



AUSTRALASIAN INSTITUTE
OF MARINE SURVEYORS

Shipshape

Newsletter May 2023





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A HUGE THANKYOU TO OUR CONFERENCE SPONSORS



Australian Government

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AUSTRALIAN MARINE SURVEYS



The AIMS acknowledges the Traditional Owners and Custodians of the Country on which we work and pay our respects to Elders both past, present, and emerging.

CHAIRMAN'S MESSAGE

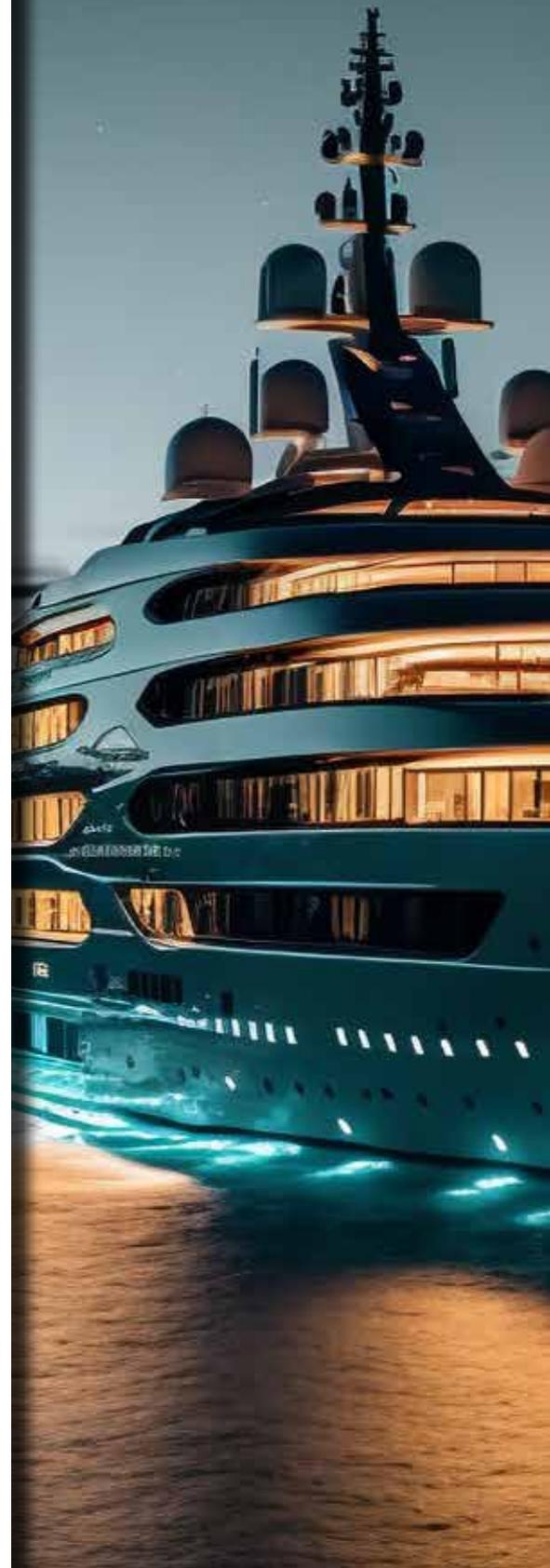
Getting away from your normal existence certainly prompts reflection upon life and what is really important. It gets you thinking what influences you day to day and what you hope to be remembered for once you move onto another life, a life that does not include shipping, chaotic work schedules and the demands of a 24/7 work cycle.

I am writing this as I sit at our camp beside the Mungeranie Pub, some 320km south of Birdsville along the famous "Birdsville Track". This is my first holiday longer than a week since 2015 and I am thoroughly enjoying the peace and solitude of outback Australia as a way to disconnect from my hectic life. It may be a cliché, but this has given me a whole new perspective on life! As my dear old dad used to say, you are a long time dead!

So, what are the things in my life that are really important? Integrity, honesty, respect, morality, and love for life, family and my closest friends and colleagues.

Integrity tops my list as the attribute that projects oneself as a person that considers all aspects of a situation and all other opinions, weighing it against acceptability, morality and legality. It says that I look past the obvious and delve into whether something is acceptable, moreover, that it meets our society's expectations of acceptability!

Honesty is plainly understood by all, and when it is not, society starts to come apart. Looking at this from a top-down perspective, our politicians, bureaucrats, police, military, and even our sporting heroes do not always demonstrate best practice to their constituents, so how can the average punter take cues from those we are supposed to respect!



A lack of understanding often manifests in a lack of respect. This is aptly demonstrated by Australian workers who enjoy good conditions and a comfortable lifestyle showing little respect for the thousands of seafarers who frequent our ports. I am always fascinated how Aussie workers criticise ship's crew for not understanding, when the ship's crew have an infinitely better grasp of our language than we have of theirs! In my 21 years of marine surveying, I have concluded that seafarers from across the world want nothing different to what we all want – to have a safe, healthy, and happy life and provide for their families as best they can!

Morality: goodness, decency, honesty, ethics – this word encompasses much of what makes a human society work well. These are the things we should reflect upon whenever we are making decisions, particularly those decisions that are not easy, that trouble us. Life has many challenges that make us question our morality. It is healthy and essential to question one's morality.

Finally, I turn to love. There is a saying that if you love what you do, you will never work another day in your life. For me that holds a certain value, but as I said in my introduction, I am having a rethink! I do actually love being a marine surveyor. I do not enjoy the chaotic hours as much as I once did; however, there are many aspects that bring me great pleasure. But my love is not confined to my work alone – I love my family, I love my good friends, and I love my work colleagues for their dedication and commitment. Running a small business is not easy and having great employees is your best asset. I do my very best to ensure, within the limits of my control, to reciprocate.

Okay. By now you are all asking yourselves, where is this leading? Simple – I believe that these principles should apply to all our AIMS surveyors. We all need to steer our ships using our moral compass, it is essential that we maintain high ethical standards, love our fellow humans, love our planet, be honest in all we do, so that we can proudly stand up and say, I have integrity and I demonstrate it by my every action!

The AIMS is currently facing a crisis of integrity and morality. There are practices being pursued by some surveyors that place these attributes into contention. As a small organisation, many AIMS members are aware of these practices, and many members and member companies are questioning what the AIMS plans to do about them. There are two sides to every transaction and the ship owners or charterers who appoint surveyors that utilise these questionable practices are in effect condoning something that would breach their own codes of business conduct and ethics.

I have not mentioned any names as it would be improper to do so in this forum; however, I would urge those who are currently engaged in these practices to reconsider and reflect upon their ethics. I believe that the AIMS is better than this and hope that our members, all our members agree. What do we have if we do not have our integrity? Even here in remote Mungeranie, moral incompetence does not meet the pub test!



John Holden

Board Chair

GM INSIDE NEWS

Stacey Taylor

Welcome to our May newsletter for 2023. It's been a while since our last publication, but I am pleased to advise we are back on track and will be delivering our quality newsletter publications regularly once again.

The first half of the year is passing by quickly with a lot of activity happening within AIMS.

AGSA SCHEME

You will start to see communication distributed with relation to the AGSA scheme commencement over the coming weeks. The scheme is on track to commence on the 1st of July 2023 as expected, with applications expected to open during May. I encourage all members to keep a look out for our communications which will summarise the key aspects of the scheme including the requirements to become accredited prior to July 1st.

We will be holding an online information session prior to opening applications which will be a great forum to ask questions which are not answered in the distributed communications, and we will also outline where to find the application form and how to apply under the new scheme in plenty of time to be prepared.

Before this time I encourage everyone to make sure you have submitted your evidence of 3 grain surveys in the past 3 years to AIMS if you haven't done so already so we have a lot of information already in place in advance. Also remember, although you may have provided a copy of your Certificate of Competency in the past as evidence of eligibility for grain accreditation, under the scheme this will need to be a certified copy of the original or accompanied by a statutory declaration. I recommend getting this organised in plenty of time to avoid any delays.

Of course, if members have any queries about the scheme or are still unsure of the process following the information session and distributed communications, they can always contact me for further assistance.

