

Shipshape

Newsletter July 2020



Talent



Integrity



Excellence

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From the Bridge

President's Message

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One of the major jobs I would like to see finished and in place is our Standards and Ethics subcommittee who will review our survey standards and assist in the implementation of our ethics and disciplinary procedures.

While the year to date has been difficult for some, most of us, according to the AIMS member survey have suffered minor to minimal impact from the pandemic and most of that has been due to travel restrictions and a lack of clarity around 'essential services' and whether marine surveyors are considered as such.

The AIMS head office team have managed to keep things running as smoothly as possible and apart from hiccups with boat show presentations, state meetings and our upcoming AGM things are moving along well and the work is getting done.

It was forecast to hold elections for President and Vice President this year with a view to fulfilling our succession planning however, in light of the situation, it appears that it might be best to leave all this until next year and see how things are panning out. Although it is important to get this sorted out the Executive team feel that face to face attendance and voting at the AGM is probably going to be too difficult to manage with second waves of the virus appearing across Melbourne and Sydney and border closures impacting on all travellers.

To that end it was agreed that the current Executive would continue on this year with an aim to finalise the last phases of the work we set out to do some years ago.

One of the major jobs I would like to see finished and in place is our Standards and Ethics subcommittee who will review our survey standards and assist in the implementation of our ethics and disciplinary procedures.

I have been disappointed recently at the standards of both report writing and draft survey practice being demonstrated by some of our members, especially those who are listed as 'full members'.

It is time that all of our standards are revisited, brought up to date, amended where needed and reinforced and I intend to see that happen or at least be in train by this time next year.

Our CEO will be contacting members over the next week or so to offer an invite to participate in the review. Along with Peter Bosman and myself, we need a couple more old heads to make sure we cover the basics and get it right.

I have been doing a bit of researching into draft surveys and came across a very old email trail from Steve Beale when the Bulk Commodities group were looking at coming up with an

"Australian standard" for draft survey – and having it legislated.

Naturally it failed as those who are beholden to weightometers etc. felt threatened. Some also believed the "perfect" belt weigher was only a little way off. Well....they have all been proven wrong and I think that in line with our professional standards review we should re-fire this old chestnut up and work towards having both surveys and standards legislated.

The NBCG don't exist anymore. Neither does the AWB but I think that now the AIMS has the capacity to get in and get this done.

I think it is a necessity. The vast majority of B/L's of bulk cargoes are per draft surveys. It's a major thing. The draft survey process needs to be in the Australian Standards.

It's pure common sense and so I will attempt to support our CEO in moving this part of the Standards and Ethics committee review forward as a priority and if any of the older members out there have any further information or advice please give me a call.

This leads me to another point, one of knowledge vs experience and how we address this as our older members start to consider retirement.

As a community, and as professionals, it is our role to assist others to gain experience and we should be honored when asked. Our students in particular, but also new surveyors or surveyors new to different sectors, often seek out established members looking for some very short- term work experience or a chance to attend a survey with an experienced surveyor to gain a first- hand insight into how it's done.

I applaud those members who have helped a student or a fellow surveyor but I note a couple of recent cases where the excuse, and that is just what it is, for not helping a new surveyor was because "you might approach my customers, you might undermine my operations or you only want to take my business away".

Well, I would just like to say, that if your business operations are such that you are worried that an AIMS student or new surveyor could take your clientele, do a better survey than you or has the ability to be an active competitor you are in trouble indeed.

These people want to learn! We want them to learn and uphold our reputation!

“

They need to experience reality and our young surveyors are our life blood.

They are not trying nor have any intention of taking your business. They need to experience reality and our young surveyors are our life blood.

Inevitably, as in all things, the young surveyor will grow, will become skilled and will not forget your actions or your words.

If there are any semi-retired surveyors out there in our membership who can or are willing to assist students, either with tutoring, mentoring or some occasional work experience, or the chance to observe a real survey by a professional, then please, be big hearted and do it. Anyone who can help in any way can contact the training arm (training@aimsurveyors.com.au) or our CEO directly.

Finally, I would like to congratulate Stacey Taylor on her new role as our General Manager, Operations. Stacey will be working closely with our CEO and learning the ropes as well as managing and maintaining the membership systems and introducing new initiatives.

We are all looking forward to working with Stacey and having her steer us along for some time to come.



Peter Murday
President



CEO Report

“

This year it is vital that I lead the focus on excellence, not the fluffy version that seems to be prevalent in all kinds of governance documentation but the real kind that insists on the review and implementation of standards

It's certainly a different world since the last newsletter went out and it has touched us all in some way. Surveyors have been hard hit by travel restrictions and many of us have had to revisit the way we work. With bushfires, smoke pollution and the onset of the pandemic the AIMS office has been closed and we have all been working from home and trying to synchronise our systems. While there were a few hiccups in the first instance we managed to stay on top of things and we returned to our office at the start of July. During this time Stacey Taylor has come on board permanently as the General Manager – Operations after working with us part time since January.

Stacey is very qualified and experienced in small business operations and we are very lucky indeed to have her experience and her lovely steady nature to guide us through the next phase of the AIMS.

Although Stacey is working from Gladstone, she is very accessible to all members and we are now setting up phone options to direct callers to exactly the person they need to talk to.

Darius our training coordinator, has now worked with us for 3 months and will become a permanent part of the team. He will be working from the Canberra office from Tuesday to Thursday each week and will be learning the business over the next quarter.

We also have a part time marketing coordinator, Tim, who will be working on new brochures, setting up our new website and coordinating our social media from Mittagong in NSW. Tim will primarily work with Stacey, our sponsors and IT personnel and his main goal is to ensure that new systems are developed and implemented to make sure that we are well equipped to move into the future.

This has now meant that I will be starting to scale back my hours and responsibilities and I will be working over three days per week and concentrating on getting us over the line with the Professional Standards Council and making sure that we are delivering on our promises to promote marine surveying as a profession.

There will be quite a few new projects to work on in the coming year, some that were raised in the recent member survey and some that were derailed due to the lockdowns and travel restrictions.

This year it is vital that I lead the focus on excellence, not the fluffy version that seems to be prevalent in all kinds of governance



documentation but the real kind that insists on the review and implementation of standards for all sectors of marine survey practice as well as our individual and collective business operations.

I will be concentrating on ensuring that all members know and adhere to the standards that our reputation has been built on. This is fundamental to our longevity and the Government will be looking at our commitment to ensuring that members do the right thing and that consumers are protected from poor practices by having enough information to make an informed choice of surveyor.

Our membership criteria has not changed greatly since our Constitution was written over three decades ago but much has changed in the marine survey world so I also think that it is appropriate to revisit this at some point over the coming year and make sure that our entry standards reflect today's world but are also without compromise.

To make a point, over the past 12 months I have received 37 formal complaints from vessel owners, operators and potential buyers and 38, if you count the one I received while writing my newsletter entry. Not surprisingly, two thirds of the complaints have been related to DCV statutory surveys and recreational vessel pre-purchase and insurance surveys.

While I am relieved to say that only 2 of those complaints were attributed to AIMS members, what is pleasing is that our message has got through and vessel owners and operators across the spectrum of our categories are calling the AIMS for advice on their legal options, assistance following up complaints with Government or insurers and for referrals to reputable surveyors. The goal is to increase this and continue to cement the reputation of our surveyors within the industry.

While we are finally experiencing the confidence of Government and consumers it is vital that we address all breaches of the code of conduct, poor survey standards and other complaints that come to us in an unbiased fashion and that we continue to promote the marine survey profession and those surveyors who treat it as such.

Unfortunately, there are still instances of misleading advertising and genuine conflicts of interest occurring and while these are predominantly in the blue water sector, the marketing activities of some AMSA accredited surveyors leaves a lot to be desired.

Our new Standards and Ethics committee will commence working with the standards we have developed, including the Code of Common Practice, and we will be developing new standards for those areas not covered. The committee will also be tasked with implementing our disciplinary procedures and investigating serious complaints.

INSURANCE BREAKTHROUGH!

The recent member survey indicated that over 56% of members want lower insurance premiums and a dedicated insurance contact and I am very happy indeed to announce that we have addressed this and secured a new broker. I was increasingly disappointed with the price increases and lack of service from BRIC over the past year and while I believe it was largely due to a change in ownership / management rather than hikes in premiums due to building industry certifiers it did mean that it was time to start actively looking to address the issue. We are finalising an agreement with an Australian insurance broker - Austbrokers Countrywide, who have in-depth knowledge of the Australian Marine Survey industry and have proposed a great offer for our members.

