

## Regional update

### Liquified natural gas (LNG) Gladstone plants

Proposals have been made to build several liquified natural gas (LNG) plants within Gladstone Harbour. The proposed plants, scheduled for commencement around 2014, would export LNG from plants located at Fishermans Landing and North China Bay on Curtis Island.

#### What is LNG?

Liquified natural gas is a by-product of the coal mining industry. The gas would be piped to Gladstone from its origin in the Surat Basin. The Gladstone plant would then freeze the gas to -162 degrees Celsius to form liquified natural gas. LNG must be kept at this temperature to maintain its liquid status for transport by ship.

There is a perception that LNG is dangerous and a threat to the community. This is not the case because, if LNG escapes from a holding tank, it dissipates safely into the atmosphere.

The ships designed to transport LNG are specially fitted out with double hulls and doubled-skinned holding tanks.



LNG Carrier – Moss type (approx. 138 000m<sup>3</sup>)

#### Maritime Safety Queensland's involvement

Maritime Safety Queensland is playing a vital role in researching the feasibility of exporting LNG from the proposed Laird Point plant on Curtis Island.

Regional Harbour Master Mike Lutze and three Senior Marine Pilots from Gladstone recently travelled to the United States and the United Kingdom to conduct pilot simulation for LNG ships. The object of the simulation was to determine the most suitable area for berthing ships and to evaluate the feasibility of exporting LNG from the Gladstone plant. Maritime Safety Queensland has also formulated contingency plans to remove ships from the berth in an emergency.

The simulation also included determining what size tugs will be required for safe pilotage, berthing and emergencies. For security and safety, tugs would also undertake an escort role from the Fairway to the berth. All pilot training will also be done by Maritime Safety Queensland.

The Gladstone Ports Corporation has plans in place to duplicate the main shipping channel to handle additional shipping created by increased coal exports. The LNG project and enhanced safety requirements may accelerate the need for a duplicate channel.

Maritime Safety Queensland will continue to be a major stakeholder in the LNG project as the responsible authority for the safe navigation and berthing of these vessels. The expert advice regarding the feasibility of exporting LNG from the Port of Gladstone will play a key role in the eventual outcome of this important economic development.



### Safer boating in Mackay waters

Maritime Safety Queensland has responded to local concerns about the need for a beacon on Hesket Rock, off the Mackay coast. Although the rocky outcrop is marked on the official charts, it does not appear on Global Positioning System charts and is almost invisible at night.

Experienced local boaties are familiar with the hazard and navigate to avoid the area, but with the increase in boat traffic in the last few years, the beacon was necessary to minimise incidents.

In February this year, Maritime Safety Queensland installed a South Cardinal Mark light on Hesket Rock to warn boaties to keep to the southern side for safe passage.

Navigational beacons are expensive to install and maintain. The cost of this beacon structure was approximately \$2500. Positioning the beacon was hampered by the extreme tidal and weather conditions.

Captain John Watkinson, General Manager of Maritime Safety Queensland, said 'We cannot realistically mark every hazard along the coast. It is up to the boat owner to take responsibility. GPS is great as a navigational aid but it does not take the place of knowing where you are.'

Boaties are reminded that the *Marine Safety Act 1994* specifies the general safety obligation of the owner or Master of a ship to operate in a safe manner. Remember, you're the skipper, you're responsible. There is no substitute for being fully aware of your surroundings, particularly when you have others on board. It also pays to study the charts and keep an eye out for hazards instead of relying solely on GPS.



## Regional boating

# Fraser Island

The 26th and final Toyota Fraser Island Fishing Expo was held from 16–21 May 2009. This year's expo attracted maximum entries and a total of 266 boating competitors. Maritime Safety Queensland's Gladstone region once again provided staff to coordinate the marine radio base at Waddy Point and maintain a vigilant watch over boats navigating the surf gutters.

Maritime Safety Queensland has been involved in the expo since 1988, providing safety advice to competitors who fished the waters east of Waddy Point. As the boating component of the competition outgrew the numbers of beach fisherman, Maritime Safety Queensland considered the safety issues with hundreds of boats operating from the beach and fishing up to 15 nautical miles east of Fraser Island. The nearest volunteer rescue vessel was 2.5 hours away and longer in bad weather. To provide some form of safety net, the marine radio base was established as part of the expo, offering distress and urgency monitoring of all boats and the ability to keep track of competition boats by logging on with the base.

The radio base was established in 1994 and the education vessel *G.P. Heath* was utilised as a rescue platform when things went wrong.

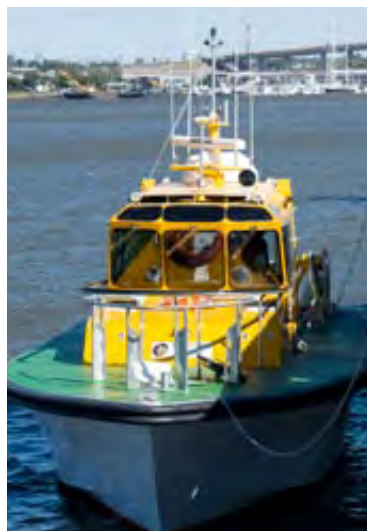
At each expo, marine safety awards have been provided as an incentive for competitors who show best safety procedures or help out other competitors. Long term sponsors of Maritime Safety Queensland's education program, Century Yuasa Batteries, Pains Wessex and Club Marine, have provided safety awards as part of their sponsorship.

