



Points West

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

Volume 10, Issue 11, November, 2014



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From the Branch Master

Welcome to the November edition of Points West. The October General Meeting took place on Wednesday 29 October with some 26 attendants and was chaired by the Deputy Branch Master.

The guest speaker was Capt Lynn Feldman who made an excellent power-point presentation on environmental degradation caused by marine organisms titled as very provocative “Sex in the Sea” that attracted everyone’s attention.

Lynn has a Master unlimited and a Masters Degree in Environmental Science. Since 1997 she has worked a dual career of both Master/Deck Officer in the Australian

Maritime Industry and as Marine Environmental Consultant for both private industry and government, specialising in environmental issues that impact the shipping industry.

She talked about the new legislation introduced by Fisheries that makes it illegal to bring into WA waters any Introduced Marine Species even on the hull of your vessel. Lynn explained what a Marine Species is, how they get here, why they are so successful at colonising their new environment (i.e., Australia’s marine environment) and how they represent a very real and significant threat to our native marine life.

Her marine scientific qualification and her passion for the subject was obvious during her talk and the ensuing discussions.



CoMMA sponsored voyage on Leeuwin

As advised in the last edition of PW, Jessamy Case boarded the vessel in Bunbury on 5 October as part of the CoMMA sponsored voyage and she was welcomed back on her arrival by the Deputy Branch Master and Anne-Marie Archer on 18th October.

Jess enjoyed her voyage on the Leeuwin despite some home-sickness in the early part of the voyage. We will arrange for Jess to attend one of our meeting and she has provided a report about her experience on board the Leeuwin – attached.

The second winner of the sponsored voyage, Callum Jenkins will depart from Fremantle on 16 December and the Branch Master will see him off.



Photo: Scholarship recipient Jessamy Case was welcomed back to Fremantle post her 7-day voyage from Bunbury by CoMMA representative Captain David Heppingstone and Leeuwin CEO Anne-Marie Archer.

Jessamy's report... (Full report attached)

I would like to sincerely thank the Company of Master Mariners Australia for the scholarship providing the opportunity to sail on the STS Leeuwin II. My journey on the Leeuwin was not only memorable but an experience that has swayed my desire to definitely follow some kind of sailing or water based career. While I have to complete Year 11 and 12, I will continue weekend sailing over the Spring/Summer season with South of Perth Yacht Club and also with my Sea Scouts group at Canning. At the completion of High School I hope to look at a course in Applied Sciences (Nautical Science) at the Australian Maritime College in Hobart, Tasmania.

I did not get to climb the main mast on the Leeuwin and that would be my aim on my next trip to do so. My enthusiasm to recommend the Leeuwin trip to anyone interested in sea sailing or leadership building is 100% as I came home feeling truly inspired. So my gratitude towards the Master Mariners has increased greatly as I have a wonderful experience to share with many others. My new friendships and experiences will last a lifetime. Thank you also to the wonderful crew and staff of the Leeuwin because without you - my journey would not have happened.

Yours truly,
Jessamy Case

CoMMA WA Annual Dinner

Capt Simon Moran, Social Officer, urges members to indicate attendance at our next Annual Dinner which would be held at the Rose Hotel in North Fremantle on 28th February 2015.

As you'd appreciate the venue normally wants to know the number of guests well in advance so it is important that the members to express their interest and let the Social Officer know as soon as possible.

Departure of a valued and respected member

Dai Davies recommended that members should show appreciation for the large input to the Branch over many years by Richard Purkiss, before he and his wife left for their new home in Sydney and members responded vigorously.



Fremantle Maritime Career Day...

The Fremantle Maritime Career Day took place on Friday 7 November at Fremantle Port administration building. There were some 33 schools from across Perth invited and the Career Advisors of those schools attended on the day.

Various speakers from cross section of the industry took on the stage and talked about their experience at sea and subsequent shore based employment.

CoMMA, WA Branch had a strong presence with members from various sector of the maritime industry made presentation. All presentations were well received and the attendees were impressed with the quality of the presentations and were surprised to learn the extend of careers choice available for a seafarer once he/she stopped going to sea.

