Australian Shipowners Association

House of Representatives
Standing Committee on Transport and Regional Services

Inquiry into Maritime Salvage in Australian Waters

Submission from:

Australian Shipowners Association

APRIL 2004

The Terms of Reference

The committee is inquiring into and reporting on the impact of the Productivity Commission Report on the Economic Regulation of Harbour Towage and Related Services in respect to the nation's ongoing capacity to provide a defined level of salvage capability and cover for all Australian waters.

One of the key messages from the Productivity Commission Report was that:

> "The provision of salvage services need not be adversely affected by efficient pricing and provision of harbour towage." [1]

The basis of the submission of the Australian Shipowners Association (ASA) is that the Productivity Commission Report is unlikely to have had any substantive impact in respect to the nation's ongoing capacity to provide a defined level of salvage capacity and cover for all Australian waters.

ASA argues that provision of salvage capability is in two parts:

- the existing situation in which salvage capable vessels are privately owned and operated and are for most of their time engaged in harbour towage work. The availability of such capacity has in the past been adequate to deal with maritime casualties that have occurred in and around Australia, but could now be regarded as deficient since two salvage-capable tugs have been removed from Australian ports, namely Brisbane and Melbourne, leaving only one salvage-capable vessel in each of those ports, and

- a perceived requirement for further salvage capacity in excess of that which is currently provided by private operators. The ability of privately owned salvage capability has been such as to deal with maritime casualties satisfactorily; any additional capacity must be required for public policy, not commercial reasons and as such should be funded by government.

[1] Productivity Commission – Economic Regulation of Harbour Towage and Related Services – Inquiry Report Report No 24 Commonwealth of Australia August 2002 page xx.

The Existing Situation

Salvage-capable towage vessels are currently made available in Australia by private operators in some Australian ports, most notably Melbourne, Sydney, Fremantle, Gladstone, and Brisbane.

Salvage-capable towage equipment is dispersed between ports by private providers of such equipment according to the commercial judgement of the operator in achieving acceptable returns on investment in such equipment.

The dispersion around Australian ports of salvage-capable equipment is not necessarily aligned with public policy requirements for salvage-capable equipment. Salvage capability of equipment should not be seen as the single criterion for avoidance of marine casualties: salvage capable equipment performs emergency towage work as well. Indeed it is a truism that today's emergency towing job would have been tomorrow's salvage job.

ASA is not aware of any public funding for the provision of salvage-capable equipment in Australian ports.

Harbour towage charges in ports where salvage-capable tugs as well as dedicated harbour towage tugs are provided are said not to cross-subsidise the greater capital requirement for salvage-capable towage equipment or specialist training for operators of such vessels.

Salvage capability requires greater capital investment. Salvage capable vessels have a higher gross tonnage ie, they are physically larger, than harbour towage vessels. The salvage capability requires larger vessels because:

- more, and more extensive, crew accommodation is required (10 on outside salvage work compared to 3 for harbour towage work);

- the vessel is required to possess acceptable sea-keeping characteristics in "outside" (ie ocean-going) conditions compared to protected waters in harbours and rivers; and

- the vessel is designed in such a way that the full bollard-pull capability can be utilised in its full range of manoeuvring characteristics compared to the less rigorous circumstances in which harbour tugs operate.

Salvage Incidents

An analysis of reports of the Australian Transport Safety Bureau[2] indicates that it is only relatively rarely that salvage-capable vessels become involved in a full-scale salvage operation. This is primarily because such incidents are often averted before becoming full-scale salvage operations: as noted above, an emergency towing job today might have been a full-scale salvage job tomorrow.

Also, compared to the number of ship movements in and around Australia's ports and coast line, salvage incidents are relatively rare.

Full-scale salvage operations may be relatively rare for a number of reasons:

- Vessels do not often get themselves into situations from which they cannot extricate themselves

- When vessels need assistance, assistance is most frequently in the form of emergency towing or in the form of tugs standing by ready to provide assistance if required (eg *Ming Mercy*, *Aurora Australis*)

- When assistance is required to prevent loss of life, loss of cargo, loss of the vessel and/or to prevent damage to the environment, full-scale salvage capacity is required (eg *Iron Baron*, *Bunga Taratai Satu*)

- There are occasions when emergency towing has been provided by offshore supply vessels (eg *Kirki*, *Nella Dan*)

The issue is providing a salvage capability that is suitable for the worst reasonably foreseeable circumstance to provide defence against loss of life, the vessel, cargo or damage to the environment.

