



Seascape

July–September 2010 Volume 7 Issue 3

Tomorrow's Queensland:
strong, green, smart, healthy and fair

Toward 
Tomorrow's Queensland

 **Queensland**
Government

From the helm

The past few months have been challenging with the grounding of the *Shen Neng 1* east of Yeppoon on the 3 April 2010, putting a bit of a damper on Easter for a number of people. This incident provided a daunting exercise for Maritime Safety Queensland with the *Pacific Adventurer* all too fresh in our minds. Our immediate objective was to prevent further spillage of oil and protection for the surrounding coral reefs and adjacent coastline. Once the oil on board was secured, the next immediate concern was to refloat the *Shen Neng 1* to reduce the risks of further damage to the ship and the reef. The rest is in the article on page 3, however I can attribute the success of this salvage operation to the cooperation and team work by all the agencies and organisations involved including Svitzer Salvage.

The new REEFVTS centre was recently opened in Townsville by the Honourable Rachael Nolan, the Minister for Transport and Main Roads. The new centre marks a milestone in the development and management of Queensland Vessel Traffic Services (VTS) which will monitor all shipping traffic navigating the 350,000 square kilometres of the Great Barrier Reef. VTS also plays a vital role in the provision of safety services to commercial vessels and small craft.

The Townsville centre will also act as a conduit and coordinator for the Bureau of Meteorology to broadcast weather information from Cairns to Rockhampton which will also include listener feedback sessions with Bureau forecasters. Maritime Safety Queensland and the Bureau of Meteorology have a long standing commitment to work

cooperatively in delivering marine weather information to the marine community of Queensland.

The Deputy State Coroner handed down her findings of the accident involving a collision between a speed boat and the rock wall which forms part of the new port development at the mouth of the Brisbane River. In her report the coroner highlighted a number of contributing factors to this accident in which Mr Timothy O'Neill died in 2007 due to the impact from the vessel hitting the wall at about 20 knots. One of these factors is the over reliance and use of GPS to navigate a boat. Maritime Safety Queensland is seeing increased use of GPS by small high speed craft and is implementing a safety initiative (article on page 4) to highlight these dangers and offer boat owners facilities to check the accuracy of their GPS units.

By the publication of the next issue of *Seascope*, spring will be in the wind and boats that have been stored for the winter being readied for the warmer months. Remember to have your boat serviced and check all the safety gear for wear and tear and expiry dates. Most of all refresh your knowledge about regulations and your obligations when on the water. Remember, safety is everyone's responsibility.

Safe boating

Patrick Quirk
Acting General Manager
Maritime Safety Queensland



Front cover: *Shen Neng 1* aground on Douglas Shoal (see page 3).

Maritime Safety Queensland takes over boat harbours

On 1 June 2010, the Department of Transport and Main Roads took over the ownership and management of the three boat harbours located at Manly, Scarborough and Cabbage Tree Creek from the Port of Brisbane Corporation.

Maritime Safety Queensland in conjunction with Transport Services Division now manages a total of eight harbours state-wide. These include Manly, Scarborough, Cabbage Tree Creek (near Shorncliffe), Mooloolaba, Snapper Creek (Tin Can Bay), Urangan (Hervey Bay), Rosslyn Bay (near Yeppoon) and Bowen.

The harbours will remain Queensland Government owned assets. The transfer of the three new harbours has resulted in infrastructure assets valued at around \$49 million coming our accounts.

The boat harbours are managed according to commercial principles. Services such as maintaining public facilities and contract dredging are also provided through Maritime Safety Queensland.

The Government will soon be considering its approach to rents for dry land and wet lease areas.



Above: Scarborough Boat Harbour

Bulk carrier *Shen Neng 1* successfully refloated

The Chinese registered bulk carrier *Shen Neng 1* ran aground on the Douglas Shoal east of Rockhampton on the evening of 3 April 2010. The vessel was on route to China from the Port of Gladstone with 68,000 tonnes of coal on board.

The ship was traversing a well known shipping route that is located south of the Douglas Shoals. A report by the Australian Transport Bureau into the grounding is yet to be released, however initial indications are that human factors and fatigue are likely to be contributing factors.