The Career Advisors and members of CoMMA were invited to continue their networking onboard the Leeuwin for a short sail and with the opportunity of a more informal setting, the take home messages seemed to be that it had certainly broadened their view of marine career opportunities. However, the other common theme from the Career Advisors was that they were also impressed and heartened by the passion for the industry that each of the speakers had conveyed during their presentations.

Due to the success of the event it is envisaged that this will be an annual event and we may even be able to pitch it directly to the students.

Fremantle Maritime Day...

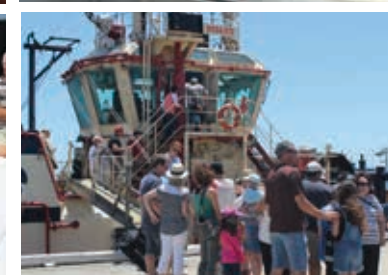
The Maritime Day was to kick off on Saturday 8th November. By 09:00 am the crowd were streaming through the venue and by 10:00 it was well and truly in full swing.

There were some 36 booths occupied by various sections of the maritime industry representing their companies.

The event was organised by the CoMMA WA Branch with cooperation from Fremantle Ports and sponsored by several major industry players.

This year attractions were 2 navy vessels one of Royal Australian Navy, HMAS Arunta, and the other a Royal New Zealand Navy, HMNZS Te Kaha. A Svitzer tug was available to go on board and there was boat rides in Fremantle harbor.

The traditional annual Navy versus Fremantle Port cook off took place and though the result was very close this year the Navy won the competition. Fremantle Port has vowed to come back stronger next year.



Fremantle Maritime Career Day. (CONT.)

CoMMA WA Branch volunteer members shone through with their strong presence throughout the day from manning the booth to mingling and offering assistance to the other booth holders as well as the general public. Our annual gold coin collection was once again very busy and collected about \$500 to assist Seaman's mission Flying Angel Club Fremantle. Well done all and simply thanks.



I wish to take this opportunity to acknowledge and show our appreciation to our sponsors, particularly to Svitzer, Total AMS, Fremantle Ports, Wes Coast Pilots, DOT WA and Esplanade Hotel, Fremantle.

I also want to thank Wilson Parking who provided the security personnel for the day.

We have enjoyed the assistance of many volunteers from various sectors but none more than the people from the Fremantle Ports.

On behalf of the CoMMA WA Branch my sincere thanks to Fremantle Port volunteers and particularly to Jane Edwards with her leadership and tireless efforts brings all strings together to ensure the event run like a clockwork.



Vale Capt. Jim Hay..

Jim Hay was born near York in the northeast of England, where his father worked in a shipyard at Newcastle-upon-Tyne. This engendered his love of ships and the sea and he started his maritime career through the South Shields Marine College as a deck-boy at the age of fifteen.

By then Britain was at war and Jim saw considerable service with the North Atlantic convoys, where two years later he was torpedoed whilst serving on the SS Kurdistan. He was rescued and went on to serve on various other vessels, working his way up from an apprentice to Third Mate.

Having survived the trauma and hardships of the remainder of the war years in the British Merchant Navy, Jim decided to move on to Australia, emigrating in 1946. He joined the British Phosphate Commission serving on Cape Otway for some five years until he gained his Foreign-Going Masters ticket in 1954.

During this period, Jim met, dated and later married a young Western Australian called Joy McKenna. They had three children, Beth, Jimmy and Maxine. However, Joy suffered from poor health.

Jim transferred to a position as Assistant Harbourmaster in Christmas Island in 1955 and the family had six really happy years growing up together with the eclectic mix of cultures on this tropical island.



Vale Capt. Jim Hay (Cont.)

Shortly after their return to Perth, Joy finally lost her life-long battle with illness and died aged only forty four.

In 1972 he took his training and safety skills across to the Main Roads Department where he stayed until retirement in 1984. However, he kept up many of his marine skills, teaching celestial navigation and other subjects both privately and at TAFE.

Jim was well respected by his sea-going peers and made an Honorary Member of the W.A. Branch of the Company of Master Mariners, being elected Branch Master for a term in 1979. He also served many years in different Court

positions, including for many years undertaking both the role of Secretary and Editor at different times.

Outside of work, he had a passion for sailing and was a competing member of the South of Perth Yacht Club for many years. He also enjoyed gardening and spent many hours tending his roses.

