PROGRAM OF EVENTS

16 October | Doltone House | Sydney
Message from Seacare’s Chairperson

It is with great pleasure that I welcome you to the biennial Seacare Awards presentation dinner.

This event, held in conjunction with the Seacare Conference, will honour and announce the winners of the Seacare Awards. These Awards acknowledge the most successful initiatives by employers, operators, seafarers and others who are leading the way in best practice OHS as well as rehabilitation and return to work programs.

The 2008 Seacare Awards have attracted a strong field of nominees across all categories.

Categories one, two and four of the Seacare Awards will be submitted in the Safe Work Australia Awards in 2009, administered by the Office of the Australian Safety and Compensation Council.

I would like to thank all of the event sponsors along with the organisations who have entered this year’s Seacare Awards. In particular, I congratulate the winners and all the finalists who will be recognised tonight.

I hope you all enjoy the night!

Geoff Gronow ESM ED
Chairperson
Seacare Authority
The Seacare Authority

The Seafarers Safety, Rehabilitation and Compensation Authority (Seacare Authority) is the regulator of Occupational Health and Safety (OHS), workers’ compensation and rehabilitation for seafarers on applicable vessels within the Australian maritime industry. It has responsibility for administering the:

- Seafarers Rehabilitation and Compensation Act 1992
- Seafarers Rehabilitation and Compensation Levy Act 1992
- Seafarers Rehabilitation and Compensation Levy Collection Act 1992


Together, these arrangements create the Seacare scheme which currently consists of up to 6,500 seafarers, employed by some 35 companies, working on approximately 240 ships.

The mission of the Seacare Authority is: To take a leading role in minimising the human and financial costs of workplace injury in the Australian maritime industry.

About the Seacare Awards

The Seacare Awards were introduced in 2003 and have also been held in 2004 and 2006. The Awards focus on successes in achieving continuous improvement in injury prevention, injury management, workplace health and safety management systems and individual contributions to workplace health and safety.

The Awards are designed to recognise and acknowledge positive and innovative initiatives by employers, operators, seafarers and others who are leading the way in best practice OHS, rehabilitation and return to work programs.
Sponsors

Seacare would like to thank this year’s event sponsors:

Gold Sponsors:

- ASP
- TK
- TRIDENT
- P&O Maritime Services

Silver Sponsors:

- Australian Government
- Australian Maritime Safety Authority
- INCO Ships
- Australian Shipowners Association
- CSL
- Australian Government
- Comcare

Bronze Sponsors:

- Allianz
- FARSTAC
- MPX Safety Management
- QBE
The Awards and finalists

Category one: Best Workplace Health and Safety Management System

This award recognises commitment to continually improving workplace health and safety outcomes through the implementation of an effective and integrated systems approach.

Finalists

ASP Ship Management Pty Ltd and Rio Tinto Marine

Risk Register

In July 2007, Rio Tinto Marine became the owners of a 53,988 GRT Motor Vessel. As a first time ship owner of a vessel of this type, Rio Tinto Marine undertook a comprehensive risk assessment to identify any risks or hazards and ensure complete safety.

A committee was established which included shipboard personnel, shore based employees from Rio Tinto Marine, (including a hygienist and a health, safety and environment (HSE) specialist), as well as ASP Ship Management Pty Ltd (ASP). The scope of this committee was to undertake this risk assessment to identify key shipboard tasks, activities, aspects, hazards and impacts within the shipping industry.

The scope of this assessment, and later the development of the risk registers, include all activities undertaken on Rio Tinto Marine vessels, including those of contractors and suppliers. The identification of potential impacts through this assessment provided a checklist for protective measures to be applied to ensure that any potentially negative impacts across operations can be minimised. The resultant joint Risk Register provides a systematic method for evaluating occupational HSE aspects and potential impacts of all activities.

ASP has included training on the Risk Register in its induction course for all new crew joining vessels, with further onboard training during monthly HSE Committee Meetings.

The implementation of this initiative has heightened the awareness and involvement of ship crews in the crucial area of HSE and as a result there has been a decreasing lost time injury frequency rate over the past 12 months in the dry cargo fleet.
Inco Ships Pty Ltd

Safety Quality System

The Safety Quality System (SQS) of Inco Ships Pty Ltd uses innovative and advanced IT technologies to meet the safety and business requirements needed under the ISM code and ISO 9001. SQS combines electronic and paper based off-system processes, allowing the attributes of each to be combined for efficient and practical operation. The IT component, “NS5”, is the core of the system.