The provision of emergency towing capability may require harbour tug capacity if within confined waters in close proximity of the port to which the vessel is to be towed, or alternatively salvage tug capacity if in open waters.

The equipment required to take a large vessel in tow in the open seas could not normally be carried in a harbour tug. The harbour tug's personnel would not necessarily be trained in open sea towage techniques, nor would the harbour tug provide reasonable accommodation for the crew required: accommodation needs to be more extensive in a tug that may be required to be at sea for days or weeks whilst the vessel to be towed is reached, made fast and towed to the intended destination.

An important point to note is that salvage capability is made up of experienced, competent, well trained personnel as well as well-found and suitable equipment.

It should be noted that engagement of salvage-capable towage equipment in full-scale salvage operations is the exception rather than the rule. ASA understands that

[2] Attachment A sets out salient details of most maritime casualties which have been the subject of ATSB reports since 1983.

salvage-capable towage equipment undertakes a wide range of tasks other than full-scale salvage and harbour towage.

The existing salvage capable tugs form part of the fleet of major towage providers, most notably Adsteam Marine.

It is important from a user's perspective that the additional costs associated with the purchase of a salvage-capable tug over a standard harbour duties tug, are not subsidised by the port users. Those additional costs must be paid for by the salvage and emergency response revenue of the operator's business. This is to ensure competitive port towage tariffs and ensure the viability of that section of the operator's business.

But when a towage operator has both harbour service and salvage-capable tugs operating in the one port, that operator maybe at a disadvantage when it comes to competition. If an alternate operator wanted to compete in that port with only cheaper, harbour-classed tugs, he is advantaged by the lower operating costs of his fleet. While this is fine for the particular port, it may not be in the national interest.

As a result, it is not hard to envisage a situation where the operator providing salvage capability, is forced to move towards only operating harbour tugs in order to continue to compete.

The result would then be a loss of salvage-capable tugs in ports where such vessels have traditionally been made available. Such vessels have played a leading role in some of the most serious – if not always spectacular, salvage operations. Examples are *Iron Baron* (Bass Strait), *Berlin Express* (Port Phillip Bay), *Bunga Teratai Satu* (Great Barrier Reef), *Jodie F Millenium* (New Zealand).

It is important to note that it is in the ports where salvage-capable harbour tugs are provided by private operators that sufficient units of harbour tugs are available in the port or nearby (eg Geelong and Melbourne, Port Botany and Sydney). This volume of equipment allows – at least theoretically, tug(s) to be released from the port for salvage work without leaving the port critically short of harbour tugs. This is an important distinguishing feature between ports where salvage-capable towage capacity already exists and is still commercially viable and ports in which salvage-capable tugs do not exist.

But just because a salvage capable tug is present in a port, does not mean it can be easily released to perform salvage work. This requires either back-up equipment to be made available by the existing port provider or cooperation from the port authority to release the tug. The latter point can be problematic as the port authority would want and need the port to continue to operate, regardless of the emergency for which the salvage-capable tug needs to be withdrawn.

If it is in the major ports where back-up equipment is likely to be available, the Productivity Commission need not be concerned that subsidisation of salvage

capability could arise through the cost of compromised service standards because of withdrawal of harbour towage vessels to undertake salvage work.[3]

ASA submits that the provision by private operators of salvage-capable harbour towage equipment should be continued and that the requirements of port authorities with respect to towage and salvage-capable equipment in ports and their pricing regimes in such ports be monitored to ensure that competition in harbour towage rates do not drive salvage-capable equipment from such ports. The concept of competition in these circumstances should take account of commercial issues, and, if necessary, public policy issues and might have regard to but not be determined by port authority policy.