Thank you, Jim, for your bluff humour and interest in imparting your experience to others. Having “crossed the bar” aged 90, you should be able to enjoy smooth sailing and fair winds from now on.

Other items...

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

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

Biographies, articles, with photographs, are invited for submission to Points West. Please submit it to the Editor, Registrar or Secretary who will then forward the items to the Editor for publishing.

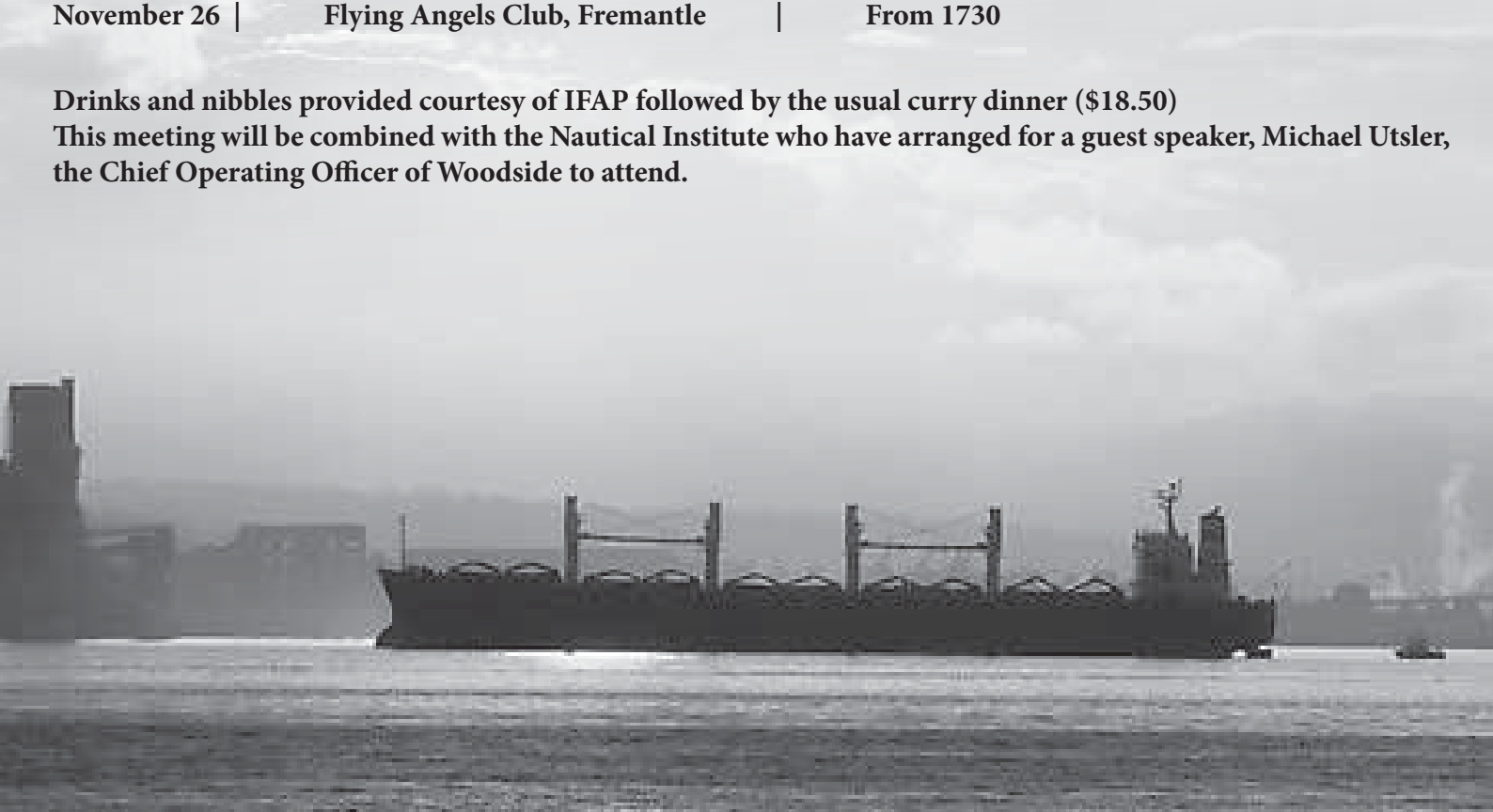
Suggestions are welcomed from anyone wishing to talk on a nautical subject at a Branch Meeting, or with ideas for a suitable Guest Speaker.