A joint response was launched in association with the Australian Maritime Safety Authority (AMSA) and the Great Barrier Reef Marine Park Authority (GBRMPA). Under the National Plan to Combat Pollution of the Sea by Oil, Maritime Safety Queensland (MSQ) was the lead agency for the oil spill response and other operations associated with management of the incident.

The initial grounding caused sufficient damage to release approximately four tonnes of fuel oil into the surrounding waters. Maritime Safety Queensland responded by applying aerial dispersants and deploying oil booms and skimmers to contain and recover the oil. After removing some of the fuel oil carried on board arrangements were made to refloat the vessel.

Svitzer Salvage, a global ocean towage, salvage and emergency response organisation was engaged by the owners of the *Shen Neng 1*. The salvage contract which was signed on 5 April 2010 was made under the terms of Lloyds Open Forum 2000 which is a standard process for marine salvage.

The ship was refloated on 12 April and was anchored off Great Keppel Island. An assessment of the ship's seaworthiness was carried out which showed the ship had suffered extensive damage, however it remained structurally sound and a decision was made to tow the ship to the Port of Gladstone.

Again adverse weather and the poor handling qualities of the ship hampered any attempt to tow the ship into Gladstone so an alternative more sheltered location was requested by the salvor and the western side of Fraser Island in the northern area of Hervey Bay was approved by AMSA. The Gladstone bunker barge *Larcom* was engaged to remove the majority of the fuel oil from the vessel prior to her being towed to Hervey Bay to carry out the lightering operation.

The purpose of towing the ship to calmer waters was to offload coal to improve its handling qualities and prepare the vessel for towing back to China. On arrival in Hervey Bay the *Clipper Mistral* and *Johanna C* berthed alongside and removed about 19,000 tonnes of coal. On return to Gladstone the *Sheng Neng 1* was taken in tow by the ocean going salvage tug the *De Da* and departed Gladstone on 31 May on route to China.

A number of agencies came together to confront a challenging and sensitive operation which lasted 59 days. This required cooperation and commitment to teamwork by officers of the Department of Transport and Main Roads, Department of Environment and Resource Management, Department of Community Safety, the Great Barrier Reef Marine Park Authority and the Australian Maritime Safety Authority who all worked closely with local government and the private sector.

As a result of this incident, the Commonwealth is proposing to expand the compulsory ship reporting area to include the southern reaches of the Great Barrier Reef through the International Maritime Organisation. Queensland fully supports this move which will require an expansion of the REEF Vessel Tracking Services (REEFVTS) which can monitor a ship's course and can alert crew of pending dangers.

All costs incurred by agencies which are estimated in the vicinity of \$5-\$6 million will be recovered from the ships' owners and insurers.



Above: The *Shen Neng 1* aground on Douglas Shoal



Above: The *Shen Neng 1* (left) unloading coal onto the *Johanna C* (right)

Navigating with GPS



On 28 May 2010, Deputy State Coroner Christine Clements delivered her findings of the inquest into the death of Timothy O'Neill. Mr O'Neill died in hospital seven days after sustaining head injuries, when a vessel in which he was a passenger, hit the rock seawall at the mouth of the Brisbane River.

In her findings, the coroner suggested that one of the contributing factors to the accident was an over-reliance on an outdated GPS system. The systems' software had not been updated since 2002 although there was a newer 2006 map version available on the market.

These findings serve as a timely reminder to all boaties on the dangers of over reliance on GPS systems and the importance of additional consultation of appropriate navigational charts/resources when on the water.

The use of GPS systems onboard vessels can be beneficial for finding that favorite fishing spot. However, the accuracy of the GPS system is essential for safe

navigation. The concerning aspect of the GPS system is that not every unit is completely accurate, either due to being set in the wrong datum, or having outdated software as in the case of Mr O'Neill. These inaccuracies can mean that map coordinates may be out by up to several hundred metres.

Maritime Safety Queensland has initiated a GPS project that will assist boat owners to check whether their GPS coordinates displayed on screen are accurate. The project will roll out verified checking points at various boat ramps and on-water locations around Queensland. Each checking point will display a sign with the correct coordinates for its exact position. This will provide a point of reference for boaties to check their own GPS systems against, showing them how accurate (or not) their system is. Armed with this knowledge, boaties will then be aware that either their datum needs changing or their software needs upgrading.

