
# Seascape

April–June 2010 Volume 7 Issue 2

**Connecting Queensland**
www.msq.qld.gov.au

Toward 2 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 Seascape reaches your computer, the Easter period will have just finished. The autumn and winter months ahead can herald some unusual sea weather patterns and dangeous 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 Seascape, 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' transitting under the Gateway Bridge (see page 12).

# 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 Honorable 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 boaties.

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 auxilary 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 Intenational 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 continally 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!

# New sewage discharge maps

The final phase of the sewage discharge legislation (*Transport Operations (Marine Pollution) Act 1995* and *Transport Operations (Marine Pollution) Regulation 2008)* was introduced on 1 January 2010.

In addition to existing requirements, the following legislative requirements now apply:

- If a vessel has 16 or more persons onboard, no discharge of untreated sewage is permitted anywhere in Queensland waters.
- If a vessel has seven to 15 persons onboard, no discharge of untreated sewage is permitted within one nautical mile (1852 metres) of a reef or the mean low water mark of the mainland. Additionally, in open waters, no discharge of untreated sewage is permitted within 1852 m of an island.

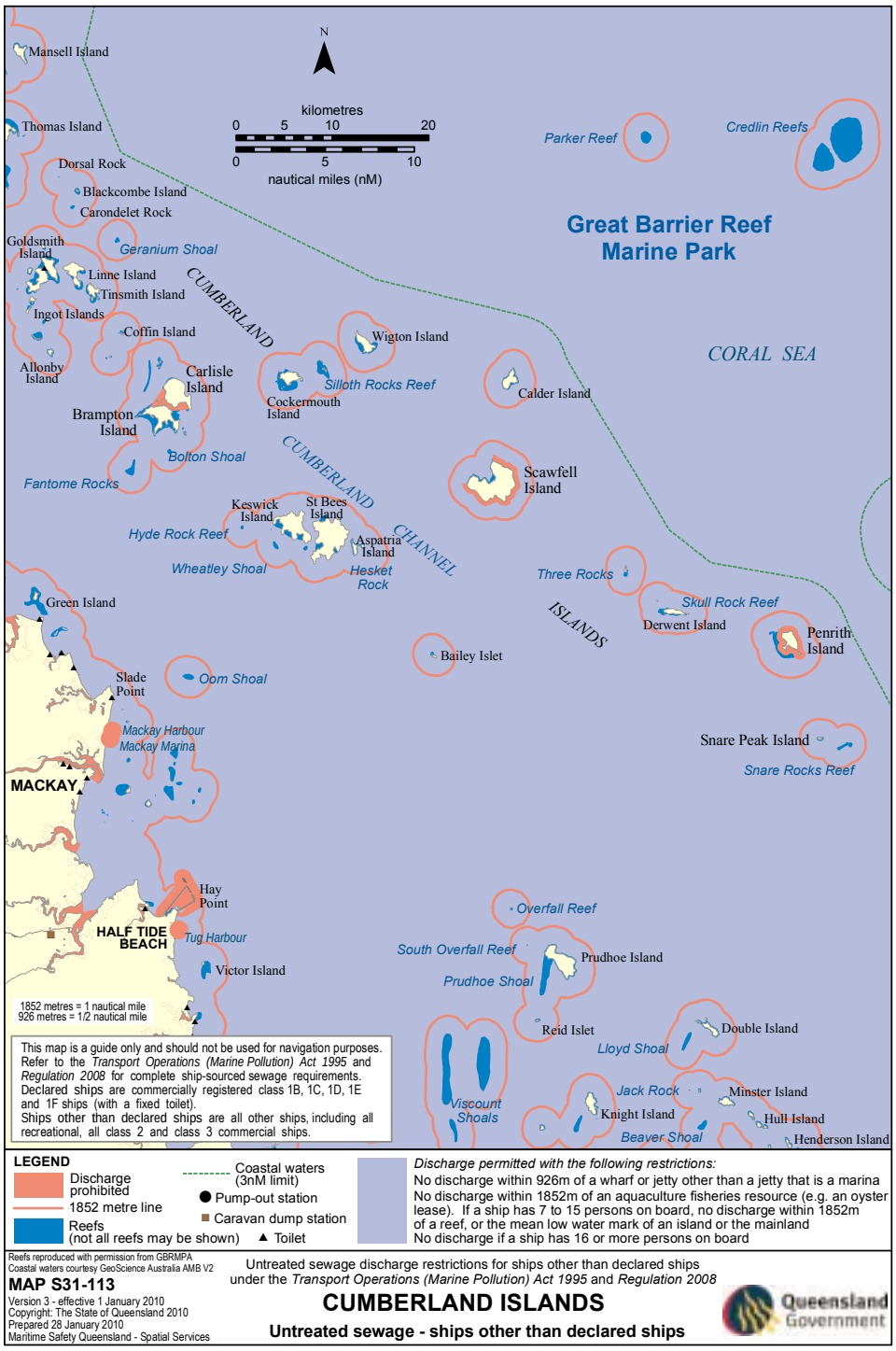
To assist boaties to comply with the legislation, new maps are available for both 'declared ships' and 'ships other than declared ships'. (A declared ship is a commercially registered Class 1B, 1C, 1D, 1E or 1F passenger carrying vessel with a fixed toilet.)