GRAIN TRADE AUSTRALIA WORKING GROUP

Review of Marine Surveyor and Authorised Officer Roles in the Grain Survey process.

As previously distributed Grain Trade Australia requested a review of the roles of the marine surveyors and authorised officers in August 2022, particularly in relation to the perceived cross over that appears between the two roles. A proposal was put forward to explore avenues to remove duplication of the roles and potentially reduce the current requirement of vessels having to be inspected at berth. A working group was formed in late 2022 which includes representatives from Grain Trade Australia, Shipping Australia, AIMS and the Department of Agriculture, Fisheries and Forestry.

To date this group have met on two occasions with myself and two of our grain committee representatives in attendance and while there have been robust discussions around the current process, particularly in those ports where the marine survey and AO inspection cannot be conducted concurrently, there have been no agreed outcomes which will change current processes significantly to date.

This working group will continue and any outcomes from this which may affect members performing either the Marine Surveyor or Authorised Officer role will be communicated.

TRAINING WORKING GROUP

Thank you to those members who have volunteered their time to assist with the review of our training suite for both Recreational and Domestic Commercial vessel surveying. Sue Brown, our fabulous training co-ordinator and assessor, has been working closely with this working group and we are already seeing great feedback and outcomes from this initial review which we will use to update our training content to ensure it is fit for purpose for current industry standards and relevant for students both now and into the future.

RECREATIONAL STANDARDS PROJECT

Progress on the recreational standards project is continuing with thanks to our hardworking committee as well as all the members who took the time to provide feedback on the draft insurance survey template via email or within one of our online sessions over the past few months.

We have taken members feedback onboard and are currently reviewing the initial draft format and incorporating provided suggestions, including converting the form to a more user-friendly format. We are also continuing our consultation with insurers on the project and have incorporated many of their suggestions also. This consultation with insurers will continue to ensure the standard is accepted by as many as possible with the goal towards an industry standard template recognised throughout the industry.

Members in the feedback sessions also highlighted the need for a similar template to be developed for insurance surveys on commercial vessels which have their own unique set of requirements not included in this template. This is a separate side project which will commence soon, look out for a call for members who may wish to be involved in this.

Once the report formats are ready to be used by members we will advise and make it available via the members area of the AIMS website.

The second part of the project, minimum standard guidelines for pre-purchase surveys is also set to commence in the second half of this year.



AUCKLAND BOAT SHOW

AIMS hosted a stand at the Auckland Boat Show from the 23rd -26th of March 2023. Greg Marsden and I, attended along with some of our NZ members spending some time over the 4 days. A special thanks to Bryan O’Kane who gave up two days to spend time with us at the show, a huge effort. This year we shared the stand with the International Marine Certification Institute who provide CE-certification of watercraft and their components according to the Recreational Craft Directive of the European Union. IMCI offer complementary non-competitive services to AIMS in our region and the synergy of our two organisations worked well for show attendees looking for surveying and/or certification specialists.

The show was held at Jellicoe Harbour, the former America’s Cup base, providing pavilions, on land boat displays as well as marina berths and on water displays. After 3 years of absence from the NZ calendar due to COVID, record number of attendees were reporting passing through the gates over the 4 days.

We were the only marine survey industry representatives at the show and had the opportunity to chat to many people and hand out information about AIMS and our members over the 4 days including potential new members and students as well as the general public. Our presence also allowed us to build and strengthen industry contacts and network with other local industry representatives such as NZ marine, the NZ Brokers Association, insurers, and industry specialists. Conversations with many of these have continued followed our return from the show and will continue moving forward.

A positive outcome all around and one of many steps forward to strengthen our support of the NZ industry and particularly our members.



SANCTUARY COVE BOAT SHOW

We will once again be hosting a stand and the Sanctuary Cove International Boat Show from the 23rd – 26th of May 2023. In the coming weeks we will ask for members interested in spending a few hours or a day at the stand over the 4 days, and I encourage anyone who is interested to come along.

It's a great opportunity to promote AIMS and chat to the boating community about the importance of engaging a quality surveyor, and you may even gain some new clients in the process. All volunteers are provided free access to the show for the full day.

This year we are expecting to have a few AIMS board members in attendance at the stand, a wonderful opportunity to meet and chat to them in person about the happenings within AIMS.

You may have seen a job ad circulated recently for the CEO/GM role within AIMS. I have decided to move on to a new challenge, but I will be around for a little while yet, so this is not my final goodbye. Keep an eye out for my communications once changes and new staffing arrangements have been decided. You can be reassured that a smooth transition and ensuring the continuity of all the hard work that has gone before is first and foremost in this transitional period.

As always, my e-door is always open if you want to get in touch.

gm@aimsurveyors.com.au or [0492 881 737](tel:0492881737).



Stacey Taylor
General Manager



PROFESSIONAL INDEMNITY INSURANCE FOR MARINE SURVEYORS

Presented by Laurence Gottlieb at
AIMS 2022 Conference

Professional Indemnity (PI) Insurance is an important risk transfer mechanism for marine surveyors. A PI policy indemnifies policy holders for breach of their professional duties as marine surveyors including vessel surveys, cargo surveys and pre-purchase inspections. At common law, a marine surveyor is required to perform these services with reasonable care and skill and without a PI policy, business assets and possibly personal assets are at risk. Importantly, PI policies also cover legal costs in investigating and defending a claim and will cover the company, its directors and employees, past and present.

The insurance market is cyclical and the last three years has seen the market harden considerably. A hard market is characterised by:

- Low capacity (not many insurers prepared to write particular risks)
- High premiums
- High excesses
- Low limits of indemnity
- Restricted coverage (more exclusions)





The worst affected have been construction professionals, particularly structural and Geotech engineers, building surveyors and certifiers and architects but marine surveyors have also experienced the hard market. The challenge for the marine surveyor PI market is the relatively small number of professionals compared with other professions like architects or accountants. Insurance operates best when insurers have a large number of risks and a large premium pool to pay claims. The hard market was caused by poor profitability for insurers and the combination of poor PI profitability generally, and a small premium pool has resulted in difficulties in attracting reasonably priced insurance for marine surveyors.

Currently there are only three or four insurers writing PI insurance for marine surveyors. Austbrokers Countrywide, as the insurance partner of AIMS, has been working with one insurer to obtain preferential rates for AIMS members. An agreement in principle has been reached but will require the support of AIMS members to ensure adequate numbers. We encourage all members to contact Austbrokers Countrywide prior to their renewal so they can provide quotations and build up a reasonable premium pool with the ultimate objective of achieving lower rates across the profession.

If you would like any additional information do not hesitate to contact Austbrokers Countrywide:

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As published in AMSA's survey matters - Jan 23

MARS UPDATES – SURVEY REMINDER LETTERS

AMSA is currently working on a MARS update to provide additional survey reminder letters for vessel owners.

Currently, letters are sent to owners for certificate of survey and EX40 vessels;

- at the time of application
- three months before periodic and renewal surveys are due.

The update will see additional reminder letters generated for survey and EX40 applications that remain open for more than three months. These letters will continue to generate every three months until all surveys are completed, or the applicant opts out of receiving the reminders.

An overdue letter will also now generate for periodic surveys which remain open three months past their due date. Only one reminder letter will be sent for overdue periodic surveys.

The reminder and overdue letters will list surveys that have been submitted including the name of the surveyor who has submitted the work and list the incomplete surveys. Additionally, a survey that has been claimed but not completed will show as incomplete with the surveyor listed.

EXAMPLE EXTRACT FROM LETTER

The table below shows the surveys required to be submitted to AMSA for this application and their current status:

Survey	Code	Status	Surveyor
1. Periodic Lightship Check	LITE-123456	Submitted	Ms Example Surveyor
2. Out of Water Survey	OWAT-123456	Incomplete	Mr Example Surveyor
3. Periodic Survey	PRDC-123456	Incomplete	Unassigned
4. Shaft Survey	SHAFT-123456	Submitted	Mr Example Surveyor

The update is currently undergoing final testing by the system developer. We will let you know when the change takes effect.

