



Points West

*The Journal of the Western Australian Branch of the
Company of Master Mariners of Australia*

Volume 9, Issue 10, October, 2013

From the Branch Master

Welcome to the October edition of Points West. The September General Meeting took place on Wednesday 25th September with some 30 members in attendance.

There was no guest speaker for this meeting however the Branch Master, on his capacity as AMSA's Ship Safety West Manager, was asked to present an update on Marine Order 3, specifically the revalidation requirements, for the members benefit. The BM advised that the MO 3 was up for consultation and it is aimed at consolidating and release of final version by end of this year.

The BM explained that there aren't many issues with the Deck officers nor with the ratings certification however Engineers' union appears to have some issues. It is not clear as to why the engineers are not happy apart from some misinformation fed by the engineers union to their members.

The BM advised that AMSA urges all engineers to do their own research and refer to AMSA website for the correct information before making their minds up.

Additional Revalidation Requirements:

- All certificates of competencies will be expired on 1 January 2017 and will require revalidation either fulfilling sea-service and Refresher courses or full short courses;
- all certificates of competency will require to have Security Awareness Endorsement;
- from 1 Jan 2017 all Masters and Deck Officers will have to complete ECDIS Training;
- Holders of Certificates of Competencies require to demonstrate competence in survival at sea and firefighting at intervals not exceeding 5 years (This is in addition to the revalidation sea service requirements for COCs);

Acceptable Sea Service:

- Sea service previously required on vessels of more than 3000 GT can now be served on vessels more than 500 Gt;
- Sea service previously required on vessels of more than 500 GT can now be served on vessels of more than 24 m;
- Master under 500 GT now contains additional capacities including Watch-keeper Deck;
- Master under 500 GT Diploma can now apply to obtain a Chief Mate under 3000 GT certificate upon gaining required sea service.

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From the Branch Master (cont'd...)

Tanker Familiarisation:

- Currently a single combined course for all tanker types;
- The amendments require a separate Gas Tanker Familiarisation course and;
- Oil and Chemical Familiarisation course;
- They can be run concurrently but 2 separate course completion certificates will be required.

As you'd be aware earlier in the year the Branch accepted to host the Boulton Lecture. To this end we tried to secure a respectable key note speaker for the event and in doing so tried to invite several WA State ministers including the Treasurer and the Minister for Transport. Unfortunately either due to their prior engagement or lack of interest the invitations were declined.

Considering the fast approach of Christmas and the New Year period and in order to secure a suitable keynote speaker it was decided that this event to be postponed to next year.

The 2013 Seafarers' Forum organised by the Seafarers Safety, Rehabilitation and Compensation Authority (Seacare) is held at the Novotel Perth Langley on 27 November.

The members are well aware of the importance of the seafarers safety and their vulnerability to injury which is second to none in any industry. Therefore I urge the members to register their interest and attend this forum if they can. This forum is free of charge and interested members can register through seacare.forum@comcare.gov.au.

WA Branch of CoMMA had recently been recognised in a prestigious Presidents Award for exemplary service to the Scouting Association for more than twenty years. I and the Deputy Branch Master were honored to attend the ceremony that took place at the State Theatre on 15 September.

The Branch was presented with an award and a certificate which will be displayed in a glass case at the Mission adjacent to the honour board.

This recognition and the award belong to all of you who have for so many years unselfishly donated your time and so eagerly assisted and guided the young Sea Scouts. It also demonstrate that your efforts and good deeds don't go unnoticed but being appreciated and recognized more than ever you thought it would. I call upon all of you, the old hands and the new members, to come in forefront and assist the young seafarers who are our future, the ones who will ensure that the flare and enthusiasm of the past seafarers don't ever extinguish. The future generation of seafaring community look up to us so let's rise and give the helping hand to build and solidify this honourable tradition.

In the meeting I posed the question to the attending members if there is interest from the members to assist the Sea Scout with further instruction prior to the CoMMA Sea Scout competition weekend. I'm delighted to note that there was in principal agreement for this to go ahead. I look forward to an overwhelming interest from the members to volunteer in activities the Sea Scout may require our assistance.

The Federal Court meeting was supposed to take place on 18 September but unfortunately due the Federal Master's ill health this didn't go ahead. The Court meeting therefore is differed to mid-October. We wish the Federal Master speedy recovery.

