Queensland Government

Seascape

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From the helm

It is fair to say that over the last few months Maritime Safety Queensland has been through some interesting challenges along with the rest of Queensland.

With an unprecedented number of flooding events and cyclones (see page 14) occurring in short succession earlier in the year, many of our business continuity processes have been put to the test.

You can read about one of our most important business continuity accomplishments with the successful temporary handover of REEFVTS from Townsville to Hay Point on page 4.

The past few months have also seen many boating infrastructure projects come to fruition (see pages 5 to 7), and there are still many more exciting projects yet to be finalised.

The Gold Coast Sand Bypass System, an engineering success story which has pumped more than 10 million cubic metres of sand to date, reaches a milestone in May, turning 25 (see page 8).

These success stories would not be possible if it weren't for Maritime Safety Queenland's dedicated staff. A fine example of commitment to marine safety was recognised earlier this year when Russell Witt, Regional Director (Gold Coast) received an Australia Day Achievement Award (see page 4).

While on the subject of staff, I would also like to take this opportunity to welcome our new Minister, Craig Wallace who took on the position of Minister for Main Roads, Fisheries and Marine Infrastructure in February.

Minister Wallace will be taking on Ministerial and Parliamentary responsibilities for all of Maritime Safety Queensland's varied functions and responsibilities.

We congratulate Minister Wallace on his appointment and look forward to working with him in his new role.

Remember, You're the Skipper, You're Responsible.

Safe boating

Patrick Quirk
General Manager

Front cover:
A ship departs Townsville via the sea leads.

Culture campaign targets unsafe boaties

A project run by Maritime Safety Queensland on the Gold Coast to measure vessel activity and to identify and target unsafe behaviours is already having an impact on the region's boating safety culture.

Above: Look out for displays such as these at Gold Coast boat ramps.

The Gold Coast Boating Safety Initiative has completed the initial stage of research and data collection with vessel activity counts at 10 different sites around the Gold Coast waterways over a four month period. Statistics from the counts identified levels and types of boating activity and the impact on boating behaviour.

The second stage of the project involves interaction with the public through face-to-face awareness programs, safety messages promoted through local media, and targeted enforcement activities.

By working with the Queensland Police Service and Queensland Boating and Fisheries Patrol, an increased, highly visible presence on the water has been made possible.

To date, 17 joint patrols have been completed, with over 700 vessels intercepted.

Maritime Safety Queensland plans to deliver an ongoing education program at 12 boat ramps around the Gold Coast waterways as the third part of the project.

Local Australian Volunteer Coast Guard and Volunteer Marine Rescue groups have accepted an invitation to participate in this program, providing boating safety key messages and to help promote their own organisation.

Tinnie and Tackle kicks off boat show season

The 37th annual Tinnie and Tackle, 4WD and Outdoor Show kicked off the boat show season this month, being held at the RNA Showgrounds from Friday 8th April to Sunday 10 April.


Above: Maritime Safety Queensland's stand at this year's show.

The event has maintained a strong focus on the smaller boat market and continues to grow in size of patron attendance and number of exhibitors.

The event's popularity hit an all time high in 2010 with attendance figures of 35,357 eclipsing the previous year's record attendance of 31,640. This year's attendance numbers remained steady at 34,654.

Maritime Safety Queensland participated in the event, holding a display for the duration of the show where staff answered questions and provided advice to patrons.

This year in a first for the event, Maritime Safety Queensland shared the stand with officers from the Queensland Boating and Fisheries Patrol, which was of great benefit to patrons as the stand acted as a one-stop-shop for all boating and fishing enquiries.

Night shipping returns to Townsville

The Port of Townsville has resumed risk-managed deep-draft night shipping movements for the first time since Cyclone Yasi destroyed the port's off-shore navigation aids.

Maritime Safety Queensland General Manager Patrick Quirk said this was an important milestone in the state's cyclone recovery process.

"We fully appreciate that world trade doesn't sleep so the first night arrival of a deep draft bulk carrier is a significant step towards returning the port to full operations," Mr Quirk said.

"Maritime Safety Queensland and the port authority worked hard to restore navigation aids and normal daylight shipping operations recommenced within days of the cyclone passing."

"However the loss of two vital navigation lights set up outside the port to guide ships into the main channel meant it was unsafe for deep draft ships to enter at night."

"We are committed to completing those difficult repairs as soon as possible but in the interim Maritime Safety Queensland has been conducting trials using temporary lights."

"As a result we are now ready to accept night arrivals of a bulk carrier."

Mr Quirk said the interim arrangement would be carefully risk managed.