The additional reminders will provide applicants with greater visibility of their application status.

NEW REGULATIONS RELATING TO AIR POLLUTION FROM VESSELS

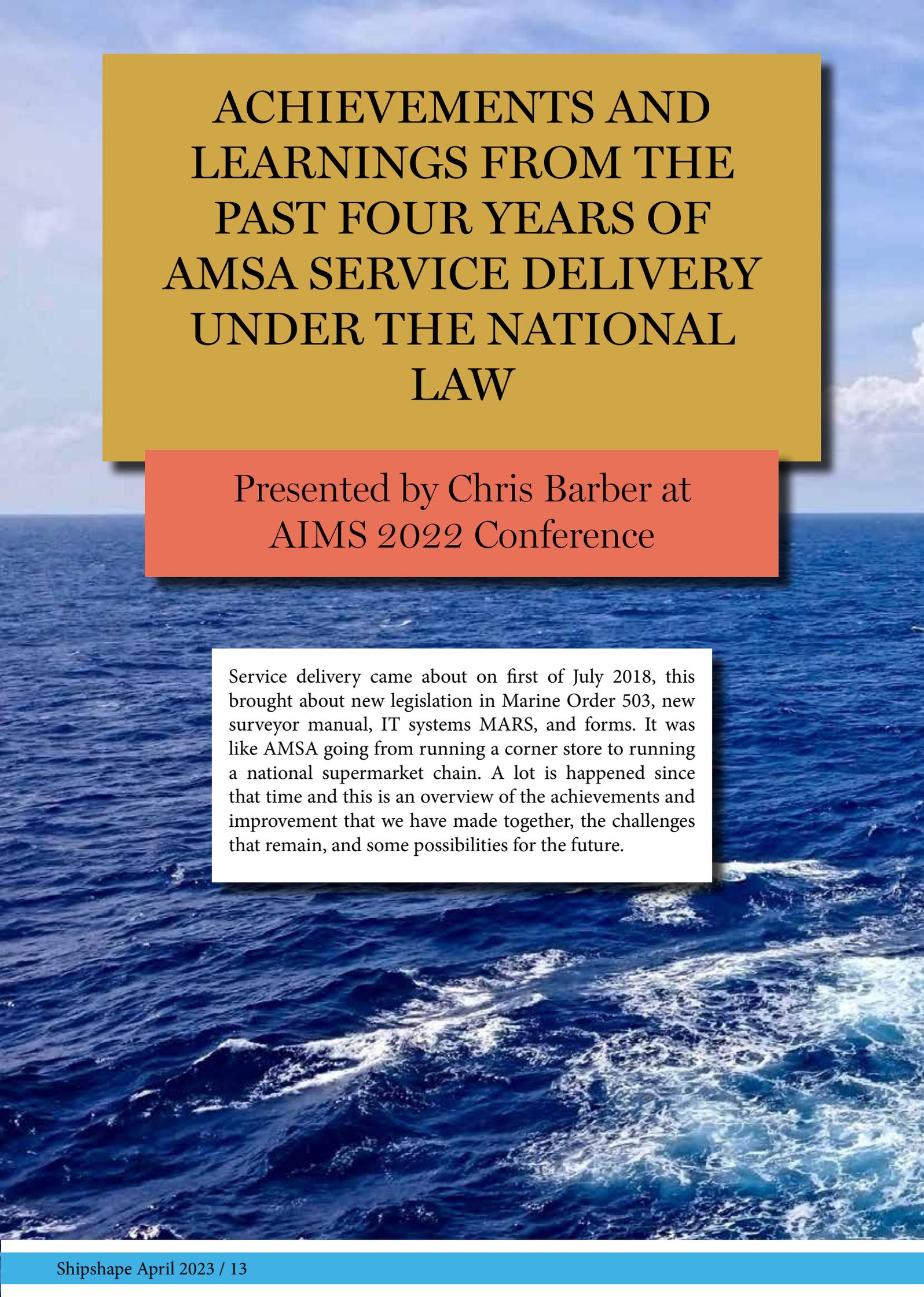
Marine Order 97 (MO97) deals with the prevention of air pollution from vessels and gives effect to the MARPOL Regulations for the Prevention of Air Pollution from ships (Annex VI). MO97 applies to regulated Australian vessels, domestic commercial vessels, recreational vessels, and foreign vessels.

MO97 has been re-issued and came into effect on 1 January 2023. It implements a new short-term measure adopted by the International Maritime Organization (IMO) to reduce the carbon intensity of international shipping by 40% by 2030. The short-term measure applies to certain types of foreign-flagged and commercial Australian vessels that undertake international voyages.

MO97 also requires that all marine diesel engines with a power output of more than 130 kW installed on a domestic commercial vessel from 1 January 2023—or that undergo a major conversion from that date—must have on board an EIAPP certificate and associated technical file.

Any existing diesel engines installed before 1 January 2023 will not require an EIAPP certificate or associated technical file unless the engine undergoes a major conversion or the vessel undertakes an overseas voyage (for example, to undertake maintenance or for delivery).

Learn more about the [new air pollution regulations from 1 January 2023](#).



ACHIEVEMENTS AND LEARNINGS FROM THE PAST FOUR YEARS OF AMSA SERVICE DELIVERY UNDER THE NATIONAL LAW

Presented by Chris Barber at
AIMS 2022 Conference

Service delivery came about on first of July 2018, this brought about new legislation in Marine Order 503, new surveyor manual, IT systems MARS, and forms. It was like AMSA going from running a corner store to running a national supermarket chain. A lot is happened since that time and this is an overview of the achievements and improvement that we have made together, the challenges that remain, and some possibilities for the future.

SOME ACHIEVEMENTS:

- National database MARS linking domestic commercial vessels, operators, survey & certification history and associated records,
- National register of accredited marine surveyors and audit history
- National Compliance Plan with Focus area 3 for domestic vessel inspections
- National data on incidents and compliance history for domestic commercial vessel operators and vessels
- Nationally consistent survey processes implemented through the survey accreditation guidance manual and MO 503
- Incremental Improvements in the standards to which domestic commercial vessels are surveyed through implementation of the transitional vessel standards in Marine orders 503.
- Over 700 vessels have been surveyed to these standards and are now compliant with more contemporary stability, fire safety and electrical standards through the hard work of accredited marine surveyors. This ends the uncertainty of what standards apply in law to older vessels and is incrementally removing grandfathering.
- Mandatory lightship checks for class 1 vessels >12m. Despite being a USL Code requirement for decades this was never implemented at a State/Territory level. It is now implemented under AMSA service delivery of the National system and has resulted in many passenger vessels having their stability revised to reflect contemporary pax weight and in extreme cases revaluation of vessel scantlings to confirm operations at increased draft.
- Mandatory Lightship declaration by owner for other classes to declare vessel changes which may invoke transitional status. This reflects the safety aspects of unapproved vessel modification as highlighted at coronial enquiries
- Class 2020 changes outlined in 2018, while not manifesting in external facing legislation to date, have been given effect through issue of specific exemptions on a case by case basis resulting in more than 30 vessels formerly surveyed by classification societies now being surveyed by accredited marine surveyors.
- In addition, at least five new buildings up to 45 m in length have been either fully or partially constructed in Australia which otherwise would have been built overseas. This means more work in Australia for boat builders, Australians skilled workers and accredited marine surveyors
- Autonomous Vessels Guidance notice on requirements for autonomous vessel <12m operating out to C waters. Pathway setting out requirements for an exemption

THE WORKFLOW

In a typical calendar year AMSA processes approximately:

- 300 initial, or transitional survey certificate CoS applications
- 600 CoS vary applications
- 1000 CoS renewal applications
- 3000 Certificate of Operation CoO initial, vary and renewal applications
- 250 Specific Exemption applications
- 1000 Non-survey vessel (Exemption 2) applications
- 150 Restricted C operations vessel (Exemption 40) applications
- 800 Temporary Operations Applications