The maps detail areas where it is prohibited to discharge treated or untreated sewage into Queensland waters.

The nil discharge maps are available to be downloaded free in PDF format from the Maritime Safety Queensland website www.msq.gov.au/Environment/Sewage.aspx

The maps have been improved in quality and clarity since the previous versions. Please note that they are designed to be guides only, and are not to be used for navigation purposes.

Each map has a matrix attached to it (on the second page of the PDF file) which describes the specific nil discharge areas referred to in the legislation.




Also included on the matrix is information about the requirement to carry certain documents onboard a vessel. For example, all ships fitted with a treatment system are required to have onboard system documentation and manuals for operating and maintaining the system, and to maintain and assess the treatment system in accordance with the Regulation.

Boat owners in the Whitsunday area now have access to maps of Cumberland Islands region for the first time.

# Ship's documents to be updated

The Uniform Shipping Laws Code (USL Code), Section 15 – Emergency Procedure and Safety of Navigation, has changed. This section of the USL Code was amended by replacing it with the National Standards for Commercial Vessels (NSCV) Part E – Operational Practices. This change affects the records and manuals that must be kept for all commercially registered ships in Queensland.

To assist industry to make these changes, Maritime Safety Queensland summarised the differences between the old and the new standard and provided examples for industry to supplement their existing records (for all ships, including eight metres or less) and Ship's Operating Documents (for ships greater than eight metres).

The examples are available on the Maritime Safety Queensland website as well as an amended version of the Ships Operating Documents publication — www.msq.qld.gov.au/Registration/Commercial-and-fishing-ships/Operating-documents.aspx.

Ship owners must modify the examples to suit their ship and its operations before placing the examples into their records or Ships Operating Documents.

Industry workshops were conducted throughout Queensland to inform industry about these changes and to let owners know that the changes must be made by 1 October 2010. The workshops were well supported by industry with record numbers in attendance and positive feedback about the assistance provided.

## All registrable commercial ships including ships eight metres or less

Changes for all registrable commercial ships include the following:

- All ships must record their position, navigation track and weather experienced. Positions and tracks can be noted in the ship's log, a plotter, or through existing formats from other government departments. Fixed route ships can describe the route in detail once in their ships records then refer to that route in the ship's log. Vessels that anchor frequently can describe a tight area in which they operate on that day.
- Name, address, and contact details including phone number of the employer of crew (if different from the owner which is already a requirement).
- Crew member details must now also include the dates of crew commencing and leaving employment.
- For passenger voyages of greater than 12 hours, passenger names must be recorded.

One key difference for registrable ships eight metres or less is the requirement to have an emergency plan for the seven most common emergencies on board a ship:

- person overboard
- fire onboard
- personal injury/medical emergency
- collision/grounding/flooding
- severe weather
- assembly/muster stations (If carrying crew or passengers only)
- abandon ship.