SQS provides a set of processes to be followed to prevent injuries, illnesses and damage to the natural and built environment in the course of Inco Ships’ operations. It encompasses risk and hazard management, emergency response, environmental management, waste and materials disposal, health and well-being, medical monitoring and workers’ compensation and rehabilitation.

The implementation of NS5 maintains the objectives to deliver best practice business processes and enabling technology. In addition, the following Inco Ships safety objectives will be met through the changes NS5 provides:

- promote a collaborative environment
- improve Inco Ship’s decision-making capability
- support the matrix organisation (SQS)
- provide a framework of continuous improvement for both the safety and business processes and technology solution.

NS5 takes up the actual management of reporting and documentation of all areas such as incidents, defects and corrective action responses, safety management audits and technical inspections, planned and unplanned maintenance, illnesses and injuries, vessel survey and certification, and crew qualifications and training.

Data can be captured across all safety functions. This will enhance efficiency and effectiveness in data collection, management and reporting processes and systems.

All computers in the company will have a NS5 icon installed on the desktop. Vessel crew and office staff are able to complete both incident reporting and hazard reporting to the vessel or office computer server. These reports will then flow to supervisors who will conduct their investigations and enter the details and outcomes. If any staff members or crew are assigned actions as a result of an investigation, they can easily see these tasks when logging in.
In mid-2005, Offshore Marine Services Pty Ltd (OMS) recognised the need to implement a strategic and systematic injury management system. The system would be developed to effectively manage injuries, overcome delays with return to work and address an increase in premium costs, indirect costs including internal management and resourcing, workforce size, work and diversification of workforce and the number of injuries.

In March 2006, OMS engaged the services of Ms Sherrilyn Mills, CEO of Reliance Risk Management Pty Ltd (RRM). Ms Mills was tasked to assist with the development and implementation of an injury management and workers’ compensation management framework and plan. In February 2008, additional resources to support the continual improvement of the injury management system were added and Ms Michelle Brown was engaged as a fulltime injury management consultant with OMS.

RRM consulted with staff and OMS to develop an early intervention system and injury management plan. The plan involved a team based approach to injury management involving the key stakeholders – OMS, employee, treating doctor, treating specialist and allied health providers. A process was developed outlining each party’s responsibilities to ensure effective management of the injured employees, along with an internal database to systematically manage this process and provide information to all parties on current status of worker/treatment and recovery. A tailored computer database was also created to assist with the day-to-day management of the workers’ compensation and injury management functions, to provide a means of tracking and to act as a diary system to prevent delays associated with the management of claims.

RRM’s early intervention system saw a reduction in injury numbers, allowing an increase in time spent on education and injury prevention. The OMS premium and indirect costs of managing claims has since reduced, with a 37% reduction overall in the incurred cost of claims for the most recent year. The development of the computer software program tracks and records data to ensure that injured employees are contacted on a regular basis and timely action is taken on required injury and claims management strategies.
Teekay Shipping (Australia) Pty Ltd

Marine Operations Management System

Teekay Shipping (Australia) Pty Ltd manages its ships in accordance with the Marine Operations Management System (MOMS). MOMS is compliant with ISO 9001, ISO1 4001, OHSAS 18001, the ISM code and the ISSP code. MOMS was developed in 2002 and introduced to the international ships in 2003 and the Australian ships in 2004. The challenge has always been to clearly relate the MOMS building blocks of finance, operations, customers and people to the day-to-day operations of the ship and the procedures that cover those operations.

Since the advent of the ISM code, Safety Management Systems and safe practices have sometimes been seen as ‘additional’ to the task and not an integral part of the way staff should work. Teekay Shipping has also identified that there is sometimes a disconnection between a seafarer’s understanding of the effect that good safety culture has on the success of a company. Teekay Shipping believes that a positive workplace safety culture ensures business strength. Teekay Shipping needed to make certain an understanding existed throughout the fleet, that safety is good business.

Teekay Shipping has worked hard to overcome the ‘disconnect’ between working safely and corporate governance by developing their Strategic Framework. This framework provides a direct line of sight from the seafarers and their actions through to Teekay Shipping’s core purpose and HSEQ policy. The Strategic Framework places the supporting initiatives in context with the corporate strategy and onboard execution of ship operations such as maintenance, cargo work, navigation, dry dock, vetting and training.
Category two: Best Solution to an Identified Workplace Health and Safety Issue

This award recognises excellence in developing and implementing a solution to an identified OHS issue. Nominations for this award may focus on a particular initiative or activity, for example, a product solution, engineering innovation, a training program, an awareness raising activity or other control measure that reduces the risk of work-related injury and disease.

