



Seascape

April–June 2010 Volume 7 Issue 2

Connecting Queensland
www.msq.qld.gov.au

Toward 
Tomorrow's Queensland

 **Queensland**
Government

From the helm

It's hard to believe that it has already been 12 months since the 'Pacific Adventurer' oil spill. The spill, which occurred on 11 March 2009 during rough seas, has provided Maritime Safety Queensland with the opportunity to review the department's Disaster Management System in supporting oil spill response.

The review has provided clear guidance on the changes recommended to be made at the state level to improve future oil spill responses. The findings have been largely positive and acknowledge a number of successes and also areas for improvement.

I would also like to take this opportunity to thank the hundreds of staff and volunteers who became involved in the clean-up efforts.

Whilst the 'Pacific Adventurer' has certainly kept Maritime Safety Queensland busy during the past 12 months, there have also been many other projects which have progressed during this time.

Maritime Safety Queensland's involvement in the future establishment of a single national jurisdiction for commercial vessels (see page 7) has also been bubbling behind the scenes.

Our Compliance Unit within the Executive Services and Compliance Branch has also been hard at work securing a great result in the courts in recovering the state's costs incurred whilst removing the derelict vessel 'Ossa' from the pristine waters of the Whitsundays (see page 12).

As this issue of Seascope reaches your computer, the Easter period will have just finished. The autumn and winter months ahead can herald some unusual sea weather patterns and dangerous conditions. I urge you to take care during the time when out on the water.

Safe boating

Patrick Quirk
Acting General Manager

Editors note: as you read this issue of Seascope, Maritime Safety Queensland is dealing with the 'Shen Neng 1' grounding near Great Keppel Island. A full report on this incident will appear in the next issue.

MSQ welcomes new branch onboard

In November in 2009, Maritime Safety Queensland welcomed the Boating Infrastructure and Waterways Management Branch to the agency.

Originally coming from the Transport Infrastructure and Passenger Transport divisions, the branch is responsible for:

- managing, constructing and maintaining recreational boating infrastructure such as boat ramps, jetties and pontoons
- undertaking dredging projects
- planning, policy and legislation and
- the management and maintenance of five of Queensland's 11 state-owned boat harbours with another three harbours to be added with the recent sale of the Port of Brisbane Corporation.

The branch develops and delivers the Boating Infrastructure Capital and Maintenance Program which is a three-year rolling program that funds infrastructure projects, maintenance and related services such as education and pollution reduction.

The branch is responsible for \$310 million worth of assets, including 280 boat ramps, 25 pontoons and 40 jetties.

With a lot of requests for dredging around the state, the branch must undertake projects that represent the best value for money, while ensuring the sensitive marine environment is protected.

Around 80 infrastructure projects have been completed or are scheduled for completion in 2009-10.

You can find more information on these projects on page 4 and 5 of this issue.



Above: The team from the Boating Infrastructure and Waterways Management Branch.

Front cover: 'Happy Buccaneer' transiting under the Gateway Bridge (see page 12).

Recent events

Clean-up begins after Cyclone Ului hits the Whitsundays

Cyclone Ului crossed the Queensland coast at approximately 0130 hours on 21 March 2010 after hovering over the Coral Sea for almost a week.

The Whitsundays bore the brunt of the 200 kilometre per hour winds when the cyclone crossed the coast at Airlie Beach on Sunday morning.

Whilst there were no deaths or serious injuries reported, many vessels moored within the Airlie Beach region were damaged, sunk or partially submerged.

Maritime Safety Queensland received reports of around 70 vessels in the area which had broken their moorings and were either found and required salvaging, or had been destroyed in the rough seas. Around 40 of these vessels have now been salvaged. Significant progress has been made in locating and contacting the owners of the remaining 30 vessels.



Above: Vessels stranded on the rock wall at Whisper Bay, Cannonvale.



Above: A vessel washed into the mangroves at Shute Harbour.

Staff honoured on Australia Day

Each year, the Department of Transport and Main Roads provides Australia Day Achievement Awards to individuals within Transport and Main Roads.

The awards are to recognise departmental employees' work achievements in the 12 months prior, as well as their outstanding contribution to the Australian community and/or their department, both in and out of the workplace, by demonstrating excellence in their field.