Firstly, they commit to keeping premiums for AIMS members to the lowest levels possible and will be providing scaled rebates directly back to Certified Members, Full Members and Associates. It is expected that these rebates will be from 2-5% of the policy price and will go directly to the members. Over the next couple of weeks there will be a dedicated portal on the AIMS website for members which will allow direct communication and quick response times to queries but, in the meantime, members can contact us for further information.

Moving forward, AB Countrywide will build an instant quote facility that will also allow members to renew their insurance online without any of the existing hassles experienced. Basically, if nothing is changed in your business, your renewal will take less than 10 minutes online.

AB Countrywide have said that AIMS members will be able to contact them directly and have enquiries dealt with promptly. Wade Cadman, who some of you may remember as our first BRIC representative will be our main point of contact and you will be able to email him through the website or call him directly.

Wade knows our business and our members and has committed to attending our conferences, appearing at State meetings and ensuring that we have a good range of interesting and relevant marine insurance topics and cases to review. I am sure that our members will very much appreciate the new terms and policy prices for PI insurance and I hope that you do get behind this and at the very least arrange to talk to Wade, register your interest and get a quote.

In closing, I want to offer some thanks

Thank you to all of the members who are participating in subcommittee work, your contributions are so valuable and they really do make a difference.

Thank you to those surveyors assisting in the development of training modules – I just couldn't do it without you

Thank you to those members who have contributed to the newsletter – it's things like this that make our newsletter interesting to all

Thank you to all members who purchased disposable face masks and are taking care of the health of their staff and themselves. Well done to all! (we still have a few in storage in preparation for a second wave which we are happy to sell at cost price)

Thank you to all of the members and companies who have become Certified surveyors – you are paving the way for the future.

Thank you to the Young Surveyors group – you are the future.

Thank you to Kent Stewart and Howard Peachey for their super contributions to our newsletter this quarter. Great reading and much food for thought.

Thank you to the AIMS staff who have maintained a sense of humour throughout this year and who worked so hard to ensure that we paid our bills, provided great customer service and did our job to the best of our ability for the benefit of our members during the year to date.

Thank you to our President for his leadership and to the Executive team for giving of their time and knowledge freely.

An amazing team indeed!



Susan Hull
CEO

Annual General Meeting

At the recent Executive meeting, after careful consideration and analysis of the member survey, it was agreed that there would be no Executive changes for the next 12 months and that the current team would continue to act on behalf of the members. Not only have travel restrictions hampered the facilitation of a face to face AGM, there was only one respondent that indicated a desire to stand for the Executive, which in some ways was very disappointing, and an overwhelming 98% who indicated that they were not interested.

The Executive also agreed that it was in the best interests of the AIMS as a whole if they remained on board to see the work that they started through the last phase of implementation and we hope to have that finalised over the next 12 months.

Due to the ongoing uncertainty regarding travel and border closures the AGM will be held via zoom. given the expected low attendance rate the Executive did not believe that there would be undue impact on the members generally.

Of course, any member who wishes to attend in person is still able to do so and would be welcomed with open arms. Further notices on the AGM details and date are posted at the end of the newsletter.

WHERE & WHEN:



ONLINE VIA ZOOM – FRIDAY AUGUST 21st AT 3 PM
Register to attend and receive a zoom link here:
<https://www.aimsurveyors.com.au/event-3911524>

OR VIA OUR WEBSITE HERE:
<https://www.aimsurveyors.com.au/events/>

Common Big Ship Surveys

Part One – By John Holden

This article is the first in a series to address calls from members to have some “technical” articles. I would not class this as technical, but most of the technical stuff is nowadays handled by a computer program, so I am assuming some level of prior knowledge.

Consider this as a guide or a checklist only. We will not be discussing the actual calculations required; however, I do emphasise the importance of manual draught survey calculations to provide an understanding of the process. Our computers are a constant and reliable companion these days and we rely on them to a great extent; nonetheless, having the ability to conduct a timely manual calculation is good professional practice.

The article is based upon my experiences and

is my opinion only, as a genuine reflection of the real world I work in.

The draught survey is quite simple – using a few tricky (accepted) formulas applied to Archimedes Principle. Thank the Gods for the Greeks!

It is used for dry bulk cargo vessels but can be used on occasion for other vessels in unique circumstances (e.g. molasses tankers – see at end of article).

Reading draughts – no magic bullet solutions, sorry. You must establish your own method and then compare with peers. You may be doing this in a mirror calm harbour or in 2 – 3 metre swells at DBCT, so you may require several different approaches. I believe it is common for

some to typically read a little high and some to typically read a little low. I am not talking about a C/O trying to get something for nothing, but Australian based surveyors operating in acceptable manner and doing the job properly.

You may, in time, get feedback from a colleague at the discharge port to highlight your average accuracy. Over time a preferred process will become apparent and you are on your way. If you can't get this right after a few weeks, I suggest you try something different.

Reading the off-side draughts - maybe via boat (not commonly accessible for surveyor these days), someone else who can read draughts who happens to be there in a boat (lines launch during tie up), water tube/manometer (ship's or own), using ladder (safety rules may prevent this in some places) or sending a camera down the side (any others?). These methods generally provide only the midship draught and shall be used on a case by case basis.

"How do I obtain the fore and aft off-side if only the mid-ship is known?" you may ask. Usually by comparing the estimated width at water level of the draught marks with the mid-ship width. Is it one quarter, a half, etc?

Simply apply this to the read draughts and you have a reasonable estimate. Small differences in fore and aft draughts will make a minor difference in calculation of mean draughts, but difference in mid-ship draughts will have a much greater impact upon the accuracy of the survey (Note to self). On some vessels, the forward draught marks are visible from the forecastle, thus leaving only the aft draught to estimate. This is a worthwhile exercise as it will give a good idea of how well you estimate.

In what cases are accurate draughts important? All I hear you say! Generally, high value cargoes like alumina, mineral sand, concentrates, etc. for obvious reasons. Coal and Iron ore, for example, being big volume revenue earners may call for somewhat less diligence, as dictated by industry and client acceptance of same so, please, no self-righteous rants over this subject!

Calculate the corrected draughts using the appropriate distances corresponding to read draughts. What now? Keel corrections. This was almost a dirty word and I place the blame squarely with Chinese shipbuilders.

Once such a thing was rare, but now it is common. You can adjust your corrected fore, mid and aft draughts before calculating the quarter mean or calculate as read and then

deduct. Alternatively, your snazzy software may cater for this in some tricky way (ours does); nonetheless, it can be confusing if you wish to compare with C/O. Best compare the displacement in this case (getting to that shortly). It is important to read the "instruction" within the loading manual for how to calculate, so you can understand what is going on. Better still, only attend for Japanese built with simple tables!

Once you have the mean of mean of means (quarter mean draught), then onto displacements. This is where the "tricky" maths occurs, including 2 trim corrections and a density correction – no, that's not a reference to your mental capacity! Dock water density should be measured using draught survey hydrometer (the most common and industry accepted being ZEAL brand made in England) using a sample of water drawn from about mid-ships at half the vessel's mean draught. Density can also vary a lot during rainy seasons or if in a river, so take care and check often during these times.

Known weights – acceptance of engine room log fuel figures and freshwater figures is universal in Australia (okay, perhaps freshwater is occasionally checked), but ballast tends to go hand in glove with off-side draught reading – high value cargo, check ballast; high volume cargo, agree constant – see below.

Constant – if it seems way too big, then likely it is. Ask for proof (previous surveys) or better still, sound ballast to confirm. It is a good practice in any case. NB Check for changed light ship weights due to fitting of exhaust scrubbers to comply with Sulphur Cap 2020.

Okay, so you have completed the initial – have you confirmed with C/O that you both have same displacement? Do you agree about the constant? Any other concerns?

Final survey – have they used freshwater or just turned it into grey water – did you discuss this at initial survey? (note to self) Discharge into harbours is strictly regulated!

Is ship listed (heeled) and is the manometer accurate? How do you check that? Are you using a ladder? Maybe a boat is available. Heeling gauges found in ship's office or ballast room may not be very accurate but give a reasonable idea to compare with manometer.

If loading (or unloading) at an established terminal, they may have reasonably accurate belt weighers that can greatly assist if required – they will certainly be used for cargo

distribution, as there is little else to go by. Some vessel loading programs will be quite accurate for this as another option, but don't rely on that.

There you go – simple! Well it may sound simple, but we have not discussed the biggest issue we all face: communication! Just remember that draught survey is only 10% mathematics, and success comes down to how well you get along with the Master and C/O.