As part of the education project, an

information flyer will be distributed which will alert boat owners of the location of the verified checking points and how to correct their GPS units. Additional information will also be provided on correctly using GPS for navigation and the dangers of relying solely on the electronic systems. Boaties are encouraged to always 'keep a lookout' and to also consult navigation charts and publications such as Beacon to Beacon in addition to using their GPS.

The Great Barrier Reef Marine Park Authority has provided some initial funding to the project, seeing the benefits of accurate GPS coordinates as an advantage to skippers in determining green zone boundaries. The project is expected to be implemented over the next 12 months.

Vessel Traffic Service centre officially opened

In the January-March issue of *Seascape*, we published an article outlining information on the new Vessel Traffic Service centre being established in Townsville. Maritime Safety Queensland worked in conjunction with the Australian Maritime Safety Authority (AMSA), to relocate the existing Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS) from Hay Point to the new centre.

On 25 May 2010, the new centre was officially opened by the Honourable Rachael Nolan MP. This was an important achievement for the project since its beginnings in 2006.

The new facility will:

- enhance the safe and efficient movement of vessels in the Townsville, Abbot Point and Lucinda ports
- provide an updated facility for delivery of the Great Barrier Reef and Torres Strait Vessel Traffic Service and
- provide expansion capabilities to allow for future growth

The centre became operational on 21 March 2010 when Cyclone Ilii disabled power and network connectivity to the existing Hay Point facility. During trying conditions, REEFVTS operations were successfully transferred to Townsville within a very short time frame.

The recently announced extension of REEFVTS operations will also see additional technologies deployed to provide increased coverage of the southern waters of the Great Barrier Reef.

With REEFVTS operations successfully underway, progress continues on delivering Vessel Traffic Services for the Ports of Townsville, Lucinda and Abbot Point. These will be implemented over the coming months with Townsville expected to be on-line by the end of June, Lucinda in July/August and Abbot Point by September 2010.

Commissioning of the new centre completes the fifth such centre for Maritime Safety Queensland and provides Vessel Traffic Service coverage for all major Queensland ports.



Above: The new Vessel Traffic Service centre in Townsville.



Above: An inside look at the new centre

Recent events

Sanctuary Cove International Boat Show

The twenty-second Sanctuary Cove International Boat Show, was held from 20–23 May. Maritime Safety Queensland once again supported this event, providing information on a range of safety and legislative issues.

Other state and federal government departments represented included — Australian Maritime Safety Authority (AMSA), Department of Environment and Resource Management (DERM), Queensland Boating Fisheries Patrol (QBFP), Department of Employment, Economic Development and Innovation (DEEDI) and New South Wales Maritime.

Over 400 exhibitors, and 500 boat/watercraft displays drew interest from boaters across south east Queensland with over 39 000 people attended the event over four days.



Above: Maritime Safety Queensland staff at the Sanctuary Cove International Boat Show

The artwork on display at the Maritime Safety Queensland stand was representative of a wide range of our responsibilities and included information relating to pollution prevention, marine infrastructure and safety messages. One of the main points of interest was the display on dredging programs at the Gold Coast, with staff from the Boating Infrastructure and Waterways Management Branch on hand to answer locals' specific questions.

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

Exhibitor feedback was largely positive with the majority of exhibitors satisfied with the sales levels achieved.

Greenpeace Master fined \$8000

A 75 metre Greenpeace ship the *Esperanza* entered into the compulsory pilotage area of Hay Point at about 1430 on 6 August 2009. The ship had previously deployed a number of protestors from RIBs to scale the coal loaders at Hay Point and disrupt the loading of coal. This was a protest action in support of climate change by Greenpeace coinciding with the South Pacific Leaders Forum in Cairns.

The ship entered the area without a pilot on board and also in contravention of a Harbour Masters direction. The water police deployed two vessels to assist in vessel control and to assist with safety concerns.

Maritime Safety Queensland commenced a prosecution of the Master for six offences including failure to comply with a Harbour Masters Direction and operating a ship causing danger to navigation. The matter subsequently went to Court in Mackay on 10 May 2010 with the Master pleading guilty to five of the offences with a fine of \$8000 being awarded. The Master also gave a written undertaking to the General Manager of Maritime Safety Queensland in exchange for the remaining charge being withdrawn that he would not operate a ship unsafely in Queensland waters again.



