

Brisbane from Bowen Terrace, 1898. Queensland Government yacht, *Lucinda* rounding the bend and ferry *Brisbane* crossing the river. The Australian Constitution was framed and ratified aboard the *Lucinda*.



As more ports were opened, the need for pilots grew, as did the need for suitable vessels for the pilots' use and the need for adequate and accurately positioned navigation aids.

In 1859, the dredging of a channel through the Brisbane River Bar was of immediate importance to the trade of the port and to the economy of the new colony. Tenders were called for the dredging, and in July 1862, the steam bucket ladder dredge, *Lytton*, with an attendant punt, arrived in Brisbane. The work was finished by August 1867. Dredging was a major undertaking in these years and consumed a considerable proportion of the budget allocated for port works in the years after Separation.

The *Navigation Act of 1876* was one of the most important and far reaching pieces of legislation in relation to marine affairs yet enacted by the Queensland Government. Many regulations in the Act form the basis of similar regulations today.

The Act gave the Marine Board full power and authority in any matter connected with seamen, cargoes, shipping, conveyance of passengers, navigation, wrecks and other works carried on in ports for the safety of vessels, plus all matters concerned with lights, lighthouses and dues payable.

The Marine Board was responsible for conducting examinations for certificates of competency in

seamanship. Prior to the passing of the Act, coastal skippers learnt their job from practical experience, and required no other qualification to take a vessel to sea from a Queensland port. Many such skippers, although perfectly capable and reliable, would have had trouble passing a formal examination; so the Marine Board issued them with a certificate of Service as Master of a vessel.

In 1892 the Marine Board recommended the adoption of safety regulations where every vessel was required to carry boats with sufficient buoyancy, or approved life-rafts or buoyant deck fittings to accommodate all persons on board, and also had to provide a life-belt for every person on board. This went a long way towards reducing risk to life and property and the number of lives lost in shipping accidents. The introduction of a universal system of marking navigation channels and dangers helped reduce the number of accidental strandings, and gave mariners confidence when navigating narrow or strange waters.

An unusual duty which was carried on by some vessels of the Department of Ports and Harbours, involved the planting of coconut and other trees on the reefs and islands adjacent to the reefs. Trees, especially the coconut, contributed to the safety of navigation; the trees made the outlying islands and reefs more conspicuous and were more serviceable than beacons.

To shipwrecked crews, coconuts could provide an invaluable source of food. The Department of Ports and Harbours vessels, stationed at Mackay, Townsville and Cooktown, assisted with this work whenever practical.

As in Brisbane, the major work needed in the numerous ports springing up around the coast was dredging to provide access for ships to the townships. When dredging could not provide suitable access, artificial harbours were required. Wharves were also needed which could berth larger vessels bringing goods direct to the ports, thus reducing the need to transfer goods at Brisbane.

Sea transport takes precedence historically in Queensland. The Queensland Government yacht, *Lucinda*, a 301 ton steel paddle steamer built in Dumbarton, Scotland in 1884, played a role in the development of the Australian Constitution. In 1891 she left her berth at the Government wharf at North Quay with the Premier, Sir Samuel Griffith, on board bound for New South Wales. The drafting of the Australian Constitution was discussed on board, and the final revision took place in the saloon of the ship. Meetings of the Queensland Cabinet were also occasionally held on board the vessel as she steamed in Moreton Bay.

The *Lucinda* was sold in 1923 and became coal lighter for the Riverside Coal Transport Company until it ended



» its service in May 1932. The remains of the *Lucinda* were put upon the south east side of Bishop Island at the mouth of the Brisbane River. This area has since been covered over as part of the Port of Brisbane expansion.

In 1893 the Marine Department was established. Thomas Michael Almond, Portmaster, was also the chairman of the Marine Board. The Marine Department and the Harbours and Rivers Department were later amalgamated in January 1929 to form the Department of Harbours and Marine.

During the second world war, with the battle in the Pacific being fought almost on Queensland's doorstep, there was a need, not only for building facilities for ships, but a repair facility which could cope with damaged vessels which managed to make port. The Department of Harbours and Marine assumed the management and control of the new South Brisbane Cairncross Dock, constructed for this purpose, in 1944.

During the war period the dock proved to be of very great value as a defence facility, and in post-war years it was utilised for the repair of merchant ships, becoming a distinct asset to the Port of Brisbane and the state.

Survey and sounding were, and still are, very important functions for safe navigation of vessels and development of harbour and navigation facilities for vessels. The importance of this nautical survey work and the part it plays in the Department's role cannot be too highly stressed both for navigation and for engineering purposes. The safety of ships frequently depends on the accuracy of the chart available.