NEXT BRANCH MEETING

November 26 | Flying Angels Club, Fremantle | From 1730

Drinks and nibbles provided courtesy of IFAP followed by the usual curry dinner (\$18.50)

This meeting will be combined with the Nautical Institute who have arranged for a guest speaker, Michael Utsler, the Chief Operating Officer of Woodside to attend.



Why pilotage must be exempt from competition

What would you think if your ship, on arrival in port, approached the berth to face a row of bollards, each painted a distinctive colour, and the pilot informed you that these were competing units, each priced slightly differently?

The pilot then explains that because of complaints about the high price of tying a ship up in this port, the local authority has decided to open its quayside to competition, to encourage costs to move down.

And so several companies have risen to the challenge, taken up the franchise on a length of quay and are offering cut-price bollards for arriving ships.

Safety first: Adequate arrangements to hold a ship alongside the quay might be considered part of the apparatus that constitutes a safe port - nobody is going to argue with this proposition.

Mind you, concerns have been expressed about the strength of quayside bollards after some ships in notably exposed berths have been blown across the harbour, despite having deployed every available rope and wire, including the master's shoelaces.

This seems a matter of civil engineers and naval architects failing to speak the same language, or perhaps talking to each other at all, as ship sizes and windage increase and as berths are built where shelter is limited.

Mooring equipment is being developed to hold a ship alongside with suction pads, as well as clever devices that keep just the right amount of tension on a mooring. None of this is anything to do with competition. But if bollards are indisputably safety apparatus, how do you feel about pilots? They are on board ships to employ their specialist local knowledge and shiphandling abilities to keep the vessel safe.

They constitute human additions to safety, probably more so than ever, as ships' manpower is cut to the bone in our cheeseparating era when no one earns enough from a ship to crew them adequately.

Haggling: Those with a penchant for history may hark back 150 years or so, when there was competition in pilotage and

an arriving ship would be met by a number of cutters, with whom the shipmaster would haggle until he found a pilot to do the job at the price he was prepared to pay.

Reasonably enough, the sheer inefficiency of a pilotage service in which safety was a secondary consideration brought about that system's demise, to be replaced with a regulated approach in pretty well every part of the world.

Standards, training, qualifications and experience, proper supervision and a sensible career structure for pilots would henceforth be the pilot's lot, and the industry has been the beneficiary of this over the years. I suppose it is just a characteristic of the market economy, everything having its price, that encourages us to believe that the case for competition in everything is unarguable. For some years, there have been efforts in some quarters to impose competition on pilots and in some places this has already taken place.

There is a common pattern to this process, addressing the demands of ship operators who will always complain about the costs of pilotage and the injustice of having it imposed upon them. They tend to believe that a pilot ought to be an optional extra and, despite long training and superior qualifications, should be paid no more than the chaps who haul in the lines and drop their eyes over the aforesaid bollards. I would never suggest that shipowners are not safety-focused; only that when the subject of pilotage arises, their vision becomes blurred.

Competitors: Parts of Australia and Argentina have gone down the road of competitive pilotage and the Danish service seems sadly to be following them. If there was a compelling case, that in these places the handling of ships was being undertaken more expeditiously and cost effectively, there might be some reason for looking more closely at competition - but this is not so. The customer does not seem to be paying any less for the pilots, even though their earnings have steeply declined, while the attractiveness of pilotage as a career in these places has slumped, with fewer candidates coming forward. My money is on Danish pilot services going the same way. There are compelling arguments about the probable effects on safety and these are hard to ignore.

Will the competing pilotage companies put pressure on their employees that might result in them doing something that

Why pilotage must be exempt (cont.)

is rather less safe? If I was facing a hip replacement, would I rather be operated upon by a surgeon happy with his working conditions, or a surgeon worried about a 30% salary cut?

We have seen what overexposure to targets has led to in so many of our professions; why should pilotage - a profession in which judgment, spatial awareness, experience and knowledge are paramount - be any different?

Would you agree with the article? Should the pilotage industry be in the hands of governments to ensure safety rather than cost cutting?