Finalists

Farstad Shipping (Indian Pacific) Pty Ltd
Rotating Head and Piston Stand

Farstad Shipping (Indian Pacific) Pty Ltd faced the challenge of improving the pistons and head overhaul task. This routine task is usually performed once every five years and it consists of disassembling the pistons and head and transporting them to a suitable location for subsequent maintenance. The lack of space for a suitable workbench in the machinery space resulted in an increased amount of manual handling, as well as awkward working postures for the engineers carrying out the task, thus increasing the risk of musculoskeletal injuries.

The approach chosen to improve the safety of this task was to design and build a head and piston stand onboard the vessel.

The initial design was a fixed stand that addressed some of the manual handling aspects of the task but required storage space and was not easy to assemble. Due to the efforts of the engineers onboard the shipping vessel Lady Melinda, the original design was subsequently further improved, resulting in a rotating and fully collapsible model. Additional benefits of using this new design include:

» further reducing the need for manual handling
» greatly improving working posture
» saving set up time
» requiring little storage space.

This practice is now widely adopted throughout the Farstad Shipping fleet.

Rio Tinto Marine
Shelving Back Strain

A challenge facing Rio Tinto Marine was the safe transportation of food from storage to the kitchen. With a very steep staircase in heavy seas, while maintaining the regulation three points of contact, often the load was beyond one crewpersons capability, therefore requiring several trips.

To address the issue and ensure the safety of the crew involved, Rio Tinto Marine installed an inclinator that allowed loading of 120 kilos. This inclinator has functions and features capable of carrying multiple shapes of food stores, moving the load smoothly and preventing personnel riding on the apparatus.
Through formal consultation with staff and suppliers, Rio Tinto Marine explored the manual handling aspect, including potential risks that may be created when utilising the device. It was identified that having personnel riding on the platform was not appropriate from a safety perspective, therefore safety controls were built in to prevent the possible misuse of equipment. Design specifications ensured the load/unload was at bench height, and the platform folds in half when not required allowing easy access to the stairway. When the platform is in the open position there is no stairway accessibility; the operator has to move the load fully up the stairs before climbing the stairs to access goods and controls.

Since the introduction of the inclinator, potential back strain and manual handling risks have decreased. Staff using the new inclinator have also provided positive feedback and are conducting these deliveries with greater confidence.

Rio Tinto Marine is currently exploring options of where else the inclinator could be used on vessels and across the marine industry.

**Toll Shipping and Health by Design Pty Ltd**

*Work Well Live Well™ Program*

Toll Shipping’s approach with its existing management systems ensured that any issues surrounding the well-being of its employees and their safety were identified. Issues that were recognised included a poor record of medical and lost time injuries and illnesses, poor nutritional habits and a lack of awareness of good manual handling practices. Options for controls were considered including a review of some of the one off training which had been carried out in the past. A different approach was clearly required.

Health by Design Pty Ltd was appointed and tasked to develop a new program. The program developed and implemented was titled *Work Well Live Well™* and is based on a continuous improvement cycle – needs analysis, program development and management, program operations and program reporting. Health by Design consultants used overnight trips on the ships to fully understand the shift patterns and challenges faced by all of the ship’s operational areas. Through consultation with the workforce and management, the logistical challenges of constant crew changes and shift work, have been overcome to ensure continual engagement with the sea staff.

While it was essential for all sea staff to attend the initial information sessions regarding the program, it is not compulsory for the employees to participate. However, the approach has won over most, and participants together with Toll Shipping have had a return on their investment.

The program has achieved 84% engagement and participation of sea staff, 74% positive health and/or manual handling behaviour changes which has contributed to a 45% reduction in all reportable injuries.
Category three: Best Rehabilitation and Return to Work Program

This award recognises the parties involved in an outstanding rehabilitation and return to work program for injured seafarers and is open to employers and rehabilitation providers who have achieved excellent results.

Finalists

Farstad Shipping (Indian Pacific) Pty Ltd

_Return to Work for Mr Robert Brodie_

In May 2004, Mr Robert Brodie was attending to his duties as laundry attendant for Farstad Shipping (Indian Pacific) Pty Ltd. While bending to pick-up a pair of overalls from the laundry floor, Mr Brodie suffered a debilitating pain in the lower back.

