



3 SHORT BLASTS

Just when you thought we were making headway...

THE OFFICIAL BULLETIN OF THE AMOU WESTERN AREA BRANCH

BHAGWAN MOVER ON THE MOVE

Bhagwan Marine recently accepted their new build 48 metre landing barge, the Bhagwan Mover.



It was delivered to Dampier from Piasau Slipways in Miri, Sarawak, MALAYSIA. AMOU members, Phil Lansbury in command and Anthony Ruddy as C/O were an integral part of the delivery crew.

Bhagwan employees began joining the vessel on the 6th of April and the process of putting a new vessel into service began. First impressions were very good – she is one of the largest landing barges to come into service on this coast for many years, the last big one being the Java Transporter during the early 90's. I joined the vessel as a supernumery advisor with the new Master, Richard Rees on Easter Sunday. The past week has been enjoyably exciting for me and a completely new experience for Richard and his crew.

Crew accommodation is of a very high standard. The Master, Mate and Chief Engineer have single cabins and there are three two berth cabins for the remaining crew. At this time she is manned with a crew of seven, with a First Engineer and

three seamen filling the other berths, leaving two berths spare. Each cabin has its own ensuite facility and all cabins are fitted with TVs and DVD players.

Coming into service for Chevron on the Dampier Barrow Island run, in the lead up to Gorgon, Bhagwan Mover is capable of carrying 7 articulated trailers, with room left for smaller cargo forward. Container twist lock points are fixed in the main cargo deck giving her the ability to carry 20, 20 foot containers in two tiers. The bow gate is wide enough to allow containers to be loaded from the ramp by forklift. In this configuration, there is room either side of the containers for other cargo such as smaller offshore containers or light vehicles. Cargo is protected by high bulwarks. Tanks for client fuel and potable water allow for a variety of cargo modes.

General dimensions are:

Port of Registry –	Fremantle
Classification Society –	Bureau Veritas
LOA	48.47 metres
Moulded Breadth	12.8 metres
Moulded Depth	3.2 metres
Gross tonnage	619 tonnes
Net tonnage	185
Designed draft	2.4 metres at 1106 tonne displacement
Deadweight	489.4 tonne

The vessel is fitted with twin screws driven by Cummins 640HP, KTA19-M3 engines which give her a service speed of about 10 knots. Sometime in the future her manoeuvrability will be enhanced by the fitting of a Voith Schneider bow thruster. The compartment with engine is ready – just waiting on the thruster component.



In the lead up to the Gorgon project getting fully underway, Bhagwan Mover will be restricted at times by limited tide windows at WAPET landing, however once a dedicated MOF is built at the Gorgon lease she will prove an extremely useful vessel. Like all new vessels there are some minor faults to be overcome, but overall she impresses as a well found vessel which should provide her owners with exemplary service in the years to come.

I feel privileged to have been part of the process of bringing her in to service and assisting her new crew learn the art of deliberately running aground.

Fred Lawrence
Roll number 11845

MV DUKE

On April Fools Day two AMOU members onboard the MV Duke refused to give orders to let go the vessel unless an outstanding occupational health & safety (and some other issues) were resolved before the vessel left the coast.

The MV Duke tied up in Darwin on 1st April prior to sailing to Singapore. A crew change was scheduled to take place in Darwin & the incoming Norwegian master was renowned for not standing a watch. The 2 Australian Officers approached the incoming Master to confirm if he would not stand a watch. He confirmed that he would not & that the Australian Officers would be doing 6 hour watches.

The Officers then informed the Master that this was an occupation health & safety issue as well as in breach of their Collective Agreement. They withdrew their labour & also notified OMS of a 3 month outstanding shorthand claim (for the Officers on the opposite swing) & hardlay claim of \$100 per day.

The AMOUs Fremantle based Industrial Officer Carl Young was informed and after some intense negotiations between OMS, the client & Carl a settlement was reached. The shorthanded claim was paid to the 2 Officers on the opposite swing and the hardlie claim of \$100 per day were paid with the Norwegian Officer agreeing to conduct a watch. If he didn't the 2 Australian Officers would be paid shorthand based on the Masters rate.