Daydreaming helmsman blamed for ship grounding

The grounding of cargo ship Bosphorus in Brisbane River, Australia, on October 29 last year was the result of the helmsman becoming 'zoned out' and disengaged, and his failure to follow instructions, a report found.

Poor crew and pilotage safety managements system, not the individual, were to blame.

On the night of the grounding at Lytton Rocks Reach, the helmsman was relieved by another seafarer when the 8407gt cargo vessel was coming into port under pilotage. Soon after the chandgeover at the wheel, the ship began to veer starboard.

It is known fact that the crew changeover on the bridge at "a critical point of pilotage" in a high risk area of the river. "Neither the ship's safety management system nor the Brisbane Pilot's passage plan detailed any guidance or instructions relating to the handing over of the watch or helmsman during high risk areas of pilotage".

Interestingly, despite noting that the helmsman's mind was not on the job, no one intervned until it was too late.

It said the safety message was that the bridge team, pilot, master and officer of the watch should all check the rudder angle indicator before and after each helm order. Brisbane

Pilots have since upgraded their safety management system procedures.

No injuries, damage, or pollution were reported at the time.



Photo: Cargo ship Bosphorus

How easy it is to overlook small things? There are lots of emphasis on BRM and passage planning but the fact remains common sense is the mother of all precautions, wouldn't you agree?

Cadet programs and young officers should not be rushed

Shipping companies should not try to speed up cadet programs nor too quickly promote young officers as those concerned need time to build up skills to meet challenges, a young merchant navy officer said.

"You can read in a book how to repair an air conditioning plant, but you can only learn it by doing it in practice," said the engineering officer on the cruise ferry Crown Seaways of DFDS in Denmark.

"As an engineering officer, you are being trusted. You need to build up the practical and the personal skills that are needed

in a challenging situation. Owners should take their time and allow new people to build up these skills," he said.

Meldgaard said that in his opinion, many young officers put emphasis on learning the practical and leadership skills so that they feel comfortable in their positions over being quickly promoted to higher positions and not feel comfortable with what is expected of them."

Don't you think he has a point? But what about the shortage of man resources? How do we reconcile this? It is a catch 20 situation....

Search for Chinese man who fell overboard from iron ore carrier near Port Hedland called off

The 41-year-old Chinese man fell from iron ore bulk carrier Cape Splendor, which was anchored off Port Hedland.

His fellow crew members were not able to rescue him. Rescue boats, including several Water Police boats, searched a 240 square kilometre area, 35km off shore, for two days

with no success.

It is believed that the victim was fishing off the gangway lower platform when a rogue swell hit the bottom of the platform dislodging the seaman who fell into the water. He wasn't wearing a lifejacket or had done a harness.

Shipowner, seafarer organisation should have role to enforce MLC compliance

The organisations of shipowners and seafarers should be given joint responsibility to enforce legislations such as the Maritime Labour Convention (MLC), said the president and CEO of Chamber of Shipping America.

"Governments are reluctant to criticise other governments. Therefore ship owner and seafarer organisations should have access to Article 22 reports to drive compliance," he said.

Article 22 reports are statutory documents that countries that have ratified MLC have to file with the International Labour Organisation (ILO) on compliance. The reports are only

available for ILO committee on experts.

"A representative of another country once told me: Your government ratifies nothing and enforces everything. My government ratifies everything and enforces nothing. We need to do more ourselves," he commented.

How true is the last statement about the governments' roles? Should the Shipowners and seafarers be given more responsibility to enforce the legislation? Does this mean the current arrangements don't work?

Ships with Fatigued Crew Unseaworthy

If a ship's crew doesn't receive enough rest while trying to keep up with a ship's schedule, there should be a regulatory framework under which the ship could be considered unmanned or unseaworthy, Law firm Clyde and Co claims.

However, there have been no reported judgments to form a precedent in order to back up an argument that a ship is

that is fatigued could be considered to be incompetent (temporarily), in that their mental and physical capacity to perform their duties is impaired. Therefore, the carrier could be viewed to have failed to exercise due diligence before and at the commencement of the voyage to properly man the vessel in breach of the Hague/Hague Visby Rules," the company said.

