training

Transport for NSW recently ran a series of courses to train groups of multi-agency marine pollution aerial observers. This extensive training included Helicopter Underwater Escape Training (HUWET), an Introduction to Marine Incident Management Course, online pre-requisite Aviation Basic Knowledge, specialised Oil on Water Course and, in conjunction with the NSW Rural Fire Service (RFS), an Aviation Radio Operators Course and a five-day practical Air Observer Course. The latter was a tailored RFS course which included numerous practical deployments over water with fluorescein dye used to represent an oil slick.

In addition to this training, participants were also required to undertake a medical examination as well as obtain their ASIC card and all suitable PPE. Later in the year a practical refresher flying day will be undertaken to assist with maintenance of skills.

NSW is also currently discussing a Memorandum of Understanding with the NSW RFS to access Air Attack Supervisors during incident responses where aerial application of dispersants may be used.



Introduction to Oiled Wildlife Response

After a pilot course late last year, Transport for NSW, in conjunction with the NSW Department of Primary Industries and the NSW Office of Environment and Heritage, has run three Introduction to Oiled Wildlife Response Courses along the NSW Coast. These courses are aimed at Wildlife Coordinators who may be expected to perform in a supervisory wildlife role during a marine pollution incident. In NSW, wildlife response support is primarily provided by the Animal and Agricultural Services Functional Area, which is coordinated by the Department of Primary Industries, and assisted by other participating and supporting organisations.

The course provides participants with knowledge of the roles and responsibilities of the wildlife unit, skills and knowledge to establish, run and demobilise a wildlife treatment centre using the NSW Oiled Wildlife Container, familiarity with available resources and knowledge to effectively utilise these, awareness of animal management, husbandry and handling, risk management as it applies to the wildlife unit activities as well as an understanding of rehabilitation, release and monitoring.

Course feedback has been excellent and the course has filled a gap in the wildlife training area.



Chemical Spill Awareness Course

NSW has developed a Chemical Spill Awareness Course for staff who may be involved in chemical spill response. This includes Port, Roads & Maritime and Fire & Rescue NSW personnel who may be in the incident management team during a chemical spill incident.

The course includes information on the top ten types of chemical spill responses and types of chemicals as well as numerous case studies and examples. Included in the course is a field trip where participants can access the dangerous goods section of a terminal and go aboard a chemical tanker or container vessel.

Feedback from a participant of the last course was that it was the best marine pollution training he had ever attended.



Bio corner

Something you might not know...

Linda Evans
 Manager, Marine Pollution – Emergency Risk and Resilience
 Department of Transport, Planning and Local Infrastructure (DTPLI)

Nickname: no nicknames
 Favourite Movie: My Fair Lady
 Favourite Food: Chocolate
 Favourite Type of Music: Anything that's not heavy metal
 Greatest fear: Hospitals- especially when I have fractured my foot and I'm in another state.
 Previous employer: EPA

I have been in the role for eight months. My role is to coordinate the preparedness, response and recovery for marine pollution incidents along the Victorian coastline.

With my team of four officers we work with a number of stakeholders, primarily the regional control agencies, updating and implementing the Victorian Plan, representing Victoria at national committee meetings, and responding to incidents both within Victoria and interstate if required. The team is responsible for ensuring that Victoria is ready for a marine pollution spill within 3nm of the coastline.

Prior to commencing at DTPLI, I spent four years as the Emergency Response Program Leader at EPA Victoria, where my focus was coordinating the organisation's ability to respond to hazmat and marine incidents within Victoria.

This involved responding to incidents, training and exercising Authorised officer and senior managers and executives in emergency management and developing systems and processes for response.



My passion for working in the emergency response field originated while I was working at the Department of Primary Industries (DPI), where I spent eight years working in the business continuity field and emergency response both responding to incident such as fires, floods, equine influenza, locusts etc., and working with a team coordinating the department's ability to respond.

What's happening in Victoria?