While our Branch is the biggest and most active in the country however I would like to take this opportunity to ask the member not be complacent. We still need to drive the recruitment of new members and encourage the members to be active and forthcoming. It is up to us to set the stage and demonstrate a role model. I believe we must introduce new ways and novel ideas if we are going to be relevant. I don't want to see our organization to turn to a just social club. We need to be out there and prove that we are formidable professional who take interest in what is happening to our industry both at home and abroad. I'm confident that our members with many years of experience behind them coupled with skills and professionalism that is envy of the world seafaring community can and should drive the agendas for changing and for brighter future. This organization belongs to us and together we must work to ensure the success of the organization for many years to come. I urge you to come forward with new ideas, with initiative and with team work and cooperation to show the world that we can make a difference.

Cont..

From the Branch Master (Cont...)

News and Views:

Seafarers Medical Certificate

The Maritime Union of Australia claims the two questions in the Skilled Group's medical exam, for jobs including offshore chef, caterer and pilot, breach gender and disability discrimination laws.

The union claimed several other questions were intrusive and offensive, including whether workers had seen a psychologist or had ever suffered depression, anxiety, hemorrhoids, varicose veins or tinea.

It said the exam had several irrelevant lifestyle questions, such as whether workers drank alcohol, exercised less than two hours a week and whether they had been to a dentist recently.

MUA organiser Matthew Elliott accused Skilled of hiding behind confidential medical exams to reject workers for illegitimate reasons.

The union's complaint to the commission focuses on a question about whether the applicant normally requires time off work or medical treatment during their monthly menstrual cycle. It wants a written apology to female workers.

"It has no relevance to their ability to do their job whatsoever and is discrimination as far as we're concerned," Mr Elliott said.

Employment consultant Darren Nelson said some of the questions could genuinely help an employer meet its duty of care to offshore workers, but there was a danger it could be used to wrongly discriminate against workers and to invade their privacy.

"The document in isolation is scary - it's very Big Brother," he said.

A Skilled spokeswoman said the questionnaire, used by Offshore Marine Services, was based on its obligations under guidelines set by the Australian Maritime Safety Authority.

She said medical assessors used their judgment to determine which answers warranted further examination by an AMSA-approved doctor.

"If the union has an issue, they should take it up with the Government, not with us," the spokeswoman said.

Workplace relations lawyer Mark Hemery said there was a strong case many of the questions were unlawful because they went beyond the issues raised in the AMSA guidelines.

He said there were clear laws against asking job applicants about pregnancy and AMSA's guidelines related only to the final trimester.

Svitzer donates tug for indigenous maritime training -

Towage company Svitzer Australia has donated the 30-metre Wandilla to help prepare young Aboriginal and Torres Strait Islanders for maritime careers.

The Maritime Union of Australia (MUA) will deliver vocational training on the 42-year-old working vessel in cooperation with Redfern's Tribal Warrior Association.

As the Tribal Warrior's first fully-dedicated training facility afloat, the Adelaide-built Wandilla (IMO 7039153) will be used to equip trainees for seagoing careers by giving them sea hours during training.

Svitzer Australia managing director Mark Malone said the donation supports indigenous participation to renew a highly-experienced workforce.

"Tribal Warrior's mission to train young mariners is a great start that dovetails nicely with our employment needs moving forward, especially due to the relatively high average age of our tug crews," Mr Malone said.

"When we were approached by [MUA assistant national secretary] Ian Bray, it was a logical decision for us to make and we view this as more of an investment in young Aboriginal and Torres Strait Islander mariners than a donation."

Mr Bray said the project was an extension of the unions work to identify, develop and support initiatives that help address disadvantages experienced by young Aboriginal people.

"This project enables them to take full advantage of employment opportunities across the maritime industry," Mr Bray said.

From the Branch Master (cont'd...)

Suez Canal RPG attack by terrorists

Fears that the alleged terrorist attack on a Cosco containership in the Suez Canal would result in a sharp rise in insurance premiums remain unfounded. Nevertheless, ship-owners have been warned over an increasing risk of attack in the Mediterranean between the Suez Canal and the Strait of Gibraltar. Initially the 2007-built, 10,061 teu containership Cosco Asia was thought to be the target of a terrorist attack while transiting the Suez Canal on Saturday. The Suez Canal Authority on Saturday said on its website that “terrorist elements” staged an unsuccessful attack on Cosco Asia “in an attempt to disrupt the flow of vessels through the waterway”. Vessel transits through the canal were unaffected, head of the Suez Canal Authority Mohab Memish said. However, an army source downplayed the terrorism suggestion and said that it had arrested three people who opened fire on the boxship with machine guns, Reuters reported.