The majority of cargoes are carried pursuant to contracts of carriage that contain within them a Hague Rules type regime and hence, amongst other things, an obligation on the carrier to exercise due diligence before and at the commencement of the voyage, to properly man, equip and supply the vessel and to make it seaworthy.

A quarter of seafarers say they have fallen asleep while on watch, according to a research carried out. This is a result of working 85-hour weeks or more, despite regulations being introduced to combat this issue.

This is further facilitated by false record keeping and lack of enforcement. Fatigue has been determined as cause of considerable number of accidents at sea.

The international maritime community has been battling to resolve this issue for some time as previous regulations were open for individual interpretation by respective flag states.



unseaworthy as a result of seafarer fatigue, according to the law firm.

"It could be argued that a master, officer, or crew member

Ships with fatigued crew unseaworthy (cont.)

On 20 August 2013 new regulations came into force with the implementation of the Maritime Labour Convention 2006 (MLC).

The new batch of regulations has set minimum hours of rest benchmark which should not be lower than ten hours in any 24-hour period and 77 hours in any seven-day period.

Is this a fair argument and fair assessment? While the law firm has a point but isn't it a bit over dramatic to claim the vessel unseaworthy for a fatigued crew member? Do you think MLC requirement works?

Capt Reza R. Vind
Branch Master



WA Branch COMMA General Meeting Minutes 29th October 2014

Meeting held at the Flying Angel Club Fremantle and opened at 1830 by Capt. Heppingstone.

MEMBERS PRESENT: 23

Abernethy, Payne, Evelegh, Kiely, van Alebeek, Singh, Heppingstone, Oliver, Purkiss, Archer, Moran, Knight, Brooker, Silvester, G.Davey, Hildebrand, Gray, Huang, Cutter, Wenban, Feldman, Lagesse & Davies,

APOLOGIES:

As per notification for attendance list.

GUESTS: 1

Gus Hall.

MINUTES OF THE LAST GENERAL MEETING:

Circulated by email, presented at the meeting and accepted.

Gray / Purkiss

TREASURERS REPORT: *Presented by Mark Small.*

Cash Book balance for 23rd Sept 2014 -	\$44,176.50
Total Income for period	\$23,723.00
Total Expenses for period	\$19,244.18
Cash Book balance 27th Oct 2014	\$48,656.32

REGISTRAS REPORT

Summary of membership.

Life Members	2
Honorary Members	3
Ordinary Members	100
Associate Members	21
Retired Members	23
Total	149

MEMBERSHIP APPLICATIONS/ RATIFICATIONS

The following applications were read:

- Capt Kevin Stone (W.A.) ordinary member – fm previous meeting
- Capt Sebastian Locke (Melbourne) ordinary member
- Capt Eduardo Alcaez (W.A) ordinary member

General Meeting minutes (cont.)

FEDERAL REPORT

Given by Branch Secretary augmented by Allan Gray

Allan Gray advised the meeting of the latest developments regarding the COMMA Federal Congress to be held in Launceston in April next year. Federal Court had determined that this was to be organised to make enough profit in order to fund the next two Federal AGM's, although there would be substantial discounts for members. Topics included in this would take in modern requirements with shipping, such as technology and diversification.

GENERAL BUSINESS

The Deputy Branch Master emphasized that World Maritime Day needed considerably more support if it was to remain under the auspices of COMMA. Members should accept their responsibility as hosts for the occasion and be on hand to assist generally as well as manning the shop. On the Friday, there would be a careers day for schools' guidance officers which would be followed by an afternoon sail on Leeuwin 2 at which further career options would be given by specific members. Rod Silvester volunteered to provide some interesting shipboard artefacts from his marine antiques business for the COMMA stall.

Simon Moran urged members to indicate attendance at our next Annual Dinner which would be held at the Rose Hotel in North Fremantle on 28th February 2015.

Feed-back from the first of our two sponsored youngsters on the Leeuwin 2 was good, despite some home-sickness in the early part of the voyage, and she would be providing and presenting her report at a later date.

Feed-back was requested for the new Points West format.