After a review of his condition by the vessel medics, Mr Brodie was then transferred by helicopter to Karratha where he was hospitalised for a period of nine days. After his condition had stabilised, Mr Brodie was flown to Perth, then Melbourne for further hospitalisation where he was diagnosed by his treating Orthopaedic Surgeon with a serious prolapsed disc L5/S1. After a month of hospitalisation, he began a period of rehabilitation and treatment aimed at bringing him to a level of stability which would not involve surgical intervention.

Mr Brodie began a return to work program with limited hours in Farstad’s Melbourne HR department. He soon became a proactive member of the HR group displaying excellent interpersonal skills with both office and sea staff. Over a period of time and gradual improvement to his health, his office hours increased. It was also apparent that his back condition precluded a return to employment at sea.

Mr Brodie took on more responsibility in his HR role and in 2007 accepted a permanent position as a HR officer in the Melbourne office and continues to add value to the organisation.

MP Safety Management Pty Ltd and Inco Ships Pty Ltd

_Return to Work for Ms Mavis Robertson_

In late 2007, Ms Robertson sustained a severe open crush fracture to her thumb. Inco Ships Pty Ltd arranged her immediate medical care and referred her to MP Safety Management Pty Ltd for rehabilitation assistance the day after her admission to Rockhampton hospital.

Ms Robertson returned to Cairns and MP Safety Management arranged for her to see a hand surgeon and specialist hand therapist. Ms Robertson was extremely motivated to participate in her rehabilitation, travelling long distances to attend treatment. MP Safety Management met with Ms Robertson and
the hand therapist so they could design a home program of exercises and functional activities specific to her work as a cook. She participated in a supernumerary graded return to work program with good results.

Ms Robertson was cleared to resume her pre-injury work on 29 May 2008. This demonstrates the success of rehabilitation following early intervention, good treatment and a graded return to work program.

MP Safety Management Pty Ltd and TT Line Company Pty Ltd

Return to Work for Mr Danny Goldfarb

Mr Goldfarb injured his back and shoulder in June 2005 as an employee of TT Line Company Pty Ltd. Mr Goldfarb had conservative treatment and attempted to return to work, but this was unsuccessful. He required surgery to his spine in November 2005 and commenced a rehabilitation program following this. He experienced an aggravation of symptoms and required further treatment. In addition, members of the crew were uncertain about having someone onboard as part of the rehabilitation process.

TT Line Company supported an initiative by the Maritime Union of Australia (MUA) and MP Safety Management to provide education sessions on the Seacare Scheme on both of the vessels. This prompted TT Line Company and the MUA to establish a joint committee to review workplace illness, injury and return to work.

MP Safety Management completed a crossing with Mr Goldfarb and encouraged the crew to review their work tasks and design the return to work program. Mr Goldfarb participated in a functional restoration exercise program and nutritional counselling.

Although it was initially anticipated that he may not return to work after back surgery, he was eventually cleared and resumed normal duties as a Chief Integrated Rating from 13 December 2007.

Offshore Marine Services Pty Ltd and Reliance Risk Management Pty Ltd

Return to Work for Mr Michael Hopkins

Mr Michael Hopkins is a Chief Engineer for Offshore Marine Services Pty Ltd (OMS). He sustained a fractured eye socket and cheek bone when a pressure hose lid struck his face.

Mr Hopkins was immediately flown from the vessel to the nearest hospital and later transferred to the Royal Perth Hospital. OMS’s Quality, Health, Safety and Environment Manager met him at the hospital, co-ordinated his admittance and liaised with the company’s Injury Management Team regarding his treatment plan.
The Injury Management Team oversaw Mr Hopkins’ treatment in hospital and assisted him with his requests and daily requirements. The Team advised Mr Hopkins of his entitlements to workers’ compensation under the Seafarers Act and allayed his concerns about wages, meeting the costs of his treatment and returning to work. The Team also provided the insurer with updates on Mr Hopkins’ status and treatment plan, liaised with treating medical staff and arranged an appointment with the OMS Occupational Physician.

The OMS Occupational Physician raised concerns held by Mr Hopkins after his initial surgery with his treating specialists and consequently arranged an appointment with Department Heads of the Royal Perth Hospital. It was established that he would be unable to travel for a further three weeks. Therefore the Injury Management Team organised living arrangements for Mr Hopkins and his family, including flying his son to Perth to provide support, arranged a hire car and other day-to-day requirements.

