

**M** *Master Level - Operations Superintendent - Brendan Jevdenijevic*

**I** *Intermediate Level - Master - Peter Nangle*

**B** *Beginner Level - Deck Hand/ General Purpose Hand - Ben Rioli*



**M** My name is Brendan Jevdenijevic. I am an Operations Superintendent, I work for Bhagwhan Marine. Bhagwhan Marine started in 2000 and over the last 16 years the company has grown in size. We are now operating with 650 staff and over 150 vessels.

**B** Hi my name is Benjamin Rioli and I am a Deckhand at Bhagwhan Marine. I am based here in Darwin but sometimes I travel elsewhere for work.

My role as the Deckhand is to do whatever the Skippers and the Supervisors tell me. My most important responsibility on the vessel is to make sure the boat is neat and tidy, even outside on the deck, so there is a lot of cleaning, vacuuming and mopping of the floors that go on.

If I have a question about the work I am doing, I'd usually go to the other members on deck or then to the Master.

**I** Hi my name is Peter Nangle. I am the Master on the tug, the Seahotel. I have been with Bhagwhan for the last 3 years. My role as the Master on the tug is control of the day to day operations whether they be barge moves or anchor work or static tows, and moving ships. I'll organise the days, jobs and what crew we'll have and who do what.

The chain of command on a vessel starts with a Master and the Chief Engineer comes underneath, then we have a Chief Mate and General Purpose Hands [Deckhand], so I usually liaise with the Chief Mate on the operation plan for the day and then he will run the deck and run the crew.

I have the overall responsibility of the safety of the vessel and the crew.

**M** My main role as the Operation Superintendent is to maintain safety and compliance standards. We work in conjunction with the Masters to ensure that all projects are managed as far as risk analysis goes and meeting the budgetary requirements.

To work as a Superintendent requires to be able to manage and focus on multiple job fronts all at once.

In my role I can be in charge of or looking after anywhere up to 40 or 50 people. This starts at deckhand level and I also have responsibilities to report to my superiors.

**I** My interaction with the Superintendent, we discuss on a regular basis what we are going to do, what crew we are going to use, what vessel we use, if we require anything, he might be able to help us get some equipment sent to wherever we are going. Basically, he is my first point of contact ashore for day to day operations.



**B** A typical day looks like we'll start on the boat and we'll unberth it, so we take it off the wharf or wherever it is, drop all the lines, make sure they are neat and tidy, make sure we don't leave ropes lying around and we go out and do our job and on the way back we are trying to get the boat nice and tidy, tie the boat back up.



**★** A long working day for us is between 12-14 hours. There will be a couple of breaks in there. It's part of my job to monitor the crew's work, hours of rest, generally manage their fatigue so if we are about to go to sea and we start at 5 o'clock in the morning and we are not leaving until 8 o'clock at night, it will be my job to make sure that some people do get to sleep early in the day so they can work through the night.

**B** The average working day would be seven hours but it changes very regularly. I can go from working 4 hours one day to 14 the next. There are occasions when you are expected to work Saturday, Sunday and even times when you work without a day off in 2 months. What I find challenging about working in the Marine industry are the long hours, the early starts and being away from family and friends.

**M** I am at work seven days a week, 24 hours a day. It's not uncommon for people in my role to work for 8-10 weeks without a break. For the start of my day, first thing I do is see how many emails there are. It's important to be in constant check with the vessels and operations that are happening, making sure that everything is running smoothly.


**★** My must do task for each day is the reporting, my log book and if we are at sea we are doing an electronic log as well that goes through with the daily reports, making sure everything is documented and keeping the vessel compliant, there is lots of admin to do. When the job is being done, the superintendent receives those daily reports, morning and afternoon - where we are at, what we have been doing, actual position, speed, how much fuel we have burned for the last 24 hours and just the general comments on the state of the vessel and how everyone is going.


**M** On completion of a job, we complete a comprehensive job report. This report consists of lessons learnt and changes that we need to make for future operations I am also forwarding those reports onto clients and adding the parts that I need to add.




**B** The most important lesson I have learned at Bhagwhan Marine is my punctuality skills. Being late for work can severely damage the job at hand. Certain boats have manning crew requirements and if one person doesn't rock up the boat can't move. The amount of tide we need to get out of the lock is 4.5 metres, and if you miss that the boat will get stuck in the lock for the day.





 The most important skills for beginners in this industry is, they need to be responsible, reliable, punctual, they have to keep learning. There is a lot you can do to build your knowledge in the industry. When you go to sea, we have a fantastic ships library, there is a lot you find online these days, there is some great books you can buy. One really good publication you can get your hands on is called *The Small Ships Manual*, you can go all the way to Master 5 with that. It's got all the diagrams, all the collision regulations, the lights, rules of the road.

