



3 SHORT BLASTS

Just when you thought we were making headway...

THE OFFICIAL BULLETIN OF THE AMOU WESTERN AREA BRANCH

Dynamic Positioning Training now available in Australia

The Australian Maritime College (AMC) in Launceston, Tasmania has launched a new Dynamic Positioning (DP) Unit and will run both Basic and Advanced DP Courses. This is the first time that such training has been available in Australia. In the past all Australian DPO's had to travel to Lowestoft, London, Aberdeen or Singapore to undergo such training. Due to the structure of the Nautical Institute certification, this meant one trip for the Basic / Induction course and another trip for the Advanced / Simulator training with the relevant DP time in between.

With new classroom facilities and simulator room, AMC is the only training facility utilising the new 'K-Pos' Kongsberg DP equipment, which has superseded the 'SDP' generation of equipment. The courses are required to cover the theory of DP in a generic sense enabling DPO's to work on any DP equipment, however the practical application and demonstrations on the latest equipment is certainly seen as a major advantage.

AMC has taken a bold step from its usual policy of training up existing lecturers to teach these courses and has instead opted for experienced Senior DPO's who are currently working offshore, to deliver the training. DPO's who have obtained an Unrestricted DP Operators Certificate often comment on how their training lacked an operational perspective of DP operations. Appointing experienced Senior DPO's as lecturers will no doubt give students a more realistic preparation for life as a DPO. The courses have been well priced to be competitive with the closest training institution to Australia. Accommodation is also offered at AMC at very competitive rates.



Photo

The Australian Governor-General Quentin Bryce (far left) is pictured here with the AMC Search CEO John Foster (centre left) and DP lecturers Tim Newton (centre

right) and Matt Barney (far right), on her recent visit to AMC which coincided with the opening of the AMC DP (DP) Unit in January 2009.

The first course begins 9th March, 2009.

For more information and course bookings contact AMC Search

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Submitted by Roy Lewisson.

A Cadets Journey

My journey started in early February when I arrived at Fremantle maritime training centre, and met a group of 16 others as keen as me to start a career at sea, we arrived for class at 0800 to find our lecturer was not there, we waited about an hour and finally we got a lecturer, this was the groups first of many experiences of tafe's lack of organisation skills.

Towards the end of the course myself and a few other cadets who hadn't been picked up by a sponsoring company yet were starting to stress a little about the likelihood of finding a cadetship, we also had the decision to make as to whether we would like to begin our career offshore or in Bluewater. I chose offshore, but as the weeks rolled on and the phone calls to OMS, TMS, FARSTAD, ASP, Go Offshore and many more became a daily event and to no avail, I was starting to think my chances of picking up a cadetship in the offshore industry wasn't looking good and decided I will take anything that comes along. Fortunately for me I was picked up toward the end of the pre sea course by an offshore company.

My first vessel was working out of Broome. I joined it at the start of June, it was a small 59m AHTS that at the time was doing a supply run to the Willcraft, a jackup rig in the Scott Reef about 200nm north west of broom. I had 2 great captains on that vessel Ali kocatekin and Mark Deniston, who gave me a lot of practice at handling the vessel. Most of the crew were really good mentors, except one who I think just didn't like cadets he was a chief mate so unfortunately for me he was my training supervisor.

Next I joined a brand new AHTS that was working out of Darwin, doing a supply run to an oilfield called Bayu - Undan in the Timor Sea this was a really good experience because i got first hand experience with the vessels Dynamic Positioning, although it was only a DP1 vessel the experience was great.

After I payed off the vessel had some problems and returned to Singapore for dry-docking and repair, I was rather upset I missed out on the run to Singapore, but for my next swing my company flew me to Singapore to join it and bring it back down to Australia, upon crossing the line Capt Robert who represented Neptune king of the oceans protector of the seas guardian of the virginity of mermaids welcomed me to the hearty band of international seafarers after a pretty messy initiation ceremony.

I am now sailing on a 300m bulk carrier that is running iron ore from port headland to port Kembla then coal from Mackey to Japan and then back to port headland to pick up iron-ore for port Kembla I must say things are done a lot differently in the blue water. The accommodation is much nicer on blue water ships, but I definitely prefer the active life on offshore rig tenders, it suits me much more.

In my very short career at sea I have seen things, done things and been places not many 18 year olds can or ever will do.

Smooth sailing to everybody cheers.

Name and roll number provided.

