

Fixed Premium
Insurance from North

Sunderland
Marine

Southern
Star

Forward Focus

Recovery of
Australia's
seafood
industry

FIRST EDITION:
MAY 2021

sunderlandmarine.com

Sullivans Cove, Hobart, Tasmania

Welcome to Southern Star!

Hello and welcome to our first edition of Southern Star.

Although the un-precedented challenges of 2020 still continue, we hope that 2021 will produce some closure and allow us to fully focus on our wonderful seafood industry. Service industries such as ours are fortunate to have maintained excellent continuity in working from home but we are very sympathetic to the wider financial and physical difficulties our Insured have faced. When your office is a fishing vessel or fish farm there is no 'work from home' option. We also know there have been tremendous market challenges and some ingenious solutions with respect to selling your harvest.

Challenges encourage us all to evolve alternative strategies. As the Australian seafood industry is forced to develop new outlets and supply chains, it will also build redundancy against single market dependence and acquire better protection from the fallout when such markets are closed in future. It is important to remember that Australia produces some of the best seafood in the world and that demand for this will only continue to grow.

North apply this same philosophy to our Insured's claims. We have a dedicated risk management group that analyse loss events and from lessons learnt, try to identify best practices that can be shared for everybody's benefit.

In this Newsletter we have rounded up a few such articles written by our in-house experts based on our experiences, that we hope you will enjoy reading. We would also like to hear your thoughts on this edition and your ideas for future content so please don't hesitate to get in touch.

Our email is: australia@sunderlandmarine.com

Best wishes,

Chris Kennedy

Chris Kennedy

Australia Manager



Chris Kennedy has been with Sunderland Marine for more than 30 years, starting out as an aquaculture risk manager for the company, originally based in Scotland. In 1995 he relocated to New Zealand, working in the office there until moving to Melbourne as Manager in 2012. He has a comprehensive background in fisheries and aquaculture with experience embracing both sides of the Tasman.

Guide for fishing vessels returning from lay-up



After weeks or even months in lay-up during the COVID-19 crisis, an increasing number of fishing vessels are preparing to resume operations. Attention to detail during recommissioning will pay dividends, advises Sunderland Marine Risk Management Surveyor Alan Ure.

Vessel inspection inevitably includes its share of box-ticking but there are specific areas that the experienced inspector knows demand special attention. In the same way, vessels coming out of lay-up undergo a set of standard checks, but some details require extra scrutiny.

Some steps are self-evidently necessary before any mothballed vessel re-enters service: safety equipment – including life rafts, life jackets, personal beacons, flares, man-overboard smoke floats and first-aid kits – should be checked thoroughly, especially for service and expiry dates.

However, with more and more fishing vessels laid-up as a result of the coronavirus pandemic now being considered for reintroduction to service, there are good reasons to give additional attention to the condition of fuel systems, for example. To help ensure that the system remains in good working order after period of lay-up, water and sediment need to be drained from the tanks, while the 'sediment' bowl should be drained and cleaned.

New filter elements and engine-mounted fuel filters should also be fitted, with the tank full to reduce the risk of condensation and bacterial growth, using an additive in accordance with the machinery manufacturer's specifications. Running the engine is also advisable, to bleed fuel through the filters. Check that all filler caps are fitted, sealed and secured.

But fuel systems are not the only areas where extra care is recommended. Batteries should be fully charged, and their fluid levels checked, while electronic equipment, such as navigation and communication systems, should be powered up and tested to assess its condition.

Again, in the freshwater cooling system, the right combination of water and anti-freeze is needed to protect against internal corrosion, which is why manufacturer specifications recommend corrosion inhibitors. In sea water systems, inactivity can render rubber impellers brittle and prone to failure or cause the impeller blades to take on the folded shape of the cam – this can greatly reduce pump efficiency. Rubber impellers should be replaced if left unused for extended periods.

Clearly, responsible owners whose vessels are on the verge of departure will not need reminding to consult or check with the harbour office (traffic-wise) for clearance to do so for abnormalities within the harbour that could damage the hull.