Good luck.

What is the correct name – Draught or Draft? I am in the Draught camp; however, if your client wants Draft, just do it! This bit really is simple!

My parting advice – if things are not working out, slow down, check thoroughly and don't panic.

When all seems lost, phone a friend. The AIMS has many dedicated, experienced members who will support you to become the competent, ethical surveyor we are renowned for.

So now you all realise that this was not a technical article after all. I did try to warn you! However, I trust it has been helpful for some and entertaining for others. No doubt it will upset a few. We are a weird bunch like that! At the end of the day, it is simply to help those who are starting this journey.

Conundrum to help avoid Alzheimer Disease – why do a draught survey of a tanker with molasses cargo? Answer: next time!

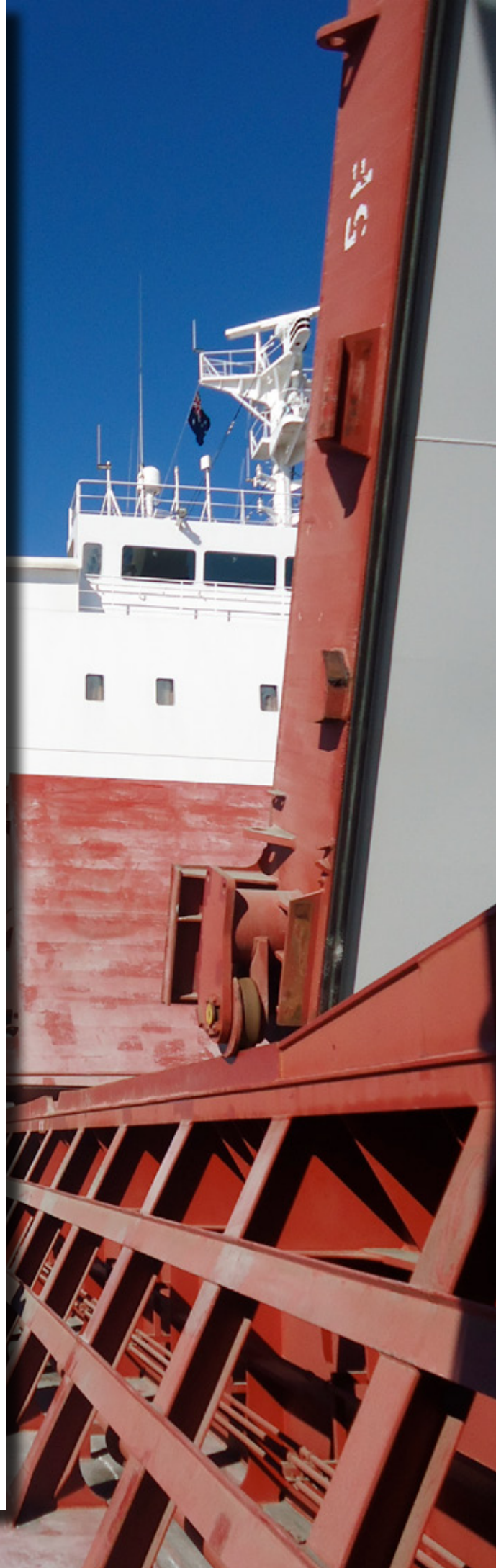
Hang on, what's a conundrum?



John Holden
Vice President

Signing off from sunny Gladstone.

Next time: On and Off Hire Surveys.





Membership Update

As it happens every year we are almost half way through 2020 and wondering where the time has gone. We've managed to squeeze more chaos into the last six months than we would usually see in five years and yet we are still standing strong looking forward to what comes next.

Within the AIMS we have used these last few months to work within our administrative team to refresh our brand and marketing materials, ready to emerge as a fresh vibrant organisation equipped to support our members with renewed vigour.

Our logo refresh has been launched softly however we will be advertising quite heavily in the July – Sept quarter. The feedback from members has been very positive and we feel it gives the brand a brighter more professional presence. Keep your eye out for other refreshed materials being distributed over the coming months to support our institutes membership goals and our representation at shows and events.

MEMBERSHIP RENEWALS

July is our month for membership renewals and you will have seen invoices filtering through your inbox recently.

Our recent survey results did suggest that we should raise our fees however, due to the challenges experienced this year by many we have decided to not increase membership fees. For Associate and Full members, your refreshed membership stamp will be distributed with your renewal to complete our refreshed logo suite. Remember your existing stamp expires on the 26th July so make sure you are paid up on time.

ASSOCIATE MEMBERS

Have you been an associate member for 3 years or more and wondering if now is the right time to upgrade? Recently I have contacted eligible associate members inviting them to upgrade to Full Membership. If you received my email and are considering the upgrade here is why you should:

- Full Members receive additional member benefits
- Full Members have the option to become Certified through our Certified Commercial Marine Surveyor™ initiative
- First choice for surveyor recommendations to consumers is always given to Certified and Full members
- Full members are given preference for representation in subcommittees and specialised technical groups

To take full advantage of your AIMS Membership, the goal for all our members is to progress to Full Membership and beyond.

Our Full members hold the most experience within our industry and set the standards for all our members to aim towards. The networking and mentorship offered by our leaders paves the way for our newer generation of future associates.



1st July – Invoices issued (7 day payment terms)

8th July – Renewal payment due

22nd July – Reminder issued for outstanding invoices

26th July – Old membership stamps expire

30th July – Final reminder followed by membership suspension



CERTIFIED COMMERCIAL MARINE SURVEYOR™

AIMS Full members who satisfy the requirements of qualifications and experience have the opportunity to apply for certification through our Certified Commercial Marine Surveyor™ initiative.

Why is certification important?

While there are additional member benefits for Certified Members, most importantly, certification signifies to consumers a surveyor's commitment and professionalism to upholding standards of the Marine Surveying profession.

Through the continual building of this brand and our certification initiative consumers will come to know and respect what this represents within the industry.

Being a profession that is largely unregulated at the moment there is, unfortunately, no minimum standards required to be a marine surveyor. This leaves consumers exposed to potentially unsatisfactory and disappointing experiences with their survey. While being a member of the AIMS is a great start to branding yourself as a professional, certification is the next step we encourage all members to work towards.

If you would like to know more contact me for information and an application pack.

ACCREDITED GRAIN SURVEYORS

As previously communicated, we informed the Department of Agriculture last year that from October 2019 we will only publish the names of Certified Grain Surveyors.

Given the issues in the past the AIMS is not prepared to publish the names of any grain surveyors who are not Certified Surveyors. If you are a grain surveyor who is not certified please contact me to organise Certification as soon as possible to secure your listing.

AMSA ACCREDITATION

We have recently been advised by AMSA that in order to confirm current membership with the AIMS as part of your AMSA Accreditation renewal, you will need to provide a copy of your membership stamp showing your membership expiry date.

As these stamps are only issued to Associate and Full Members, if you are a Probationary member accredited with AMSA and have any issues renewing your accreditation please get in contact with me.

If you are eligible to upgrade from a Probationary to Associate this will be the easiest solution and I can help you with this.

SOCIAL MEDIA

As part of our marketing refresh we have increased our presence on social media through Twitter and LinkedIn. If you haven't already done so jump on and follow us. If you have a topic or story you think the AIMS should cover forward it on for us to take a look at.



“

It's impossible to be involved in all situations, but there's no excuse not to be involved in something, somewhere, somehow, with someone. Make an ounce of difference.”

Richelle E. Goodrich,
Smile Anyway

SUB COMMITTEES

We are very fortunate for our members who volunteer their time in assisting the AIMS to achieve objectives and promote advancement of the marine survey industry. This support in numbers in manifesting change is one of the big advantages of being part of an association such as ours. We currently have several different subcommittees operating from within the membership, each of which are summarised below.

Young Surveyors Subcommittee

This subcommittee is made up of 6 of our younger members who are working on ensuring the AIMS is relevant in these changing times and attracting and retaining young surveyors within our industry. Some of the hot topics of discussion in these early stages of the committee have been encouraging young people to choose the profession of Marine Surveying, the AIMS website, Social Media and how the profession of Marine Surveying will change in the coming years.

Recreational Vessel Subcommittee

The purpose of this committee is to prepare a proposal on the implementation of a Recreational Vessel Seaworthiness Inspection Scheme. This is a scheme which will have a positive effect on safety within our maritime industry and may offer new opportunities to our members in the future.