Examples of these emergency procedures are included in the documents available on the website. Exemptions apply for certain types of ships.

The amended standard focuses on a risk based approach for the ship's operating procedures and emergency plans. Registrable ship owners of all lengths must assess the risks on their ship and ensure procedures are in place to control risks on board.

## Ships greater than eight metres

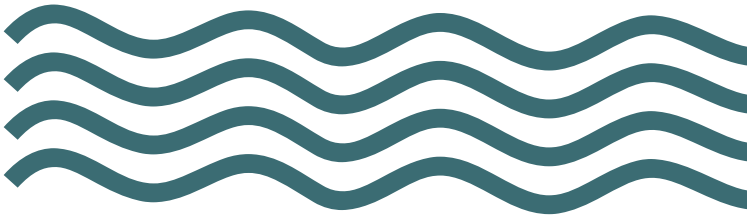
The amended standard resulted in a name change for the Ships Operating Documents for ships greater than eight metres. This collection of manuals, records and certificates is now known as a Safety Management System.

Other changes for all registrable commercial ships greater than eight metres include:

- a safety and environmental policy (example on the website)
- name, contact details and job description of the owner and operator (if different) including responsibilities and any delegated authority
- job description of shore-based personnel if their work impacts the safety of the ship, including responsibilities and lines of communication
- naming of the person responsible for monitoring the safety and pollution prevention of the vessel, including ensuring adequate resources and shore based support – that is, the designated person
- job description of the master is expanded to include a statement that the master has the overriding authority and responsibility to make decisions with respect to the safety of the vessel and pollution prevention, and to request the owner's assistance as necessary
- person/s responsible for delivering crew training and for assessing competence has to be noted with the record of training
- means of recording and evaluating customer and crew feedback on the safety of the ship and what action was taken to rectify deficiencies
- the number and certification requirements of all persons required as minimum and adequate crew for all classes of operations held and any additional crew requirements.

Maritime Safety Queensland staff in your region have the latest information on these changes and will assist you with hard copies of the examples if you do not have access to the Maritime Safety Queensland website. They are also experienced at providing advice about controls for the risks you have assessed for your ship.

Officers from Workplace Health and Safety Queensland (WHSQ) attended the most of the workshops with industry. These officers have a wealth of experience conducting risk analysis and have many resources for small and large businesses. You can find the contact for WHSQ in your area by calling the Queensland Government enquiry line 13 13 04.



# Navigation lights: are yours compliant?

Navigation lights are a requirement under marine safety legislation.

All boats, including sailing or rowing boats, must show lights if operating at night or in restricted visibility. Even a boat that does not travel between dusk and dawn may still need to show lights, for example during a heavy rain shower.

A yacht must comply with the power boat lighting requirements when under engine power.

The requirements for navigation lights are provided in an international agreement known as the Collision Regulations (COLREGS). The rules in the COLREGS applicable to lights provide specifications about the position, colour and performance of navigation lights. These rules must be complied with by boats operating at night time and times of restricted visibility.

Information about these requirements is available on Maritime Safety Queensland's website at www.msq.qld.gov.au/Safety/Navigation-lights.aspx.

Unfortunately, some boat owners fit non-compliant navigation lights. Also, the lights on some boats have been allowed to deteriorate to a point where they no longer comply or the wrong lamp (bulb, globe) has been used.

Above: incorrect installation

Below: correct installation

Care must be taken when changing the lamp of navigation lights. For instance, an LED lamp may not be a suitable replacement for an incandescent lamp in a particular navigation light. The lamp must match the navigation light fitting and its optical characteristics. When buying replacement lamps check for rated voltage, power (wattage) and recommended part numbers.

To ensure your navigation lights comply with the Collision Regulations it is suggested that you check with your supplier about approval/certification or check out the National Registry of Compliant Equipment on the National Marine Safety Committee's website at www.nmsc.gov.au.



# A new standard for personal flotation devices

A new standard, AS 4758 – Personal flotation devices, which was recently published by Standards Australia, has been accepted for use in Queensland. This new standard will replace the old Australian standards for PFD type 1, 2 and 3 — AS 1512, AS 1499 and AS 2260.