Carl said: "It was great to see 2 of our blokes prepared to stick up for and support the other Officers over this shorthand claim. They didn't have to but on a matter of principle they did. It was great stuff."

Megan, who was onboard the Western Triton in Fremantle, was informed of the successful outcome of the negotiations regarding the shorthanded & hardlay claim on 2 April. The other Officer was also advised of the outcome.



Jaques and Ted onboard the MV Duke.

ISM CODE LIABILITY.

This article was sent in from a member. Not certain of the source of the article, so my apologies to the author.

A Scottish court has fined the captain of an offshore supply vessel for allowing crew members to return to his docked ship against the rules set down in the vessel's safety management policy and the ISM Code. The ruling related to an incident in 2007 when Captain Alexander Phimister was master of the offshore supply vessel Vos Viper. The ship arrived in Lerwick Harbour on 15 November 2007 to carry out repairs to the radio equipment. The repairs were delayed and so the ship remained alongside. The following evening, the

16 November, Captain Phimister went ashore with the second engineer George Mains and the Chief Officer Gordon Buchan to celebrate his birthday at the local pub. Whilst they were there they met some other members of the crew.

The party returned to the ship at around 0100 hours, where Chief Officer Buchan went to make a cup of coffee and fell down the stairs and tragically died as a result of his injuries. The subsequent post mortem showed that he was more than three times over the statutory alcohol limit of 35 microgrammes of alcohol in 100 millilitres of breath.

In passing sentence Sheriff Napier said: "Even though the vessel as docked, it was your responsibility to ensure that safety policies were complied with. You knew he was drunk when he boarded, you knew he was drunk and he died." The Maritime and Coastguard Agency's Tom Robinson said: "The company had an established safety management policy that banned those that had been drinking to excess coming aboard. Through his own example Captain Phiminster failed to ensure this was complied with and tragically on this occasion someone died. The sentence today

should send a clear message that those in charge of a vessel have a duty to ensure regulations and requirements are upheld, particularly those that are there for the safety of all onboard."

However, a spokesman for seafarers' union Nautilus said that the Union was "deeply disturbed by the implications of this ruling". "As a judgement the Court raised more issues than it answered. What would have happened if the man had been left on the dock?" The master is a Nautilus member and was represented by the Union's lawyers. They put before the court the issues involved and the argument that allowing the man on to the vessel where there were crew members who not intoxicated was the safest option. The union also said the case left unanswered the possible criminal liabilities of a port facility that allows entry to premises to drunk seafarers. Nautilus said it will continue to work to resolve the many unanswered question raised by the case.

LETTERS

Bhagwan Letter to Fred

On behalf of myself and crew, I'd like to thank Fred Lawrence for his wonderful assistance in getting Bhagwan Mover's operations started. Fred's experiences of operation in these waters was an enormous help with our pilotage, and the art of "deliberately running the ship aground." Of course Fred freely admits that he first served on the Ark, and was doubtless there when Noah ran aground on Mt Arrarat. That he has been doing it ever since was evident in the thoroughness in which he guided us. The Barrow Island crew refer to him affectionately as "Submarine Fred", which I believe was due to his Naval experience and associated bearing, not his ability to overdo the "deliberately running aground" bit. Fred was a pleasure to have aboard and sail with, and a great help in our safety and cargo procedures too. Captain Fred, we salute you. Thanks mate.

Richard Rees and the crew of the Bhagwan Mover.

From MV Duke Members.

G'Day Carl,

This email is just to give you a written 'thank you' from us for the tremendous work you did for us regarding the several claims aboard MV 'Duke'. There is no doubt in our minds that we would not have achieved success in our claims without your efforts. We were very impressed with your quiet efficiency, as well as your knowledge of various legal issues that were quite foreign to us.

We strongly believed from the start that our claims were valid and fair, and we were proved right when the client dissembled so quickly. That the industrial action we took was also instrumental in assisting the claims of

two of our fellow members was a source of pride and pleasure.

This incident proves conclusively that industrial action, at the right place and time, is a very effective way of reaching a satisfactory conclusion.

Again Carl, Thank you so much.

Best regards

Ted Pretyman - Chief Officer MV 'DUKE'

Jacques Millette - Second Officer MV 'DUKE'