"Every ship will be assessed strictly on a case-by-case basis taking into account factors such as vessel type and tide and weather conditions."

"Meanwhile Maritime Safety Queensland will continue to actively pursue the permanent restoration of the sea channel lead lights in conjunction with the contractor, with a planned delivery date of mid-May." Mr Quirk said.

A multi-million dollar contract to restore the vital navigation aids to the Port of Townsville was recently awarded to local coastal and civil engineering company Pacific Marine Group.

Above: Townsville sea channel leads suffered considerable damage during STC Yasi
Inset: The leads have been temporarily restored to allow night shipping through the channel.

"Preparations are already underway for the construction of high-precision off-shore navigation lights to lead ships to the port's man sea channel," Mr Quirk said.

"Townsville is one of the state's key trading ports and will play a key role in Queensland's recovery."

"Maritime Safety Queensland officers, along with port corportation and the Royal Australian Navy, worked tirelessly under extreme conditions to restore temporary navigation aids to the Port of Townsville and help reopen the port to shipping just days after the cyclone had passed.

"Ensuring the lights are restored correctly will be no easy task. But we're confident we've got the right team to get the work done."

"It's expected the project may take around eight weeks or so, weather permitting."

Townsville is the principal port in north Queensland and services a large area that includes the mining community at Mount Isa and the Greenvale nickel refinery.

The main imports are refined fuel products, nickel ore, motor vehicles, cement and general cargo.

Exports include raw sugar, copper and zinc concentrates refined lead, copper, zinc and nickel, high analysis fertiliser in bulk, molasses, frozen beef, and live cattle.

Townsville is also a regular port of call for cruise ships and naval vessels.

Waterways safety work earns Oz Day Award

The Transport and Main Roads (TMR) Australia Day Achievement Awards is an annual event that recognises employees who make a difference both in and out of the workplace. The awards provide an opportunity for the department to acknowledge and reward individuals who provide exemplary service to TMR and who commit their time and expertise outside the workplace for the good of the community.

This year 24 staff from across the department were recognised for their outstanding individual achievements, including Maritime Safety Queensland's Russell Witt.

Above: Russell Witt was presented with his award by Dave Stewart, Director-General of Transport and Main Roads.

Russell was nominated for the award by his Maritime Safety Queensland colleagues for a number of reasons including the following:

- Russell has committed the last 20 years of his career to keeping Gold Coast waterways safe as the Gold Coast Regional Manager/Director for Maritime Safety Queensland.
- Russell's long presence on the Gold Coast, both on a personal and professional basis, has meant that the department's clients and stakeholders are confident that Russell is aware of local issues and the impact of government initiatives.
- Recent population and boating growth in the region, including exciting tourism operations like jet boat rides and other thrill adventures, has presented Russell with a unique set of challenges.
- Russell is committed to maritime safety and is a strong advocate for sustainable solutions.
- As a regulator, the decisions Russell makes when granting approvals have an impact on water safety across the whole state.
- Russell maintains strong relationships with external stakeholders and is often called upon to provide input on projects and proposals that will shape the future of the Gold Coast and its waterways.
- Russell has built a team of motivated and enthusiastic staff and has led them through multiple changes in the workplace, always ensuring that the MSQ Gold Coast regional office is able to adapt and address emerging maritime safety and community issues.

On receiving the award, Russell said that he "was led to his current role through a love of boating and the Gold Coast waterways, and his desire to make a positive contribution towards ensuring the enjoyment and safety of all who use them". He also said that he "was humbled, but honoured, to have his efforts in doing so recognised through the presentation of the award" Congratulations Russell.

Yasi test for REEFVTS

With Cyclone Yasi bearing down on the north Queensland coast earlier this month, and predictions that it would cross the coast anywhere between Cairns and Townsville, the recently-constructed Vessel Traffic Service (VTS) centre in Townsville put its backup procedures to the test and handed over the operation of REEFVTS from Townsville to Hay Point for the duration of the cyclone.

Handing over the operation of REEFVTS involves the switching of sensor information (AIS, radar, Inmarsat C messaging and VHF communications) from the Townsville REEFVTS Centre to Hay Point. VTS staff at Hay Point (with reinforcements from Townsville ahead of the cyclone) maintained the continuity of the REEFVTS ship traffic information and navigation assistance from Hay Point.

After the cyclone had passed, REEFVTS operations were handed back to Townsville following procedures which had been established in a joint effort between Maritime Safety Queensland and Australian Maritime Safety Authority.