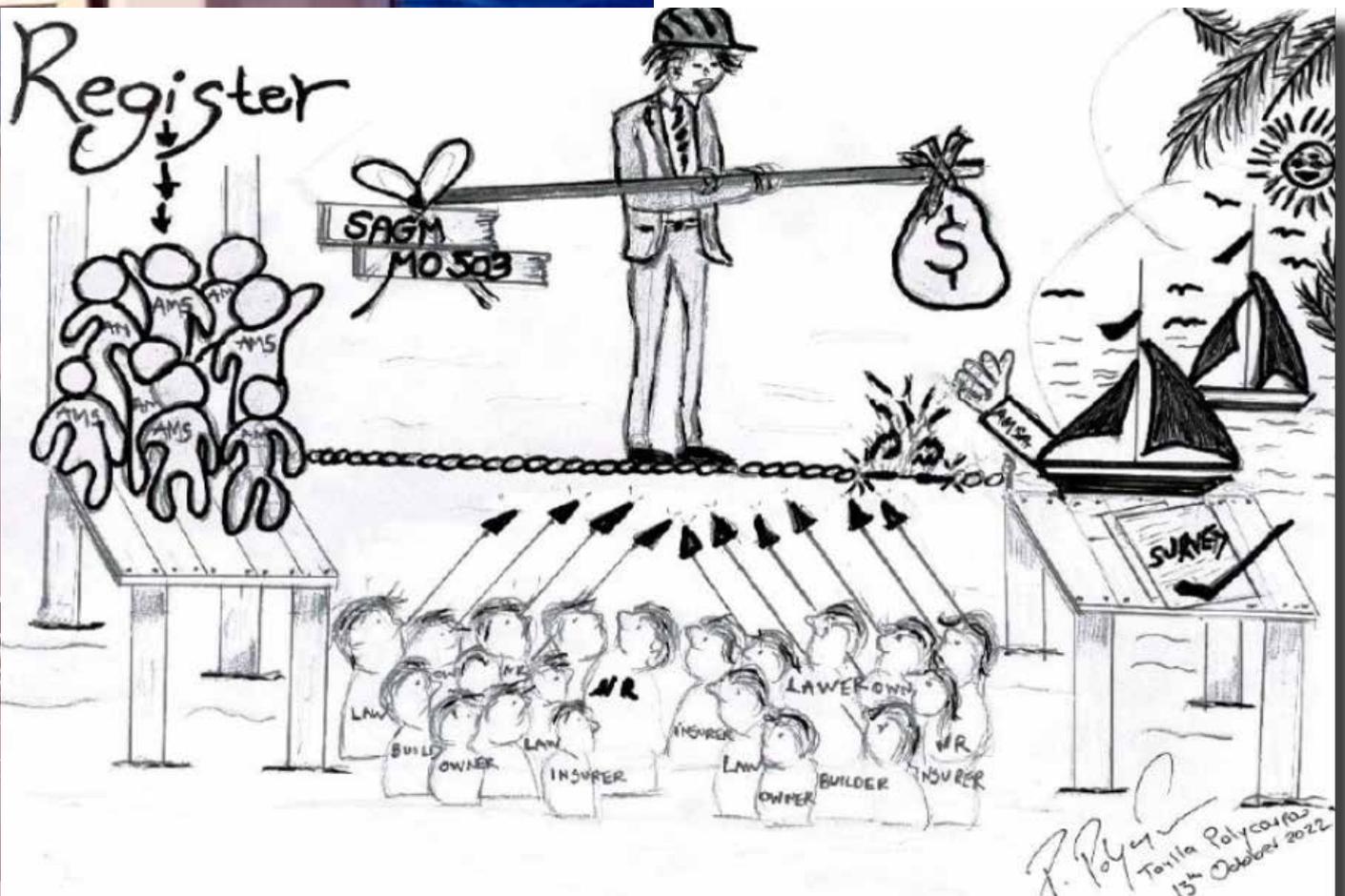


THE CHALLENGE

Is to ensure a level playing field where the diligent surveyor following the marine orders and surveyor manual, conducting the necessary site inspections and charging an appropriate fee for service is not undercut by a non compliant surveyor. That fair competition exists.

A level playing field is one where ONLY vessels that satisfy the standards in Marine Order 503 are issued with a certificate of survey

As shown in the cartoon, AMSA recognises the accredited surveyor role can be a lonely place and the successful surveyor needs both the technical skills to identify defects, the social skills to convey that message to the client, and the business acumen to get paid while ensuring repeat business. This has to occur whilst balancing costs and compliance and not falling onto the spears pointed in their direction.



This is where the helping hand of AMSA, comes in to keep the playing field level. The helping hand makes sure that the vessel complies with standards by reviewing survey applications and associated reports, and by conducting audits of accredited surveyors.

These measures to eliminate non compliance provide confidence for industry and the public in the surveyor scheme, the value of their certificate of survey and reduce the likelihood of legal action, litigation or indemnity insurance claims. We know this is currently working well through the low volume of industry complaints, and legal action experienced in the past four years, however it is a significant resource commitment.

After four years of a big helping hand we will be moving from the educational phase and more towards refusing applications where warranted by non compliance. There are mutual obligations, both for accredited surveyors to submit accurate and timely report and for AMSA to be efficient and cost effective in our certification processes. Currently around 24% of initial survey applications have non conformances requiring rectification before the vessel can be certified.

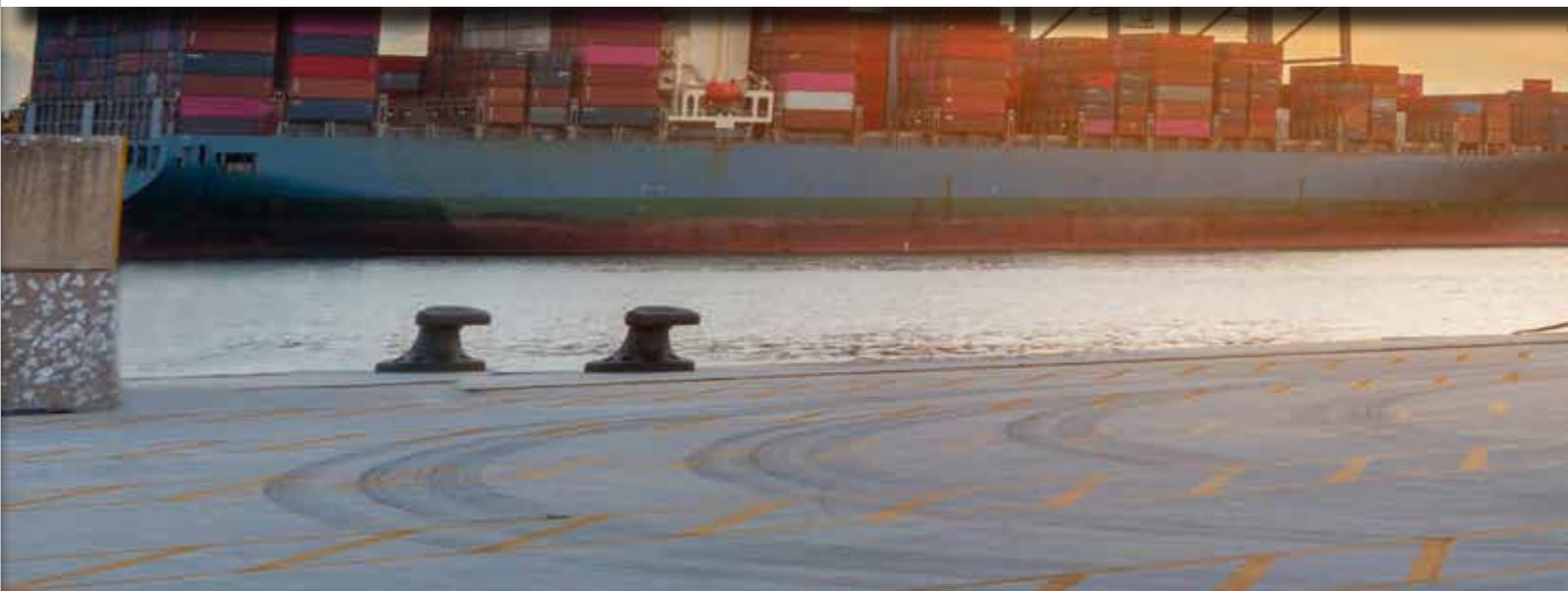
The top three areas of non compliance for refusing certificate of survey applications at initial survey despite the surveyor recommending the vessel is compliant are:

- Failing to follow surveyor manual process (incomplete survey)
- Intact stability
- Fire safety

The ageing demographic, and arrangements for new entrants to a marine surveying career remain a challenge. Changes to legislation may assist to facilitate a simpler accreditation scheme with clear progression pathways through:

- Tiered accreditation scheme according to size and complexity of vessel
- More recognition of training and less recognition of experience
- Trainee categories
- More professional association involvement e.g. Mandatory CPD, code of ethics, dispute resolution
- Greater Professional association involvement in rectification of audit findings

There is scope for a professional association to be significantly involved in the future design of any new arrangements.