Under the new standard PFDs are classified by application and buoyancy level:

- Level 150 — intended for general offshore and rough weather use where a high standard of performance is required. It will turn an unconscious person into a safe position and requires no subsequent action by the user to maintain this position.
- Level 100 — intended for those who may have to wait for rescue, but are likely to do so in a safe position in sheltered water. The device should not be used in rough conditions.
- Level 50 — intended for use by those who are competent swimmers and who are near to bank or shore, or who have help and a means of rescue close at hand. These garments have minimal bulk, are of limited use in disturbed water, and cannot be expected to keep the user safe for a long period of time. They do not have sufficient buoyancy to protect people who are unable to help themselves. They require active participation by the user.

Current Queensland laws specify mandatory lifejacket and PFD use according to the old standards. The table below shows the equivalent specification in the new standard.

| Old standard | New standard |
|---|---|
| Coastal lifejacket | AS 4758 — level 150 |
| AS 1512 — PFD type 1 | AS 4758 — level 100 |
| AS 1499 — PFD type 2 | AS 4758 — level 50 |
| AS 2260 — PFD type 3 | AS 4758 — level 50 Special purpose |

PFDs made to the old standards will be available for purchase for some time. As manufacturers gear up for their new products jackets made to the new standard will appear on retail shelves.

PFDs made to the old standard will be acceptable for use into the foreseeable future. If you purchase a jacket made to an old standard now and look after it, you can expect many years of service. A date may be set for eventual retirement of the old standards. This will be a national decision and Maritime Safety Queensland will ensure that Queensland stakeholders are advised well in advance.

More information can be found in the Marine Information Bulletin: Lifejackets and personal flotation devices — Frequently asked questions.

This bulletin can be accessed on the Maritime Safety Queensland website under the 'Publications' link at www.msq.qld.gov.au.

# New licence exemption for schools and sporting associations

Maritime Safety Queensland has recently gazetted an exemption which will affect teachers, trainers, students, trainees, coaches and volunteers involved with schools or sporting associations. These individuals will now be exempted from commercial licensing requirements while engaged in these activities subject to a number of conditions.

Generally speaking, most small ships operated within schools and sporting associations require at least a coxswain licence to legally operate the ship. This is usually impractical for these groups and so this exemption is being given.

The exemption only applies to bona-fide activities by schools and sporting associations and does not apply to ships used for the conduct of BoatSafe courses.

To qualify for this exemption a number of conditions must be met by the operators of small ships operated by schools and sporting associations.

For students or trainees the conditions are as follows:

- The ship is being used for a bona-fide sporting or educational activity.
- The activity must be conducted in smooth waters.
- The ship must be less than 4.5 metres in length.
- The ship must be powered by an engine of less than 20HP (15kW).
- The ship must be under the direct supervision of a teacher, coach or volunteer who may be in another ship, close by.

For teachers, trainers, coaches and volunteers (trainers) the conditions are:

- The trainer may operate a ship to supervise unlicensed trainees in another close by ship if they hold a recreational marine driver licence, and
  - (a) the ship is operated within smooth water limits, and
  - (b) the ship is less than 4.5 metres in length, and
  - (c) the ship is powered by an engine of less than 20HP (15kW)
- The trainer may operate a ship to directly supervise the operation of an unlicensed trainee on the same ship if they hold a recreational marine driver licence and a Yachting Australia Safety Boat Handling qualification, and
  - (a) the ship is operated within smooth or partially smooth water limits, and
  - (b) the ship is less than 6 metres in length, and
  - (c) the ship is powered by an engine of less than 50HP (37kW).
- The trainer or coach may operate a ship operating in an official capacity for a sailing club if they hold a recreational marine driver licence and a Yachting Australia Safety Boat Handling qualification, and
  - (a) the trainer or coach is acting in an official capacity for the club, and
  - (b) the ship is operated only within smooth water limits, and
  - (c) the ship is less than 12 metres in length.