Emergency Management Conference 2014

In July 2014 the Department of Transport Planning and Local Infrastructure (DTPLI) Emergency Risk and Resilience Business Unit was a sponsor of the Emergency Management Conference in Melbourne. This year's conference had the theme 'New Realities' and included a session on marine emergencies.

The DTPLI Manager, Marine Pollution presented on the role of the Department in managing marine pollution incidents in Victoria. The Metropolitan Fire Brigade (MFB) also delivered input focussing on on-water firefighting capability within Port Phillip Bay and marine emergency response capabilities from an international perspective.

As part of the session, DTPLI also facilitated a hypothetical panel discussion, Exercise Kraken. This activity followed a scenario which developed from a marine casualty, through events involving fire on board, human casualties and an oil spill.

The discussion took the participants through the changes in response type, complexity and lead agency as the scenario evolved. The panel consisted of representatives from the Country Fire Authority, Victoria Water Police, Port of Melbourne Corporation, MFB, Transport Safety Victoria, AMSA, Ambulance Victoria and DTPLI.

The third component of the conference was a marine pollution stand where DTPLI was able to showcase its new OSRA maps, an interactive Victorian Coastline risk matrix, preview its new marine pollution response video and show some examples of booms and absorbents, as well as a scale model skimmer.

DTPLI's Marine Pollution Team answered questions raised by other emergency management agencies in relation to Victoria's ability to respond.



Training and Exercising in 2014

Victoria will run the following training and exercises in 2014, including:

- Shoreline clean up and refresher training 1-5 September
- Basic Equipment Operators 15-17 September

DTPLI was involved in the development, running and participation in two marine pollution exercises:

- A Portland region exercise, conducted in Port Fairy, to test mobilisation and deployment of equipment; and
- A Western Port exercise conducted by Mornington Shire Council, which focused on the changing complexity of a land-sourced marine pollution incident and the roles and responsibilities of the various responding agencies.

Golden Beach Incident

In March 2014 DTPLI responded to a Level 2 marine pollution incident at Golden Beach within the Gippsland Region. From 15-18 March an Incident Management Team (IMT) was established at the Golden Beach Community Hall. Several agencies were involved:

- DTPLI
- Gippsland Ports
- Parks Victoria (PV),
- Victoria Police
- Local Government (Wellington Shire)
- The EPA
- The Port of Melbourne Corporation
- Aboriginal Affairs The Oil Response Company Australia (ORCA)

Industry was also a key player, with involvement from ESSO and the Australian Marine Oil Spill Centre Pty Ltd (AMSOC).

Following a Net Environmental Benefit Analysis, (NEBA), the response focused on an amenity clean-up requiring manual removal of the oil along the high water mark. Due to the size of the tar balls and ambient temperature this was done with rollers and pooper scoopers. More mechanical options were unfortunately unsuitable on this occasion.

Daily over-flights occurred via ESSO and the Victoria State Air Desk: AMSA provided a Dornier search and rescue aircraft for an over-flight on the final day of the incident. Oil was observed on the beach, but there was no visible sheen on the water.

The quantity of oil reappearing on the shoreline with the incoming tides decreased over the duration of the response. An ongoing monitoring program was established to assess any further impact once the IMT had been disbanded. No further impact was observed over the following two months of monitoring.

Although there was low risk to public health and minimal risk to the environment, a public meeting was held to brief the local community. There was local and general media interest.

New Funding Opportunity

On 6 May 2014, Emergency Risk and Resilience (ERR), DTPLI, was awarded \$3.37 million in capital expenditure by the Budget and Expenditure Review Committee (BERC). This funding is for capital expenditure over four years to replace and upgrade capital assets. This will hopefully be balanced by DTPLI funds for operational expenditure to enable and support the training and deployment of the new equipment.

New equipment will ensure that the state can mount and sustain efficient responses as enabling the ageing assets to be decommissioned.

The funding will also enable integration of a marine pollution incident management system which allows connectivity with other incident management systems within Emergency Management Victoria, in line with the new multi-agency whole-of-government focus on emergency response.