Above: A police vessel pulls up alongside the *Esperanza*

Collect your pollution prevention pack

Beginning in June, every accessible vessel berthed in a marina or connected to a buoy mooring in Queensland will receive a free marine pollution prevention information pack.

The information pack has been produced to provide boat owners with a range of resources to assist their understanding of how best to manage ship-sourced pollution. The pack includes an information brochure to be retained onboard as a handy reference and a CD containing the following information:

- sewage nil discharge maps and explanatory tables for the entire Queensland coast
- documents outlining options for sewage legislation compliance for ships
- ship-sourced sewage information fact sheets
- a link to the relevant Queensland legislation (*Transport Operations (Marine Pollution) Act 1995* and Regulation 2008)
- location of sewage pump-out facilities
- advice on filtering oily bilge water discharge
- pollution brochures produced by the Australian Maritime Safety Authority (AMSA).

The packs will be individually delivered to vessels by Maritime Safety Queensland and Queensland Boating and Fisheries Patrol regional officers. The contents of the pack will be protected from the weather in a resealable plastic wallet.

Through this initiative, Maritime Safety Queensland seeks to help boat owners and operators understand their responsibilities regarding marine pollution under Queensland legislation, and to improve awareness of marine pollution issues.

Please keep an eye out for your pack and take the time to explore the useful documents provided. Recipients will be invited to participate in a survey to determine the effectiveness of the materials. All recipients who respond to the survey by November 30 will be eligible to win one of six marine safety packs worth over \$300 each.



The pollution prevention pack brochure and CD.

Own a little piece of maritime history



Maritime Safety Queensland has published a series of six special edition charts to celebrate both the separation of Queensland in 1859 and 150 years of maritime services to Queensland. Based on earlier charts published by Maritime Safety Queensland using pen and ink, the charts have been prepared using current information and computer technology but are in the style of the older charts. Only 250 copies of each chart have been printed. Showing only basic information, the charts are not recommended for navigation.

The charts cost A\$14.45 each and can be purchased at Maritime Safety Queensland regional offices or online.

The areas covered in the special series are:

- Gold Coast — Steiglitz to Southport. Scale 1:30 000.
- Moreton Bay — Caloundra to Dunwich. Scale 1:84 000.
- Gladstone — South Channel to Graham Creek. Scale 1:42 000.
- Mackay and Hay Point. Scale 1:30 000.
- Townsville and Magnetic Island. Scale 1:30 000.
- Cairns — Yorkeys Knob to False Cape. Scale 1:24 000.

First aid kits — be prepared

In most incidents on the water, help is not readily available and in some cases not available for several hours. If there is a medical emergency onboard, it is important for the skipper or a nominated leader to take control and ensure a calm atmosphere. Someone responsible also needs to be able to take control of the boat if the skipper is the only one onboard able to administer simple first aid practices.

Whilst first aid kits are not a mandatory requirement onboard recreational vessels, a Master should carry an up to date kit under their General Safety Obligation in the interest of their passengers safety.

The most common types of boating injuries are:

- Hypothermia — spending time in cold water will cause the body's core temperature to drop. The body will try to warm up by shivering, however the condition is usually exacerbated by wearing wet clothes. The casualty should change into dry clothing and use a Thermo Accident Blanket to keep in the warm.
- Fish hooks embedded in the body — fish hooks have barbs and they should not be removed. Cover the wound and with a dressing from the first aid kit and seek medical assistance. A fish hook injury to the eye is a significant injury and must not be tampered with. It is important to provide as smooth a ride as possible for the casualty until you get them to shore. An ambulance should be called to transport the patient to a medical facility.
- Petrol spills, splashes to the eyes — petrol spills can cause irritation to the eyes and skin. Wash petrol off the casualties body with fresh water. If petrol is in the eyes, flush with the eye wash (saline) from the first aid kit. Gently cover the affected eye with an eye pad from the first aid kit and seek medical care.
- Sun burn and stings — Boaties are exposed to the elements. Sunburn is a common problem. Always wear a hat and cover your arms and legs with sun resistance clothing. Apply sun block (30+) to body areas that are exposed to the sun. Use sun block from the first aid kit. Being exposed to the elements invites bites and stings. These can make the fishing trip quite uncomfortable. Prevent bites and stings with a repellent, and suitable clothing. If you do get bitten, use the sting relief cream from the first aid kit.
- Other injuries and emergencies — all boaties are encouraged to learn first aid. Knowledge of first aid and what to do in an emergency, along with a good first aid kit will be very valuable when the need arises.