 Formal training at an accredited training facility is very important for what we do, you need to have the literature and the hard facts of what it is that you are performing so you can gain the skills through in-field training and being on board, being a part of the team, this is how you become good at your job.


 The skill I am most proud of is that I have my coxswain, so I can drive a vessel under 12m. It was a year long traineeship, and I am just glad I stuck it out and got it done.


The jobs and tasks we need to complete each day are normally given to us by the Supervisor and the Masters of the vessel, they usually give us some tips what's the best way to do it.


 The routine preparations for each day, we start with a prestart meeting, a toolbox meeting and we review the latest JHA. JHA is a job hazard analysis where work through each step of the job. During the day if the nature of the job changes, we'll stop and do another toolbox, maybe redo a JHA.

 Must do task that I must complete every day is check the weather, we need to be 5-7 days ahead of the weather. In the monsoon season we have got a significant risk of tropical revolving storms, that can cause devastating effects to our fleet.



 One of the best skillsets you can have coming into this industry is to be extremely open minded, you have to have the ability to not only foresee risks, you also need the ability to remain calm and take clear instruction from your superiors. These skills are very important to keep all the way through your career, I still use them on a daily basis, especially out at sea on big jobs, you never know when conditions around you are going to change.

 Some of the essential safety rules to live by at sea is firstly how dangerous it is, it is an ever changing environment. We are using the crane, the whole vessel is moving, so you better learn to be able to operate like that. You have got to listen to the older guys, the guys with more experience, so it's all about watching each other's back and working as a team.

 The knowledge that has been a big help to me is probably the safety we learned during the training, that's to never walk under a suspended load while using the crane. Another important occupational health and safety rule is to make sure you are out of the snap back zone, a lot of the time we use a winch to lift up massive chains, so you are always aware of where you are standing.





Some of the challenges that we face is the constant change in regulation. This is largely attributed to instances in the industry so recapping of current laws and regulations is constantly undertaken to ensure that safety and compliance is always at the highest standards. So in my role there is an expectation that people at super credit level are always reassessing the procedures internally and externally to ensure the safe outcome of all works.



Skills and knowledge I use every day in my job would be the stuff that I've learned over the last nearly 20 years at sea working under other masters, you know the vessel admin that I learned from coming up the ranks as a mate and I learned the safe ways to do things, using the correct tools for the job, all combined with what I learned studying at the Maritime college. All that experience melts together and by the time you are ready to drive you should have picked up enough to be able to do it safely.



The maritime industry is self-driven. To get the most out of the maritime industry you need to put in as much as you can. To become a confident Mariner in this industry, to give you as much industry knowledge as you can possibly gain, can only be achieved through years of working in different facets of the industry and generally applying all the technical information that you have learned over those years.



It doesn't hurt to move through the industry a bit, different operators, you pick up different skillsets, whether it's coastal barging where there is a lot more navigation, doing anchorwork, the more you can move around the better. But this company, this coastal marine work is a great skillset involved. There is so many different things, no two days are ever the same, you can pick up a lot.



We have a range of different vessels here at Bhagwhan Marine from Shell Buses, to Multi Cat to Crew Transfer Vessels to Barges. So we get thrown on a whole different range of things and the Master usually gives us a run through the vessel and then we just adapt.



Come and see the Master or Officer on watch in your time off, learn how to do a position or chart, learn how to navigate, get yourself ready, get yourself to school, do some study. It's up to you to if you want to progress!





**M** Choosing your career path is very important decision that needs to be made early on, there is 2 ways you can go, you can either go up through the bridge or into engineering. Both ways start as a Deckhand, at a General Purpose Hand level, from there you gain enough sea time and experience to do a Coxswain's ticket. This is a multi-role ticket that you can do that covers engineering and being a Master for a very small craft and very sheltered waters. If you want take up a career path in the bridge, you start with Master less than (<) 24 metres and from there you progress to Master less than (<)35 and then after that you go to Master less than (<) 80 metres which is the highest qualification that you can have for coastal operations. If you want to head down the engineering path, from Coxswain's level you go to Marine Engine Driver Grade 2, then from there you go to Marine Engine Driver Grade 1 and your highest ticket you can achieve for coastal operations which is Marine Engine Driver Class 3.

**S** I would like to do a Master 3 which is the next one up. It's a year at school. I am pretty happy what I am doing at the moment, it's taken me a long time to get this far and I take this part of my job pretty seriously.

**B** I would like to get my Master 5 and then become a mate on the vessel to see how it is run and then run the vessel by myself and be the master of that vessel. I will have to go back to college, and study for several weeks which will be very intense because there is a lot to run through in that short amount of time.

**M** As being part of the Maritime industry for a long time, I am part of a group that's constantly passing knowledge on to the younger generation to ensure the longevity of the industry, especially in Australia for future generations. Being a part of that for myself and calling myself a competent Mariner is the height of my career.