SPREP training exercise sees oil containment boom placed around *Pacific Jewel*

A three-day specialised training programme in the management of oil spills has culminated in the spectacular deployment of a containment boom around the *Pacific Jewel* cruise ship, currently docked in Apia Harbour for the United Nations Conference on Small Island Developing States (SIDS).

The oil spill response training has been undertaken through a partnership between the Secretariat of the Pacific Regional Environment Programme (SPREP), Maritime New Zealand and the Australian Maritime Safety Authority (AMSA).

The training programme, facilitated by experts from all three organisations, has covered a variety of different topics including the causes of oil spills and their impact on environmental and human health. A particular emphasis has been on the management of the specialty equipment used in oil spill response and containment - such as the boom that was deployed today.

One of the training instructors, Mr Scott Reed from Maritime New Zealand, has praised the enthusiasm of the 23 participants who represent a variety of different local agencies including the Samoa Ports Authority; Ministry of Works, Transport and Infrastructure; Petroleum Product Supplies; Samoa Shipping Corporation; Maritime Police; and the Fire Emergency Service Authority.

“You can tell from the questions and the feedback that there’s a high level of enthusiasm and investment from this group of participants. They’re always looking for ways to improve on their current practices and have been very proactive in coming up with ideas of how they could use local solutions for oil spill response - for example by stringing together drums to act as a containment boom or to use coconut husks as an absorbent to help mop up spills.”

SPREP's Marine Pollution Officer Mr Scott Willson, currently on secondment from AMSA, observed that the practical experience of deploying such a large containment boom around the Pacific Jewel has been invaluable for the participants.

"This was a fantastic opportunity for our team to get first-hand experience of deploying a 500 metre boom around a vessel. And considering it was the first attempt for a lot of them they've done a terrific job! We want to thank all the agencies involved in allowing us to deploy the boom - particularly the Samoan Ports Authority and the Pacific Jewel."

Mr Tufuga To'oalo Fagaloa Tufuga, CEO of the Samoa Ports Authority, emphasised that there was no actual oil spill from the Pacific Jewel, and that the exercise was purely for training purposes.

"This exercise has been planned for some time to enhance and refresh the skills of relevant staff. It goes without saying that we hope to not have to use these skills in an emergency situation. Members of the public should be comforted by the knowledge that we have locally-based, expertly trained staff to deal with potential oil spills if the situation arises. We are grateful that SPREP, AMSA and Maritime New Zealand have been able to assist us with this valuable training."

The specially designed boom placed around the Pacific Jewel today is one of several that have been loaned to Samoa by the Australian Government as the result of the ongoing partnership between SPREP and AMSA and at the request of Samoa's Ministry of Water, Transport and Infrastructure.

The deployment of the boom around the Pacific Jewel is just one component of a wider body of waste management activities being undertaken by SPREP in support of the Samoan Government and the UN Conference on SIDS. Two other rubbish containment booms have been set up on the Vaisigano and Mulivai rivers over the past week. Other activities have included an extensive waste audit, river clean-up and the provision of bins and collection services to the SIDS conference venue.



Manual on Chemical Pollution to address legal and administrative aspects of HNS incidents

The International Maritime Organization (IMO) recently finalised a new section of the IMO Manual on Chemical Pollution to address the legal and administrative aspects of Hazardous and Noxious Substances (HNS) marine pollution incidents.

The 54th session of the Marine Environment Protection Committee (MEPC) agreed to the addition of the new section based on the need to develop materials to assist countries in implementing the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol 2000). The new section has been developed over a number of years by the MEPC OPRC-HNS Technical Group and was finalised for publication at the 66th session of the MEPC in April 2014.

The new section of the manual provides a guide to the various elements and instruments to be considered when establishing a comprehensive regime for addressing HNS.

It describes the roles and/or responsibilities and obligations of the various parties involved in both the transportation of HNS by sea and when an HNS marine pollution incident occurs. The section also includes a general review of the main international instruments governing the prevention, preparedness and response and liability and compensation for HNS pollution incidents.