"The handover of REEFVTS to Hay Point VTS and back to Townsville VTS went extremely well. This was the first severe Category 5 cyclone to threaten the Townsville REEFVTS centre and we are working on improvements for future severe weather events" said Mark Anderson, Acting Manager (Vessel Traffic Management).

During and immediately after the cyclone, information from several AIS sensors and VHF communications were lost, mainly due to power outages and some network issues. Ships were advised by AUSCOAST WARNINGS of a reduced service and alternative communications used until power was restored.

Boat ramps a 'shore' hit

The Department of Transport and Main Roads through Maritime Safety Queensland continues to work in partnership with local managing authorities (local government and port authorities) to build quality recreational boating facilities throughout the state.

The Queensland Government's Boating Infrastructure Capital and Maintenance Program provides for new and upgraded facilities such as boat ramps, pontoons, and floating walkways.

The government also provides funds for dredging projects to maintain adequate depths in channels used for recreational boating in State Boat Harbours and other high use waterways throughout the state.

South East Queensland

Recently completed projects

- Manly Boat Harbour – new community sports pontoon, to assist disabled persons to go boating (completed November 2010)
- One Mile (Dunwich) – new dual-level, multi-use pontoon (completed November 2010)
- Reconstruction of the Uhlmann Road boat ramp at Burpengary (completed November 2010)
- Cavill Avenue – new pontoon (completed December 2010)
- West Crab Island Channel maintenance dredging (completed December 2010)
- North Channel, Gold Coast Broadwater maintenance dredging (completed February 2011)
- South Channel, Gold Coast Broadwater maintenance dredging (completed early March 2011)

Right: Manly Boat Harbour, community sports pontoon during construction.

Above: Left, Uhlmann Road boat ramp, Burpengary, before reconstruction and right, newly reconstructed.

Current projects

- Jock Kennedy Park, Russell Island boat ramp (estimated completion June 2011)
- Gold Coast Seaway entrance dredging, a joint initiative with Gold Coast City Council (estimated to commence in mid 2011)
- Wellington Point Queuing beach, to be located between the south boat ramp and the jetty (estimated completion June 2011)
- Murlong Crescent – new floating walkway (estimated completion July 2011)
- Paradise Point – new floating walkway (estimated completion July 2011)
- Jacobs Well Channel dredging (estimated completion August 2011)
- Port Drive Whyte Island – new pontoon (estimated completion August 2011)
- Maroochydore Cod Hole – new floating walkway (estimated completion September 2011)
- Beachmere floating walkway (estimated completion November 2011)
- Bellara floating walkway (estimated completion November 2011)

Southern region

Recently completed projects

- River Heads (Bingham) Hervey Bay – rebuild of single lane boat ramp (completed December 2010)

Current projects

- Branyan Sandy Hook Park (Burnett River) – new two lane boat ramp (estimated completion June 2011)
- Riverview (Bundaberg) – rebuild of two lane boat ramp (estimated completion mid 2011)
- Bundaberg, Queen Street – new floating walkway (estimated completion September 2011)
- Buxton, Power Street – new pontoon (estimated completion December 2011)

Central region

Recently completed projects

- Widening of boat ramp at Town of 1770 to three lanes (completed September 2010)
- Rosslyn Bay (Anchor Drive) – rebuild of four lane boat ramp and new floating walkway (completed December 2010)

Current projects

- Freshwater Point (Sarina) – new single lane boat ramp (estimated completion June 2011)

Above: Left, Anchor Drive, Rosslyn Bay during construction in October 2010 and right, completed in December 2010.

Northern region

Recently completed projects

- Annie River, Marina Plains – new single lane boat ramp (completed October 2010)
- Engineer's Jetty Thursday Island – new multi-use pontoon (completed January 2011)

Current projects

- Townsville Railway Estate, Barnicle Street – new two lane boat ramp and floating walkway style pontoon located upstream from the existing ramp (completion due May 2011)
- Mourilyan Boat Harbour – new three lane boat ramp, pontoon and breakwater (completion due September 2011)
- Starcke River – new single lane boat ramp (estimated completion October 2011)

New pontoon a boaties boon

The new $2 million multi-use pontoon at Engineers Jetty on Thursday Island is a critical piece of infrastructure for the Thursday Island community. The facility opened for public use once the project reached practical completion on 27 January 2011.

The pontoon will benefit the island's ferry service as well as recreational boaties, a great outcome given that the main mode of transport in the Torres Strait is by boat.

Funding for this project was secured in January 2009 with the planning works commencing shortly after.

To ensure the best result was achieved for all potential users of the facility, extensive consultation was carried out with key stakeholders and user groups during the design and planning phase of the project.