STANDARD RIGGING, WHAT TO LOOK FOR!

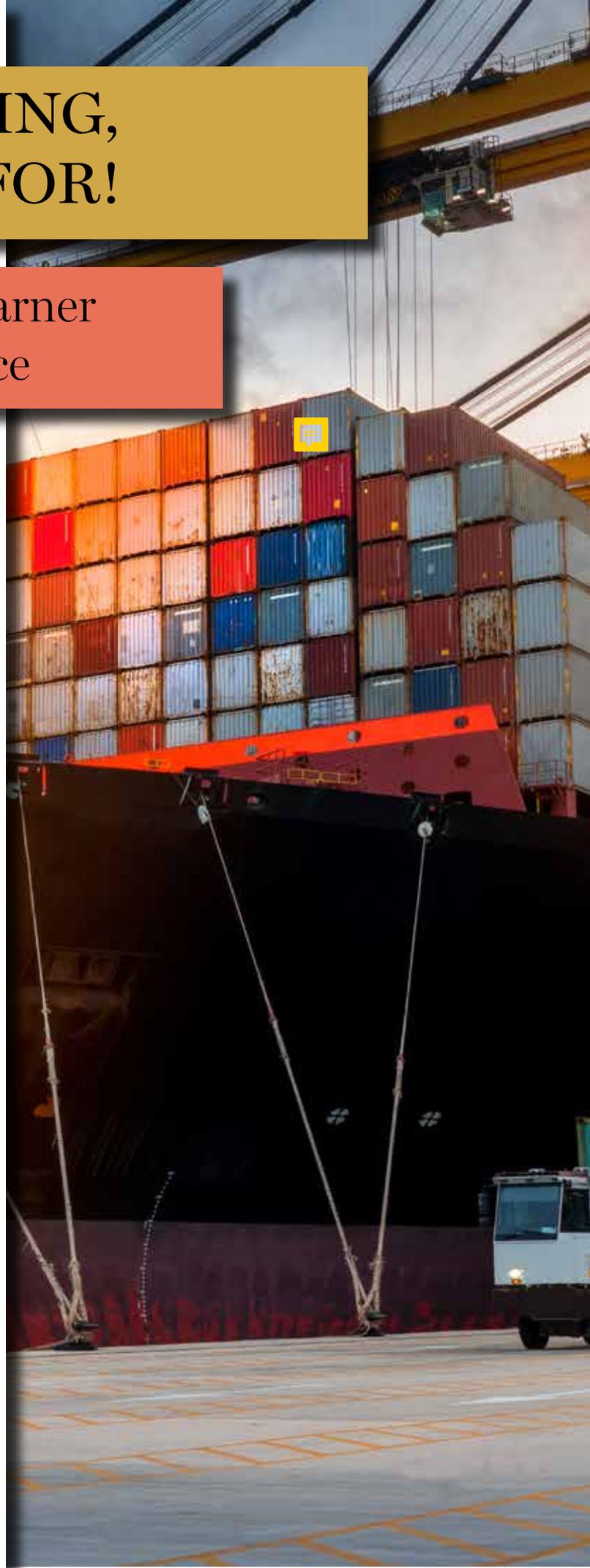
Presented by Brendan Garner
at AIMS 2022 Conference

SCOPE AND LIMITATIONS

This presentation has been prepared and based on my experience in working with and using yacht rigging over the past 32 years. Yacht rigging is a very specialized field where qualification has come through experience in the past. Similar to Marine Surveying, there are now courses available that specialize in yacht rigging as a trade. There is a lot of conflicting information out there on this subject. The content in this presentation is presented using general industry standard best practice to the best of my experience and knowledge. The information is aimed as a guide only in assisting marine surveyors to make better informed decisions. Professional yacht riggers should be sort for any work aloft or when there is any doubt about the rigging. All the pictures used in this presentation are my own. Whilst reasonable care has been taken preparing this presentation, no responsibility is accepted by the use of methods or techniques described.

WHAT IS STANDING RIGGING?

It is the vertical and diagonal stays that support the mast(s) on a yacht along with the spreaders. The standing rigging can be constructed of wire, rod or synthetic fibre fitted with terminal fittings and turnbuckles. Standing rigging includes all components used to attach the rigging from the mast(s) to the chainplates, including the turnbuckles



LABELLING RIGGING

- Vertical shrouds V1, V2, V3 and so on
- Diagonal shrouds D1 (fore & aft), D2, D3 and so on
- Or caps, intermediates, lowers for continuous
- Forestay, cutter stay, inner forestay, baby stay
- Backstay(s), backstay bridle
- Jumpers
- Runners (in some configurations)

CONTINUOUS OR DISCONTINUOUS RIGGING

Does the rigging pass through the spreaders all the way to the deck or terminate at the spreaders. Many cruising boats are set up with continuous rigging as it adds a safety factor with all rigging coming to the deck. It also allows for tuning without going aloft. The downside is more wire, meaning more weight aloft, reducing the righting moment of the yacht. Most conventional rigs use the discontinuous system with terminations at the spreaders. The wire size is reduced with each section as it goes up the mast where the working loads are less.



DISCONTINUOUS
Terminates at the spreader

CONTINUOUS
Passes through the spreader
*Note wear into spreader section



KEY QUESTIONS BEFORE YOU START

- How old is the standing rigging?
- When was it last inspected? And by whom?
- If it has been replaced, when and where the turnbuckles replaced as well?
- When was the mast last de-stepped and serviced?
- Do you have any documentation or service history?
- This can be invoices, receipts, riggers report etc.

FIRST IMPRESSIONS

Often the visual first impressions can tell you a lot. Is the vessel well maintained? Often the mast and rigging is the last item serviced, despite it being such a critical part of a yacht. Discoloration, paint condition, rust staining, condition of the sail covers and running rigging can all be key indicators of the service history.

THE SURVEYOR AND ASSESSING RIGGING CONDITION.

Most surveyors are not yacht riggers and therefore generally do not go aloft to inspect the rigging. As you see in many reports, (as viewed from deck level or eye level). It is very important to only comment on what you can actually inspect or verify. You can get a good understanding of the general age and condition from deck level, although cannot accurately comment on the areas above that. Often magnification is required even up the mast to expose hidden cracks. The best way to properly assess rigging is with the mast de-stepped and lying on the ground. This is the only way to see all of the hidden components that are covered when the mast is up. For the marine surveyor, documentation on the age and servicing of the rigging is invaluable.

LOOK AND FEEL

- Visual inspection based on your first impressions. Often there are telltale signs of areas that need a closer look, i.e. rust stains, corrosion, bulging wire, fractures.
- Are the fittings securely mounted?
- Is there excessive corrosion?
- Are the turnbuckles suitable marine rigging? Do they have toggles fitted to allow articulation? Often DIY builders will use architectural turnbuckles (all stainless).
- Are the terminals swaged correctly? Are the correct size terminals fitted to the wire? metric vs imperial. Rigging codes can be confusing, an 0808 fitting is actually ¼” wire with a ½” thread. The equivalent in metric would be M0608, 6mm wire, ½” thread or pin.
- Grab the rigging and pull it fore and aft to feel the tension and see if the spreaders are secure.
- Is the rigging super tight or way too loose? Different yachts run different tensions, so you need to understand the boat before making judgement on that.
- Is the mast straight when you look up the track? Does it have an even bend for and aft? Or is it inverted?