We are currently looking for a representative from Tasmania to join the REV committee, someone with recreational craft experience and knowledge of Tasmanian legislation and requirements for small craft. If you are interested, please send me a message.

Grain and Authorised Officers

The Grain and AO Officers investigate conflict of interest claims, training and certification issues and promote the high standards of the AIMS Accredited grain surveyors.

Ethics and Standards Board

This committee's purpose is to review and further develop the codes of common survey practice, developing minimum standards of survey practice and review complaints and issues relating to ethical practice and conflicts of interest issues.

Domestic Commercial Vessel Subcommittee

The DCV subcommittee works for the DCV Surveyors through communicating and collaborating with AMSA to make positive changes on regulation, survey requirements and accreditation issues.

We are very thankful to our subcommittee members for their contribution to the AIMS and in turn our industry.

If you would like to know more or are interested in becoming involved with our subcommittees or other projects within the AIMS please email or phone me.

Enjoy your renewed freedom everyone.



Stacey Taylor
General Manager – Operations



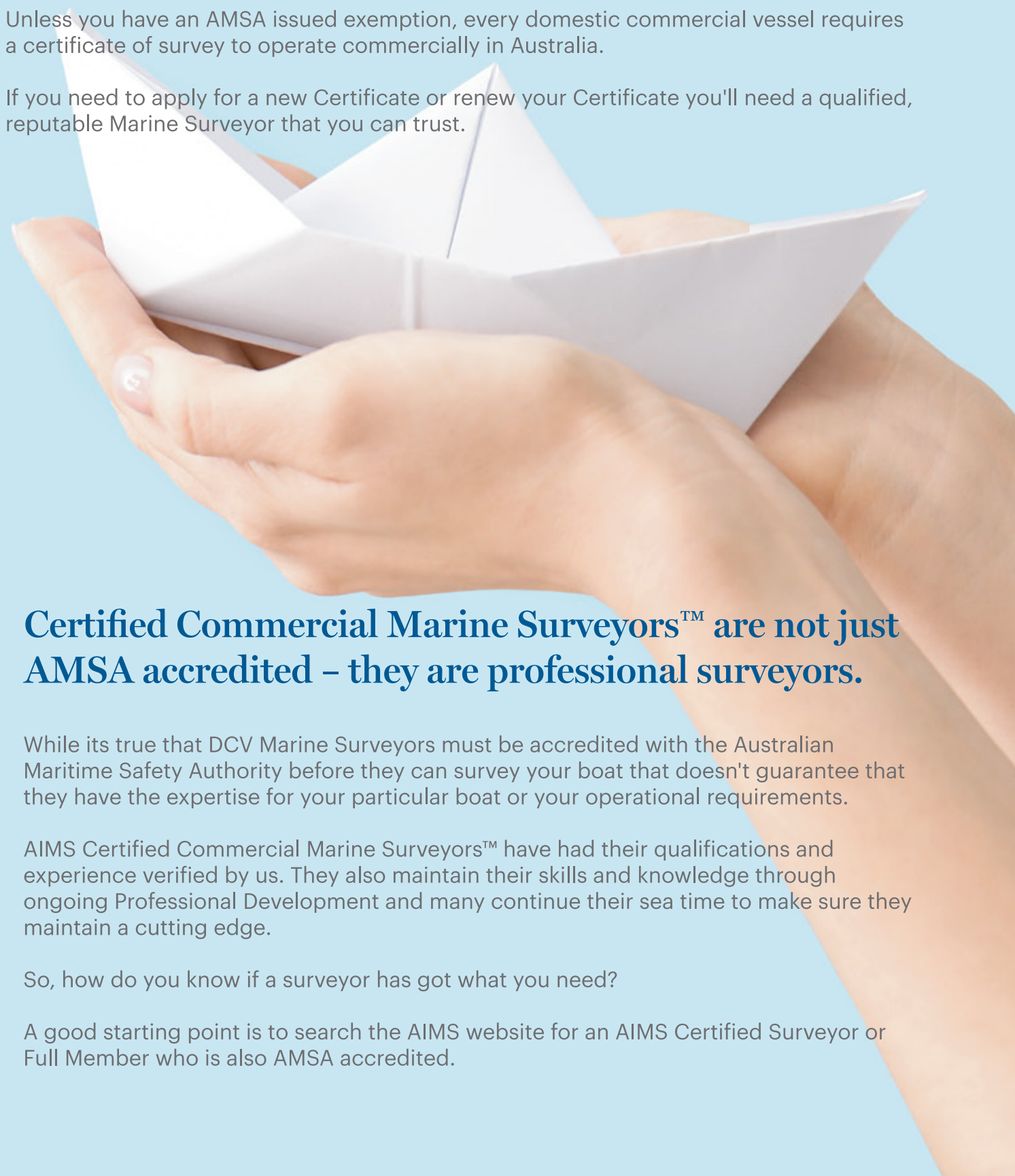
Things to do this month

- ✓ Pay your membership renewal fees
- ✓ If you are eligible for an upgrade take the step
- ✓ Change out your old stamp for your 2021 refresh
- ✓ Consider Certification for yourself or your organisation

Working boats are the lifeblood of our country. It's our job to keep you working, safely and hassle free.

Unless you have an AMSA issued exemption, every domestic commercial vessel requires a certificate of survey to operate commercially in Australia.

If you need to apply for a new Certificate or renew your Certificate you'll need a qualified, reputable Marine Surveyor that you can trust.



Certified Commercial Marine Surveyors™ are not just AMSA accredited – they are professional surveyors.

While its true that DCV Marine Surveyors must be accredited with the Australian Maritime Safety Authority before they can survey your boat that doesn't guarantee that they have the expertise for your particular boat or your operational requirements.

AIMS Certified Commercial Marine Surveyors™ have had their qualifications and experience verified by us. They also maintain their skills and knowledge through ongoing Professional Development and many continue their sea time to make sure they maintain a cutting edge.

So, how do you know if a surveyor has got what you need?

A good starting point is to search the AIMS website for an AIMS Certified Surveyor or Full Member who is also AMSA accredited.

Senate hearing into the performance of AMSA

Please note that this particular Senate hearing is totally separate to the recent Productivity Commission Inquiry Into National Transport Regulatory Reform of which the AIMS had significant input into including formal submissions and two appearances.

The Senate hearing was established as a means of reviewing the performance and operations of AMSA, with a particular emphasis on a fatal incident which occurred during a function aboard the charter vessel Ten-Sixty-Six, operated by the Dolphin Dive Centre Fremantle (DDCF). The Senate, however, ended up pursuing a number of other queries totally unrelated to the incident including legislative grandfathering arrangements; AMSA's regulatory functions and performance; and issues around centralisation and complexity under the national system. AIMS members might remember social media posts at the time that were basically a big whinge by a very small number of industry players and quite unfairly focussed on AMSA.

The hearing has now ended, and a list of recommendations were forthcoming. None of which by the way are a surprise or have affected any legislation other than perhaps Marine Order 504

Recommendation 1

4.34 The committee recommends that amendments be made to the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (the National Law) in regards to the penalties imposed on an operator of a vessel for acting in a reckless or negligent manner, regardless of intent. In particular, the committee recommends that consideration should be given to situations where the operator of a vessel has been found to be acting in a negligent or reckless manner which has the potential to result in the loss of life. **No surprises here.**

Recommendation 2

4.94 The committee recommends that general safety duties offences relating to domestic commercial vessels, contained within the Marine Safety (Domestic Commercial Vessel) National Law Act 2012, be augmented by a more serious offence and subsequent penalty in cases where a breach of the general safety duties leads to a loss of life. **This was also raised at the Productivity Commission hearing and is being considered.**

Recommendation 3

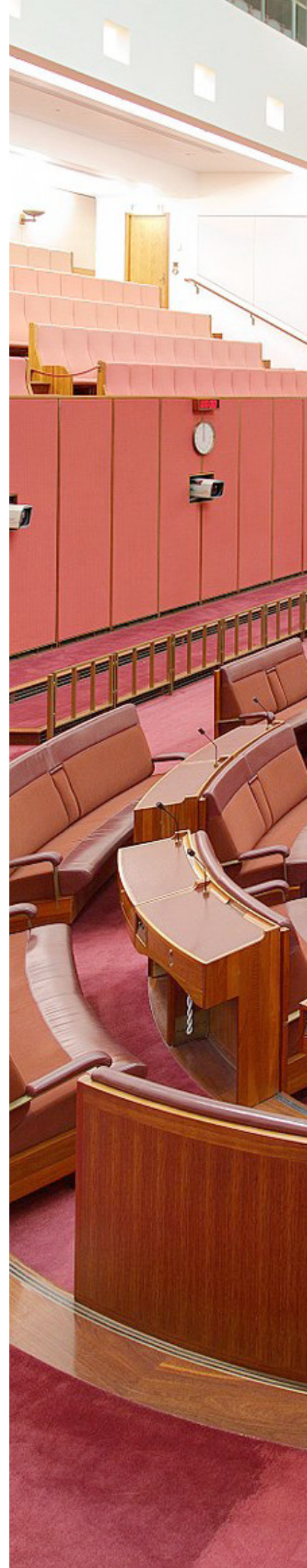
4.97 The committee recommends that the limitation period for bringing non-custodial charges under the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (the National Law) be extended from 12 months to two years. **A minor amendment and agreed by the AIMS.**