Whilst low harbour towage rates are *prima facie* desirable, if it were the case that salvage-capable equipment had to be provided by government(s) in ports where salvage-capable equipment had been withdrawn and not replaced by private operators, a situation would arise in which ship operators would effectively be subsidised by taxpayers who would then be funding salvage capacity where that capacity had previously been sustainable by private operators under a less aggressive harbour-towage pricing regime.

This aspect of the harbour towage/salvage capacity equation was considered by the Productivity Commission. The Productivity Commission referred to this question and quoted, without disapproval, from the submission of the Association of Australian Port and Marine Authorities:

> "Ports are highly responsive to wider economic and community needs and it is most unlikely that any port would specifically exclude salvage and emergency response requirements from any towage licensing arrangements as this is an essential part of meeting the needs of our stakeholders."[4]

Salvage capacity in Australia is currently provided within the network of harbour towage capability that exists around the country. Salvage-capable vessels are utilised for the majority of their time in regular harbour towage operations. The extent of the private provision of salvage-capable vessels which also perform the functions of harbour tugs relies on the preparedness of a private towage service provider to invest in salvage-capable equipment and that in turn is dependent upon the anticipated returns available on the capital premium over regular harbour-towage equipment.

Added to the capital premium and the reasonable commercial rate of return on the increment to capital costs represented by investment in salvage-capable rather than purely harbour-capable equipment is the cost of salvage equipment such as specialised lines and fire-fighting equipment as well as the cost of additional training provided to personnel who would operate a salvage vessel when engaged in that activity.

[3] Productivity Commission – Economic Regulation of Harbour Towage and Related Services – Inquiry Report Report No 24 Commonwealth of Australia August 2002 page xx.

[4] Ibid., quoting AAPMA, page 172

Other Ports

A survey of casualty reports issued by the Australian Transport Safety Bureau shows that salvage/towage capacity has been available when required in all localities. We are not aware of instances in which towage/salvage capacity has not been available in a sufficiently timely manner that a casualty has deteriorated by reason of unavailability of towage/salvage capable vessels rendering assistance.

The record shows that the availability of towage/salvage capability has been sufficient to deal with casualties around the Australian coast and for that reason the members of the Australian Shipowners Association are confident that existing towage/salvage capacity is sufficient.

In the view of this Association, it follows that any expansion of emergency towage and salvage capacity would occur for public policy reasons. The industry does not see any operational requirement for such capacity. Experience would indicate that commercial returns on salvage capacity in ports other than those in which it is currently provided may not be available from salvage work alone: the fact that such capacity has not been developed by private emergency towage/salvage capable vessel operators would seem to be *prima facie* evidence that such capacity is not commercially viable and is thus not commercially required.

Indeed, the Productivity Commission Report into the Economic Regulation of Harbour Towage suggested that:

> "For Australia, the limited amount of salvage work spread across a long coastline does not appear to justify the provision of tugs solely for salvage purposes."[5]

Temporary withdrawal of a salvage-capable harbour tug if such were provided in minor ports would leave a gap in harbour towage capability in those ports. Salvage capable vessels are currently stationed in major ports where there is still sufficient towage vessels to provide harbour-towage capacity for users of the port in the event of the withdrawal of one salvage-capable vessel in an emergency – or indeed for some routine non-harbour work.

If additional, salvage-capable capacity is to be provided in minor ports, and if returns on private capital investment cannot be such as to make for viable investment in salvage capable equipment, then the provision of such equipment for public policy reasons should be government funded.

[5] Ibid., page 113

Summary

1. In ports where private capital investment in salvage-capable towage equipment can be provided by commercial use in both harbour towage and salvage/emergency towage and other non-harbour towage commercial activity, such arrangements should be encouraged to remain, or be reinstated where they may already have been withdrawn or reduced (eg Melbourne and Brisbane).

2. In a diminishing number of ports where salvage-capable harbour towage equipment exists, the supply of equipment can be such that harbour towage requirements can still be met after temporary removal of the salvage-capable vessel.

3. Industry is of the view that sufficient salvage-capable equipment exists and experience confirms that incidents that have occurred have been accommodated under existing arrangements.

4. The salvage capacity that does exist is being eroded by the commercial pressure imposed by increasing competitive pressure in harbour towage pricing: a natural consequence will be the removal of salvage capability from ports where such capability still exists.