Yachting Australia's Safety Boat Handling Course may be viewed at www.yachting.org.au.

Further information regarding the exemption can be found in a Marine Information Bulletin on the Maritime Safety Queensland website under the 'Publications' link at www.msq.qld.gov.au.

# What to expect from a BoatSafe course

With the recent release of the 4th edition of the BoatSafe Workbook, it is timely for a short reminder on what you should expect from a BoatSafe course.

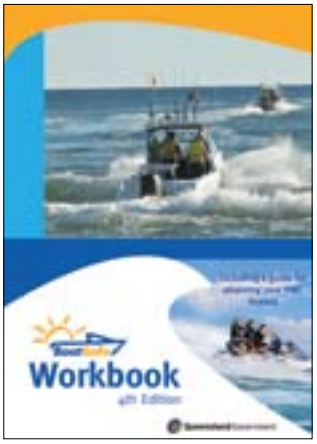
The minimum course duration is currently under review. At present, training and assessment for a recreational marine driver licence is six hours for a maximum group of four students. The course includes theory and practical elements covering the following units of competency:

- prepare a recreational vessel for operation
- apply international and state regulations relevant to the operation of a recreational vessel
- assess weather conditions and forecasts
- operate mechanical and electrical appliances of a recreational vessel
- manoeuvre a recreational vessel
- apply safety management processes on a recreational vessel.

Assessment under recognition of prior learning is available only to those who have prior experience in vessel operations or have completed an equivalent qualification or course of study. The BoatSafe training provider will determine if students' prior learning qualifies them for assessment either in part or full against the BoatSafe requirements.

Current licence holders can also refresh their knowledge and skills through other courses offered by BoatSafe trainers.

Maritime Safety Queensland is keen to ensure the quality and standard of training and assessment delivered under BoatSafe. If your BoatSafe experience did not meet the expectations as outlined above, we would like to hear from you. Send your feedback by email to msqmail@msq.qld.gov.au or post to Safety Standards Branch, Maritime Safety Queensland, Floor 22, Mineral House, GPO Box 2595, Brisbane Queensland 4001.




The 4th edition of the BoatSafe Workbook is now available and can be purchased at www.msq.qld.gov.au under the link 'Publications' for $11.10.

# Owner of derelict vessel 'Ossa' ordered to pay costs

You might remember reading an article in the July—September 2009 edition of *Seascape* on the 38.5 metre steel fishing vessel *Ossa,* which was left to its fate by its owner in Pioneer Bay, Airlie Beach.

Despite repeated directions from Maritime Safety Queensland and an order from the District Court to remove the vessel from Queensland waters, the owner refused to accept responsibility, and abandoned the vessel in the pristine Whitsundays.

Maritime Safety Queensland seized the vessel. Oil, fuel and other pollutants were removed from the ship, and safely disposed of by environmentally responsible means on shore. Tenders were then called for the removal and destruction of the ship.

In June 2008, the successful tenderer, Pacific Marine Group Pty Ltd, undertook the operation of towing the vessel to Townsville, where a substantial amount of weight had to be removed in order for the vessel to be lifted from the water. After several unsuccessful attempts, the ship was finally removed from Queensland waters on 2 December 2008.

Following the successful lift, the destruction phase commenced. Given the size of the vessel, this required a considerable effort. However, after two months of hard work, the job was done. Unfortunately, the costs of removing the vessel was borne by the taxpayer.

On 23 October 2009, an application was made to the Mackay District Court to recover the cost of removing and destroying the vessel. On 15 February 2010, an order was made by the Mackay District Court against the respondant to pay $487, 761.38 plus additional court costs. Maritime Safety Queensland is now working with Crown Law to recover these costs. This is a great result for Maritime Safety Queensland and serves as a warning to those who show similiar disregard to our pristine Queensland waters.

# New shiploader arrives safely in Abbot Point

On 26 February 2010, the 'Happy Buccaneer' departed Brisbane with some very special cargo — a new X50 shiploader destined for Abbot Point.

Built in Brisbane, the shiploader stands over 54 metres high and weighs 1380 tonnes, taking over 18 months to complete.