The Injury Management Team maintained regular contact during Mr Hopkins’ treatment and recovery and invited him and his partner to social events to maintain his involvement and integration as part of his return to work program.
Category four: Best Individual Contribution to Workplace Health and Safety

This award recognises an individual seafarer or industry employee whose contribution has made an exceptional difference to OHS in their workplace.

Finalists

Mr Aaron Schubert
*Teekay Shipping (Australia) Pty Ltd*

Mr Aaron Schubert is the Second Mate of Blue Scope Steel's Iron Monarch. The Iron Monarch is a 34 year old dedicated roll on/roll off steel slab plate carrier and is managed by Teekay Shipping (Australia) Pty Ltd. The Iron Monarch is employed to transport steel slabs from the Port Kembla steelworks to the Westernport rolling mills.

During inspections of the ship’s ballast tanks, accidental activation of the seawater pumps is possible, which could lead to the flooding of the tank while crew are still inside. The process of isolating a ballast tank for entry was very time consuming and limited in its ability to isolate large sections of the vessel’s ballast system at one time.

Mr Schubert identified this potentially fatal hazard and consulted with the rest of the crew and shore management from various ranks and suggested a control measure he had designed – the Ballast Control Board Isolation. This innovative development is a method for locking the whole of the ballast control board utilising a perspex cover mounted over the control panel. This allows for quicker isolation using fewer locks and eliminates the risk of accidental operation of the pumps and valves.

The Ballast Control Board Isolation improves the efficiency and safety of the control measures to the routine task of ballast tank entry. The overall risk of inadvertent operation of the ballast system and the flooding of ballast tanks is reduced to the lowest risk score possible on the Teekay Shipping risk matrix. Mr Schubert’s development has also been incorporated into the ship’s standard lockout system.

Mr Dominic Panetta
*Australian Maritime Safety Consultants Pty Ltd (nominated by Inco Ships Pty Ltd)*

Mr Dominic Panetta is the Director of Australian Maritime Safety Consultants Pty Ltd and is an experienced OHS Manager. He has operational expertise spanning over 20 years in maritime, ship building, chemical, printing, aviation, media, heavy engineering, local government and fire emergency services.
Inco Ships Pty Ltd is committed to the continual improvement of the safety of all onboard vessels under its management and to its efforts to eliminate and significantly reduce any risk of injury to its seafarers.

Inco Ships engaged Mr Dominic Panetta to deliver an accredited course that is meaningful to Inco Ships’ staff, from ship to shore, while inspiring and empowering individuals about the importance and role of safety in the workplace.

This training has resulted in improved safety awareness and culture onboard vessels managed by Inco Ships, including all ranks. Inco Ships has consequently maintained a focus on providing sound safety practices to new entrants of the industry to further reduce risk.

**MV Alltrans crew**

*ASP Ship Management Pty Ltd*

The alumina carrier **MV Alltrans** is managed by ASP Ship Management Pty Ltd (ASP).

On February 9 2008, **Alltrans** had sailed from Bluff, at the extreme south of New Zealand’s South Island and was on ballast passage towards Gladstone, in North Queensland.

At 1629hrs on February 13 2008, **Alltrans’** Chief Mate Patrick Loo, received a phone call from the Rescue Co-ordination Centre advising that the New Zealand-registered 12.8 metre fibreglass catamaran **Silhouette II** was in distress nearby and asked the ship for assistance. The Master, Captain Mark Gunn, immediately altered course to head at full speed to assist.

The Master contacted ASP’s designated person Andrew Douglas, to inform him of the vessel’s involvement in the search and rescue operation and to activate ASP’s Emergency Response Team. Over the next few hours, calls were exchanged between Mr Douglas and the Fleet Manager – Dry Bulk Stephen Hill, providing support and advice to the Master and crew.

At 2100hrs the Captain mustered all crew, deck lighting was switched on and an hour’s notice was given to the engine room. With Chief Mate Loo in charge of the deck, it was decided to set everything up for a starboard side recovery.

Ladders had been rigged at three positions along the starboard side of the **Alltrans**. Nets and heaving lines were ready, and block and tackle were rigged from a bunker davit.