Recommendation 4

6.69 The committee recommends that the Australian Government commission an independent review of the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 and any associated legislative instruments (such as Marine Orders). The review should consider whether the laws remain fit for purpose and whether they improve marine safety on domestic commercial vessels without being overly burdensome or complex. **Much of this is recommendation was covered by the PC inquiry.**

The AIMS is currently waiting on the final report and recommendations from the Productivity Commission Inquiry into National Transport Regulatory Reform which was due to be released last month but has been delayed due to the impact of COVID restrictions on Parliament sittings.

The full report on the Senate Hearing can be found here <https://www.aimsurveyors.com.au/resources/Documents/Performance-of-the-Australian-Maritime-Safety-Authority.pdf>







Training on the Brain

Darius Manson

The last few months have been challenging, that much is not up for debate. Many of us have spent time in quarantine, lockdown, or isolation; and all of us have had our routines disrupted.

One example of this disruption is the indefinite delay of the Indigenous Training Program, originally scheduled for launch in early 2020. Unfortunately, the closing and opening of state borders simply makes the launch of the program impossible. We will be working on our end to ensure that the program can begin when we are confident that state border closures and travel restrictions are a thing of the past.

On the flipside, the last few months have seen a substantial uptick of people in isolation looking to do training. Both members getting their CPD requirements, and new students just reaching out to the AIMS for the first time.

One student has performed astoundingly with his submission for IDS01 – Prepare and present professional marine survey reports. We'd like to congratulate Stuart Claydon for his amazing research on the legality of marine surveying reports. No doubt his assessment will stand as the benchmark for IDS01.

IDS01 is an important fundamental for all marine surveyors, and as such, it will be discounted to \$200 +GST for Associate and Full members for the next month (expiry August 28). If you've never done IDS01, it will be a fantastic way to add to your CPD, improve your report writing skills and discover the facts on the legality of your reports.

We have also finalised the Adv Diploma unit ADMS613 – Manage Grain Operations and this, along with Conduct Dry Bulk Surveys and Conduct a Draft Survey will become the required skill set for Accredited Grain Surveyors in the future. Full members can trial this suite of courses over the coming month by emailing training@aimsurveyors.com.au

Finally, a welcome to all new students and a reminder that the training unit is open from 10-3 Tuesday, Wednesday and Thursday. If you require urgent assistance outside of those hours please call our main number and leave a message which will be forwarded to us or email execoff@aimsurveyors.com.au



The Apprenticeship

Howard Peachey

In the early 1960's before mobile phones, calculators, or computers and the internet, I left high school not knowing what work I would do. I had always been fascinated by sailing boats and things nautical after I received the present of a working model sailing yacht at six years of age.

In my school years, vessels such as a canoe made out of a sheet of galvanised roofing iron, with ends and holes sealed with bitumen scraped off the road, took me along the small creek at the bottom of our property. Later with a 20 litre kerosene drum mounted under a small tree branch lashed across its gunwales to give stability and sporting a mast held up with fencing wire, with portion of a discarded canvas tarpaulin as a sail, made it easier to move and less prone to swamping.

I probably drove my parents mad making crude sailing models from left over pieces of timber, wire, material off-cuts, lead sheeting as ballast attached to off-cuts of tin as keels etc. and would spend hours down the creek at the back of our property, evaluating the sailing performance of each new vessel. To this day I still make half models to look at, or full models to tow or sail in the local lake to evaluate their performance.

The local Library ran out of books written by sailing voyagers as I voraciously read them, as well as books on basic dinghy design and building. In the last two years of High School I became the crew of a 45' [13.7m] schooner and on weekends and school holidays we sailed either around Sydney Harbour or on extended cruises along the coast from Broken Bay to Jervis Bay. The schooner had no lifelines and to set the Fisherman's Topsail meant a climb up the ratlines. Thus at 16 years of age, despite a tendency to seasickness, I was fairly sure that

I would be involved in the maritime industry somewhere as a career.

After considering the Merchant Marine, the Navy and other marine pursuits, in 1960 I signed up for a Shipwright and Boatbuilding apprenticeship in Sydney. With such phrases in the Indentures as "the apprentice may not be persistently disobedient, slothful, negligent, nor commit or conceal any hurt or damage to the company, or grossly misbehave", I was bound to the company for five years to "diligently and faithfully obey and serve the company as its apprentice for the said term".

My apprenticeship on an Island in Sydney Harbour began an introduction of a naïve country boy to the busy working Sydney waterfront in the early 60's, complete with a cast of characters, from shipwrights and boat builders and their foremen and managers to labourers, electricians, fitters, painters, sawyers, seamen, launch and tug skippers and crews all of differing nationalities, waterfront unions, as well as the general human flotsam and jetsam of Sydney Harbour as a working port.

The tradesmen I worked under had worked on the waterfront prior to, during, or post the Second World War. In those days the tradesman was addressed with a Mr. before his surname. It took about three or four years before you could call a tradesman by his first or nick name, although some old school tradesmen [wearing waistcoats, hats and ties] still insisted on the Mr. Any foolish mistake or misbehaviour was treated with a "clip over the ear" or a "boot up the backside". No one had ever heard of "bullying", Occupational Health and Safety, work stress etc. We worked alongside many nationalities and derogatory terms were often used. No offence was taken



or given. Swearing was part of our speech, however I was taught that those swear words or phrases were not to be used at home and never have been.

During your apprenticeship you were detailed to work with different tradesmen and thus were exposed to all different types of timber construction and repairs extending from barges [black yachts] to police boats, tugs, pilot vessels, floating plants, work launches, dinghies and VIP vessels, along with a period in the mould loft. In most cases the tradesmen were very willing to show you how to approach and work through a job. Sometimes a tradesman may be building a small vessel at home and you may be invited to "give a hand".

Nicknames were in profusion, "Jim the fib", "butcher", "Johnny ugh", "bull", "mouse", "argentine ant", "cumquat harry", "trotters", "prairie dog", "yelping kelpie", "ruptured rat", "squeaker", "jughead", "woodpecker", "bobo", "goose" and many others, some much more colourful and many I now cannot remember.

Two apprentices were taken on each year. Being "initiated" by the older apprentices and the younger tradesmen was part of the apprenticeship experiences. Nether regions could be painted with red lead paint, grease or liquid Solvol at any time. Practical jokes such as the disappearance during smoko of a one tonne hardwood stem assembly being worked on, required planning and ingenuity from the apprentices. An adze competition was conducted one afternoon where each apprentice was judged on his ability to cut

along a pencilled line. Having all had a go, it was then suggested that we try it blindfolded. One apprentice who liked to show off a bit, immediately took off his jumper and declared he would be first. Having lined up his adze and adjusting his stance he was blindfolded. At the count of three he started cutting and at the same time his jumper was thrown under the adze and the other seven apprentices scattered. Having had several chops, he realised he was getting no encouragement, stopped chopping and lowered the blindfold to be met with the sight of a much jagged, holey jumper and no one in sight to blame.

As most of the shipwrights/boat builders either sailed or had sailed in a variety of skiffs and yachts, I found a pool of sailing experience to call on and I was fortunate sail in 18 ft. skiffs in the late 60's and early 70's along with a variety of other skiffs and yachts as the opportunity arose.

Following apprenticeship, my career moved to design work in the marine industry as a draughtsman and then a Naval Architect working on commercial and recreational vessels. This varied from trawlers and landing barges to small ships, ferries and tugs as well as small craft and cruising and racing yachts. It also included time building tank test yacht models and the lines and structural drawings with all the calculations required to ensure they complied with the rules they were designed to. At that time computers were not available so Planimeters, Mechanical Integrators, slide rules and seven figure logarithm tables were the norm.