IMO launching eco-transport initiative -

The International Maritime Organization last week announced its new drive to promote a sustainable maritime transport system, without compromising the needs of future generations. The move is a fresh, coordinated approach by the IMO to address the problem of ensuring growth in shipping while adhering to stringent environmental regulations. The initiative will focus on promoting sustainability across three key areas for shipping: economic, environmental and social, IMO secretary general Koji Sekimizu told the main conference of London International Shipping Week. In a matter of days, the IMO will officially launch the concept, and has already developed an internal mechanism to collaborate with the industry on the initiative. Mr Sekimizu emphasised the major elements required to make the project successful.

Coordinated policies need to be in place, worked on by the industry and government that cover crucial areas for shipping such as bunker fuel supply and availability, training, security and ports.

A well-organised and cooperative administrative process is required, he said, coupled with coordinated support for land-side entities such as ports. All those involved in the drive need to collaborate to focus on the three pillars of economy, environment and society, with the IMO best placed to coordinate the strategy, said Mr Sekimizu.

He welcomed the drive by the UK government to conduct a study into the demand and availability of low-sulphur fuel for shipping, as an example of decisive action taken to address maritime sustainability.

IMO boss calls for a complete SOLAS review - International Maritime Organization secretary-general Koji Sekimizu opened the ICS International Shipping Conference with a call for a “full and complete” review of the Safety of Life at Sea Convention (SOLAS). Speaking to a large audience on the third day of London International Shipping Week, Mr Sekimizu said each generation of vessels brings new challenges, but accidents still occur and “safety must be taken into a new era”. According to Mr Sekimizu, the existing SOLAS convention is a good framework that has been easy to update in the past four decades, but it is largely a prescriptive instrument. In the years to come, he said, he would like to see the maritime industry use more safety and risk-assessment techniques to frame rule-based regulations.

It is time for the maritime industry to start considering a new regime for the future, he said, and such a system should focus on risk-assessment and goal-based standards. The availability of data would be essential and a new system will rely on collecting and analysing data— something that would require the involvement all stakeholders.

However, the secretary-general conceded it would take time for the industry to realise the benefits of such a system and emphasised this review process should not be rushed. Instead, the industry should look to introducing a new system by 2024, before it celebrates the 50th anniversary of the 1974 SOLAS Convention.

As usual, if any member has an idea for social events, or business they'd like to bring up, please don't hesitate to contact me at any time rather than waiting specifically for the monthly meeting.

If members' personal details have changed from those held in CMMA records - address / phone numbers / current occupation, etc – please advise Capt Wim van Alebeek so that he can make the necessary updates to records.

As usual biographies, articles, with photographs, are invited for submission to Points West. Please submit to the Editor or Registrar or Secretary who will then forward the items to the Editor for publishing. Warning – Be prepared for the Editor to knock on your door for biographies.

Suggestions are welcomed from anyone wishing to talk on a nautical subject at a Branch Meeting, or with ideas for a suitable Guest Speaker. Please contact Capt David Heppingstone, the Deputy Branch Master.

Branch meeting Minutes

WESTERN AUSTRALIA BRANCH MINUTES OF THE GENERAL MEETING HELD ON 25th September 2013

The meeting was opened by the Branch Master, Capt. Reza Vind, at 1845hrs

MEMBERS PRESENT:

Abernethy, Archer, Bhada, Chester, Evelegh, Heppingstone, Keys, MacGillivray, Oliver, Payne, Polson, Small, Underhill, van Alebeek, Wenban, White B and Vind

GUESTS: Andy Carter

APOLOGIES:

Court, Di Meglio, C.Dooley, P.Dooley, Gooderham, Gray, Harrap, Harris, Hay, Hinnrichsen, Hoogendoorn, Ireland, Kaleveld, Kenny, Kiely, Knight, Lewisson, McKenzie, Pointon, Purkiss, Rai, Silvester, Singh, Taylor, Winkler and Young

MINUTES OF THE LAST GENERAL MEETING:

Circulated in Points West and accepted.

Proposed: Polson / Seconded: Heppingstone

TREASURER'S REPORT: Read by David Heppingstone in the Treasurer's absence.