5. If for public policy reasons, salvage-capable equipment is installed in ports where such equipment does not reside, either now or in the future, the provision of such equipment should be funded by government.

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Attachment A

Australian Transport Safety Bureau Marine Safety Investigations

NOTE: this listing is not exhaustive for the period September 1983 to March 2004

Date	Vessel	Type	Flag	Locality	Incident	Tugs	
Sep-83	Key Biscayne	oil rig	NA	WA	Loss	No	Rig tenders search for survivors, locate wreck
Jan-84	Flinders Range	Bulk carrier	Australian	Korea	Collision	No	
Jan-84	Cape Pillar	Survey vessel	Australian	WA	Grounding	Yes	Attendance
Apr-84	Maersk Handler	Offshore Supply vessel	Bahamas	off WA	Fire	No	Towed by Lady Elizabeth, offshore supply vessel
Jun-84	Chrles H McKay	Barge	NA	Melbourne	Collision	Yes	Rescue
Jun-85	River Boyne	Bulk Carrier	Australian	Nth Qld	Collision	No	
Jul-85	Iron Cumberland	Bulk Carrier	Hong Kong	Nth Qld	Collision	No	
Aug-85	Maritime Gardenia	not known	Liberia	Torres Strait	Grounding	No	Oil rig tender passing, stood by, not required
Dec-85	Lysaght Endeavour	RoRo	Australian	NSW S Coast	Collision	No	
Apr-86	Juansi Ki Rani	Bulk Carrier	Indian	Nth Qld	Grounding	No	Salvage personnel attended
Jul-86	Mobil Endeavour	Tanker	Liberian	Torres Strait	Grounding	No	
Aug-86	Gabriella	Heavy Lift	Netherlands Antilles	Port Kembla	Capsize	No	
Sep-86	Alam Indah	General Cargo	Malaysia	Nth Qld	Grounding	No	
Mar-87	Great Brisbane	Bulk Carrier	Panama	NSW S Coast	Collision	No	
Apr-87	Ruca Challenge	General Cargo	Cyprus	GBR	Grounding	No	
May-87	River Embley	Bulk Carrier	Australian	Torres Strait	Grounding	No	
Dec-87	Nella Dan	Antarctic supply vessel	Denmark	Macquarie Island	Grounding	No	Oil rig tenders used; salvage personnel in attendance
Dec-87	Leichardt	Ro Ro	Australian	Torres Strait	Grounding	No	
Jul-88	Singa Sea	Bulk carrier	Philippines	S Indian Ocean	Loss	No	