The pontoon is DDA (Disability Discrimination Act) compliant and provides all-tide dinghy access, increased berthing space and safer access for the aged and disabled users. The new pontoon also caters for use by commercial vessels including the local ferry operators.

The new facility is owned by the department and managed by Ports North on behalf of the department.

The project was funded by the department from Maritime Safety Queensland's Boating Infrastructure Capital and Maintenance Program, and from Passenger Transport Division's DDA Public Transport Infrastructure Upgrade Program.

Above and right: The newly constructed pontoon at Engineer's Jetty, Thursday Island.

Bypass it's your birthday

May 2011 heralds 25 years of operation for the Nerang River entrance Sand Bypass System (SBS) and the 25th anniversary for officers involved with the plant.

The SBS is an internationally significant engineering feat, said Brian McRae, Manager (Waterways, Planning & Infrastructure) of Maritime Safety Queensland.

"Unstable river mouths are a common coastal phenomenon", said Brian. "Twenty-five years ago, Queensland developed a novel way to manage the navigation hazards caused by littoral drift, the wave-generated transport of sand along a coastline".

In Queensland, the prevailing waves generate a net movement of sand from south to north. Sand bars formed by littoral drift moving past a stabilised coastal entrance are often dredged to address navigation hazards. The SBS continuously moves sand south to north, 'bypassing' the Seaway, but otherwise simulating natural littoral drift.

The Seaway is the coastal gateway for the Broadwater, southern Moreton Bay, and Nerang and Coomera rivers, providing access to more than half of the largest registered vessels in Queensland, an extensive canal network and the Coomera Marine Precinct.

"In the early 1800s the Nerang River entrance was about where Jupiter's Casino is today," said Brian. "By 1930 it was at Seaworld's present location and it was predicted to threaten the town of Curigee on South Stradbroke Island by 2050.

"Construction of the Seaway stabilized the entrance. The Sand Bypass has demonstrated that coastal bars can be managed without dredging and with minimal impact to natural coastal processes," he said.

The 10 jet pumps on the jetty are buried up to six metres below the seabed. At each pump, high pressure water can be 'jetted' through a nozzle, into a 'mixer', creating a suction force, or venturi, that draws sand slurry from around the pump. The slurry is then pumped beneath the Seaway to an outlet on South Stradbroke Island.

The jet pump technology was borrowed from the mining industry, but a lot of staff-initiated field engineering has occurred over the years to improve performance and protect components from harsh marine conditions.

"Stainless steel pipe-work, cathodic protection, polyurethane coatings, ceramic components and procedural innovations have reduced service intervals, increased reliability and improved both efficiency and unit costs," Brian explained.

"The SBS innovations are largely attributable to employee initiative" Brian said.

The three officers who were hired as the original plant operators are all still working there (Sidney MacKenzie, Russell Ratcliffe, Frank Hiron). The Gold Coast MSQ office also includes two officers, Regional Director Russell Witt and Manager (Marine Infrastructure) John Bendel, who worked for the consultants that designed the Sand Bypass and built the Seaway, respectively.

"An exciting recent development is a project to dredge the Seaway entrance", according to Brian. "Through the recently formed Gold Coast Waterways Steering Committee, the state and Gold Coast City Council are contributing $2.5m to remove ~200,000 m^3 of sand. The Seaway entrance has not been dredged since construction and the project will give us better insight into how well the plant is able to control bar formation", he said.

In addition to providing navigation benefits, the project will nourish Surfers Paradise beaches. "This project is an excellent example of the benefits of collaboration that were intended under the Waterways Steering Committee Initiative", Brian said. The Steering Committee and its working groups include representation from Marine Queensland, Gold Coast City Council and four state agencies.

Above: More than 125-years of sand bypassing experience, from left to right Russell Witt, Sidney MacKenzie, Alan Thompson, Russell Ratcliffe; Frank Hiron and John Bendel.

Above: An aerial view of the Sand Bypass System.

SBS facts and figures

- Opened 31 May 1986.
- Two low pressure 150 kW turbine pumps.
- Two high pressure 560 kW centrifugal pumps.
- One 710 kW centrifugal slurry pump.
- Jetty is 490 metres long with the deck 6 metres above mean water level.
- 10 jet pumps spaced 30 metres apart, submerged up to 11 metres below mean sea level.
- Discharge pipe – 400 mm polyurethane lined steel, 1500 metres long with outlets on South Stradbroke Island.
- Seaway – 320 metres wide with a 170 metres wide, 5.5 metres deep navigation channel.
- Southern training wall 600 metres long.
- Northern training wall 400 metres long.
- More than 10 million cubic metres of sand pumped to date.
- Operating cost between $1 and $2 per cubic metre, less than one quarter the cost of dredging.