Maritime Safety Queensland's association with fishing competitions and the access they provide to a targeted boating audience will continue with the Boyne Tannum Hook Up, the largest fishing event in Australia, and the Moreton Bay Classic. These events offer opportunities to promote our sponsors and education messages directly to boat owners who fish offshore waters.

## Regional boating



Gladstone pilot boat crew member, Luke Offord on board *Cumbina*.



*Cumbina* berthed at Pinkenba.

## Rodgers Class commences

Pilotage and Hydrographic Services branch, Maritime Safety Queensland, owns and operates eight vessels used for transferring marine pilots to and from ships. The transfer of marine pilots is undertaken exclusively by vessels in all Queensland ports and is supported by the use of helicopters at Hay Point and Gladstone.

Maritime Safety Queensland has been proactive in developing a rolling replacement plan that will maintain the reliability and safety of the service to the industry in all weather conditions, 365 days a year. Two new marine pilot transfer vessels, at a cost of \$2.4 million, have been commissioned to replace two vessels that are at the end of their useful life.

Delivery of the new vessels will commence a new class of pilot vessels within the Maritime Safety Queensland fleet. Historically, a class of vessels is given a name. These vessels will be named the 'Rodgers Class', in honour of Captain John Rodgers who died in a helicopter accident while performing marine pilot transfer operations off Gladstone on 25 February 1997.

Captain Rodgers was a well respected master mariner who had served for a number of years as a senior marine pilot at Gladstone. In recognition of his contribution to the shipping industry, a memorial plaque set within a bollard was erected by the community on top of Auckland Hill, Gladstone. It is most fitting that the tragic loss of Captain Rodgers be recognised by naming the new class of pilot transfer vessels in his honour.

Local Indigenous communities were consulted for names that would be suitable for the new vessels. A planned future vessel that would be located in Gladstone port will be named *John Rodgers*.

The Gudjuda traditional owners group in Ayr has granted permission for Maritime Safety Queensland to use the traditional language of the Juru tribal group and have presented the name 'Wathan' to be used as the name of the pilot vessel to be based in Bowen and operate in Abbot Point. 'Wathan' is the totem of the Abbot Point area and means 'black crow'.

The oldest of the traditional tribal groups in the Weipa area is the Alngith group, and the living elders of the group are from the Madua clan. The elders have granted permission for Maritime Safety Queensland to use the traditional language of the Alngith tribal group and have presented the name 'Cumbina' to be used as the name of the pilot vessel to be based and operate in Weipa. The totem of the Alngith tribal group is 'Cumbina' or sea mullet. The tradition of the sea mullet is that it always travels in the channels of the rivers.

A naming ceremony and commissioning ceremony was held in June this year.

The Gudjuda traditional owners group will be invited to an open day in Bowen and the Alngith tribal group will be invited to an open day in Weipa. The new vessels will be welcomed to each port.

# New Gladstone boating safety chart



The second edition of the Boating Safety Chart – Gladstone (Capricorn Coast – 1) was released in March this year.

The layout, scale, and content has been modified from Edition 1. Changes include:

The front side is now at a scale of 1:25 000, covering the Inner Harbour area from Gatcombe Head on Facing Island to the Calliope River entrance at Wiggins Island. The chart incorporates insets of the Gladstone Marina and Southend on Curtis Island at a scale of 1:10 000.

The reverse side is now at a scale of 1:70 000. The Gladstone Approaches covers from Bustard Head and Turkey Beach to South Trees Island. It includes insets of Pancake Creek and the Boyne River at a scale of 1:20 000. Additionally, the Fishermans Landing Area leading to The Narrows, extending from Ripple Rock to Laird Point, is at a scale of 1:40 000.

The chart displays:

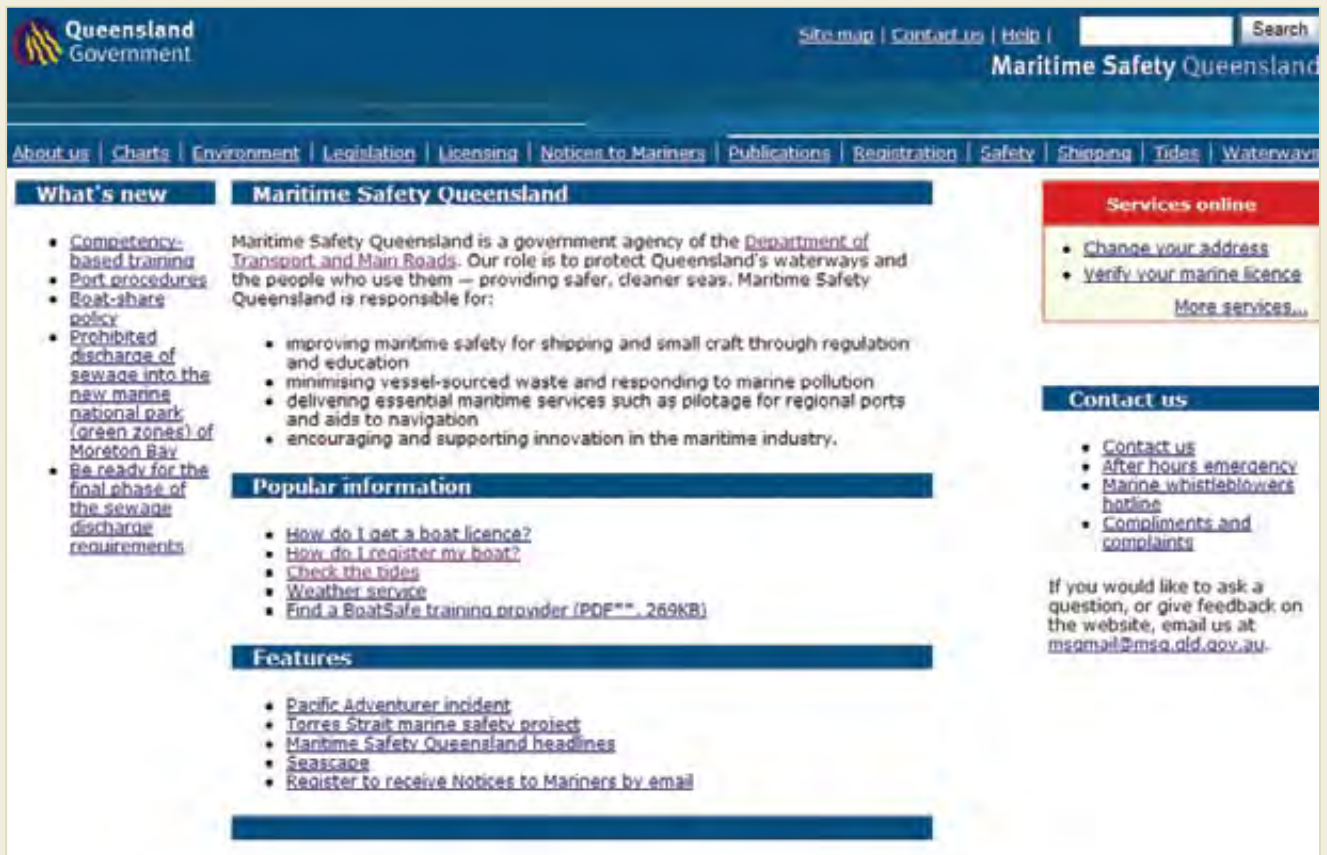
- the designated 'Ship Navigation Area' for the Port of Gladstone with its associated warning notes
- the 'Suggested Small Craft Course' with GPS waypoints and magnetic bearings
- details of the boating Rules and Regulations, Safety Equipment Table, and Rescue Organisations
- Information on Key Marine Contacts and procedures for International Visitors.

Charts are available at Maritime Safety Queensland offices, Department of Transport and Main Roads customer service centres, and chandleries.



Captain Mike Lutze, Regional Harbour Master, Gladstone, and Steve Platt (District Officer) from Queensland Boating and Fisheries with the new safety chart.

# Have you visited the Maritime Safety Queensland website?



The Maritime Safety Queensland website ([www.msq.gov.au](http://www.msq.gov.au)) is updated continually and has all the answers to any questions you may have about registering, licensing and operating a boat. You can also find out about:

- the latest information about safety requirements
- your responsibilities regarding sewage management
- legislation changes
- tides and weather
- publications to purchase online

If you can't find what you are looking for, send an email to [msqmail@msq.qld.gov.au](mailto:msqmail@msq.qld.gov.au).

[www.msq.qld.gov.au](http://www.msq.qld.gov.au)

## Upcoming events 2009

### JULY

08-11 Emerald AG-Fest

### AUGUST

- 1 VMR Urgan Open Day  
 7-12 Moreton Bay Trailer Boat Club – Moreton Bay Classic  
 16 Hervey Bay Seafood Festival  
 26-30 Brisbane International Boat Show, Marine Queensland – Brisbane Convention Centre

### SEPTEMBER

- 24 World Maritime Day  
 26 Tin Can Bay Seafood Festival – Gladstone Region

## Contacting Maritime Safety Queensland

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### Regions:

Southport \_\_\_\_\_ 07 5539 7300  
 Brisbane \_\_\_\_\_ 07 3860 3500  
 Mooloolaba \_\_\_\_\_ 07 5477 8425  
 Hervey Bay \_\_\_\_\_ 07 4194 9600  
 Bundaberg \_\_\_\_\_ 07 4131 8500  
 Gladstone \_\_\_\_\_ 07 4973 1200  
 Mackay \_\_\_\_\_ 07 4944 3700

Whitsundays \_\_\_\_\_ 07 4946 2200  
 Townsville \_\_\_\_\_ 07 4726 3400  
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 Karumba \_\_\_\_\_ 07 4745 9281  
 Thursday Island \_\_\_\_\_ 07 4069 1351

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