Jul-89	Kouris	Gas Carrier	Cyprus	Cronulla Beach	Grounding	Yes	
Feb-90	Iron Kembla	Bulk Carrier	Australian	japan	Collision	No	
Mar-90	Alexandre P	Bulk Carrier	Panama	S Indian Ocean	Loss	No	
Feb-91	Sanko Harvest	Bulk Carrier	Panama	WA	Grounding	Yes	
Apr-91	Starfish	Bulk carrier	Panama	S Indian Ocean	Loss	No	
Apr-91	Mineral Diamond	Bulk carrier	Hong Kong	S Indian Ocean	Loss	No	
May-91	Arthur Phillip	Tanker	Australian	SA	Fire	No	
Jun-91	Jin Shan Hai	Bulk Carrier	China	Nth Qld	Collision	No	
Jul-91	Kirki	Tanker	Greece	WA	Structural failure	No	Offshore supply vessels used; salvage personnel in attendance
Aug-91	Melete	Bulk Carrier	Greece	S Indian Ocean	Loss	No	
Aug-91	Manila Transporter	Bulk carrier	Philippines	S Indian Ocean	Loss	No	
Sep-91	Khudozhnik Ioganson	Container ship	Russia	N Qld	Collision	No	
Sep-91	Jovian Loop	Tanker	Panama	GBR	Grounding	No	
Oct-91	TNT Carpentaria	Bulk carrier	Australia	Torres Strait	Grounding	No	
Feb-92	Daishowa Maru	Woodchip carrier	Japan	Twofold Bay NSW	Grounding	Yes	
Mar-92	Searoad Mersey	RoRo	Australia	Melbourne	Fatality	N/A	
Apr-92	Longevity	Bulk carrier	Philippines	Fraser Island	Collision	No	
Apr-92	Rig Seismic	Research vessel	Australia	Philippines	Grounding	No	
Sep-92	Sanko Heron	Tanker	Panama	S Qld	Collision	No	
Sep-92	Antares	Tanker	Russia	N Qld	Collision	No	
Oct-92	Daeyang Honey	Bulk carrier	S Korea	N Pacific Ocean	Loss	No	
Nov-92	Australian Achiever	Tanker	Australia	New Zealand	Fire	Yes	NZ tug
Nov-92	Pierre LD	Bulk carrier	France	Dampier	Grounding	Yes	
Dec-92	Wyuna	Training Ship	Australia	Flinders Island	Grounding	No	
Dec-92	Fareast	General Cargo	Bahamas	N Qld	Collision	No	
Dec-92	Titan	Crane Barge	Honduras	N NSW Coast	Capsize	No	
Apr-93	Oji Maru No 37	Fishing Vessel	japan	WA	Grounding	Yes	Wyola
Apr-93	Malinska	Bulk carrier	Malta	Groote Eylandt	Grounding	Yes	
May-93	Berlin Express	Container ship	Germany	Port Phillip Bay	Grounding	Yes	Keera, Gabo
May-93	Oppama Spirit	Tanker	Bahamas	Gove	Grounding	Yes	

Jul-93	Maersk Runner	Offshore Support vessel	Isle of Man	NW WA	Fatality	N/A	
Sep-93	Iron Flinders	General Cargo	Australia	Melbourne	Fire	Yes	Gabo - Foam capability on stand-by
Dec-93	Union Rotorua	RoRo	New Zealand	S NSW Coast	Fire	Yes	Woona
Dec-93	Shelf Supporter	Offshore Supply vessel	Australia	NW WA	Fatality	No	
Dec-93	Osco Star	Tanker	Australia	Geelong	Structural damage	N/A	
Jan-94	Searoad Mersey	RoRo	Australia	Port Phillip Bay	Collision	No	
Jan-94	Osco Star	Tanker	Australia	Kwinana	Structural damage	N/A	
Feb-94	Boa Force	Offshore Supply vessel	Norway	WA	Sinking	No	
Feb-94	Searoad Mersey	RoRo	Australia	King Island	Grounding	No	
Mar-94	Australian Achiever	Tanker	Australia	NW WA	fatality	N/A	
Apr-94	Union Rotoma	RoRo	New Zealand	Tasman Sea	Fire	No	
May-94	Provincial Trader	Former tug	NA	off Eden	Foundering	No	Fishing vessels provided tow
Jun-94	Cape Grafton	Navaids Vessels	Australia	Whitsunday Group	Grounding	No	
Aug-94	Kayax	Bulk carrier	Panama	Portland	Lifeboat accident	No	
Sep-94	Kapitan Serykh	Container ship	Russia	Botany Bay	Grounding	Yes	
Oct-94	Chennai Nermai	Bulk carrier	Indian	Burnie	Pier contact	Yes	
Nov-94	M Nuri Cerrahoglu	Bulk carrier	Turkey	Torres Strait	Suspected grounding	No	
Jan-95	Far Sword	Offshore Supply vessel	Norway	NW WA	Injury	No	
Jan-95	Conus	Tanker	Australia	off Townsville	Grounding	Yes	Giru, Burdekin
Feb-95	Bulkazores	Bulk carrier	Malta	Dampier	Grounding	No	
Feb-95	Team Heina	Tanker	Norway	off Sydney	Fire	No	
Mar-95	Carola	Container Ship	Germany	Torres Strait	Grounding	No	
May-95	River Torrens	Bulk carrier	Australia	Newcastle	Grounding	Yes	Walana, Iron Cove had been in attendance prior to grounding
Jun-95	Svendborg Guardian	General Cargo	Denmark	GBR	Grounding	Yes	Otto Tasman (sic)
Jul-95	Iron Baron	Bulk Carrier	Australia	Bass Strait	Grounding	Yes	
Jun-95	Iron Prince	Bulk carrier	Australian	off Cape Nelson	Collision	No	