Coast plan absorbs oil spill lessons

Maritime Safety Queensland has recently undertaken a comprehensive review of the Queensland Coastal Contingency Action Plan (QCCAP).

The new edition embodies the important lessons learned from the *Pacific Adventurer* oil spill which occurred in March 2009 and the *Shen Neng 1* grounding incident which occurred in April 2010.

The new edition of QCCAP was compiled through consultation with a wide group of stakeholders. The plan supports Australia's national arrangements for oil and chemical spills under the Inter-Governmental Agreement on Australia's National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances. The plan is also recognised as a hazard-specific plan under Queensland's State Disaster Management Arrangements, and supports Queensland's recently revised State Disaster Management Plan.

Above: The clean up in progress at Moreton Island after the *Pacific Adventurer* incident.

This QCCAP represents a significant change from previous editions. The plan is based on the prevention, preparation, response and recovery (PPRR) model, stipulated by the State Disaster Management Plan, and for the first time, both oil and chemical spill incidents are addressed in one document.

QCCAP is supported by a number of port and area specific first-strike response plans and also includes the Oiled Wildlife Response Plan.

Safety equipment – are you up to speed?

On 1 June 2009, Maritime Safety Queensland introduced a new standard; National Standard for Commercial Vessels (NSCV) Part C7A – Safety Equipment, to be applied across all commercial vessels.

With the introduction of the new standard, Maritime Safety Queensland installed a two phase transitional period to allow the existing fleet enough time to get their effected safety equipment up to speed.

Commercial and fishing ships that were equipped with the required safety equipment prior to 1 June 2009 qualified for transitional periods to NSCV Part C7A.

For those vessels that qualified, the timelines are as follows:

- Two years to comply with type and quantity of items such as life jackets, life jacket lights and flares as specified in chapter 5 of the NSCV Part C7A (edition 3).
- Five years to comply with design, construction, installation and servicing requirements as specified in chapters 3, 4 and 6 of the NSCV Part C7A.

Penalties will apply to vessel owners who do not take advantage of the transitional periods to ensure they meet the new requirements within the above mentioned time frames.

If you are unsure what safety equipment is required to be carried onboard your vessel, please visit the Safety section of the Maritime Safety Queensland website at www.msq.qld.gov.au or contact your local regional office.

Cross-decking strengthens agencies ties

Maritime Safety Queensland's involvement in cross-decking has increased in the Gladstone region with the introduction of police vessel *Lyle M Hoey* to the region in 2009.

Marine officers from Gladstone region, which includes Gladstone, Bundaberg and Urangan, have a long-term working relationship with both the Queensland Water Police and Queensland Boating and Fisheries Patrol (QBFP) in the region which has been strengthened with the introduction of the 24 metre patrol catamaran.

Joint patrols can now be conducted not only in smooth and inland waters but also during seagoing patrols onboard the QBFP vessel *KI Ross* and the QPS vessel *Lyle M Hoey*.

MSQ marine officers' primary tasks include activities such as marine incident investigation, commercial and fishing ship monitoring, marine pollution monitoring and recreational vessel safety inspections.

The introduction of the *Lyle M Hoey* has provided all three agencies the opportunity to conduct their compliance and enforcement activities together, an initiative which has been recognised within the industry as a positive move. Officers from state and federal government can now display a unified presence in the field and address most compliance issues in line with their respective legislation. These multi-agency patrol vessels carry officers from agencies which have an interest in marine safety, marine pollution, state fisheries, marine parks, criminal law and environmental protection.

Marine officers within MSQ are confident one of the major factors contributing to the success of the joint patrols is that vessels are intercepted while they are operating on the water.

In March 2010, *Lyle M Hoey* embarked on a multi-agency patrol of the Capricorn Bunker Group off Gladstone. Police and MSQ marine officers visited the tourist and research islands and carried out vessel monitoring, marine safety education and marine investigations. Another trip in October saw a patrol covering an area north to Swain Reef and surrounding reefs which was also attended by officers from the Great Barrier Reef Marine Park Authority.

Sergeant Shaun Halson, Officer in Charge of Yeppoon Water Police said "from our perspective it was invaluable to conduct the commercial vessel intercepts in the presence of MSQ marine officers. Their in-depth knowledge of survey standards and commercial operators presents a highly professional approach to field compliance. We learnt a lot and the commercial operators value the practical advice on operating to the legislative requirements".

Lyle M Hoey was built by Austal in Tasmania and was launched in February 2009. It is based in Rosslyn Bay, Yeppoon and can accommodate up to 10 officers from a number of agencies on seven day deployments.