HOW OFTEN SHOULD STANDING RIGGING BE REPLACED?

Most manufactures recommend that wire standing rigging including the turnbuckles be replaced every 10-12 years. This can vary depending on the environment and miles travelled. Selden recommends 20,000 nm. Rod rigging inspected and crack tested after 6-7 years and then every 2 years (re-headed as required), replaced after 15 years. Synthetic rigging replaced every 7-8 years or when visible fraying. Insurance companies are generally applying the 10 years lifespan rule to standing rigging.

IF THE RIGGING LOOKS FINE, WHY REPLACE IT?

Statics show the risk of rigging failure gradually rises over the first 10 years and then steeply rises after that. The number on new rig builds due to rigging failure has greatly reduced in the past 15 years. Fatigue, rigging is constantly working, even when the vessel is just rocking around on the mooring. Often rigging failures are very difficult to detect and the consequences of failure can be catastrophic. For this reason, to maintain insurance on the rig, many of the main insurance companies require rigging reports aloft from 7-10 years and complete replacement after 10 years. Most will still insure the vessel, although will exclude the rig from the policy. When a failure and subsequent claim occurs on an insured rig, the rigging payout is depreciated according to the age based on a 10-year lifespan for the standing rigging.

AGE OF FITTINGS

Many fittings will show pitting and discoloration with age. Manufactures change models of turnbuckles, experience and knowledge of the industry helps you to quickly assess the age of components. Often even new rigging discolors (tea stains quite quickly).

SERVICE & MAINTENANCE

Fresh water is the best method for looking after rigging and turnbuckles. The salt-water deposits left speed up the corrosion and pitting process on the wire and components. The rig should be de-stepped and serviced at least every 5 years (although this rarely occurs unless it is a racing yacht). The rig should be checked aloft on a regular basis, especially prior to heading offshore or on an extended voyage. Most masts are only de-stepped when the pressure comes from the insurance companies, or something has broken.

MISSING OR UNSPLIT PINS

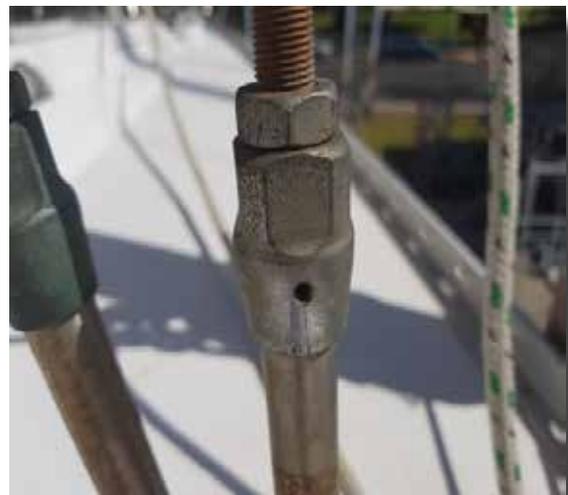
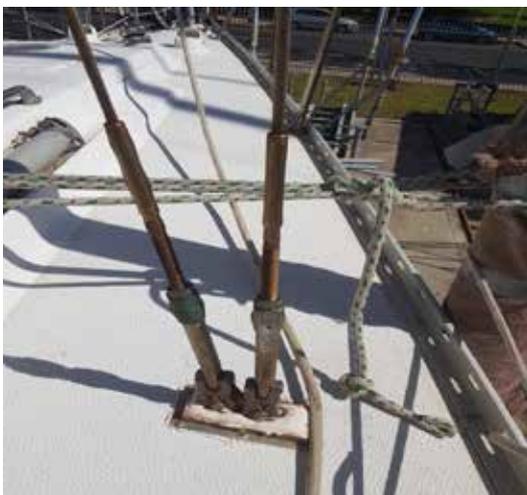


BROKEN STRANDS OF WIRE



SIGNS OF AGE

Closer inspection reveals a cracked barrel.



OBVIOUS

20+ year old rigging. This boat only had 2 unbroken shrouds left.



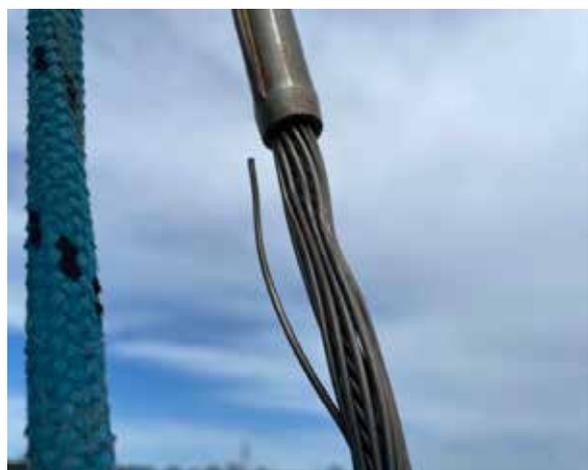
CLOSE INSPECTION

The advantage of de-stepping the mast allows closer inspection of the components.

Here, dye testing revealed a crack in a rod head on a Beneteau 45 racing yacht.



FORESTAY WRAP



CONCLUSION

- Trust your instincts, if something doesn't look quite right it generally isn't
- Service history is the only factual way to confirm the age of standing rigging
- Regular inspections and scheduled replacement program is the best method of preventing a disaster.

REFERENCES

- Selden rigging guide
- Navtec rigging services guidelines
- Arcus wire group
- Bluewave rigging catalogue
- Surveying Yachts and Small Craft by Paul Stevens
- Pantaenius website
- It's all rigged, Club Marine article
- Sailing services.com
- Rigworks.com



UPCOMING EVENTS

- Sanctuary Cove Boat Show.....25th - 28th of May
- QLD Members Event
Boardwalk Tavern, Hope Island Friday.....26th May 6pm
- Maritime New Zealand Surveyors
conference - Wellington15th - 16th June
- Sydney Boat Show.....3rd - 6th August
- Australian Grains Industry Conference.....26th - 27th July



ANTARES MARINE PUBLIC SUBMISSION TO THE STRATEGIC FLEET TASKFORCE

Tony Cousins - November 2022

While the Strategic Fleet Taskforce considers a range of options to secure sovereign shipping capability, this paper focusses on seafarer training pathways necessary to support all Australian industry.

Australian manned vessels need qualified Australian seafarers which, despite recent Productivity Commission assertions, are in critically short supply.

Fundamentally, this is because there has been less and less investment in seafarer training in Australia over the last 20 years.

Traditionally, shipowners employed new entrant trainees in the form of deck and engineering cadets, but the demise of Australian flag shipping has resulted in precious few shipping companies having the capacity or inclination to invest in seafarer training of any description. The Maritime Union of Australia (MUA) may have seen this coming and took the initiative to form Maritime Employees Training Limited (METL), which gave many young integrated ratings a start, but even that has dropped off in recent years, in part due to the lack of Australian ships that can provide training berths, let alone future employment.

The shortage of training berths has been a catch cry of the Australian maritime sector for many years, but in the author's experience, it is not the core issue.





At the heart of the matter is that the maritime industry cannot continue to rely upon shipping companies, domestic or international, to shoulder the training burden on their own. Good shipping companies will always employ cadets, trouble is there are too few shipping companies, let alone good ones and hardly any that draw their seafarers from Australia.

What is required is a paradigm shift such that the entire Australian maritime sector appreciates it has to play its part in developing the future skills they all need for their businesses to survive and flourish.

Oil and gas majors, iron ore and coal exporters, state government port authorities, private port lessees, pilot companies, tug operators, stevedores, marine surveyors, classification societies and safety regulators all draw upon experienced professional seafarers, often in the prime of their career. Little wonder the shipping companies are left frustrated and disinclined to invest in training, seeing their best and brightest walk down the gangway into plum shore jobs.

These end users of maritime skills may say they don't have access to ships or training berths necessary to provide qualifying sea service. That could well be the case, but they certainly have access to clients who do, clients in the form of shipping companies, many of whom are open to discussion about providing training berths, if not employing the trainees themselves.