The new section of the manual is currently being prepared by the IMO for publication and will be available for purchase from IMO Publishing: (www.imo.org/Publications/Pages/Home.aspx) or from distributors of IMO publications. A list of Australian distributors is available at: www.imo.org/Publications/Distributors/Pages/FarEast.aspx.

AMSA welcomes...

Matt Gregg
(Dr Matt)

Matt joined the Marine Environment Standards team, Marine Environment Division (MED) in June 2014. Matt will be responsible for developing Australia's position and briefings for Australian delegations to IMO meetings and will also assist in implementing treaties and legislation applicable to the environmental aspects of shipping operations.

Matt is currently on leave without pay from the Department of Agriculture where he spent the last five years contributing to the development and implementation of biofouling and ballast water management arrangements in Australia. He has drafted briefing for Australian delegations to IMO and has attended Marine Environment Protection Committee and Pollution Prevention and Response Sub-Committee meetings.

Matt has extensive experience and skills relevant to invasive marine pests. His Honours and PhD research focused on the assessment and treatment of biosecurity risks associated with ships' ballast water and the translocation of shellfish for aquaculture purposes.



Nathaniel Barrett

Nathaniel joined the Pollution Response Team in MED in May 2014, on a secondment to manage the roll out of the asset management system. Nathan has since moved into a permanent role in the Marine Environment Standards team within MED.

Prior to moving to MED, Nathaniel worked in AMSA's Information Services (IS) while studying environmental science part time. Nathaniel hopes to use his skills developed during his time in IS and studying environmental science.



Capacity building

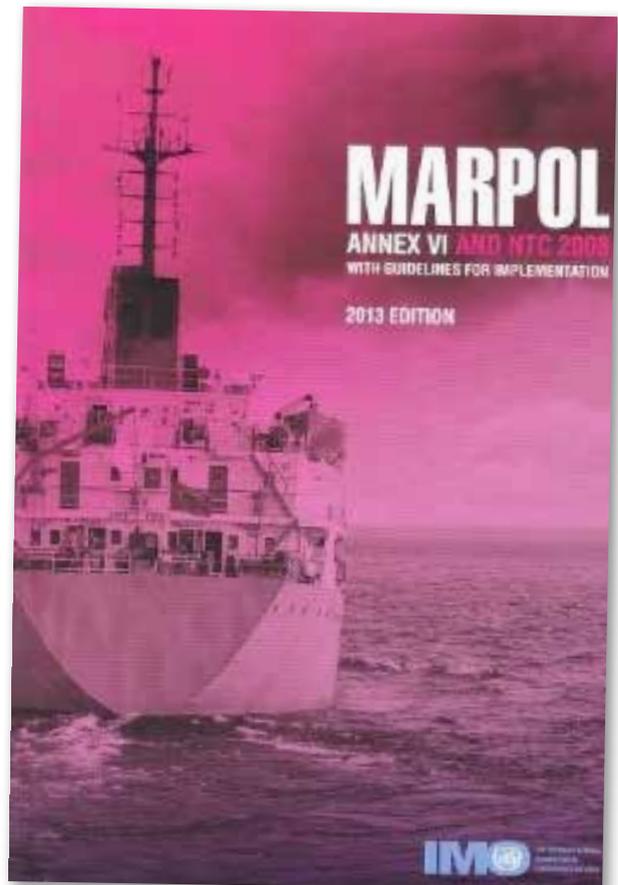
AMSA, in conjunction with the Secretariat of the Pacific Regional Environment Programme (SPREP), will be running a three-day IMO regional workshop on MARPOL Annex VI related to air pollution and greenhouse gas emissions from international shipping in November this year.

This workshop is implemented under the framework of SREP's Pacific Ocean Pollution Prevention Programme (PACPOL) Strategy 2010-2014 and will be held in Apia, Samoa.

The objective of this workshop is to provide updated information and develop understanding on the provisions of MARPOL Annex VI, the regulatory instrument for the control of air pollution and greenhouse gas emissions from international shipping, therefore supporting effective and timely implementation of this Annex.

The workshop is aimed at government administrators with responsibility for technical and policy-making decisions relating to MARPOL Annex VI – Air Pollution and Greenhouse Gas (GHG) Emissions from International Shipping, with their respective country's exclusive economic zone.