Above: Marine officers are able to assist in incidents such as these now that they have access to the *Lyle M Hoey*.

CO on boats – be awake to warning signs

Carbon monoxide (CO) is a hazardous toxic gas – you can't smell it, see it or taste it, but it can pose a real threat to the personal safety of those onboard your vessel.

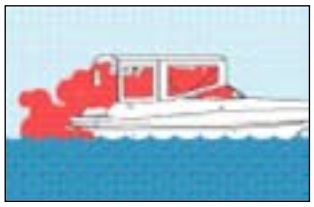
Early symptoms of carbon monoxide poisoning are headaches, nausea and fatigue. These symptoms warn that a dangerous concentration is being inhaled but they may be mistaken for the flu as the gas goes undetected. Prolonged exposure can lead to brain damage and at worst, death.

Prospective and existing vessel owners and operators should be aware of the risk of exposure to carbon monoxide poisoning in enclosed engine rooms or auxiliary machinery spaces when combustion engines are running.

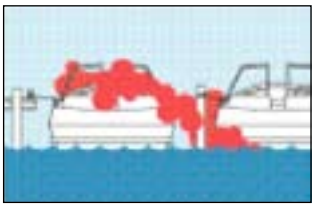
Vessel owners and operators should also be aware that the configuration of boats with partially-enclosed cabins, wheelhouses or passenger accommodation spaces combined with the prevailing weather conditions can create a situation where machinery exhaust fumes that are discharged overboard are drawn back into these enclosed areas.

Owners and operators of larger vessels should also ensure appropriate controls are in place for safe entry into confined spaces such as sealed void spaces, fuel tanks, sullage tanks, battery storage compartments and compartments where harmful gases may be present. The requirements of Australian/New Zealand Standard 2865 – Confined spaces provide a minimum benchmark for safety compliance in this area. When in doubt, owners and operators of these vessels should err on the side of safety and exclude entry to these spaces until safe access can be assured in accordance with requirements of the standard.

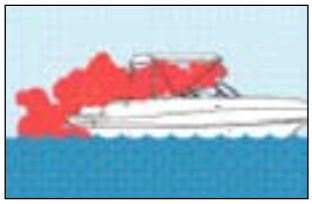
Watch out for these situations



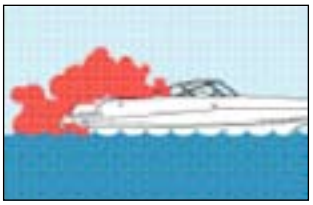
Inadequately ventilated canvas enclosures.



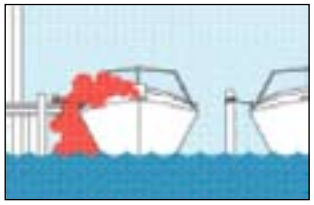
Another vessel's exhaust. CO from the boat docked next to you can be just as deadly.



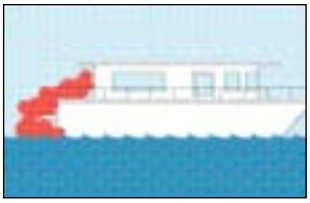
Exhaust gas trapped in enclosed places.



'Station wagon effect' or back drafting.



Blocked exhaust outlets.



At slow speeds, while idling, or stopped – CO can remain in or around your boat even if your engine or the other boat's engine is no longer running!

Graphics courtesy of the United States Coast Guard

Engine and equipment maintenance

Regular maintenance and proper boat operation can reduce the risk of injury from carbon monoxide. The exhaust from a poorly tuned engine carries more CO than a well tuned unit. Petrol engine exhaust contains more CO than diesel engine exhaust.

Checklist

Every trip

- Test the operation of each CO alarm by pressing the test button.
- Confirm that exhaust cooling water flows when the engines are started.
- Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- Make sure you know where sources of CO are located, that is, engine exhaust systems and gas appliances.
- Educate all on board about the symptoms of CO poisoning.
- Educate all on board about where CO may accumulate.
- When moored alongside or rafted with another boat keep aware of exhaust emissions from the other boat.
- Ensure that temporary rain and weather covers are not blocking the normal free flow of air around the boat.
- Keep forward facing hatches open to allow fresh air to circulate.

Regularly

- Check your exhaust systems:
  - mounting clamps are in place and secure
  - no rust, exhaust soot, water leaks, corroded or cracked fittings evident
  - rubber hoses should be pliable and free of kinks with no burned or cracked sections
  - confirm that exhaust cooling water flows when the propulsion and auxiliary engines are started
  - listen for any change in exhaust sound that could indicate an exhaust component failure.
- Check the burners on your gas appliances.
- Check your CO detector:
  - test the operation of each detector
  - make sure the detector battery is installed properly and is in good condition
  - never remove the detector battery unless replacing it with a new battery.