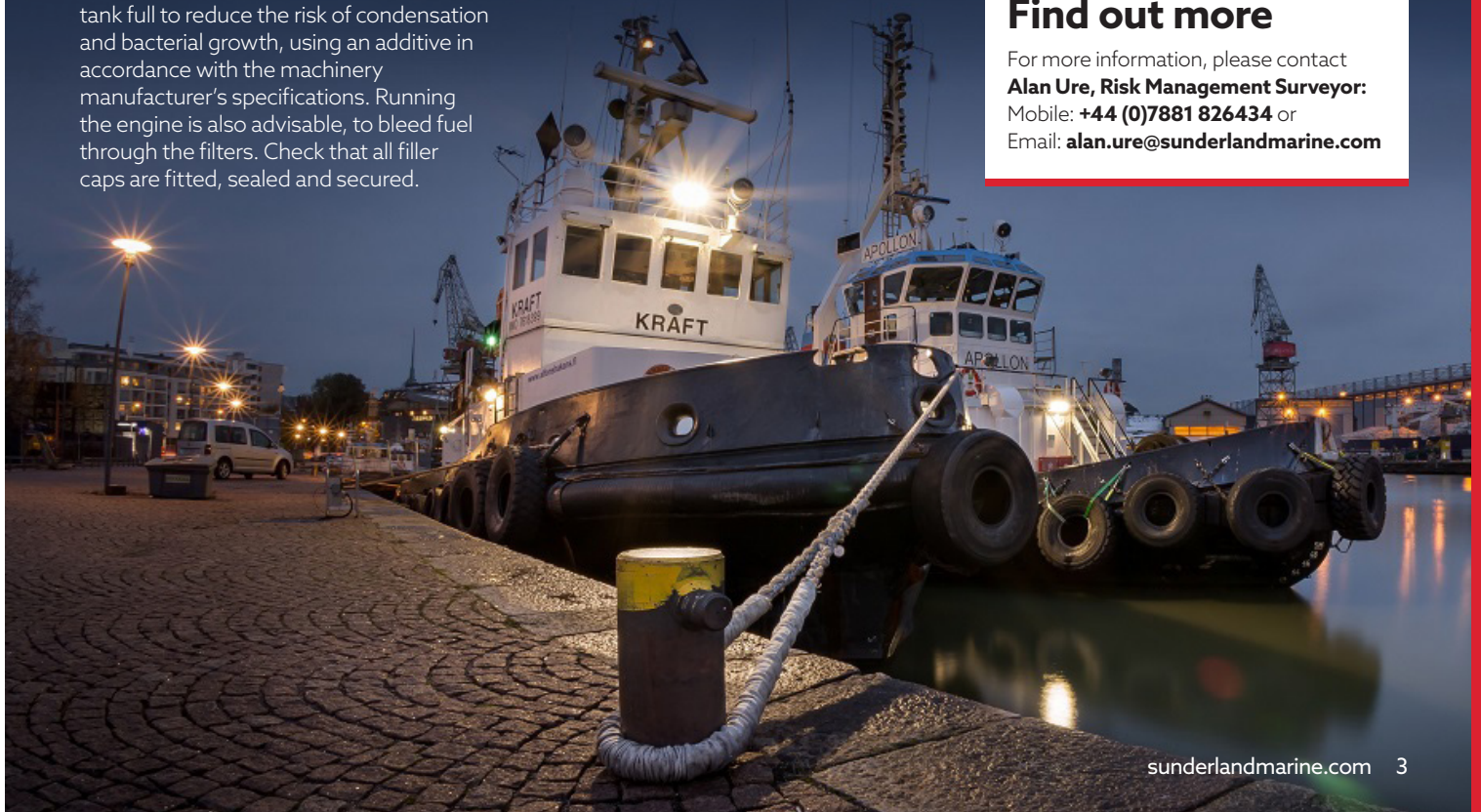
However, before doing so, they are advised to take other proactive steps, including;

- clearing bilges of debris, equipping all pumps for immediate use and testing the bilge alarm manually;
- draining the engine/gearbox oil to remove impurities, replenishing the oil and filters and operating the engine and gearbox to distribute the clean oil through the system;
- thoroughly checking the internal shaft seal arrangement of the stern gear for condition and any trace of seawater ingress;
- operating the steering system, checking its oil levels and lubricating mechanical steering, rudder linkages and rudder post tube; and lubricating deck machinery.