As the yacht crew were in a life raft tethered to the yacht, a careful probing approach was required to assess the situation. Second Mate Cameron Ostler provided valuable support to Captain Gunn, while Chief Caterer Richard Postawski manned a searchlight on the starboard bridge wing to keep the life raft and yacht illuminated.
The life raft carrying the yacht’s crew was cast off from the now sunk yacht allowing it to drift away, and the raft was then drawn down the ship’s side to a ladder.

At 0041hrs on February 14 the life raft was secured near the midship pilot ladder and the yacht crew made the nine-metre climb to the deck. It had taken only nine minutes from the time of the life raft approaching the ship to getting everyone onboard. The life raft was also recovered.

At 0118hrs, Alltrans was back up to full speed for Gladstone with the outcome of saving four yachtsman’s lives.
2006 Award winners

Category one: Best Workplace Health and Safety Management System
Teekay Shipping (Australia) Pty Ltd

Category two: Best Solution to an Identified Workplace Health and Safety Issue
Mr Paul Milburn and Mr Carl Allan with the Far Saltire crew – Farstad Shipping (Indian Pacific) Pty Ltd

Category three: Best Rehabilitation and Return to Work Program
MP Safety Management, ASP Ship Management Pty Ltd and Mr Geoff Donovan

Category four: Best Individual Contribution to Workplace Health and Safety
Captain John Whitehead – ASP Ship Management Pty Ltd and Mr Lee Gravolin - Teekay Shipping (Australia) Pty Ltd

Chairperson’s Award
Martin Byrne – Australian Institute of Marine and Power Engineers
Order of proceedings

Official opening
Official Address by Geoff Gronow ESM ED, Chairperson of the Seacare Authority

Entrée

Presentation of Awards
Category one: Best Workplace Health and Safety Management System
Category two: Best Solution to an Identified Workplace Health and Safety Issue

Main
Entertainment – Peter Berner

Presentation of Awards
Category three: Best Rehabilitation and Return to Work Program
Category four: Best Individual Contribution to Workplace Health and Safety

Dessert

Close

Menu

Entrée
Pea and haloumi fritter, baby tomato, mint and lemon salad
Or
Cannelloni of asparagus, prawn with sautéed mushroom, truffle chive fondue

Main
Asian five spiced corn fed chicken breast, orange onion compote, baby bok choy, white bean garlic puree, szechuan pepper jus
Or
Slow roasted lamb scotch fillet infused with coriander and garlic, pea and mint puree, green beans, oven dried roma tomato, sambal oelek aioli

Dessert
Dessert platter per table
Seacare Authority members

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<tr>
<th>Name</th>
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<tr>
<td>Mr Geoff Gronow</td>
<td>Chairperson</td>
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<tr>
<td>Mr Martin Dolan</td>
<td>Deputy Chairperson</td>
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<tr>
<td>Mr Martin Byrne</td>
<td>Employee member</td>
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<td>Mr Mick Doleman</td>
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<td>Mr Peter Bremner</td>
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<td>Mr Mal Hearnden</td>
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<tr>
<td>Mr Graham Peachey</td>
<td>CEO, Australian Maritime Safety Authority</td>
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**Deputy members:**
- Mr John Wydell – Deputy to Mr Byrne
- Mr Jamie Newlyn – Deputy to Mr Doleman
- Ms Teresa Hatch – Deputy to Mr Bremner
- Mr Tony Caccamo – Deputy to Mr Hearnden
- Mr Brad Groves – Deputy to Mr Peachey
**Master of Ceremonies – Peter Berner**

As one of Australia’s sharpest comics, Peter Berner has developed a unique and intelligent brand of humour. He has written and performed solo comedy shows in local and international festivals and has appeared on various television shows and radio programs including Triple J and Good News Week. In 2004 he launched the ABC television show The Einstein Factor, a game show that he still hosts. He is also the current host of The Peter Berner Experiment segment on Triple M.

**Kombo ala Kool**

Swinging, sophisticated, groovy and lets not forget… always cool! This three piece band was formed in 2003 and comprises of sax, double bass and guitar. With leader Dave Weir on the sax, Kombo ala Kool is an accomplished jazz group within the events industry.

**Doltone House**

Doltone House is a part of the historic Finger Wharf at the newly restored Jones Bay Wharf, Pyrmont Point. The unique building has been transformed from its industrial origins into a modern designer space with charming heritage features.

Located on the foreshores of Sydney Harbour, Doltone House offers views of the Harbour Bridge, city skyline, and the Darling Harbour precinct.