ABARE REPORT HIGHLIGHTS OFFSHORE WA'S DOMINANCE

WESTERN Australia continues to lead the way in terms of major oil and gas development projects across Australia.

According to the latest ABARE report into major Australian minerals and energy developments, the largest petroleum project completed during the later half of 2008 was the \$2.6 billion North West Shelf project extension, adding a fifth (4.2 million tonne) LNG train on the North West Shelf.

This project coincided with the completion of the \$1.4 billion Angel gas and condensate field, also located in the offshore waters of Western Australia. Both projects are joint ventures between Woodside Energy, BHP Billiton, BP, Chevron Texaco, Shell and Japan Australia LNG.

Another major petroleum project completed during 2008 was the Vincent oil field, located north of Exmouth. The \$1 billion joint venture project between Woodside Energy and Mitsui will produce 100,000 barrels of crude oil per day at full capacity.

The Perseus-over-Goodwyn project, the Woollybutt oil field South Lobe expansion and the Kwinana LNG plant were listed by ABARE as major energy projects completed during 2008.

ADVANCED PROJECTS

By late 2008, there were six energy projects at an advanced stage of development in Western Australia worth a total of \$22.2 billion (advanced projects are either committed or under construction).

In terms of capital expenditure, Woodside's Pluto LNG project, which has announced capital cost of \$12 billion, is the largest commitment to a single project in Australia's mining and energy industry.

Pluto will have an annual production capacity of 4.3 million tones of LNG and is scheduled for completion in late 2010. The gas has been purchased under long term contracts with Tokyo Gas and Kansai Electric in Japan.

Other petroleum developments include the \$6 billion North West Shelf North Rankin B project; and the \$2.2 billion BHP Billiton/Apache Energy joint venture Pyrenees oil field, located 55 km north of Exmouth and scheduled for completion in early 2010; Apache's Van Gough oil field development, located approximately 53km north-north-west of Exmouth; and the Reindeer joint venture project between Apache and Santos.

Some 12 WA petroleum projects are currently on ABARE's "less advanced" list (either undergoing a feasibility or pre-feasibility study, or have not yet been subject to a final investment decision).

These include the major offshore Western Australia LNG projects of Browse, Gorgon and Scarborough.

Also significant is the North West Shelf Joint Venture CWLH expansion project. A feasibility study is underway for the project, which is proposed to commence in 2010. At an estimated capital cost of approximately \$1.8 billion, the project is expected to produce 60,000 barrels of oil per day and 35 petajoules of gas per annum.

Source: Oil and Gas Australia Journal – December – January 2008 – 2009 page 23.

Regards

Carl Young
Industrial Officer
AMOU – Fremantle

6 March, 2009.

LETTERS TO THE BULLETIN.

Well it finally happened, we have received a letter to the bulletin. This is more than welcome and although we reserve the sole right to publish, all attempts will be made to get your letters into the bulletin (note that any letters submitted that have dubious content will be returned with suggestions to make them suitable for publishing).

I would also like to take the opportunity to thank those of you who have contributed to this edition. These contributions will ensure that the bulletin will continue to be published and the more we receive the more frequently you will find a copy in your inbox.

Please send all your submissions to sec@amouwa.com. Cheers, Dan.

Hi Dan , and first thanks for all that you do for us members.

I do have a bit of a view that officers other than those that live in WA or get the chance to catch up with you at the airport don,t get much of a platform to air there concerns or generally discuss any issues. What I propose is that the AMOU starts a web forum where members can openly or anonymously forward there gripes , concerns or whatever and then accessed by all members with Internet availability. I also think this is a bit more democratic for if a member has an issue that my seem to them as important yet the delegate disagrees apart from attending a meeting how do you get your message to the rank and file.

One issue I feel is not being addressed is the sub standard nature of some of these new Asian vessels currently flooding the offshore, and not the accommodation and noise etc but real safety issues, I,ve sailed on 2 vessels where the stability criteria was wrong , the general arrangement plans seem to come of some generic plan , the fire fighting hoses and hose lockers are poorly made and placed , I could go on and on (don,t get me started on rescue craft davits).

If we had a web forum , all members could speak of there experiences , you could log on using your member number , and I am sure that once up and running that our membership would increase when our comrades see and experience the positive way that cyberspace can influence our industry.

As an example , check out www.triumphrat.net where different models and discussions could be transposed to different industries or issues . Thanks for your time , Steve Dunn 16960