Annually

Have a marine mechanic:

- ensure that propulsion and auxiliary engines are well tuned maintained
- check and repair or replace as necessary:
  - exhaust components for cracking, rusting, leaking or loosening
  - hoses
  - cooling systems and water pumps
  - cylinder head and exhaust manifold components.

Have a gas fitter:

- check your gas installation and appliances.

New jet skis deliver smoother ride

Maritime Safety Queensland's marine officers are appreciating smoother waterways patrols after taking delivery of two new high-performance jet skis.

Marine Inspector Dion McKinnon says he and fellow Marine Inspector Ross Caruso had put the jet skis (more correctly called personal watercraft) through their paces and were already noticing a better ride and over-all sharper performance.

While recreational riding can be an exhilarating past-time, going out all day, every day can be a different matter.

"When you operate personal watercraft in all weather conditions for long hours rider comfort is a high priority," said Marine Inspector McKinnon.

The new jet skis worth a total $40,000, replace two previous models which were at the end of their operational life.

"They had logged 670 hours and repair and maintenance would have involved major costs."

Marine Inspector Ross Caruso agreed that it wasn't only the jet skis which log long hours often in tough conditions.

"The improved suspension seating system reduces rider impact on rough water such as Moreton Bay which also makes the job a little easier reducing physical stress and aiding concentration and control," Marine Inspector Caruso said.

"The new personal watercraft have much shorter stopping distances and are fitted with neutral and reverse thumb throttles on the handle bar which allows for safer docking, launching and vessel interception – all important factors in our day-to-day operations."

The marine inspectors spend many hundreds of hours a year patrolling coastal and inland waterways providing safety advice to boaties and intercepting those who endanger themselves and others by ignoring the rules for safe boating.

On weekend patrols the inspectors can issue up to 30 Marine Infringement Notices per day. The Field Compliance Team have intercepted 2359 boats and jets skis and 1035 Marine Infringement Notices have been issued to date since July 2010.

"Our waterways are becoming increasingly popular and while most boaties do the right thing there's always an element who need to be reminded of the rules or pay the penalty," said Marine Inspector Caruso.

"The jet skis are highly visible and fitted with strobe lights and red and white chequered banding which should also serve as a visual deterrent to anyone thinking of misbehaving on the water."

Maritime Safety Queensland marine inspectors are already planning a number of compliance operations on waterways across the state in cooperation with enforcement partners Queensland Water Police and Boating and Fisheries Patrol.

Inspector Caruso said the most common types of offences related to safety equipment such as unsuitable or insufficient personal flotation devices and expired flares or worse, none at all.

"By taking a few simple steps to know the rules and ensure they're properly equipped, boaties can enjoy their day out on the water and avoid the cost of a fine which can range from $200 for safety equipment and speed breaches to $500 for operating unlicensed or allowing an unlicensed person to operate."

For more information on boating safety and rules visit Maritime Safety Queensland's website www.msq.qld.gov.au.

Above: Marine Inspector Dion McKinnon takes one of the new jet skis out for a test ride.

Left: The new high-perfomance jet skis will assist the Field Compliance Team in their patrols.

Industry profile

Michael Barnett, General Manager – Operations Ports North

Ports North operates the Ports of Cairns, Cape Flattery, Karumba, Mourilyan, Skardon River, Quintell Beach, Thursday Island, Burketown and Cooktown in one of the world's most spectacular regions.

How did you first become involved in the marine industry?

I am from a seafaring family so I guess the sea was always in my blood! I went to sea straight from school as a deck cadet, serving on reefer vessels trading between the UK and Europe, and New Zealand and Australia. When I gained my Foreign-Going Master's ticket my wife and I emigrated from the UK to New Zealand, where after a short time on the Cook Strait Ferries, I joined the Lyttelton Harbour Board (port for Christchurch) as a junior pilot. I eventually became harbour master and chief pilot.
I left New Zealand to move to my current role in Cairns.

How long have you been in your current role and what does it involve?

I have been in Cairns since the beginning of 2006 as Manager Operations for Ports North (formerly Cairns Port Authority). Ports North manage all the ports on Cape York from Mourilyan to Burketown, except Weipa. My staff look after the day-to-day operations of the ports providing berthage for all vessels from the cruise liners to fishing vessels and pleasure craft. Cairns hosts more than 40 cruise liner visits a year, imports bulk fuel and fertilizer and exports sugar and supplies for Thursday Island and Weipa. The Cairns Marlin Marina is home to the largest commercial passenger fleet operating to the Great Barrier Reef and is a popular destination for cruising vessels and superyachts.