It is expected that participants will attend from the Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia (Federated States of), Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.



What's happening in Western Australia?

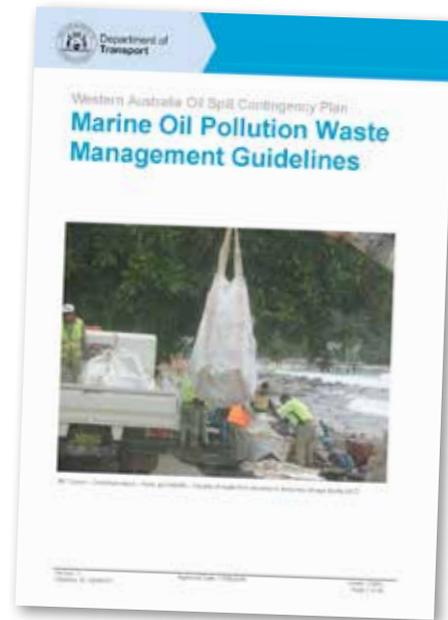
WA Marine Oil Pollution Waste Management Guidelines

The WA Marine Oil Pollution (MOP) Waste Management Guidelines have now been published on WA Department of Transport's (DoT) website www.transport.wa.gov.au/mediaFiles/marine/MAC-MOP-WasteMgmtGuide.pdf

The guidelines were produced to guide DoT in the development of site specific, operational waste management plans during a MOP incident.

They contain details of the practices and principles to effectively manage oiled waste and minimise the environmental impact of an incident.

Throughout the guidelines there are checklists for the waste division coordinator to follow to ensure they conform with international standards for best practice oil spill waste management, whilst adhering to WA state legislation and guidelines.



Production of training videos

DoT Oil Spill Response Coordination (OSRC) team is continuing to produce a series of Oil Spill Response Training Videos with the support of State Response Team (SRT). The video 'Ro-Boom Deployment', made last year, is now available on the DoT website.

This year, DoT completed a shoreline boom deployment video. The video aims to give an insight to the complexities of beach deployment and can be used as a tool for training responders or as a tool for assisting the incident management team to understand the advantages and constraints of using such equipment in a response. Both videos can be accessed via the DoT website. www.transport.wa.gov.au/imate/oil-spill-response-training.asp

Port Deployment Exercise, Port Hedland Port Authority - May 2014

DoT OSRC participated in a 2 day desktop and deployment exercise with the Port Hedland Port Authority (PHPA) looking at the initial regional response for an incident in port waters.

Exercise Flatback Turtle was held on 29-30 May 2014 with participants from the PHPA as well as wider stakeholders including other port authorities, government agencies and industry.



*Port Deployment Exercise,
Port Hedland*

Training Courses Delivered

Course Name	Month Delivered	Location	Number of Attendees
Use Basic Equipment Operations	April 2014	Esperance	16
Equipment Deployment	June 2014	Broome	15

Training Courses / Exercises planned September 2014 – December 2014

Course Name	Month Delivered	Location
WA Oiled Shoreline Response Course	September 2014	Metropolitan
Use Basic Equipment Operations	October 2014	Metropolitan
Equipment Deployment	October 2014	Bunbury
Use Basic Equipment Operations	November 2014	Geraldton
WA State Port Exercise	November 2014	Fremantle

The 2015 training calendar will be released in December 2014

Staff Movements

General Manager SMPC- David Harrod retired from DoT December 2013
 General Manager SMPC- Ray Buchholz commenced December 2013 (pictured)
 Training Officer – Rowena Bucklow resigned from DoT February 2014
 Training Officer - Derek (Barney) Hutchison commenced July 2014 (pictured)
 Harbour Master – Mark Gooderham resigned from DoT June 2014
 Harbour Master – Steven Wenban commenced June 2014 (pictured)
 Environment Officer – Emily Wood resigned from DoT July 2014



Ray Buchholz



Derek (Barney)
Hutchison



Steven Wenban

Regional Reception Facilities Plan

AMSA has continued to assist SPREP with a series of gap analyses of port waste reception facilities in the Pacific. These gap analyses are currently being used to inform a Regional Reception Facilities Plan (RRFP) for the Pacific.