When installed and operational, it is expected to boost coal loading capacity at Abbot Point to a peak average of around 7200 tonnes an hour.

Staff from the Maritime Safety Queensland Brisbane region, Hydrographic Services unit and Brisbane Marine Pilots were involved in an extensive planning process for the shiploader's transit beneath the Gateway Bridge from mid- 2008. Townsville regional staff were involved in successfully managing the issues faced at Abbot Point.

Strict conditions were enforced throughout the duration of the transit to ensure the ship had safe passage under the bridge.

The 'Happy Buccaneer' arrived into Abbot Point on 28 February 2010, offloaded the shiploader and departed safely on completion on 4 March 2010.

Above: The 'Happy Buccaneer' departing from Brisbane carrying the shiploader.

# Boatie commended for assisting vessel in distress

When William Mayer decided to take his son out fishing on 20 November 2009, he wasn't expecting to be involved in a mayday situation.

Mr Mayer was fishing with his son at Hyde Rock, 14 nautical miles from the Mackay Marina, when he heard a mayday call on VHF channel 16.

A crew member onboard the vessel "Odyssey H20" reported that the vessel was on fire and needed immediate help. The crew reported that their location was to the north-west of Wigton Island.

Although Wigton Island is roughly 12 nautical miles from Hyde Rock, Mr Mayer retrieved his anchor and headed towards the vessel in distress.

Smoke was billowing from the engine room, and the two crew members were close by in an ally duck dinghy. On arriving beside the dinghy, Mr Mayer invited the two crew members aboard his vessel and provided them with fresh drinking water.

The men motored away to a safe distance from the burning vessel whilst they waited for assistance.

Maritime Safety Queensland would like to commend Mr Mayer for rendering his assistance during the distress, and doing so in a safe and responsible manner.

However, boaties are reminded to be extremely cautious when approaching boats on fire as fuel and gas fires can spread very quickly.

Above and below: photos of the vessel "Odyssey H20" on fire courtesy of Willam Mayer.

# MSQ takes part in mooring trial

On 27 January 2010, Maritime Safety Queensland observed the installation of an environmentally friendly mooring at Dalpura Bay, Macleay Island.

The installation was part of a trial initiated by the Department of Employment, Economic Development and Innovation (DEEDI) in partnership with the Department of Environment and Resource Management (DERM), the University of Queensland and Maritime Safety Queensland. The program is being funded through the Commonwealth Community Coastcare program with 12 buoy mooring holders selected to participate.

Buoy moorings are a means of securing a vessel, providing a safer alternative to anchoring and a more cost-effective option than marina storage. However, the majority of buoy moorings are the traditional 'block and tackle' style which drags on the substrate as tidal and wind influences swing the attached vessel. This results in significant scouring of sediments and disturbance to seagrass and marine plants. Considering the 4000 buoy moorings in Queensland, this represents a significant amount of damage to the marine environment.

Seagrass friendly buoy mooring designs use a mooring post which is screwed into a single anchor point. Just above the seabed is a set of load spreaders to stablise the post. A swivel head and shock absorber are attached to a surface buoy.

No part of the device other than the screw in mooring post touches the substrate, therefore protecting the seagrass. The installation of each buoy mooring took approximately 30 minutes to complete and depending on the model, start at $2500.

Over the next 12 months the University of Queensland will regularly visit the new seagrass moorings to assess their value to the environment, as well as their ability to safely secure a vessel. If these designs prove effective, further demonstration moorings may be established to promote the use of environmentally friendly buoy moorings throughout Queensland.

Above: crew installing the seagrass buoy mooring at Macleay Island.

# Boaties advised to slip, slop, slap, seek and slide

People who frequently participate in outdoor activities tend to experience sunburn more than the average person, and boaters are no exception.

It's important to remember that ultra violet radiation (UVR) is an invisible source of radiation. It's not something you can see or feel on your skin and is therefore not linked to outside temperature.

Sitting under a shade structure without sun protection can still result in sunburn to exposed skin. You might be protected from direct UVR but you will be exposed to an additional 10% reflected from the water, and another 10% reflected from your boat. If you are sitting on the beach you will receive an additional 20% of UVR reflected from the dry sand.