Aug-95	Keppel Trader	Barge	Northern Territory	Northern Territory	Capsize	Yes	Valali located wreck and towed
Sep-95	Mawashi Al Gasseem	Livestock carrier	NA	Adelaide	Fire	No	
Nov-95	Goonzaran	Bulk Carrier	Panama	off Newcastle	Collision	No	
Dec-95	Sea Crane	Bulk Carrier	Singapore	Spencer Gulf	Grounding	No	
Jan-96	Casey Chouest	Research Vessel	United States	off Thevenard Island	Fire	Yes	Total Endeavour, offshore supply boats Dickerson Tide and Owen Tide II
Jan-96	Carabao 1	Livestock	Singapore	Darwin	Grounding	No	
Mar-96	Bogasari Dua	Bulk carrier	Indian	off Geraldton	Collision	No	
Mar-96	Midas	Bulk carrier	Panama	off Geraldton	Collision	No	
May-96	Docebay	Bulk carrier	Liberia	off Cairns	Fire	No	
Jul-96	Peacock	Reefer	Panama	GBR	Grounding	Yes	Pacific Salvor
Jul-96	River Embley	Bulk carrier	Australia	off Cairns	Collision	No	
Aug-96	Matilda Bay	Container ship	Hong Kong	Gt Australian Bight	Fatality	NA	
Aug-96	Niaga 46	General Cargo	Indonesia	Christmas Island	Grounding	No	Barges and Thor Kirsten used for tow
Sep-96	Alam Tenggiri	Bulk carrier	Malaysia	N Qld	Collision	No	
Oct-96	Karin B	General Cargo	Antigua & Barbuda	Victoria	Grounding	No	Offshore supply vessel provided tow
Oct-96	Arktis Grace	General Cargo	Denmark	Townsville	Fatality	No	
Nov-96	Columbus Victoria	Container ship	Germany	Port Phillip bay	Collision	No	
Nov-96	Sampet Hope	Chemical Tanker	Liberia	Port Phillip Bay	Collision	No	
Nov-96	Giga 2	Bulk carrier	Malaysia	Port Kembla	Bulkhead Failure	No	
Nov-96	Maersk Tapah	Bulk carrier	Malaysia	GBR	Collision	No	
Dec-96	Concordia	Sail training vessel	Bahamas	Northern Territory	Explosion	No	
Dec-96	Gumbet	Bulk carrier	Turkey	GBR	Collision	No	
Jan-97	Tassos N	Bulk carrier	Cyprus	off Fremantle	Grounding	Yes	Champion, Challenger, Wambiri
Feb-97	Cape Arnhem	General Cargo	Malta	off Gladstone	Helicopter crash	No	
Feb-97	Clipper Kawa	General Cargo	Bahamas	Albany	Fatality	No	
Mar-97	Osco Star	Tanker	Australia	N Qld	Storm damage	No	Austral Salvor attended on stand by
Mar-97	Lodz 2	General Cargo	Poland	Melbourne	Crane failure	No	
Mar-97	River Embley	Bulk Carrier	Australia	GBR	Collision	No	