Opening Cash Balance \$36,136.07
Reconciled Cash Balance \$26,384.84

It was noted that a considerable amount of un-presented cheques were outstanding, mainly from the World Maritime Day and that the Treasurer hoped to have the final figures for this by next meeting

Proposed: Underhill/ Seconded: Heppingstone

REGISTRARS REPORT:

Life & Hon	5	Ordinary	104		
Associate	16	Retired	21	Total	148

APPLICATIONS:

New Members Ratified: Ms Anne-Marie Archer (Assoc) Cpts Wadia and Fleay (Ord)
New applications read: Capt Robert Friend (Ord) W.A.

CORRESPONDENCE:

Inwards: Federal Secretary with Marine Order 18 – Measures to enhance maritime safety (about which members are requested to respond before October 4th)
Outwards: New members welcoming them to CoMMA

FEDERAL BUSINESS:

The Branch Master advised that the Federal Master was unwell and currently confined to hospital. This had caused a deferral of the Federal Court meeting to mid October.

Branch meeting Minutes (Cont'd)

GENERAL BUSINESS:

Branch Master advised that a Seafarers' Forum was being organised under the Safety, Rehabilitation and Compensation Authority at the Novotel Perth Langley on 27th Nov. Mark Small distributed flyers for this. Interest in attending could be registered through seacare.forum@comcare.gov.au.

The Court had determined that the Boulton Lecture should be postponed until next year due to lack of a suitable speaker for the keynote address. Further consideration to be given to organising this in conjunction with a general meeting with other maritime associations invited.

The Social Warden had postponed the Branch Annual Dinner to next year.

Membership fees. There were still far too many of these outstanding and the Court was likely to seek assistance from the members in attempting to contact those who to date have failed to respond.

Scouts Australia. The Branch had recently been recognised in a prestigious Presidents Award for exemplary service to the Scouting Association for more than twenty years. Branch Master and the D/BM had attended this and showed those at the meeting a beautiful display of this in a glass case. Padre would be contacted to see if it could be hung on a wall at the Mission adjacent to our honour board. Considerable discussion then emanated about whether Branch members would be willing to assist with further instruction prior to the CoM-MA Sea Scouts competition week-end. There was in principle agreement for this to go ahead.

Points West – more personal articles, with photographs, invited for submission to Points West. It was suggested that the Editor should include this in the next edition with email contacts. Suggestions were given as New Member Profiles / My First Trip to Sea / My First Command.

Square Riggers. Anne-Marie Archer advised that the interest shown to the square rigged sailing ships that had passed through Fremantle the previous month had been amazing. She said that these vessels would shortly be leaving Tasmania for the Fleet Review in Sydney early next month. The possibility of a yacht race to coincide with the ANZAC centenary celebrations planned Albany in 2015 was being considered.

News and Views provided by the Branch Master included:

- Medical certificates for Seafarers
- Ship inspections by Pilots
- Svitzer donating a tug for indigenous maritime training
- Costa Concordia salvage
- Death of the Master on the Sharp Lady
- Crew accident on the wood-chip carrier Global Explorer at Bunbury
- Suez Canal RPG attack by terrorists
- Egyptians calling in ITF over Wadi Alkarm crew members
- IMO launching eco-transport initiative
- IMO boss calls for a complete SOLAS review.

The meeting was closed at 2000 hours, after which members enjoyed a curry supper during which the raffle was drawn.

This was followed by an informative power point display given by Branch Master on updates to Marine Orders Part 3.

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Branch Master

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A/Hon Secretary

EVENTS AND INFORMATION

30th October	Branch Meeting at the Flying Angel Club. Drinks and nibbles courtesy of IFAP from 1730 followed by the usual curry dinner (\$16.50 pp)
27th November	2013 Seafarers' Forum: keeping seafarers healthy and safe. Novotel Perth Langley. Register your interest at www.seacare.gov.au

WA Branch Court – 2012 / 13			
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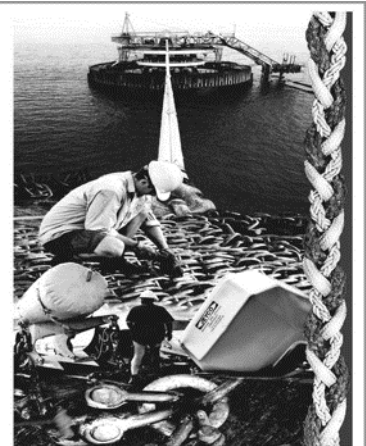


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