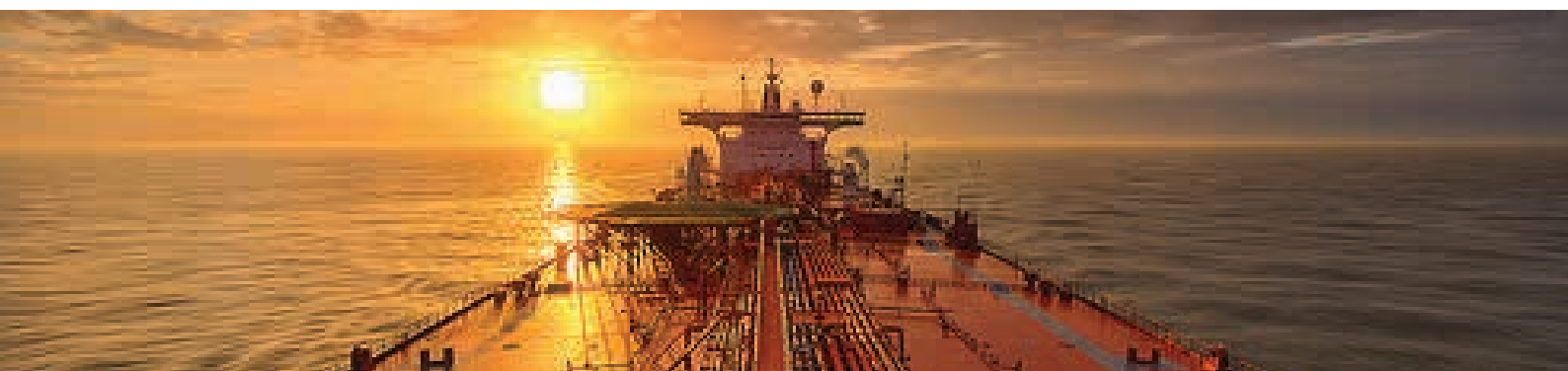
There would be a service in E Shed at 1200 on Sunday 2nd November to coincide with the departure of the original fleet for Gallipoli. The City of Fremantle had also invited members to attend the Remembrance Day Service at the Monument Hill Reserve on November 11th at 1045.

Pelican Point Sea Scouts were having a fund-raising breakfast at their headquarters on Sunday 9th November, with stocks of champagne for sale. Richard Purkiss also advised that they had a sponsorship programme under way to replace some of the piles on their jetty and it was suggested that the Court should consider putting some of the profits from WMD towards this.

Dai Davies recommended that members should show appreciation for the large input to the Branch over many years by Richard Purkiss, before he and his wife left for their new home in Sydney and members responded vigourously.

The DBM closed the meeting at 1930, after reading an article on pilotage.

After supper, Lynn Feldman gave an excellent power-point presentation on environmental degradation caused by marine organisms - with the eye-catching title of "sex in the seas". Her marine scientific qualification and her passion for the subject was obvious during this talk and the ensuing discussions. The DBM presented her with a COMMA plaque and she was congratulated by members present before her departure to take up a pilot's position with Trinity House in London.



WA Branch Court – 2013 / 14

Branch Master	Captain Reza Vind	9430 2110	reza.vind@amsa.gov.au
Deputy Branch Master	Captain David Heppingstone	9385 4583	dheppo@bigpond.com David.Heppingstone@capepreston.com
IPBM	Captain Steve Harris	0412928275	sharris@spooty.com.au
Hon Secretary	Captain Jeff Rogers	0408 930 217	hrjpbk@bigpond.net.au
Asst Hon Secretary	Captain Paddy J M Eveleigh	0419 916 567	peveleigh@hotmail.com.au
Hon Treasurer	Captain Mark Small	0417 096 062	msmall@ifap.asn.au
Branch Registrar	Captain Wim van Alebeek	9364 4658	W.vanAlebeek@optusnet.com.au
Branch Librarian	Captain John G Abernethy	9387 4374	Barbara.abernathy@bigpond.com
Sea-Going Warden	TBA		
Social Coordinator	Captain Simon Moran	0407 788 133	smoran@fremantlepilots.com.au
Technical Officer	Captain Rajiv Singh	0418 134 941	Rajiv.singh.m@gmail.com
Technical Officer	Captain Jeff Knight	0447 518 855	jeff.knight@farstad.com
Editor Newsletter	Leeuwin team	9430 4105	ceo@sailleuwin.com

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