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I have always felt that my apprenticeship years gave me the skills to deal with most types of people and situations and to listen to and appreciate different points of view.

In 1970 I crewed in a 9.5m sailing yacht from Sydney across the Pacific Ocean to Mexico and the USA, no electronics, just a Sextant, charts, a Nautical Almanac and Burton's Nautical Tables. I just managed to get to Newport Rhode Island to see some of the Gretel II America's Cup races. This cruise added to my appreciation of stresses and strains a small sailing vessel faces in the open ocean as well as problems in liveability of small vessels, stowing of equipment, the spare equipment absolutely necessary to be carried and the motion of a vessel in a confused seaway.

From 1986 I had my own business of marine design and survey for many years, before “going over to the dark side” to work in a state government department approving plans as well as surveying. This further expanded my knowledge of a great cross section of the marine industry and the difficulties they faced.

Although I may possibly be seen as a dinosaur in the marine industry these days, I have a sign above my desk that says;

“Everything old was not necessarily good, but everything new is not necessarily better”.

However I have found if you have passion for a subject, that all of life is an “apprenticeship”, as no matter how many paths you may have followed in the industry, you are always learning new techniques and skills, reading journals and papers, and discussing new projects or problems in design or structure with your colleagues.

I have always felt that my apprenticeship years gave me the skills to deal with most types of people and situations and to listen to and appreciate different points of view. The personal, practical and technical skills I learnt over my apprenticeship years have since stood me in good stead.

But most importantly I find that some of the apprentices, tradesmen and others I served my apprenticeship with, have remained firm friends ever since and I look back with fondness on those years and lament the loss of the true apprenticeship system in the marine industry.

As I write this after sixty years in the marine industry, I hear governments in Australia are now realising that the near extinction of the apprenticeship system have produced a large gap in knowledge and expertise required for a country which may now need to “make things for itself”.



The North Esk

by Kent Steward FAIMS

In 1976 I was invited to join the North Esk in Newcastle. The local office instructed me to go down to the Western basin wheat berth to sign on. But when I arrived, there was no sign of a ship. I rang the office from a public phone on the wharf and said their intel was all wrong. "There's no ship here" I said. The manager told me to go to the edge of the wharf and look down. Sure enough, I was looking down into the funnel of the North Esk.

Admittedly it was low tide but to say that the North Esk was a tiny ship was no exaggeration. At just on 80 metres long she would fit comfortably on the foredeck of any other ship in the ANL fleet. She was a ship ideally suited to inter-island trading or short coastal runs around northern Australia. But alas, the North Esk's lot in life was to ply the wild waters of Bass Strait with a regular supply of wheat to Tasmania.

Dripping with 650 HP, the non-turbocharged British Polar engine pushed her along at a brisk eight knots on a good day (and a favourable wind). On a bad day (which were most days in Bass Strait) she could only manage about 4 knots. One memorable day off Cape Nelson lighthouse in Victoria we averaged zero knots in 24 hours. The same light flashing on and off to our port side on both my morning and evening watch.

In spite of all these things I grew quite attached to the old North Esk and fondly remember all the good times which were few and the harrowing times (which were many).

The Chief Steward was an aboriginal guy called Jack Hedley. Probably the only indigenous person in the whole fleet. A kind and generous guy, he would often supplement our bill of fare with fresh fish he horse-traded with wharf fishermen at the many obscure mainland ports we frequented.

Probably the most memorable of these ports was Ardrossan in South Australia. It had an incredibly long T jetty with a conveyor running down its full length. Now, for whatever the reason, ANL had to change out a crew member and the only way to get him to Ardrossan was to send him by taxi from Adelaide, a journey of some 150 km. To break up the monotony of the trip this gentleman chose to be accompanied by a carton of beer. By the time he arrived at Ardrossan he was feeling at peace with the world but very tired. The daunting spectacle of the long walk along the jetty to the ship with his suitcases awakened something in his dulled thoughts. "Surely I can put my cases on the conveyor belt and just walk beside them" he thought. Unfortunately, the belt was a lot faster than he was and his suitcases started to get away from him. He was last seen crawling around on hands and knees on the rat screens over the cargo hold being showered in wheat and trying to recover the contents of his suitcases which had burst open on impact. A sobering exercise if ever there was one. Just one of the vivid memories of my time on the North Esk.

The ship's main trade was to supply Tasmania with just enough wheat for their needs. Every so often we'd turn up with about 2000 tonnes of wheat which was just enough for the bread makers of Tassie.

To the best of my knowledge, the North Esk was the last trading ship to run down the Tamar River to Launceston, a beautiful but bumpy trip when the ship was fully laden. At Launceston the Tamar branched off into the North Esk and South Esk Rivers, hence the name.

The return trip in ballast was far less bumpy but venturing out into the turbulent waters of Bass Strait was something of a lottery depending on the weather. Not for the first time, were we swept back into Bell Bay to wait until the seas subsided. Or we could go to periscope depth

and hope for the best. One heart stopping afternoon I experienced what it was like to broach down the face of a large following wave. It was a sickening feeling as the skipper slowly and ever so painstakingly turned the ship back into the weather.

With so many variables at play it was impossible to meet any sort of schedule. One trip from Portland in Victoria to Hobart (down the west coast) took us eleven days. The Brisbane Trader passed us four times during this trip. Twice northbound and twice southbound heading for Devonport.

Although the smallest ship in the fleet, it's hard to believe that at one time, tonne for deadweight tonne, it was the most profitable ship in ANL. This was due to the ingenious screw and auger conveyor system for discharging wheat. At the time it was the only self-discharging bulk carrier in the world. But woe-betide anyone trying to run anything else while the auger was working.

The North Esk was a DC ship so any increase in electrical load immediately reduced the picture on the TV set to the size of a postage stamp. The alert duty engineer would see this happen and immediately bolt for the bridge to catch the gyrocompass before it toppled over. It was easy to restart the auger but it took hours to run the gyro up to speed if it fell over.

The skill-set I developed on the North Esk prepared me for many things later in life. These were to expect the unexpected and whatever doesn't kill you... well, good to have survived.

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To break up the monotony of the trip this gentleman chose to be accompanied by a carton of beer. By the time he arrived at Ardrossan he was feeling at peace with the world but very tired.

Recreational Vessel Subcommittee

The vision of the AIMS is excellence in Marine Surveying through Safe Vessels, Safe Seafarers and Safe Surveyors. Through holding strong to our vision, we as an association have become a powerful voice in rallying for reform to support and improve the maritime industry, particularly on issues affecting marine surveyors.

One long held concern is the largely unregulated recreational vessel sector and the safety issues abundant in this weekend recreation. How many incidents, injuries and deaths could be prevented with tightened regulation and forced adherence to safety standards for vessel owners?

In all states of Australia, there are rules and regulation concerning the registration of motor vehicles, particularly used vehicles, yet when it comes to marine vessels the regulation is loose and largely unfocussed on a vessel's safety or seaworthiness.

In response to market concern the AIMS has formed a subcommittee tasked with addressing this exact issue. The committee is made up of a broad cross section of AIMS members from most states and work is well underway. Their purpose is to prepare a proposal on the implementation of a Recreational Vessel Seaworthiness Certificate Inspection Scheme to be presented to state and territory maritime agencies with a plan on how this can be successfully implemented and managed.

The proposal is for this to be a national seaworthy certificate, issued by accredited marine surveyors, to be lodged to the relevant state or territory agency as a mandatory part of the registration or registration transfer of a vessel.

The key to the success of this program is that the issuing surveyors must be accredited and a member of a professional marine survey organisation. This will ensure only sufficiently qualified and experienced surveyors are awarded accreditation and give confidence to consumers that their vessel of choice meets statutory requirements of state legislation. The flow on effect from this will be reduced incidents and accidents due to issues of unseaworthiness of vessels and hopefully lives saved.

There is a lot of work ahead and many hurdles to conquer as the gap between where we begin and the end goal is vast. Many would agree though this change is necessary and long overdue. The committee is aiming to have a solid plan for this scheme and proposal for implementation finalised later this year.

Watch this space for future progress on this initiative.

Running on Empty

by Kent Steward FAIMS

I don't want to alarm you. Well actually I do. What if we ran out of fuel? I don't mean the family car, I mean Australia, the country. Do you realise that the last six governments have had no idea what Australia's liquid fuel reserves are? They still don't, but it's been estimated at less than 3 weeks. This is staggering information given our dependence on liquid fuel. Transport in all forms, airlines, road and rail, hospitals, vital services, industry and construction would come to a standstill. In fact, the whole country would come to a standstill. No-one could get to work or school, food supplies would be disrupted, health services would struggle (as if they don't already) and planes would stop flying.