The plan is designed to enable countries in the Pacific to meet their obligations under MARPOL by providing adequate waste reception facilities for ships.

The last gap analysis in the series was carried out by Annalisse Sly and Scott Wilson (on secondment from AMSA to SPREP) in Papeete, Tahiti from 12 – 16 May 2014.

The gap analysis process involved site visits and discussions with port authorities, terminal operators, ships' agents, waste service providers and other regulators (e.g. Department of Agriculture Biosecurity and state environment agencies).

The Regional Reception Facilities Plan is expected to be considered by the IMO Marine Environment Protection Committee in early 2015.



Maritime 2014 - Ship to shore

AMSA invites you to attend the first national shipping and domestic commercial vessel conference, Maritime 2014: Ship to Shore. Combining the knowledge and resources of Natship and the Marine Safety Conference, this event will bring national and regional representatives from across the maritime industry together.

Maritime 2014: Ship to Shore will be held in Melbourne from 10-12 November 2014. The conference will provide a unique opportunity for participants from shipping and domestic commercial vessel industries throughout Australia to discuss the latest maritime developments in regulations, safety, seafarer qualifications and welfare, environment, navigation and search and rescue.

With a concurrent exhibition, this event will provide a meeting place for industry representatives to exchange ideas and knowledge, as well as to establish personal and business connections.

A key session on hot topics linked to the marine environment will be held on the second day of the conference, and will feature presentations on places of refuge, the limitation of liability for maritime claims and the polluter pays principle. Other presentations will discuss a regional approach to waste reception facilities, safety management and innovations in technology.

This is the first time since the commencement of the *Navigation Act 2012* and the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012* that representatives of government, business and industry will come together to discuss the issues, challenges and opportunities of Australia's maritime industry.

For more information or to register, please visit www.maritime2014.com.au.

Finance and Cost Recovery

AMSA recently developed a one-day *Marine Pollution Incidents Finance and Cost Recovery Workshop*. The workshop includes practical consideration of a variety of cost recovery scenarios and covers a number of topics, including:

- The international oil pollution compensation regime;
- Claims handling and assessment;
- National Plan Cost Recovery Guidelines;
- The role of P&I Clubs; and
- Finance officer's role and responsibilities in marine pollution incident response.

Up to eight workshops will be delivered to all the States/NT with a focus on personnel who have responsibility for managing finance or procurement during an oil spill incidents.

Five workshops have already been successfully delivered to the Western Australia Department of Transport (Perth), Transport for New South Wales (Sydney), South Australia Department of Planning, Transport and Infrastructure (Adelaide) and Maritime Safety Queensland (Brisbane and Townsville). Feedback received from participants has been very positive overall.

State/NT agencies interested in hosting a workshop are encouraged to contact AMSA Marine Environment Standards (eps@amsa.gov.au).

What's happening in South Australia?

Courses

South Australia (SA) Marine Response personnel facilitated a Basic Introduction to Oil Spill course at Wallaroo in May 2014, which was attended by 28 personnel from Wallaroo and Port Pirie representing agencies such as Flinders Ports, State Emergency Services (SES) and Sea Rescue.

SA also hosted an AMSA three day certified Shoreline Response course in July 2014, which was attended by twelve personnel from the Department of Planning, Transport and Infrastructure (DPTI) and Flinders Ports. SA Marine Response personnel conducted a two-day joint training course for Basic Introduction to Oil Spill course at Oil Spill Whyalla in August, which was attended by SA DPTI and One Steel.

The following courses are scheduled for later in 2014 in SA:

- Basic Introduction to Oil Spill refresher courses;
- Murray Bridge Oct 2014 (1 day) – State Emergency Services personnel
- Pt Lincoln Nov 2014 (2 day) – Flinders Ports, industry representatives and emergency services

Thevenard Dec 2014 (2 day) - Flinders Ports and emergency services

SA DPTI has nominated a Marine Response representative to attend the upcoming AMOSC/AMSA training in Geelong

Staff Changes

Mr Peter Thomas has been appointed the role of Principal Manager, Marine Operations and Response following the departure of Mr Stephen Smith, who has moved to a new position within DPTI.



