

193 AUSTRALIA - Product - Amendment to Seafarers Handbook for Australian Waters AHP20

Australian Maritime Safety Authority , Marine and Safety Tasmania , Mid West Ports , Quadrant Energy

Chapter 9 - pages 173 to 174

Replace pages with accompanying block

Chapter 12 – Burnie Pilot Boarding Ground - page 248

Delete 41° 01.62'S, 145° 57.19'E*Insert* 41° 00.0'S, 145° 58.7'E

Chapter 12 – Geraldton website address - page 256

Delete www.gpa.wa.gov.au/shipping_information.aspx*Insert* www.midwestports.com.au/shipping_information.aspx

Chapter 12 – Varanus Island chart and ETA - page 258

Delete Aus 62*Insert* Aus 742*Delete* 96 hours*Insert* 96, 72, 48, 24 hours

Chapter 12 – Stag (Dampier Spirit) ETA - page 265

Delete 96 hours*Insert* 96, 72, 48, 24 hours

Chapter 12 – Van Gogh (Ningaloo Vision) Position, phone number and email address - page 265

Delete 21° 24' 9S, 114° 5' 15E*Insert* 21° 24' 12S, 114° 5' 18E*Delete* +61 8 6218 7391*Insert* +61 8 6218 7138*Delete* Ningaloo.MarineSup@quadrantenergy.com*Insert* Ningaloo.MarineSup@quadrantenergy.com.au

10. Further advice can be obtained from the Antarctic Pilot (NP9) and by contacting the Australian Antarctic Division during voyage planning. From experience, they can advise on many aspects of Antarctic waters operations.
11. The International Code for Ships Operating in Polar Waters (Polar Code) is a mandatory international instrument developed by the International Maritime Organization (IMO) and sets out requirements for the design, construction, equipment, operation, training, search and rescue and environmental protection matters for vessels operating in polar waters. Australia has implemented the Polar Code requirements through Marine Orders 53, 91 and 96 (see Ch.7 - Marine Orders - Australian Maritime Safety Authority). The Polar Code can be downloaded at the following website:

Website:	www.imo.org
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9.13 Confidential Marine Reporting Scheme

1. The Marine Investigation Unit of the ATSB operates Australia's Confidential Marine Reporting Scheme (REPCON) under the *Navigation (Confidential Marine Reporting Scheme) Regulations 2004* (Cth).
2. REPCON is a voluntary confidential reporting scheme. It allows any person who has a marine safety concern to report to the ATSB.
3. Matters which must be reported under a mandatory reporting scheme should not be reported under REPCON. This will not discharge your reporting obligations under a mandatory reporting scheme.
4. The following are examples of what may be reported:
 - a breach of safety procedures
 - poor ship maintenance
 - inadequate crew language skills
 - inadequate training of crew
 - defective fire prevention, detection or extinguishing devices
 - unsafe engineering operational and maintenance procedures or practices
5. The following are not reportable safety concerns and are not guaranteed confidentiality:
 - a serious and imminent threat to a person's health or life
 - terrorist acts
 - industrial relations matters
 - a serious crime
6. When dealing with reports, any reference to, or any information that might identify a reporter will be removed to 'de-identify' the report. The 'de-identified' information may be forwarded to AMSA or be used to issue alert bulletins or information briefs to the marine community. Reviews of information from reports will be published and the effectiveness of the scheme will be periodically assessed.
7. Reporting forms may be obtained and completed by telephone. In addition, forms for reporting online are available from the ATSB's website.

Website:	www.atsb.gov.au/voluntary/repcon-marine.aspx
Telephone:	1800 020 505

9.14 Collecting Weather Observations at Sea

1. The Australian Voluntary Observing Fleet (AVOF) is a fleet of Australian and foreign owned ships that have been recruited by BOM to record and transmit weather observations whilst at sea. These ships operate mainly in the Australian area and form part of the much larger global Voluntary Observing Ship Scheme (VOS) of about 7000 vessels.
2. Ships recruited into the AVOF are equipped with meteorological instruments supplied by the BOM and also receive stationery to record the observations. The observations, which are valuable for analysing weather systems and helping to formulate forecasts and warnings, are sent free of charge from the ship through Inmarsat.
3. For further details about the VOS, visit the Joint Commission for Oceanography and Marine Meteorology (JCOMM) VOS website or contact the Marine Operations Group of the BOM.

Telephone:	+61 3 9669 4000
Website:	www.bom.gov.au/jcomm/vos/

9.15 Big Ships, Little Boats

1. Recreational vessels have a responsibility to stay well clear of large vessels. Small craft are prohibited from impeding the passage of big ships in channels.
2. All boat operators should take note of the following:
 - big ships operate at all times of the day and night
 - ship speed can be deceptive, they may travel at speeds in excess of 20 knots
 - ships can weigh up to 100 000 tonnes or more - unable to stop or change course suddenly and will travel a long distance before stopping
 - ships blind spots can extend for many hundreds of metres ahead
 - ships' bow waves can swamp a small boat hundreds of metres away
 - sailing vessels do not have right of way, for example, over ships restricted in their ability to manoeuvre
 - a ship may sound five or more short blasts on its whistle if it believes you are at risk of collision. Small vessels must take evasive action immediately

9.15.1 Transit only zones

1. A transit only zone is a regulated area of water in the vicinity of a commercial shipping channel or fairway. Small boat operators must not anchor, moor, drift or engage in fishing activities within a transit only zone.
2. The purpose of designating a transit only zone is:
 - to avoid potential collisions between small boats and large commercial ships
 - for the safety of small boat operators and their passengers
3. More information on Big Ships and Little Boats can be found on the State Authorities websites (see Ch.2 - State Authorities for web addresses).