Mar-97	Aikaterini L	Bulk carrier	Cyprus	Geraldton	Grounding	Yes	
Apr-97	Unisina	Tanker	Liberia	NSW S Coast	Collision	No	
May-97	Taio Frontier	Woodchip carrier	Panama	Tasmania	Grounding	No	
May-97	Western Winner	Bulk carrier	Panama	Spencer Gulf	Grounding	No	
Jun-97	Thebes	Bulk carrier	Egypt	Torres Strait	Grounding	No	
Jul-97	Dakshineshwar	Bulk Carrier	Indian	Torres Strait	Grounding	Yes	Pacific Salvor
Aug-97	Ming Mercy	Bulk carrier	Taiwan	off Port Kembla	Fire	Yes	Woona towed vessel to Sydney, Pacific Salvor to Singapore
Aug-97	River Yarra	Bulk carrier	Australia	Moreton Bay	Collision	No	
Aug-97	Goliath	Bulk carrier	Australia	Devonport	Fire	No	
Sep-97	Atlantis Two	Bulk Carrier	Cyprus	WA	Collision	No	
Sep-97	NOL Crystal	Container ship	Singapore	Moreton Bay	Grounding	Yes	Vessel refloated without assistance
Oct-97	Pine Trust	General Cargo	Panama	WA	Grounding	Yes	
Nov-97	NOL Amber	Container ship	Singapore	Torres Strait	Grounding	Yes	Torres Express, Northern Express. Pacific Salvor called but not used
Jan-98	Maersk Pomor	Bulk Carrier	Bahamas	Gladstone	Lifeboat accident	No	
Jan-98	Carabao 1	Cattle carrier	Singapore	Broome	Harbour incident	No	
Mar-98	City of Burnie	RoRo	Australian	Burnie	Lifeboat accident	No	
Apr-98	Barrington	Tanker	Australian	Brisbane	Collision	No	
Jun-98	Leonardo Da Vinci	Dredge	Netherlands	off Dampier	Fire	Yes	King bay, Withnell Bay
Jul-98	Aurora Australis	Polar Supply vessel	Australia	Antarctic ice edge	Fire	No	
Aug-98	Fitzroy River	Bulk Carrier	Australian	Weipa	Grounding	Yes	Jupiter, Bellame
Oct-98	Helix	Tanker	Australian	Brisbane	Fire	No	
Nov-98	Norvantes	Livestock carrier	Singapore	Karumba	Grounding	No	
Dec-98	Claudia	Bulk Carrier	Barbados	Bass Point	Contact damage	No	
Dec-98	Iron Spencer	Bulk Carrier	Australian	Port Hedland	Grounding	No	
Jan-99	Aurora Australia	Polar Supply vessel	Australian	off WA	Fire	Yes	Wambiri called - Stood by - escorted vessel to Fremantle
Apr-99	Olympic Symphony	Bulk carrier	Greece	Brisbane	Near Collision	No	
May-99	New Reach	General Cargo	Panama	Heath Reef	Grounding	No	
Jul-99	Padang Hawk	Bulk Carrier	Singapore	Coral Sea	Cargo shift	No	
Aug-99	Laura D'Amato	Tanker	Italy	Sydney	Release of Oil	No	
Oct-99	Craig The Pioneer	Woodchip carrier	Liberia		Collision	No	

Nov-99	Warden Point	Bulk carrier	Australia	off E Australia	Steering gear failure	No	Vessel attended by tugs on entry to Port Kembla
Jan-00	Ariake	Container ship	British	Brisbane	Collision	No	
Feb-00	Barents Sea	Tanker	Panama	off E Australia	Collision	No	
Mar-00	Hai Teng	Bulk Carrier	China	off Mooloolaba	Collision	No	
Mar-00	Silver Bin	Bulk carrier	Liberia	off N Qld	Collision	No	
Apr-00	Al Deerah	Tanker	Kuwait	Tamar River	Grounding	No	
Apr-00	Amarantos	Bulk carrier	Malta	Wallaroo	Contact damage	Yes	Tugs attending normal berthing operation
Oct-00	Wyuna	Training Vessel	Australian	Tamar River	Grounding	No	
Nov-00	Bunga Teratai Satu	Container ship	Malaysia	GBR	Grounding	Yes	
Jan-01	Handymariner	Bulk carrier	Hong Kong	off WA	Collision	No	
Feb-01	Spirit of Tasmania	Passenger Ferry	Australian	Bass Strait	Fire	No	
Mar-01	Regal Princess	Passenger Ship	British	Cairns Harbour	Grounding	Yes	
Apr-01	Maksin Mikhaylov	Container ship	Russia	Moreton Bay	Contact - Nav Beacon	No	
Oct-01	Cape Kestrel	Bulk carrier	Panama	Dampier	Lifeboat accident	No	
Nov-01	Nego Kim	Bulk carrier	Hong Kong	Dampier	Explosion	No	Lady Valisia, Pacific Maple, Pacific Commander searched for survivors