The loss of the last of our Australian flagged tankers drew my attention to this tenuous and vulnerable position we are now in. I'm amazed that the press hasn't got hold of this information. It certainly would be worth a Four Corners program at least. The public should be made aware of our hand to mouth existence with fuel supplies in Australia.

Two years ago Air Vice Marshall John Blackburn AO (Ret'd) prepared an independent report for NRMA Motoring and Services on Australia's Liquid Fuel Security. The report pulls no punches at the way our liquid fuel stocks are managed. It opens with the statement: "There's no public Government policy on maintaining a minimum level of oil refining capacity in Australia". Does that grab the public's attention? Evidently not. The report refers to our "just in time" supply lines which sees us having the lowest liquid fuel reserves of 25 developed nations. And almost all of these countries aren't girt by sea like us. They can borrow from their neighbours in tough times. Even New Zealand carries more stock reserves than us.

But the figures are largely guesswork as there is no formal reporting scheme for exactly how

much reserve fuel we hold in Australia. 90% of our fuel is imported. The remaining 10% comes from just a few small refineries around the country and even the future of one of them is in doubt.

I'm wondering if our current government of the day (they change so frequently) is even aware of our dependence on imported fuel and our country's exposure to foreign market forces outside our control. Let's face it, oil companies run our supply lines without any sort of government oversight. They dictate what the pump prices will be, what refineries will close and what ships will carry our oil products. Profit is their mantra. Look at the glacial speed they dropped the pump price when world oil prices dropped to their lowest in 10 years.

The NRMA Report was released (the second of two reports on this issue) midway through the Abbott Government's turn behind the wheel (you might notice a bit of a motoring theme developing here). The report seems to have attracted very little Government interest given the deafening silence we've heard from Canberra since then. Government spin has been far from convincing with statements from the 2011 Department of Resources, Energy and Tourism (Tourism??) Liquid Fuels Vulnerability Assessment and the 2012 Energy White Paper saying that "energy security can be reliant on market forces without Government intervention" (NRMA Report). In other words, the Government just sits on its hands and does nothing?

I get the feeling the Government is a little like a rabbit caught in a car headlights. Not really sure what to do so they just do nothing, waiting for the inevitable. There seems to be some excuse from the Government that by making the public more aware of this situation, it could jeopardise our national security. Or could it jeopardise their chance of re-election? Indeed, the Defence Force is so worried about our "just



in time” supplies they have openly expressed concerns about the guaranteed supply of their vital F44 jet fuel which is now fully imported. One of the interesting recommendations of the NRMA Report is “mode shifting”: transporting fuel by rail instead of road to reduce unit transport costs. What about by sea? It’s the greenest of all transport systems. And it doesn’t have to be by foreign flags either. The MUA knows these facts better than anyone. Their members’ jobs and our ships are going to foreign FOC owners. Neither side of the Government are paying much attention to the unions. We are heading towards one of the most deregulated coastal shipping trades in the world, and it’s being pushed by our elected leaders.

Extend this reasoning to air transport. Would CASA allow foreign airlines to service our domestic air routes? Not likely. But shipping’s okay, it doesn’t have to answer to the high safety standards expected by the Australian public.

I have made numerous references to Air Vice Marshall Blackburn’s very hard hitting and thoughtful report. What amazes me is that there has been no visible reaction from Government for dealing with this crisis.

They don’t have a Plan A, let alone a Plan B.

We live in a country with one of the highest standards of living in the world but the management leaves a lot to be desired. A memo to our elected representatives in Canberra: we expect far better from you than what we are getting now, both from Government and the Opposition. A little bit of forward planning and attention to detail wouldn’t go astray. If the NRMA was insuring those in the driver’s seat of Government, the premiums would go through the roof. Most of them are asleep at the wheel.

What are a bunch of tankers doing anchored off Perth’s iconic Scarborough Beach?

They’ve been out there for months. With my natural curiosity piqued, I started doing some snooping. It turns out they are doing ship to ship transfers (STS) of crude oil and petroleum products to a smaller shuttle tanker which then takes the cargoes down the channels to the BP Kwinana refinery.

At the time of writing there are two VLCCs, two of what look like Aframaxs and two product tankers. A mixture of Liberian, Panamanian and Malaysian flags (not that the flag state means much these days).

So why are STSs being done off Perth all of a sudden?

Then the penny dropped. Australia has a fuel security crisis. In fact, it’s a chronic fuel security crisis. This isn’t breaking news. As long as seven years ago Air Vice Marshall John Blackburn (ret’d) warned of the fragility of our liquid fuel supplies but obviously no-one in the government at the time was listening. Current estimates indicate that we have about 25 days of petrol supplies and 20 days of diesel. The flaw in this situation is our “just in time” supply chain - all dependent on crude oil and petroleum products shipped in from overseas to supply our domestic markets. If this is interrupted then in less than three weeks everything would start grinding to a halt, all private and commercial road and rail transportation, food supplies, healthcare, sanitation and water treatment just to name a few.

Now, Australia is signatory to the International Energy Agency (IEA) which mandates that member countries should hold a ninety-day liquid fuel reserve in case an interruption to the supply chain. Australia is nowhere near that level. In fact, our reserves are the lowest of 70 OECD countries. No-one in government knows exactly how much reserve we have at any one time and the situation will get worse with the future of our four remaining oil refineries in doubt.

So, I join up the dots and... bingo. The government has finally realised that we are heavily exposed on fuel security - dangerously exposed. And this is the solution to the problem? Shuttle crude and products into our aging refineries, the largest of which is BP Kwinana. It’s a piecemeal solution at best. It’s also very dangerous.

By comparison, STS operations are prohibited outside the port limits of Singapore and Malaysia. The nearest STS area is the Nita Transit Anchorage Area (NITA) way to the south of Batam Island in Indonesia. Yet here in Western Australia STSs are being conducted just off our pristine beaches. The ships look to be inside port limits but they aren’t licensed to do STSs and the transfers are done without even the deployment of containment booms.

A spill, even a small one, will end up on our beautiful beaches. Could it happen? It’s high risk and foreign flagged ships don’t necessarily conform to their Cargo Security Manuals. Look at the YM Efficiency and the APL England. A total of 120 containers lost overboard on Australia’s east coast. Losses can happen with tankers as well. Particularly ones that AMSA has little or no regulatory control over.

Kwinana Oil Refinery, WA



Photo: ©2002 BP PLC

Australia has an oil transportation, refining and storage crisis. It's been there since 2011 but always overshadowed by some other issue, be it changes of government, drought, bushfires and now the COVID 19 pandemic.

We are wholly dependent on foreign flagged tankers for our supply and distribution. We now technically have only one oil refinery (Kwinana) working at full capacity. Caltex in Lytton (Qld) is in shutdown and is unlikely to reopen. Exxon Mobil in Altona (Vic) is likely to close down at the end of this year and Viva Energy in Geelong has shut in major portions of its refining capability. Caltex Kurnell and Port Stanvac are long gone.

That just leaves BP Kwinana with constraints on the size of tanker that can transit the Success and Parmelia channels.

Storage is another matter entirely. In almost disbelief we are told the latest plan is to hold our reserve fuel capacity in the US. That's handy. It's like running out of fuel on the Nullarbor and saying "it's fine, I've got some spare jerrycans in Adelaide".

They plan to spend \$94 million taxpayers' dollars storing fuel in the US more than 12,000 kilometres away. It's a quite preposterous plan. We can't meet our 90-day fuel reserve so we stockpile in the US? Come on guys.

How many storage tanks can be built in Australia for \$94 million? Perhaps enough to meet our 90-day reserve?

We are living in troubled times and the government has a lot on its hands at the moment. But Scott Morrison has only just recently stated that Australia's security is at the top of his list of priorities.

Can he please put someone in charge of our Energy portfolio that knows something about fuel security?

New Partnership



Contact:



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Phone: (03) 9835 1379

Visit the Austbrokers Countrywide Website to find out more!
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AIMS is pleased to announce a new partnership with a leading insurance and financial services provider, Austbrokers Countrywide. As a local Professional Risks specialist, Countrywide already look after Professional Indemnity policies for over 3,000 consultant professionals and have 80 staff located in Scoresby Victoria.

A key to our partnership are rebates of up to 5% on insurance premiums for selected members. In the first year this rebate will be paid directly to members, and from 2021 additional incentives will help fund AIMS initiatives like risk management, legal advice, and other potential association opportunities.

