

Seascape

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Moving Queensland forward



From the helm



Captain John Watkinson
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There have been several incidents recently which highlight the advantages of a carrying a 406 MHz distress beacon (EPIRB).

During cyclone Hamish a trawler grounded on the Great Barrier Reef and a deckhand was washed away. Fortunately, he was rescued when a search and rescue aircraft responded to an alert signal from an EPIRB.

Another incident occurred when a ship sank and the 406 MHz EPIRB was activated. The occupant was retrieved from the water by helicopter within 30 minutes of the activation. Other people without EPIRBs who have been involved in incidents have not been so fortunate.

Now that the 121.5 MHz EPIRB is no longer supported it is important to dispose of the old beacons in a responsible manner. See page 5 for information about how to dispose of your unwanted EPIRBs safely.

Some people think they can still use the old EPIRBs because they have heard that aircraft are able to detect the signal. This is an extremely unwise practice. Aircraft which are possibly capable of detecting such a signal fly so high that the search area would be vast. The greater probability is that the signal will never be heard. It is just not worth the gamble.

New National Standards for safety equipment were introduced in June. It is important for owners and masters of commercial and fishing ships to be familiar with these Standards which specify the minimum type, quantity and quality of equipment to be carried.

Vessel operators are also required to ensure that crew members know how to use the equipment. See page 8 for more details about your responsibilities under the new legislation.

As part of our 150 year celebrations, Maritime Safety Queensland is involved in a number of activities. One of these is the beautifully restored lantern (pictured on page 7) which we have donated to the Queensland Maritime Museum to be raffled. Funds raised from this art union will be used by the museum for restoration work and displays.

Along with this we have produced commemorative charts which are not only attractive (and would make a good gift), but they are also functional, displaying current information and navigation aids. See page 7 for details about how to purchase these charts.

Finally, due to whole-of-Government cost-saving measures, *Seascope* will no longer be printed. The magazine is available online, along with a wealth of information about maritime safety issues.

Because you will no longer receive posted copies, it is a good idea to be familiar with our website (see the back page for more information).

The Maritime Safety Queensland website should be your first port of call for any questions you may have about your boating activities.

Safe boating

Captain John Watkinson
General Manager



Limited edition Moreton Bay chart

As part of Queensland's Q150 Celebrations, a special limited edition chart of Moreton Bay, as the first port established in Queensland, has been developed on linen paper. The chart is based on an original chart entitled *Moreton Bay – Caloundra to Dunwich* published by the department in 1960. On the original chart, all symbols and text as well as all colouring and line-work were hand-drawn using pen and ink. Navigation and chart information was kept to a minimum.

This chart has been prepared by Maritime Safety Queensland's cartographers of today using the latest in computer technology and chart database systems. Although the style and colours of the 1960 chart have been replicated, current information has been used for navigation aids and natural features. Similar to the 1960 edition, however, information and notes have again been kept to a minimum. The linen paper has been chosen to reflect an old style chart.

Only 150 of these charts are available and they can be purchased only through the Queensland Maritime Museum.

Contact them via their website www.maritimemuseum.com.au or telephone 3844 5361.

Approximately \$7000 is expected to be raised, and the proceeds will go directly to the Queensland Maritime Museum to continue their important work in preserving our maritime history.

Front cover: Fraser Island at sunrise during the Toyota Fraser Island Fishing Expo (see page 11).



NMSC CEO Margie O'Tarpey and Chairman of the ISO Committee on Small Craft Nik Parker at the recent Summit Down Under.



Summit Down Under sets the standard

Organised by the National Marine Safety Committee (NMSC), and coinciding with the Sanctuary Cove International Boat Show, the event, held on Friday 22 May was attended by more than 60 delegates from marine agencies and industry.

Chairman of the ISO Committee on Small Craft, Nik Parker, told delegates at the Summit Down Under on the Gold Coast that the International Council of Marine Industry Associations is sponsoring a program to develop globally recognised technical standards for boats.

The program would encompass ISO (Europe) and ABYC (USA) standards.

NMSC is currently working on harmonising standards relating to fuel systems and ventilation, and LPG systems.

Issues such as safer boats or better rescue services, consumer attitudes to boating safety, standards for recreational boats, the need for a national boat operator's licence and doing business in the current financial

climate were just some topics open for discussion during the Summit.

According to key note speaker Peter Chennell, the UK's Royal National Lifeboat Institution's Safety Manager, your brain is your most important piece of safety equipment.

Unlike Australia, the United Kingdom does not have any form of recreational boat registration or licensing of boaters, nor is the carriage of safety equipment mandatory. To discover how to encourage people to change their behaviour and use their safety equipment, research has been commissioned into the psychology of behavioural change.

From an Australian perspective, NMSC CEO, Margie O'Tarpey, spoke about the variety of measures to improve boating safety that the NMSC has implemented. These include developing a national incident database and research initiatives, education campaigns, the Australian Builders Plate for recreational boats and technical standards.

Noosa River marine zones

The Noosa River Marine Zone will be introduced from 1 July 2009 to better regulate specific vessel activities, and will include restrictions on personal watercraft free-styling, surfing or wave jumping. The marine zone has been introduced to help protect this sensitive area and make sure it can continue to be enjoyed by the whole community. The use of hovercraft and the take-off and landing of aircraft will also be controlled. Waterskiing will be limited to designated areas of the river between 8 am and 5 pm. Personal watercraft can continue to be operated in transit in the lower reaches of the Noosa River, downstream of Noosa Waters to the river mouth.

There will be an exemption for the operation of commercial personal watercraft in the gazetted Noosa River commercial personal watercraft area.

Maritime Safety Queensland will work with the Sunshine Coast Regional Council to implement this new marine zone, educate the community about the changes and ensure it is managed and enforced appropriately.

Sunshine Coast Regional Council Mayor Bob Abbot said council had undertaken extensive community consultation and assessed a range of options before proposing the marine zone.

Cr Abbot said the river would remain accessible for a variety of recreational activities but the new restrictions would ensure it was user-friendly for all.

For more information on the Noosa River Marine Zone visit www.sunshinecoast.qld.gov.au.

Recent events



Featured at the show was this restored lantern which is being raffled to raise funds for the Queensland Maritime Museum.

Sanctuary Cove Boat Show

The twenty-first Sanctuary Cove International Boat Show, which is aimed at the luxury boat market, was held from 21-24 May. Maritime Safety Queensland once again supported this event, providing information on a range of safety and legislative issues.

This year, organisers had to contend with not only the logistics of such a large event but also the weather.

Gale force winds caused havoc for exhibitors, resulting in the closure of the show for one day. It was the first such incident in the show's long history. Despite this, 38 000 people attended the event over three days.

Over 107 on-water displays and 400 exhibitors drew interest from boaters across south east Queensland.

Personal watercraft riders were attracted to the jet ski which featured on the Maritime Safety Queensland stand. Riders were able to interact with dedicated compliance officers and get the latest information.

Local manufacturers and government departments benefited from the attendance of manufacturer and retailer delegations from India, Taiwan, China, United Arab Emirates, Malaysia, Singapore, the UK, Spain, the US and the Philippines.

Local industry, working with the Queensland government agencies, will continue to benefit from these relations well into the future.