Queensland Ambulance Services runs first aid courses across Queensland. They can be contacted on 1300 369 003 or visit www.ambulance.qld.gov.au.

Recommended First Aid Kit contents*

- Highly visible and floatable, hard shell case.
- Thermo accident blanket
- Triangular bandage x 2
- Disposable gloves x 2
- Wound dressings x 2
- Crepe bandages 7.5 cm width x 2
- Eye wash solution x 5
- Wound irrigation x 5
- Eye pads x 2
- Non adhesive dressings medium x 2
- Non adhesive dressings small x 2
- Scissors (stainless steel)
- Tweezers (stainless steel)
- Sun screen 30+
- Insect repellent
- Disposable resuscitation mask
- Sting relief cream
- Paracetamol
- Note book and pencil
- Elastic tape
- First aid booklet

* Supplied by Queensland Ambulance Services



Skipper pays the price for uninsured ship

The owner of a ship not insured against possibly sinking or causing environmental damage has been hit with a \$10,000 fine in the Bundaberg Magistrates Court. William George Sizmur appeared in court in April charged with failing to insure his 32.6 metre steel ship *Aware*. The court heard that the vessel, an ex-Navy attack class ship, was rusting and could cause taxpayers up to \$500,000 in clean up costs if it leaked its store of fuel.

Current legislation requires all ships over 15 metres (for example 15.01 metres) in length to have insurance sufficient to pay for potential pollution clean up, salvage and wreck removal.

The insurance policy must meet the following requirements:

- All recreational ships more than 15 metres but less than 35 metres in length must have an insurance policy that provides A\$250 000 for pollution clean up and A\$10 000 000 for salvage and wreck removal.
- All commercial ships more than 15 metres but less than 35 metres in length must have an insurance policy that provides A\$500 000 for pollution clean up costs and A\$10 000 000 for salvage and wreck removal.
- All ships 35 metres or more in length must have a policy that provides A\$10 000 000 for pollution clean up costs, salvage and wreck removal.

Ships visiting Queensland coastal waters are also required to comply with the legislation. Temporary insurance cover may be necessary if existing insurance coverage does not meet the above requirements.

A current certificate of insurance must be carried onboard and be available for inspection by compliance officers. Penalties apply for non-compliance. For more information, visit <http://www.msq.qld.gov.au/Registration/Ship-insurance.aspx>.

Industry profile

Don Jones

General Manager, Marine Queensland

Established in 1973 as a non profit, non government association, Marine Queensland is a 'peak body' which represents the leisure and light commercial marine industry.

Can you give us a bit of background about yourself?

I actually started my career working in large corporations within research and industry development. Prior to joining Marine Queensland, I had no maritime industry experience, and no personal boating experience. I came across to Marine Queensland to assist them in developing their relationships with the maritime industry.

How many years have you been in the General Manager role?

Around 2 and a half years.

What changes have you brought in during this time?

During my time at Marine Queensland, our focus has changed significantly. Previously, Marine Queensland's industry links and presence was limited to the organisation of events such as the Tinnie and Tackle and Brisbane Boat Shows. However, our focus has now changed to promoting our marine industry advocate's role, in establishing a peak industry organisation with divisional and regional sectors. Marine Queensland has more of a community engagement focus, especially in relation to the environment and infrastructure.

What is the future direction of Marine Queensland?

We will maintain our current focus and continue to support the marine industry.

What is happening with the State Boating Industry Association's amalgamation?

The states BIA's have been in discussion and negotiations regarding the formation of a national BIA. The need for a national BIA has come about due to the increasing number of national issues. These issues need to be dealt with efficiently whilst maintaining continuity throughout all states. We would also like to implement a national boat show circuit which would travel around the states in a orderly fashion.