Recent experience has shown a number of international shipping companies are prepared to take Australian cadets onboard, which is positive, but begs the question, should we as an Australian industry be reliant upon foreign vessels to facilitate the training of Australian seafarers? Hardly sounds strategic.

What if these supposedly elusive blue water training berths on Australian vessels were not so hard to find?

What if, for example, federal government policy required all government controlled vessels, such as Nuyina, Investigator, Sycamore, Coral Knight, Ocean Protector, Ocean Shield and other suitable Border Force vessels to have cabin space for Australian deck officer, engineer and rating trainees? These berths could be available to host trainees funded by other industry stakeholders under a coordinated program that affords the broadest possible sea going experience. That program could be integrated with the mainstream Australian merchant fleet, encouraging shipowners to participate by providing training berths for 3rd party sponsored trainees while rotating their own trainees through an industry wide scheme.

The scheme might also include an exchange program with the Royal Australian Navy (RAN), whereby merchant trainees go to sea on suitable RAN ships and naval personnel get experience on merchant vessels, naval supernumeraries being common place not so long ago. This would unlock substantially more training capacity with the added benefit of increasing potential access to future shore-based maritime skills by breaking down the perception of long-standing barriers between merchant and regular navy skillsets.

A number of Australian ports have already taken the initiative to employ a handful of officer cadets under standalone schemes. If the difficulty of finding seetime can be sorted as part of a national program, it is hard to imagine Australian ports, resource majors or shipping interests of any real scale not wanting to sponsor local trainees in such a system.

Further, state and federal government marine services supply contracts, for example port pilotage, towage, dredging and marine construction contracts could require proponents to include maritime industry training commitments in tender responses, just as they do for local content, indigenous participation and regional procurement, systematically shifting the responsibility for training away from the ships to the shore-based users of maritime skills.

How could this be pulled together?

Peak industry bodies, including Maritime Industry Australia Limited (MIAL), Ports Australia and the Australian Resources & Energy Employers Association (AREEA) could come together with the Maritime Unions to form a Group Training Organisation (GTO) that would employ the trainees. The GTO would ensure the appropriate contractual arrangements with vessel operators are in place, along with the requisite insurances and safeguard compliance with minimum terms and conditions under the Maritime Labour Convention (MLC), all subject to AMSA approval.

The GTO would organise training berths with participating vessel operators and arrange trainee travel, while encouraging their respective membership and other industry stakeholders to sponsor trainees. Shipping Australia Limited (SAL), primarily representing international ship owners might also participate, offering berths on some of their membership's foreign flag vessels, which is happening in a sporadic fashion already, to bolster domestic training berth capacity. Time on an international trading foreign vessel only adds to the learning experience.

Maritime Unions can also play an important part independent of the GTO, by championing the opportunity for quality Australian seafarers, providing mentors for trainees, working with industry to attract new entrants and ensuring the viability of the program by not seeking excessive terms and conditions. There would also be renewed opportunity for current integrated ratings to pursue deck officer or engineering qualifications.

Not all seetime has to be completed on blue water commercial trading vessels. Valuable seamanship skills are acquired on tugs and barges, pilot boats, dredges, workboats, ferries, tallships, charter vessels, superyachts and the likes. Historically, AMSA approval of qualifying sea service has at times appeared ad hoc, complicated perhaps by the avalanche of Domestic Commercial Vessels (DCV's) under transition to a single national law. AMSA could now take the opportunity to clarify what constitutes alternative qualifying sea service, such that these, often more readily available inshore training opportunities can be incorporated in a new system with significantly enhanced capacity and flexibility.

Once established, a coordinated national training system, largely self-funded by the industry would also support Australian maritime training institutions, including the Australian Maritime College, regional TAFE colleges and sail training vessels with a steady stream of students moving through the system, including streamlined pathways from DCV to blue water qualifications.

Having endorsed a new, industry wide national training scheme, AMSA could also demonstrate their commitment to the program by sponsoring trainees from the outset, affording the new system significant international credibility, with the effect of encouraging more industry players to provide training berths and/or sponsor trainee positions. Any new Australian flag tonnage brought about by the broader strategic fleet deliberations will only bolster national training capability.

In summary, the old system is broken and what is required is a very different approach, whereby the maritime industry does not rely on shipping companies alone to train seafarers. The end users of maritime skills in Australia, of which there are plenty, should take up the reins by sponsoring trainees through a sustainable GTO formed by peak industry bodies that employs trainees and coordinates the availability of training berths with participating ship owners.

State and federal governments and the national safety regulator can show leadership by mandating training berths on government controlled vessels, and requiring respondents to government and Port Authority marine tenders to commit to industry training investment. By provided a structured industry wide training solution, with a clear pathway for deck, engineer and rating trainees in collaboration with the national maritime sector, Australia can attract and retain the sovereign maritime skills that will enable Australia to continue to prosper as a proud maritime nation.

THIS ARTICLE HAS BEEN REPRINTED WITH PERMISSION FROM THE AUTHOR AND WAS FIRST PUBLISHED ON DAILY CARGO NEWS.



About The Author

Tony Cousins (GAICD) is an Australian Master Mariner with over 40 years-experience in the international ports and shipping industry, including stevedoring and towage sectors. He is currently the principal of the marine consultancy Antares Marine, a Non-Executive Director of the Victorian International Container Terminal (VICT), a Councilor of the Australian Mariner's Welfare Society (AMWS) and is a former member of the Australian Maritime Safety Authority (AMSA) Advisory Committee.

NEW ZEALAND'S 40 SERIES RULE REFORM – DESIGN, CONSTRUCTION & EQUIPMENT

Presented by Jarred Gustafson and Jacqui Yeates at the AIMS 2022 Conference

New Zealand is undertaking a review and reform of the “40 series” Maritime rules, which relate to the design, construction and equipment for our domestic commercial fleet. The rules cover a wide range of matters, including – life saving and firefighting appliances, electrical standards, stability, watertight and weathertight integrity, machinery, electrical, communications equipment. There are 17 rules parts, 15 of which are subject to the review.

The shipping sector to which the 40 series rules apply, consists of around 2800 ships.

After investigating concerns raised over a number of years, Maritime New Zealand found the following issues with the rules:

- Effectiveness: The rules are unwieldy, repetitive, inconsistent, complex, overly prescriptive, and not always based on evidence or risk
- Technical issues: Technical errors, difficulty for actual compliance, contradict other rules, or are generally inconsistent
- Alternative compliance: The rules can be inflexible, even where equivalent or better solutions exist. The rules aren't keeping pace with technical innovations and sector changes
- Drafting: Complex and hard to understand, creating multiple situations for what could be required.
- Impact on the regulatory system: The sector experiences inconvenience, uncertainty and delays due to difficult interpretations. This translates to a high volume of queries and disagreements, and increased costs. It also results in high volumes of exemption applications.

The initial effort in the project has been in development of a plan for how to carry out the reform, which has been called a 'Framework'. The Framework sets out a system to contain the new suite of rules and it describes the regulatory approach to be taken. The new rules structure seeks to use outcomes based rules in combination with "transport Instruments". The outcome rules set the high level requirement that must be met and detailed rules set specific requirements, if these are required. The Transport Instrument is empowered by a specific rule setting out that a Transport Instrument can be made and what matters can be addressed. The Transport Instrument contains the detail to support the rules, i.e; the technical details relating to an item of design, construction or equipment. Essentially, a Transport Instrument sets out technical solutions that are 'deemed to satisfy' the rules.

Another key aspect of the framework is the harmonising and consolidation of rules. To the extent possible, the reform project will consolidate and harmonise the rules by way of reducing duplication and aligning rules that address the same DCE item across different categories or types of ships. This will significantly reduce complexity and increase clarity and certainty. There will be fewer rules and they will be easier to use and interpret.

The review of the rules includes an assessment of risk to ensure the right level of intervention – if the requirements are based on the level of risk, then ships that face the same level of risk should logically need to meet the same rules. This may mean that some requirements may increase and some may decrease.