Danceflora incident, 16 May 2014

Prince of Wales Channel

In the early hours of the evening of 16 May 2014, ReefVTS reported that the Bulk Carrier *Danceflora* had suffered steerage failure while transiting Torres Strait with a pilot on board.

Using emergency steerage, the vessel proceeded towards Goods Island at a speed of just over 6 knots. About an hour after the initial reporting from ReefVTS, the Rescue Coordination Centre (RCC) was advised that the *Danceflora* had repaired her steering and had resumed her sea passage.

ReefVTS kept monitoring the situation and the vessel did not seek assistance at any stage during the voyage. She had both anchors serviceable and had planned to carry out repairs on the steerage system once at Goods Island.

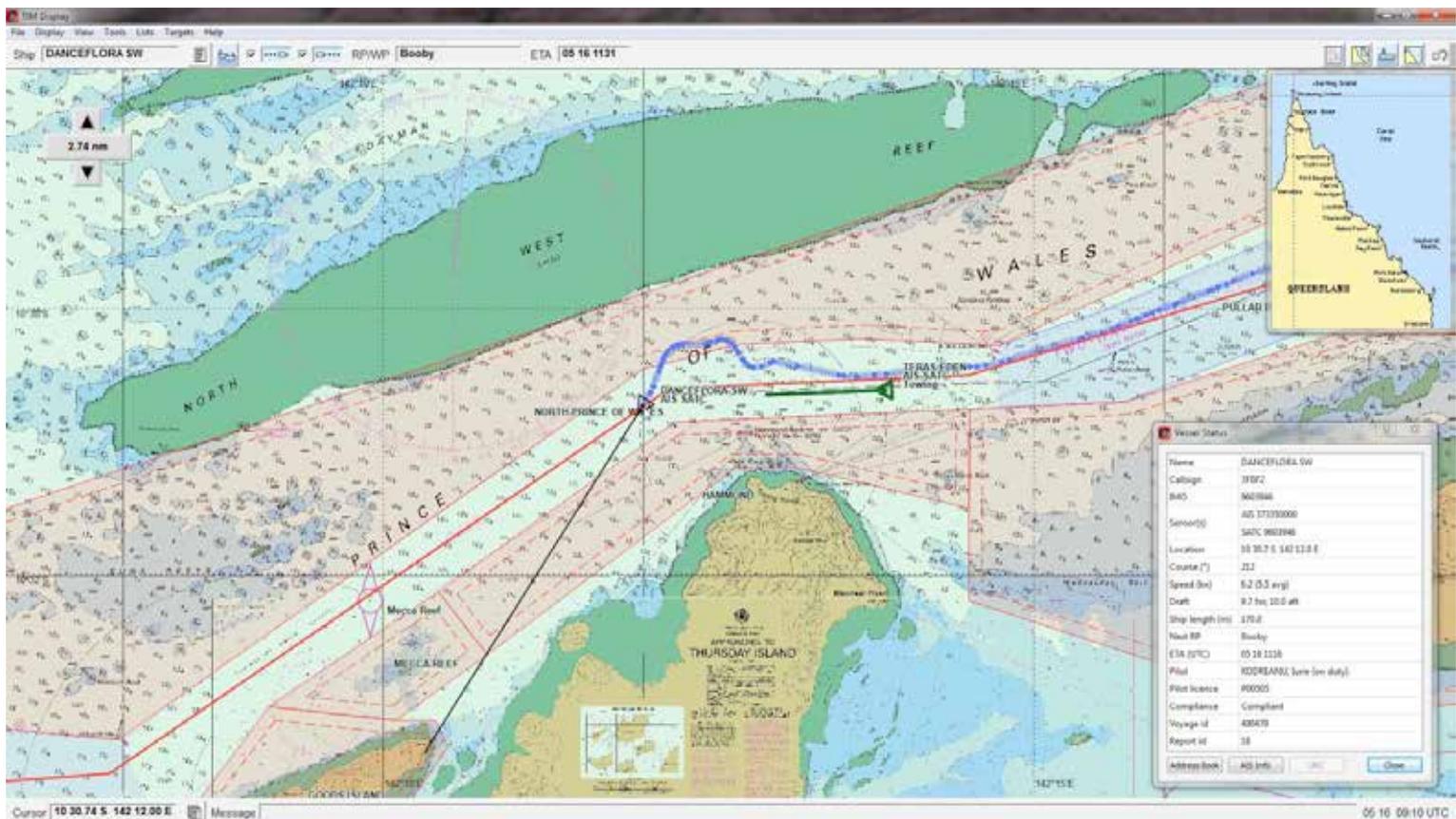
AIS tracking shows that at one time the *Danceflora* was less than one mile from north west reef.