What changes have you seen brought in during this time?

The first major change was the sale of Cairns Airport closely followed by the Queensland Ports Review. This is when the Cape York ports moved to come under management from Cairns, and Far North Queensland Ports Corporation, or Ports North, was established.

> **"I am from a seafaring family so I guess the sea was always in my blood!"**

What are some of the changes that you feel the Australian and/or Queensland shipping industry needs to make?

I think the changes proposed under the National Ports Strategy will go a long way to creating efficient port infrastructure.

What do you see as the main differences between the Australian and New Zealand marine industries?

Both countries have major container trades, in fact most shipping services include both countries in their trading routes. The main difference is marked by the trading patterns of the two countries. Australia is dominated by the huge export tonnages of coal, iron ore and other minerals while New Zealand relies on pastoral exports. In addition Australia has a large offshore industry based in the North West.

What are the main challenges Ports North face in an environmental capacity?

Ports North operates in one of the highest sensitive areas in the world, the Great Barrier Reef Marine Park. The primary challenge that we face is to be able to maintain an efficient, profitable business while ensuring the environment is protected and enhanced.

How do you think the marine tourism industry's health is faring at the moment?

Tourism is a major industry in the Far North and Ports North provides major facilities for the Reef Fleet operators and cruise liners. Like all sectors of the industry the decline in visitor numbers affects revenues for Ports North. The incentives currently being provided by both state and federal government are expected to assist in the much needed recovery of the industry.

What are your personal future directions?

Working in Cairns and my frequent visits to our other ports means life is varied and rewarding, however I expect some changes to come along in a couple of years so will see what opportunities they bring.

Confronting storm season's aftermath

Queensland boaties have had to deal with some extreme weather conditions over the past few months, with flooding and cyclones hitting the coast over the Christmas/New Year period and February.

A key challenge for Maritime Safety Queensland during these events is to maintain our core business and services across the state while some regions and areas are confronting quite daunting periods of weather impacts and disruptions.

The Christmas/New Year flood events in central Queensland and the January floods in the south-east are behind us but work continues to restore navigation aids and channel depths in some areas south of Rockhampton. The Port of Bundaberg was reopened in early March after a two month closure due to extensive flooding of the Burnett River.

Debris and hazards to navigation continue to be collected by the contractors engaged to clean up areas of the Brisbane River.

Above: Marine inspectors out in force in Milton during the Brisbane floods.

On the cyclone front, Severe Tropical Cyclone (STC) Yasi began developing as a tropical low northwest of Fiji on 29 January and was upgraded to a Category 4 at 7 pm on 1 February when it also began to accelerate towards the tropical Queensland coast.

At 4 am on Wednesday 2 February Yasi was upgraded to a Category 5 system. By the same evening all ports between Cooktown and Mackay were closed. STC Yasi made landfall near Mission Beach between midnight and 1 am early on Thursday 3 February. Through good preparation REEFVTS was already operating from Hay Point having relocated (see page 4 for details).

Townsville region had the unfortunate experience of enduring the wrath of cyclone Yasi but the preparations had been well planned. All ships in the region's ports were put to sea well in time to find safer waters. Tugs, pilot boats and work boats had adequate time to secure.

Further to the south, early notification to all vessel operators of the regional harbour master's (RHM) intention to close the Whitsunday pilotage area was well received and all vessels were able to return to base or seek safe haven before the closure.

The RHM closed the Port of Hay Point and notified all ships' masters of the imminent closure of the port and encouraged them to leave voluntarily before the closure. This proved to be an excellent strategy to ease any last minute 'traffic jams'. This was made possible through an agreement negotiated by the RHM with both Hay Point Coal Terminal and Dalrymple Bay Coal Terminal that queuing positions would be maintained on their return.

Maritime Safety Queensland would like to commend boaties on their cooperation and vigilance during these testing times.

Upcoming events 2011

MAY

19-22	Sanctuary Cove International Boat Show Sanctuary Cove
28-29	Townsville Fishing and Outdoor Expo Cluden Racecourse, Townsville

JUNE

4-5	Boondooma Fish Stock and Management Boondooma
10-12	Boyne-Tannum Hook-up Gladstone

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Regions:

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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
Cairns	07 4052 7400
Weipa	07 4069 7165
Karumba	07 4745 9281
Thursday Island	07 4069 1351

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