By following the above guidance, owners can help to ensure that their vessels return to service safely, resuming fishing operations with reduced risk of additional enforced downtime.

Find out more

For more information, please contact
Alan Ure, Risk Management Surveyor:
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Email: **alan.ure@sunderlandmarine.com**



Keeping new crew safe



Loss Prevention Executive, Alvin Forster, looks at how training of a new crew member can start before they even join the vessel and the other steps that should be taken in order to prepare new crew to work as safely as possible.

It'll come as no surprise that a fair chunk of injuries involve new and inexperienced crew. It stands to reason why they will be more likely to be involved in an incident; it takes time to become familiar with all the dangers that are present in a tough working environment.

"Teaching someone to stay safe is time well spent."

It is of course impossible to teach a new crew member everything before taking up duties. This learning takes time and relies on the teaching and guidance from the more experienced crew. The first things the experienced crew should pass on are the basics of staying safe when working on deck and making sure the new joiner is a help, not a hindrance in an emergency.

In an industry where so much of the learning process is on-the-job, what can owners and skippers do about this?

Prior to joining

Is there anything you can give to new joiners to read before they actually join the vessel? This might include your policies on health and safety or drugs and alcohol. Or perhaps some simple 'dos and don'ts' that reflect what standards and behaviour you expect on your boat?

A handy checklist

It might be useful to create a familiarisation checklist. See our new joiners' guide, "Safe Out, Safe Home", for some ideas:

sunderlandmarine.com/latest/all-publications

Show them the ropes

A crew member's first day is very important for safety learning. It's easy to overwhelm someone new, so think about what the essentials are and what can wait a little. For example, before sailing make sure the new crew member knows his emergency duties: how to raise the fire alarm, the location and use of life saving appliances etc. Before taking up work duties, does the crewmember understand which PPE to use and when to wear it?

Having the more experienced crew talk the new member through the risk assessments for the jobs he will be doing could be helpful. They should explain what to expect, what can go wrong and how he can protect himself. An inexperienced crew member might not know he mustn't stand near the net when it's moving, or to stand in a bight.

Also, does your vessel introduce unique or less obvious risks that an inexperienced fisherman might not immediately recognise, such as ammonia refrigeration equipment?

This does require the help from the rest of the crew. New joiners will rely on the wisdom of the old hands to show them these basic tasks. Time is of course tight, and people are busy, but teaching someone to stay safe is time well spent.

Emergency drills

It's very easy to fall into the trap of treating emergency drills as a tick-box exercise, but these can be very effective ways for new crew to learn about simple acts that could save people's lives, such as firefighting, rescuing a MOB and launching liferafts.

Get new crew members involved and let them get hands-on experience of using emergency equipment. Familiarity breeds confidence and this could make the difference if emergency action is ever needed.

By Alvin Forster

Loss Prevention Executive

Find out more

We have some simple safety training material on our website that is free to download. **Read more:**

sunderlandmarine.com/latest/publications

New vessels 2020/2021



Hulk Barge (above)

A 39m feed barge built for Huon Aquaculture by Crisp Brothers Haywards Yard, Margate, TAS

Mira Š (top right)

A 24-metre tuna longliner built by CTB Industries, Kooragang Island, Newcastle, NSW

San Hamana (right)

A 28m feed barge for Sanford, NZ, built by Crisp Brothers Haywards Yard, Margate, TAS



Above: (L-R) Kevin Chillman, Project Manager at Haywards Yard, with Chris Kennedy of Sunderland Marine.

Rock lobster lottery



Guest Article from Institute of Marine and Antarctic Studies (IMAS)

While COVID-19 has delayed our Tasmanian rock lobster tag lottery this year, we managed two \$125 prize draws and the annual grand prize draw of \$500.



IMAS runs the bi-monthly tag lottery as an incentive for commercial and recreational fishers, processors and the broader community to report the tagged rock lobsters they recover and contribute to research into the size of stocks and sustainable harvests.