The ultimate outcomes for the reform project are:

- Less regulatory burden
- Fit-for-purpose rules
- A shared view of key distinctive factors in a ship
- Outcomes based rules
- Technical detail located in Transport Instruments
- Standards and requirements are risk based
- More clarity & certainty to operators and surveyors



MARINE BIOSECURITY IN AUSTRALIA

Presented by Melissa
Kinsela – Department
of Agriculture,
Fisheries and Forestry
at the AIMS 2022
Conference

REGULATION OF VESSEL BIOFOULING

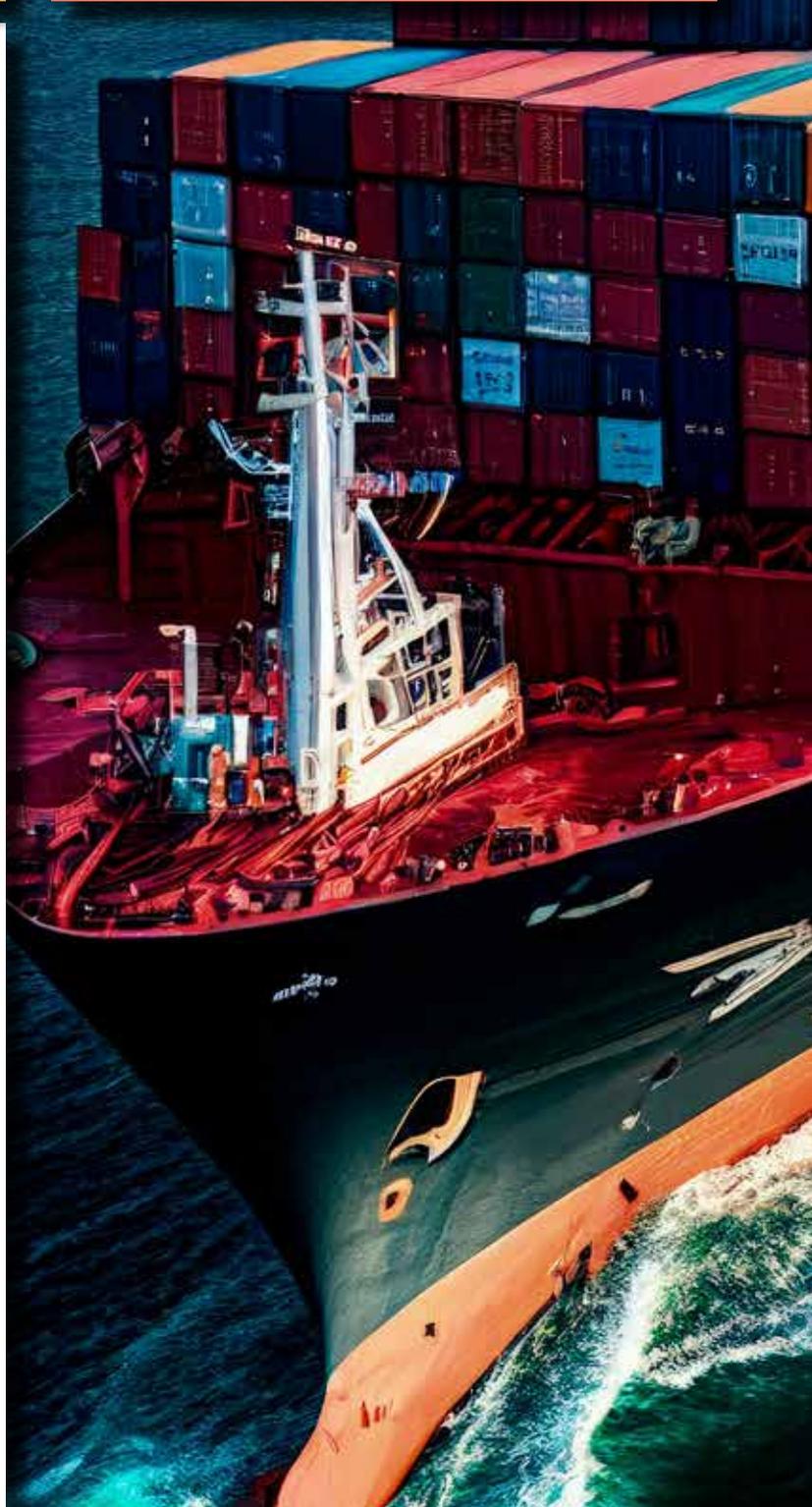
New requirements for managing biofouling on international vessels arriving into Australia were implemented on 15 June 2022 and are consistent with the approach of the International Maritime Organization's (IMO) 2011 Biofouling Guidelines.

Vessel operators receive less intervention if they use one of the following management practices:

- Implementation of an effective biofouling management plan; or
- Cleaned all biofouling within 30 days prior to arriving in Australian territory; or
- Implementation of an alternative method pre-approved by the department.

Vessel operators that do not use one of the three accepted biofouling management practices will be subject to further assessment of the biosecurity risk associated with biofouling on the vessel.

From 15 June 2022 to 15 December 2023 an education first approach is being taken for non-compliances with the Australian biofouling management requirements.





IN-WATER CLEANING OF BIOFOULING WILL BE MANAGED WITH A NATIONAL STANDARD

The department is developing the Australian in-water cleaning standards to manage the biosecurity and environmental risks associated with in-water cleaning. The standards specify minimum requirements for in-water cleaning of biofouling from vessels and will be used by regulators to assess and approve in-water cleaning activities.

The department is also developing guidance for in-water cleaning operators to demonstrate compliance with the Australian in-water cleaning standards.

In-water cleaning means the physical removal of biofouling from a vessel while it is in the water. The shipping industry cleans biofouling in-water to improve vessel operating efficiency (reduced drag) and comply with biosecurity requirements.

AUSTRALIA MANAGES BALLAST WATER FOR INTERNATIONAL AND DOMESTIC MOVEMENTS

Australia is a signatory to the IMO's International Convention on the control and management of ships' ballast water and sediments and regulates ballast water using powers under Chapter 5 of the Biosecurity Act 2015. The convention requires ships to install ballast water management systems to protect the marine environment from the transfer of harmful aquatic organisms in ballast water carried by ships. By 2024, it is a requirement for all domestic vessels to have installed ballast water management systems moving away from ballast water exchange as the primary mechanism of managing the biosecurity risk associated with ballast water.

Recent sampling of ballast water management systems to monitor the effectiveness has identified repeated failures to meet the standards specified within the convention. Australia is actively working towards solving this issue through the IMO with solutions being pursued through the IMO Marine Environment Protection Committee (MEPC) and the Correspondence Group established by MEPC to undertake a review of the Convention. The review is anticipated to culminate in a package of priority amendments to the Convention and its recommendations will be considered by MEPC in mid-2023.

Further information is available on our website:

agriculture.gov.au/biofouling and agriculture.gov.au/ballast



Ship surveyors provide an excellent and essential service to the shipping industry. Safety and security are the main goals and focus of organizations worldwide.

FleetMon is also committed to safety at sea and supports Sea Rescue organizations worldwide. We operate a worldwide network of several thousand own AIS stations for vessel tracking. We have a global picture of shipping traffic combined with satellite AIS data. These vessel position data are processed, saved, and prepared for various applications. Fleetmon offers various services by analyzing the received data and is enriched with additional information, like weather, technical vessel information, and pictures.

SOME OF THE SERVICES WE PROVIDE:

- Historical data - We deliver historical position tracks and static AIS data, port calls, and much other information back to 2010.
- Maritime News - Maritime matters and news for the shipping industry, maritime professionals, cruise tourism, and enthusiasts.
- Zone Eventing - Geofencing, reports, and monitoring for specific zones or terminals.
- Emission Calculation - Our emission calculation allows ship owners, charterers, and shipping companies to easily retrieve their vessels emissions.

We have a partner program where we provide free hardware for partners close to the coast. For installing our receiving hardware, you only need power and internet. As a partner, you get a free account for our platform and contribute to safety at sea.

Please feel free to contact us if you are interested in becoming a partner or have any questions.

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