In 2010, 29 individuals were presented with Australia Day Awards by the Honourable Craig Wallace MP, Minister for Main Roads.

One of the individuals honoured was Maritime Safety Queensland's own Kimberly Foster who is employed as a Senior Policy and Planning Officer within the Maritime Services branch.

Kimberly was nominated for the award by her work colleagues for continually showing remarkable dedication and professionalism within her various roles in the Incident Management Team and the State Incident Control Centre.

Most recently, Kimberly was the Incident Control Centre manager during the 'Pacific Adventurer' incident response in March 2009 and she also performed the role of Finance and Administration Officer during the Montara Wellhead Platform oil spill of Western Australia.

Kimberly's positive attitude and hard work makes her a great asset to the Maritime Safety Queensland team.

Congratulations Kimberly!



Above: (left to right) The Honourable Craig Wallace MP, Minister for Main Roads, Kimberly Foster and Mr Dave Stewart, Director-General Transport and Main Roads

Improving waterways access

Queensland boasts some of the best recreational boating spots in the world.

Maritime Safety Queensland is delivering local boating projects all over the state including:

- building new boat ramps to improve safety and efficiency for boat launching and retrieval
- maintaining, upgrading or widening existing ramps
- building and improving pontoon landings
- dredging harbours and navigation channels to maintain water depths and reduce siltation build-up.

Around 80 projects have been completed or scheduled for completion in 2009-10. These projects support local tourism, create jobs for Queenslanders, and promote our great outdoors lifestyle.

South-east Queensland

Maritime Safety Queensland is working in partnership with local government, port authorities and private developers to deliver recreational boating infrastructure improvements for all Queenslanders.

Recently-completed projects

- Amity Point, North Stradbroke Island — new ramp (completed March 2010)
- Fairlead Crescent, Manly — new ramp (completed April 2009)
- Bird O'Passage Pde, Scarborough — new ramp and floating walkway (completed November 2009)
- Sinbad St, Shorncliffe — new ramp and floating walkway (completed July 2009)
- Kirra St, Pinkenba — reconstructed ramp (completed June 2009)
- Golden Beach, Caloundra — new floating walkway (completed March 2010)
- Southport Pier — new pontoon (completed August 2009)
- Roys Rd, Coochin Creek — new ramp (completed July 2009)
- Jacobs Well — new pontoon (completed April 2009)
- Budds Beach, Gold Coast — reconstruction of ramp (completed June 2009).



Above: Upgraded ramp and floating walkway at Sinbad Street, Shorncliffe.

Current ramp and pontoon projects

- Work has started on a \$3.1 million fully-roofed, dual-level pontoon at One Mile, North Stradbroke Island (estimated completion late 2010).
- Work has started on a new pontoon at Manly Harbour for the local Bayside branch of Sailability Australia, an organisation that helps those with disabilities enjoy recreational boating (estimated completion late 2010).
- Work will start in mid-2010 on a major upgrade of the boat ramp at Uhlmann Rd, on the Caboolture River (estimated completion late 2010).
- Work is underway to reconstruct the Cabbage Tree Point ramp (estimated completion mid-2010).



Above: New pontoon at Jacobs Well.

Dredging projects

Dredging improves access to marina and ramp facilities, and makes navigation easier and safer for boats.

In the last year, dredging was completed on the Gold Coast at North and South channels, West Crab Island Channel, South Wave Break, Coomera River and Canaipa Passage.

Dredging of the middle reaches of the Coomera River is expected to start in late 2010.

Did you know?

700,000 Queenslanders go fishing each year!

There are now 233,000 registered recreational vessels in Queensland, the highest number of any state in Australia.

Maritime Safety Queensland is responsible for \$310 million worth of recreational boating infrastructure assets, including 277 boat ramps, 36 pontoons and 40 jetties.

Southern Queensland

Recently-completed projects

- Burnett Heads Harbour — new floating walkway (completed August 2009)
- Burnett Downs — new ramp (completed April 2009)
- Gatakers Landing, near Hervey Bay — new ramp (completed March 2009)
- Surat — new pontoon (completed May 2009)
- Miara — rebuild of ramp (completed August 2009)
- Booyan — rebuild of ramp (completed July 2009)
- Maaroom — new floating walkway (completed September 2009)
- Queen Street, Bundaberg — reconstructed ramp (completed June 2009).