Excessive exposure to UVR from the sun is responsible for almost all cases of skin cancer. Cancer Council Queensland has six key recommendations for reducing exposure to UVR and preventing skin cancer.

### 1. Slip on sun protective clothing

Cover as much skin as possible with shirts with long sleeves and collars, and long pants. Close-weave fabrics in dark colours further prevent UVR from penetrating to the skin.

### 2. Slop on SPF 30+ sunscreen

Apply 20 minutes before going outside and reapply every two hours. Sunscreen should never be your sole form of sun protection — always use sunscreen in conjunction with other forms of sun protection.

### 3. Slap on a hat

Broad-brimmed, bucket and legionnaire styles offer the greatest protection.

### 4. Seek shade

Make use of available shade structures where possible.

### 5. Slide on sunglasses

Eyes need protection from UVR too.

### 6. Avoid the sun

Especially between the peak UV periods of 10am and 3pm. Reschedule activities for times in the day when UVR levels are lowest.

For more information please visit the Cancer Council Queensland website at www.cancerqld.org.au or the Australian Bureau of Meteorology at www.bom.gov.au/weather/uv/.

Protect yourself in five ways from skin cancer

# Continued demand for weather service

Maritime Safety Queensland commenced the marine weather service in 1999 when the free call service provided by the Bureau of Meteorology was replaced with a cost per call service outside the cost of a local call.

10 years later the demand for the service remains high. For the cost of a local call, boat skippers are able to choose between three numbers to access up-to-date weather information for the south east, all of Queensland and marine warnings.

| | |
|---|---|
| All of Queensland | 1300 360 426 |
| Marine warnings | 1300 360 427 |
| South-east Queensland | 1300 360 428 |

The service originally relied on a Sydney-based service provider, however, as the use of the service increased, the number of calls directed to Sydney increased, resulting in the service becoming more expensive for boaters.

Through installing the necessary hardware at the Maritime Operations base in Pinkenba, the costs to Maritime Safety Queensland were reduced significantly.

Calls to the service average around 30,000 per month subject to boating conditions and peak boating times. The service is accessed predominately by recreational boaters but the commercial sector also is a frequent user. Whilst the weather service offers skippers a means to check the weather at any time using their mobile phone, the extensive use of the service shows that many skippers take the weather seriously as part of their safety obligation.

## Upcoming events 2010

| | |
|---|---|
| **MAY** | |
| 20-23 | Sanctuary Cove International, Boat Show, Sanctuary Cove |
| 29-30 | Townsville Fishing & Outdoor Expo |
| **JUNE** | |
| 11-13 | Boyne-Tannum Hookup, Gladstone |
| 25-27 | VMR Bundaberg Family Fishing Classic |

## Contacting Maritime Safety Queensland

**Maritime Safety Queensland**
**GPO Box 2595**
**Brisbane Queensland 4001**
**Internet: www.msq.qld.gov.au**
**Email: seascape@msq.qld.gov.au**
**Office of the General Manager: 07 3120 7462**

**To contact the editorial team of *Seascape*, email us at: seascape@msq.qld.gov.au with 'Seascape' in the subject line, or post your letter to the Editor, *Seascape*, at the above postal address.**

## *Seascape* online

To see the latest and previous editions, go to http://www.msq.qld.gov.au/Home/Publications/Seascape/.

**Regions:**

| | |
|---|---|
| Southport | 07 5539 7300 |
| Brisbane | 07 3860 3500 |
| Mooloolaba | 07 5477 8425 |
| Hervey Bay | 07 4194 9600 |
| Bundaberg | 07 4131 8500 |
| Gladstone | 07 4973 1200 |
| Mackay | 07 4944 3700 |
| Whitsundays | 07 4946 2200 |
| Townsville | 07 4726 3400 |
| Cairns | 07 4052 7400 |
| Weipa | 07 4069 7165 |
| Karumba | 07 4745 9281 |
| Thursday Island | 07 4069 1351 |