At IMAS, we tag around 15,000 rock lobsters each year and tag-recapture data is an extremely important part of our research effort.

Our research focuses on improving the production and management of Tasmania's rock lobster and giant crab fisheries, and covers issues such as improved understanding of biology, the ecological effects of fishing, estimating the size of stocks, evaluating different management strategies and improving economic yields.

Have you caught a tagged fish?

Go to our [IMAS tagged fish page](#) for everything you need to know about reporting your catch and entering our rock lobster tag lottery.

For every tag you report, you'll receive an entry into the tag lottery and go into the annual grand prize of \$500 from Sunderland Marine Insurance. We'll also send you information about when, where and what size the rock lobster was when it was originally tagged.

Find out more

If you're not sure how to measure or tag your lobster, DPIPW has simple instructions on their website:

dipw.tas.gov.au/sea-fishing-aquaculture/recreational-fishing/rock-lobster-and-crab/measuring-marking-and-sexing-rock-lobster

Prepare to be alarmed



Alvin Forster, Loss Prevention Executive, explores the issue of fatigue and how a watch alarm can help to prevent serious incidents, when used correctly.

We at Sunderland Marine insure fishing vessels all around the world and everywhere has one thing in common – fishermen get tired.

Whether you fish in Australia, New Zealand, the USA or the UK, the hours are long, weather is volatile and the work is physical. Fatigue is a serious risk. If fatigue is not properly managed, the chance of falling asleep whilst on watch in the wheelhouse is high. Unfortunately there have been a number of fishing vessel casualties that led directly from falling asleep at the wheel – most commonly groundings.

Tackling fatigue is a big subject on its own. It's not just about feeling sleepy after a hard couple of days – the cumulative effects are just as damaging. But an effective means of stopping you from dropping off at the wheel is the watch alarm. It's important to remember that a watch alarm does not prevent tiredness or alleviate fatigue, but the findings of a number of fishing vessel incident investigations have noted that if used properly, it can prevent a catastrophic collision or grounding.

Different rules apply to different parts of the world, so it might not be compulsory to have a watch alarm fitted to your vessel. It could, however, prove to be a worthy investment, particularly on those vessels where there is only one person on watch during the night and the conditions are conducive to sleepiness.

However, just having a watch alarm installed is no guarantee of safety. Clearly it has to be switched on and set up with the appropriate time interval. For example, in 2017 an Alaskan fishing vessel ran aground when the skipper fell asleep. The watch alarm was operational but the skipper failed to reset the interval to 3 minutes – as was usual during the night – from 10 minutes which was the interval used during daylight fishing.

Location of the watch alarm is important too, as highlighted in the 2010 UK MAIB investigation report on the crabber Kerloch. The report considered the watch alarm was ineffective as the 'silence' button was too close to the skipper's chair – perhaps like a snooze button on an alarm clock. If the alarm is activated, it should mean that the person on watch has to physically get up and accept it.



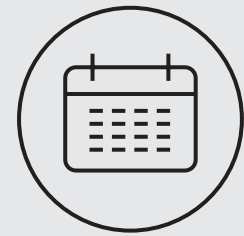


Our claims team see all too many grounding incidents which could have been averted if there was a fully operational watch alarm. It's tempting to say the takeaway messages from all this is that if you don't have a watch alarm, think about fitting one; if you have one already, make sure its switched on; and if it is switched on, make sure the interval is appropriate and crew know how to use it. But it shouldn't detract from the principle of 'prevention is better than cure' – managing fatigue in the first instance is key. Watch alarms are your safety net.

Find out more

To learn more and read other health & safety guides, search 'safety' on:

sunderlandmarine.com



See some of you at the Seafood Awards Tasmania



Above: Chris Kennedy presenting the Large Enterprise Award at the last event

The Tasmanian Seafood Awards showcase the Tasmanian seafood industry, its value to the State economy, its professionalism and its commitment to supplying some of the finest seafood in the world to the local, national and international markets.

Find out more at tsic.org.au

2021 Events

We hope to attend more events throughout the year and will keep you updated via our social media channels as they are confirmed. If you're not following us already, search 'Sunderland Marine' on Twitter and Facebook to see the latest from our offices around the world.



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