Current projects:

- A new ramp is being built at Kalkie, five kilometres from Bundaberg City on the Burnett River (estimated completion mid-2010).
- Ramp widening at Old Powerhouse Drive, Howard (estimated completion mid-2010).



Above: New Gatakers Landing ramp, Hervey Bay.

Central Queensland

Recently-completed projects

- Rosslyn Bay Harbour — dredging (completed September 2009) and new pontoon (completed June 2009)
- Coorooman Creek, Zilzie — new ramp (completed July 2009)
- Sarina Point and Sarina Inlet — 2 upgraded ramps (completed August 2009)
- Bucasia, Mackay — new ramp (completed January 2009)
- Apsley Way, Mackay — new ramp (completed June 2009).

Current projects

- Undertaking jetty maintenance at Vin E Jones Drive, Rosslyn Bay.
- Work is nearing completion on a new all-tide boat ramp at

- Ibis Park, Tannum Sands (estimated completion mid-2010).
- Widening ramp at Town of 1770 (work starting in mid-2010).
- Freshwater Point, Sarina — new ramp (estimated completion mid-2010).
- New ramps are planned for Constant Creek (estimated completion mid-2011) and East Point (estimated completion mid-2013).

Northern Queensland

Recently-completed projects

- \$1.3 million dredging works at the entrance and main channel of Port Douglas Harbour (completed March 2010)
- Marton — new ramp (completed August 2009)
- Tinaroo Dam — two new ramps (completed November 2009)
- Mapoon — new ramp (completed June 2009)
- Dungeness — new ramp (completed June 2009)
- Maria Creek — new ramp (completed October 2009).

Current projects

- A new \$2.7m ramp, pontoon and breakwater are being built at Mourilyan Harbour.
- A new pontoon is being built at Thursday Island, adjoining the Engineer's Jetty (estimated completion late 2010).
- New ramps are being built at Marina Plains and Starcke River (estimated completion late 2010).



Above: Dredging works in Port Douglas in January 2010.

New vessels boost state's search and rescue capabilities



February 26th saw the launching of the first of three new Class 1 vessels to be added to the fleet of Queensland Police Service vessels. Three years of research and eight months of construction came to fruition when the new 22 metre patrol and command vessel 'Lyle M Hoey' was launched in North West Bay in Tasmania.

To keep up with the constant changes in the marine environment, the Queensland Police Service required new vessels to be able to carry an auxiliary high speed type enforcement vessel on the aft deck, the ability to contain an operations and command centre, and the ability to transport large numbers of police to remote and isolated coastal communities.

There was also a need for the vessels to be able to operate 'on scene' for search and rescue coordination. The new vessels will be more than capable of delivering these services.

The primary roles of these new vessels are to improve the present and future operational capabilities of the Queensland Water Police Service. They are intended for patrol work and general day to day policing of remote coastal communities.

They will also significantly enhance the capacity to respond to search and rescue and as a command operations centre for major incidents.

The new vessels will provide enhanced counter terrorism capabilities due to extended patrolling times and increased periods of offshore deployment. The vessels will also allow for the transportation of large numbers of both specialist and operational police.

The inclusion of forward command centres within the vessels combined with the latest in communication technology will be a key benefit.

They are able to contain up to 28 passengers with accommodation for up to 16 people, dependant on the situation and persons on board.

These three 22 metre catamaran vessels will replace the current timber vessels 'Handran' and 'Hoey'. The third vessel replaces the 'W Conroy' which was disposed of in 2004.

The replacement vessels will be stationed at Cairns, Yeppoon and Brisbane.

The vessels were specifically designed and constructed simultaneously after research indicated significant savings could be made by constructing all of the vessels together, with the final cost being \$11.8m in total.

Each vessel has a cruising speed of 20 knots, sprint speed of 25 knots, a minimum range of 700 nautical miles and will be powered by two MTU Series 60 diesel engines.



Above: The 'Lyle M Hoey' in action.

Recent events

Update on the Single National Jurisdiction

Background

Australia's transport Ministers have identified a number of national reforms to cut red tape and deliver more consistency in transport regulation, including maritime safety.