In addition to the Brisbane River, surveys were made at Southport, the entrance channels to Moreton Bay, Wide Bay Bar, The Narrows, Burnett River, Gladstone, Mackay, Bowen and any place around the coast where such work was required.

The period 1960 to 1984 was one of intense activity, growth, change and development. The types of ships entering the ports from overseas and trading along the coast changed enormously. The discovery of prawns in great quantities in the waters of the Gulf of Carpentaria brought boats



Wharves in Townsville about 1898.

from Queensland and other states to trawl the waters using ports such as Karumba as bases. Fishing for sport, such as for marlin became popular, and large fleet of vessels plied for charter from Cairns and the smaller ports such as Port Douglas. Tourism grew, as did the number of privately owned launches and trailer boats, which took to the waters at the weekends and holidays. These required safe moorings and launching facilities to be provided at major coastal towns, in small creeks, and at beaches and resorts all along the coastline.

Harbour Masters' Offices were established at port towns for the purpose of providing and maintaining pilotage services and navigational aids to shipping. These offices were located at Brisbane, Bundaberg, Gladstone, Rockhampton, Hay Point, Mackay, Bowen, Townsville, Innisfail, Cairns, Weipa and Thursday Island.

In January 1974 disastrous floods occurred in the Brisbane River and other waterways in the south-east corner of the State as a result of a cyclone which passed inland north of Brisbane. Launches and vessels broke their moorings and were swept down river. Parts of the city were flooded, including the Port Office building on the corner of Edward and Margaret Streets which had about 3 ft of water through the ground floor offices, and also into the building on the corner of Mary and Edward Streets where the motor boat registration section had office space on the ground floor. This building also housed all old Departmental records in the basement and these records were all severely damaged and some completely destroyed. The mooring piles for visiting yachts off the Gardens in the

City Reach were all destroyed in the flood but were replaced later in 1974.

The Department of Harbours and Marine was absorbed by the Transport Department in 1989 to become Transport Department, Marine and Ports Division. This agency was replaced by Maritime Safety Queensland (MSQ), established under the *Maritime Safety Queensland Act 2002* on 1 October 2002. Maritime Safety Queensland assumed the functions of the Maritime Division and some Port Authority functions.

Today, under the *Maritime Safety Queensland Act 2002* Maritime Safety Queensland is responsible for developing strategies for marine safety. It also sets and monitors standards for designing, building and operating commercial ships. The Department accredits ship designers, builders or marine surveyors, approves training programs, conducts examinations for issuing licences, sets up and maintains aids to navigation, handles the investigation process into marine incidents, monitors and manages the movement, operation and activities of ships in Queensland waters, and monitors and manages unseaworthy ships. Under the *Transport Operations (Marine Pollution) Act 1995*, Maritime Safety Queensland is also responsible for developing strategies to prevent and deal with marine pollution and for providing maritime services including pilotage services.

Maritime Safety Queensland is proud of its long heritage, and to have had an essential role in the establishment of the state of Queensland.

Text and photos from *Harbours & Marine Queensland 1824-1985*, compiled by Winifred Davenport, published by Queensland Government, Department of Harbours and Marine, 1986.

Marine incidents

Dive operator thanks rescuers

It's a story a lot of people in a wide variety of industries can relate to. You train and practise for months, sometimes years, for an emergency situation that may never occur – but when the unthinkable happens, all the training and planning suddenly kicks in. You work methodically, because you have to, and hope that all the work you've done in the past produces the best result.

This is the situation that faced dive operator James McVeigh of Reality Cruises recently. On February 7, Mr McVeigh, an experienced dive operator, was taking a group of divers to Flinders reef, just north of Moreton Bay. He called the divers in after 50 minutes in the water.

'We assess every single dive,' said Mr McVeigh 'and this dive was "green"; in other words, very little current, and perfect conditions'. As the divers made their way to the base vessel, the *Big Cat Reality*, Mr McVeigh soon realised they were two divers short in the head count. The Reality Cruise team employ a best practice 'tagging method' that records all divers' information such as time in the water, air pressure, buddy number etc.

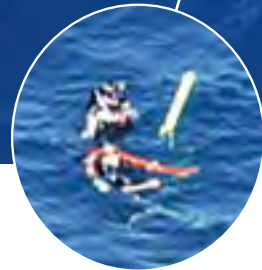
'Count again, just to make sure', he told himself. The tagging system works well and despite having taken all the precautions, he knew two divers were missing. For a dive operator, this is as close to a worse case scenario as possible.

As the owner/operator of Reality Cruises and as an active member of the Brisbane Marine Safety Committee, Mr McVeigh has developed plans, discussed and trained for this situation many times over. If anyone was prepared for this situation, it was James McVeigh.