The screenshot below shows that the vessel did move to the starboard (right) side of the Prince of Wales channel.



The *Danceflora* underway

Reports from the vessel indicated that the cause of the steering problem was the high temperature of the hydraulic oil in the system. Normal steering was commenced once the temperature was reduced.



Collision between bulk carrier and motor tanker

On the morning of 8 May 2014, the *Royal Pescadores*, a 11246 GRT bulk-carrier, while dragging anchor collided with the bow of the *M/T Da Heng Shan* at the Port of Fremantle. The *Royal Pescadores* lost her port anchor causing her to drift towards the *Da Heng Shan* who then suffered some damage to her bow as a result of the collision.

There was no personal injury or pollution as a result of the incident and both vessels were able to go back to anchor whilst awaiting berths for cargo operations.

Damage to the vessels

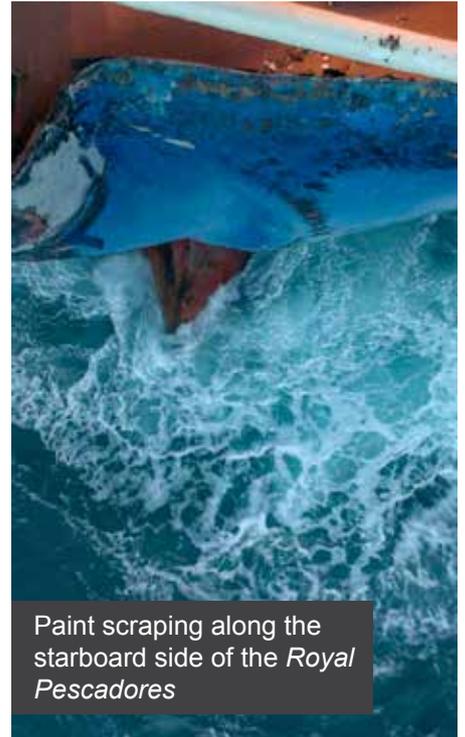
Damage to the *Da Heng Shan* included damage to the bow as per the pictures, dents and structural damage. There was no evidence of water ingress, pollution or injury to personnel.



The forecastle of the *Da Heng Shan*



Damage to the bow of the *Da Heng Shan*



Paint scraping along the starboard side of the *Royal Pescadores*

2014 course dates: National Plan training

Activity	Location	Date
AMSA On-Line Learning	On-Line	Any Time
Incident Management Team	AEMI	8-12 September
Incident Controller	AEMI	20-24 October
Planning Officer	AEMI	17-21 Nov
Basic Equipment Operator	QLD – Thursday Island	23-24 September
	QLD – Mackay	21-22 October
Shoreline	South Australia	15-17 July
	Port Hedland	26-28 August
	NSW	27-29 Oct

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For further information on items in this issue, please contact:

Environment Protection
Marine Environment Division
Australian Maritime Safety Authority
GPO Box 2181 CANBERRA ACT 2601

Phone: +61 2 6279 5933
Email: eps@amsa.gov.au

Editor: Ashleigh Tracey



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