Transport Ministers from the Commonwealth, States and Territories, have agreed to support a national approach to marine safety legislation for commercial vessels.

The proposed reform being considered is to establish one national regulator for maritime safety of commercial vessels, a significant change from the current system where regulation is divided between the States, the Northern Territory and the Commonwealth.

In 2009 the Prime Minister, Premiers of each State and Chief Minister of the Northern Territory decided that the Australian Maritime Safety Authority (AMSA) would become responsible for regulating commercial shipping in Australian waters. This is a significant step towards national uniformity.

The challenge

As Australia's transport task grows, a more streamlined regulatory system will deliver long-term safety and productivity gains. Current arrangements for administering marine safety regulation in Australia may hinder the capacity:

- of governments and industry to deliver the same high standard of safety everywhere; and
- for the industry to operate efficiently (and therefore compete with other modes).

The Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government will lead the work on national maritime safety regulatory reforms with AMSA. They will be collaborating with states and territories.

Objectives

Modernise the marine safety regulatory system to support the safe, efficient and sustainable growth of the commercial shipping sector as part of a truly national economy.

What's included?

- Vessel design, construction and equipment.
- Vessel operation (for example safety

management systems) and crew certification and manning.

- Preferred model: AMSA to administer standards and regulations, with scope for states and Northern Territory to become delivery agents.
- Commercial fishing vessels.
- Likely to cover international marine pollution requirements.

What's not included?

- Recreational vessels.
- Less time and resources for business in managing regulatory differences.
- 'Best practice' marine safety regulation for all Australian shipping.

Deliverables

Amend Commonwealth legislation to include all commercial vessels currently under state and Northern Territory jurisdiction by 2013.

What is happening now?

No decision has been made by the Commonwealth, state or Northern Territory governments on the funding to support the proposed national approach.

AMSA was asked to prepare an analysis of the costs of the services likely to be delivered by a national regulator of commercial vessels.

A draft cost impact statement was provided by AMSA to the states in early February and provided a clear picture of the challenges which lay ahead. Attention is now being paid to the service delivery model. AMSA has requested that Maritime Safety Queensland continues to play a key role in delivering services to Queensland's extensive commercial fleet. A workshop has been planned to discuss how the new system will be administered, and whilst it will not provide all the answers, it should at least provide the broad service delivery framework.

More information

The Commonwealth has developed a website to provide information to industry and other stakeholders on the proposal to reform the regulatory arrangements relating to commercial vessels in Australia www.infrastructure.gov.au/maritime/nmsr.aspx.

2010: year of the seafarer

Every year, the Council of the International Maritime Organization (IMO) celebrates World Maritime Day.

The day focuses attention on the importance of shipping safety, maritime security and the marine environment.

In 2009, it was decided that the theme for World Maritime Day in 2010 would be 'the year of the seafarer'.

The theme is not only celebrated on World Maritime Day, but also throughout the year.

'The year of the seafarer' theme was selected to give the international maritime community the opportunity to pay tribute to the world's seafarers for their unique contribution to society on both big ships and our smaller vessels.

We would like to take this opportunity to celebrate one of our own local seafarers.

Ken Gray (shown right) is currently employed by Maritime Safety Queensland as a Senior Advisor (Maritime) in the Safety Standards branch and he gave us some insight into a seafarer's life.



Q: When did you begin your life as a seafarer?

A: I joined my first ship, an old general cargo ship 'M.S Aradina', in 1969 as 2nd Electrical Engineer. I stayed with the same company but in different roles for 34 years before walking down the gangway for the last time in 2002.

Q: What initially attracted you to this type of career?

A: I wanted to see the world, but ended up spending most of my time in the east Asian corner.

Q: What were some of the changes you saw during your time as a seafarer?

A: New developments in technology continually changed the working environment. As technology increased, ships became larger and more hi-tech. In the 70's, cargo ships were replaced by container ships. This meant cargo was able to be carried by two ships instead of 10. Automation of machinery was introduced and whilst crews were downsized, the workload remained steady with the increase of paperwork.

Q: Did you enjoy your career as a seafarer?

A: I had a good job that kept me busy, learning and interested. I also had a pretty good time when not working!