How do you think the marine industry's health is post GFC?

The marine industry certainly felt the effects of the GFC, but not to the extent that was expected. Unfortunately there were around 120 marine businesses which were forced to close throughout Queensland. However, these businesses have restructured and re-examined the way in which they operate, resulting in a much stronger and healthier industry

The public didn't abandon boating during the GFC, in fact whilst they cut back on activities such as dining out and going to the movies, going boating was seen as an 'escape' from the GFC, which I think shows how important the positive Queensland lifestyle benefits are. Boating provided a release from the pressures of the GFC, with many using it as a great way for the family to go outdoors and spend time together.

How do you think the industry will fare in the future, do you see a continual growth or do you think it will reach a saturation point?

I think the marine industry will continue to flourish; we have some of the best waterways in the world. We have so many natural attractions which are supported by some great infrastructure, and our fisheries are also well managed.

What are your personal future directions?

I'm very passionate about the marine industry because I believe it offers so much in the way of positive social benefits and our environment. Marine Queensland is committed to ensuring that the marine industry continues to grow and prosper, and I am happy to be a part of that.



Maritime safety reform

What is it?

Australia has eight different administrations regulating commercial vessel safety in Australian waters (the Australian Government, six States and the Northern Territory (NT)). Maritime reform is intended to replace these systems with one national maritime safety regulatory system for all commercial vessels which will establish and maintain national uniformity in safety standards, regulation and administration.

What has been happening?

The Commonwealth Government has committed funding for the 2010/2011 financial year to progress the maritime safety reform. These funds will support work being currently undertaken by the Australian Maritime Safety Authority, in particular:

- Rewrite of the Commonwealth Navigation Act 1912 incorporating amendments necessary to create a national maritime safety regulatory system for commercial vessels
- Transfer of National Marine Safety Committee (NMSC) functions to the national regulator by July 2011
- Consultations with state/NT maritime agencies, NMSC, industry and the general public to refine the operation of the national system and
- Investigating options for a national database for commercial vessels.

This funding delivers on the decision of the Council of Australian Governments (COAG) of 2 July 2009 to implement reform with AMSA as the national maritime safety regulator and enables the Commonwealth, States and NT jurisdictions to continue working to develop and implement that decision.

What's next?

AMSA are relying on industry to provide input to ensure that the new system is practical, and that there is a smooth transition to the new arrangements. Your contribution will have an important effect in developing maritime reform and AMSA want to make the consultation process as meaningful and productive as possible. To do this, AMSA, the Department of Infrastructure, Transport, Regional Development and Local Government, and the State and NT maritime agencies are preparing preliminary discussion papers for stakeholders to consider and comment on.

How can I get involved?

To participate in the development of maritime reforms and to stay up to date with progress, please provide your email address to maritimereform@amsa.gov.au.

You will then receive updates on opportunities for formal consultation and contacts over the next 12 months.

For more information please visit www.amsa.gov.au/Maritime_Reform/.

Keep up to date with the latest publications

Maritime Safety Queensland produces many free and saleable publications tailored towards the Queensland boater.

The Commercial and Fishing Ships Operating Documents and Diary and Log Book has recently been reprinted and is back in stock.

It is a legislative requirement for registrable commercial and fishing ships operating in Queensland waters to carry on board and maintain various manuals and plans.

The Commercial and Fishing Ships Operating Documents and Diary and Log Book assists owners and masters with developing operating documents.

Also, don't forget to keep your eyes peeled for the latest edition of the Small Ships Manual which should be hitting the shelves in the new financial year.

The Small Ships Manual is a comprehensive onboard operational manual for all boaters and a training aid for commercial skippers. The manual includes information on all aspects of boating including handling, weather, safety equipment, emergency procedures, and engineering.

Marine training providers use the manual to assist people studying for their Coxswain and Master Class 5 commercial marine licences. The manual is 400 pages long and ring bound.

Visit <http://www.msq.qld.gov.au/Publications.aspx> for more information on the entire range of publications on offer.

Upcoming events 2010

AUGUST

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|-------|---|
| 6-11 | Moreton Bay Fishing Classic, Manly Boat Harbour |
| 26-29 | Brisbane International Boat Show, Brisbane Convention & Exhibition Centre |

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