We have struck this agreement not only to help members access high quality Professional Indemnity Insurance at the best price, but also give AIMS members access to contract review and risk management services from the team at Countrywide.

Countrywide utilise online professional indemnity proposals which they can pre-populate with all our existing details. This can be re-used every year making your renewal so much easier.

Benefits to AIMS Members:

- Up to 5% direct Rebate on your premium!
- Pre-filled online proposal, no more blank forms or printed forms
- Advice on Insurance and Industry Compliance – AMSA, Contract Reviews
- Advice on Key Risks – Jurisdictional limits, Run-Off Cover and Subcontractor Errors
- Risk Management with both technical articles and technical talks coming in 2020
- Access to full Insurance Broking Services for both Business and Personal Insurance

What next? Register your Interest:

We know all members will have their insurance renewals at different points throughout the year, so to register your interest or gain advice immediately simply email Countrywide today with:

- Your most recent Professional Indemnity Proposal
- Your current Policy Schedule or Certificate of Currency

Countrywide will review your policy and load up a pre-completed proposal form ready for your renewal date in 2020-21. This is an exciting new partnership for AIMS and we are looking forward to sharing the benefit with all members.

Honouring Members passed

Captain Ajay Tandon

Capt. Ajay Tandon was born in Ludhiana, India on 3 November 1953. He was a vivacious and mischievous child. His initial ambition was to study medicine. However, it was an uncle who worked in the maritime industry who persuaded Ajay to change careers.

Ajay studied at The Lal Bahadur Shastri Nautical and Engineering College in Bombay, India. In 1980 Ajay was awarded the silver medal for achieving the second highest marks in India in the Ministry of Transport examinations as a Master F.G.

Ajay sailed with Shipping Corporation of India. At 27 years he was promoted to master and took possession of a newbuilt vessel in Rostock, Germany. He continued to sail until 1982 when his 2nd daughter was born.

Life at sea with two daughters was going to prove challenging. Thus, Ajay and his wife Carolyn decided to move ashore. Ajay commenced work with CR Cox and Associates as a marine surveyor. His first port of residence was Geraldton, Western Australia.

An opportunity arose in 1985 to purchase CR Cox and Associates. In conjunction with Carolyn, Ajay established the surveying company nationally from its Fremantle office. CR Cox and Associates was developed to service the maritime industry in both marine survey and P&I/H&M correspondence work.

In 2008, Ajay and Carol decided to commence retirement. CR Cox and Associates was sold, and Ajay officially retired in 2011.

However, Ajay could not contemplate cutting ties from the maritime industry. With his oldest daughter Nayan, in 2011 they set up as P&I Correspondents to many of the IG and non-IG P&I Clubs. Nayan is continuing the business today.

In November 2018, Ajay was diagnosed with stage IV pancreatic cancer. When diagnosed, the cancer had already spread to other organs. Ajay gallantly fought the disease, all whilst continuing to work as a P&I correspondent.

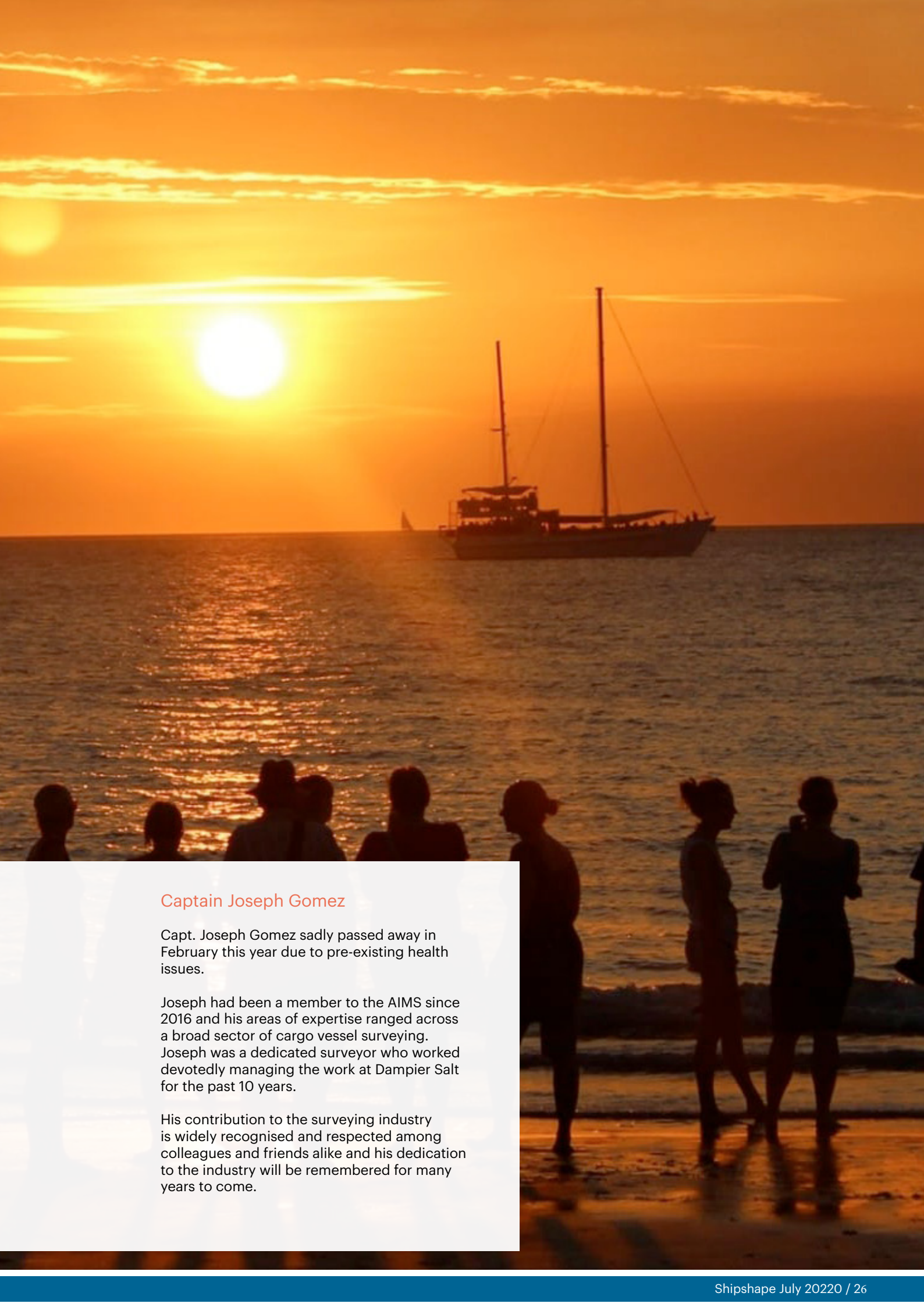
On 11 April 2020, Capt. Ajay Tandon passed away peacefully at his home surrounded by his loving wife and two daughters. His love for the maritime industry was without rival. He continued to work as a P&I correspondent until 3 weeks prior to his passing.

Michael Elton

Sadly, last month the boating industry lost a fine Marine Surveyor. Michael Elton of E Marine passed away at his home on the 6th of June in Lemon Tree Passage. Michael was still working full time as a Marine Surveyor up till his death at age 65.

Michael was born in England in 1955 where he qualified as a shipwright. In 1981 Michael and his wife Eulalie left Wales in their Laurent Giles Virtue design, 25' timber yacht and sailed and lived aboard till 1986 when they arrived in Australia where they settled. Michael worked as a Shipwright in the Port Stephens region for many years, also teaching part time at Newcastle TAFE in the ship and boatbuilding department. In 2001 Michael qualified as a Marine Surveyor and in 2004 commenced E Marine as a full time marine surveyor till the present day.

Michael was very skilled in classic timber boat restoration, repair and stainless-steel fabrication. He has been known in recent years for his very detailed survey inspections and contemporary reports. Michael will be sadly missed by his friends and family and many Boating Industry associates in the Newcastle region.



Captain Joseph Gomez

Capt. Joseph Gomez sadly passed away in February this year due to pre-existing health issues.

Joseph had been a member to the AIMS since 2016 and his areas of expertise ranged across a broad sector of cargo vessel surveying. Joseph was a dedicated surveyor who worked devotedly managing the work at Dampier Salt for the past 10 years.

His contribution to the surveying industry is widely recognised and respected among colleagues and friends alike and his dedication to the industry will be remembered for many years to come.



AUSTRALASIAN INSTITUTE
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