The crew of the *Big Cat Reality* jumped into action and followed their missing diver regime to perfection. Immediately they looked for bubbles to see if the divers were close to the surface. They then sounded the recall signal – a deep resonating sound that can be heard under water. At the 3 minute missing mark, they doubled the lookout and sent out the tender vessel for a surface search. They also deployed a buoy to ascertain current. At 15 minutes missing other vessels in the area were alerted and other passengers were notified. At this stage available crew and passengers, some 33 pairs of eyes, were searching for the tell tale bubbles of divers below the surface. At 20 minutes missing another buoy to confirm current was released.



Left: (left to right) Pilot Alan Carstens, Reality Cruises owner/operator James McVeigh, Crewman Jeremy Cutelli, IC Paramedic Jeff Bradfield.



Divers with marker dye in the water.

At the 30 minute mark, Mr McVeigh contacted the Water Police, as per the plan, who in turn contacted the Energex Community Rescue Helicopter. The Water Police and the rescue chopper rushed to the scene.

'With a missing person or people in the water, we respond instantly', said pilot Alan Carstens. 'In this case, we were above the area within 10 minutes of receiving the emergency call'. The experienced Energex rescue chopper crew quickly established a search circle and located the divers within just a few minutes. They deployed a smoke flare and sea marker dye next to the divers and advised the tender vessel who picked them up a few minutes later.

'You never think that you'll ever need the services of the Energex Rescue Helicopter but when you do, there is no better sound than hearing those chopper blades overhead,' said Mr McVeigh. 'I can't thank them enough for their quick response.'

The Energex Rescue Chopper, which survives on community support, is there for all the community, 24 hours a day, seven days a week. It helps when operators like Mr McVeigh follow emergency plans to the letter.

Maritime Safety Queensland commends the operators of *Big Cat Reality* for their prompt response. It highlights the importance of commercial operators to have an emergency plan in place and to follow it strictly.

'Lives were saved today because the team from Reality Cruises did everything right, both before the incident and after the incident' said Mr Carstens. 'Their actions made the response from both the Water Police and ourselves a lot more efficient and resulted in a great outcome.'

The law and you

Changes to marine legislation

The *Transport Operations (Marine Pollution) Regulation 2008* has been reviewed and amendments have been added to help minimise deliberate and negligent discharges of ship-sourced pollutants into coastal waters. Amendments include:

- A new requirement that oil, cargo and sewage disposal record books are to be retained on board the ship for three years
- A new requirement (and offence for non-compliance) that all ships with a fixed toilet must have a macerator fitted which cannot be bypassed
- A new requirement (and offence for non-compliance) for ships that are fitted with a treatment system to maintain and assess the sewage treatment systems at regular intervals
- A new requirement (and offence for non-compliance) for owners and masters of all ships fitted with a treatment system to have the system documentation and system service manual on board at all times
- A new requirement (and offence for non-compliance) for owners and masters of all ships fitted with a treatment system to keep written service records and ensure they are kept on board at all times
- A new requirement for ships with a fixed toilet onboard not to discharge untreated sewage within 0.5 nautical miles of a wharf or jetty when in open waters

Under the *Transport Operations (Marine Safety Amendment Regulation (No.1) 2008*:

- It is now mandatory for a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB) to be carried by all vessels when beyond smooth or partially smooth waters or more than two nautical miles from land
- The beacons must comply with the Australian New Zealand Standard 4280.1:2003
- The beacons must be registered with the Australian Maritime Safety Authority (AMSA) and owners of beacons must advise AMSA of any change of details, ownership or disposal action

Under the *Transport Operations (Marine Safety Amendment Regulation (No.3) 2008*:

- This amendment regulation repeals a previous exemption where operators of a fishing ship less than 10 metres in length or a recreational ship were not required to hold a licence if the operator held a current Small Vessel Operators Certificate. The amendment now stipulates that operators of these vessels are required to hold a Maritime Safety Queensland licence, like everyone else.
- Maritime Safety Queensland will convert SVOC licences to a Restricted Coxswain licence for free until 1 August 2009. From 1 August 2009 until 31 July 2010, Maritime Safety Queensland will convert SVOC licences to a Restricted Coxswain on payment of a fee.

For more information see the Maritime Safety Queensland website: www.msq.qld.gov.au.



Code changes

Amendments to the Uniform Shipping Laws Code came into effect on 1 October 2008.

New vessels, existing vessels seeking initial surveyor registration, and vessels seeking a change of class must comply with the USL Code 2008. Existing vessels completing further building may also have to comply with this amended Code.

The USL Code 2008 includes changes to the standards for fast craft, fire safety, engineering, and some definitions of operational areas and classification of vessels.

These changes are designed to ensure that the National Standard for Commercial Vessels (NSCV) is incorporated into law in each State.

The USL Code 2008 is a hybrid code, combining sections of the USL Code with completed sections of the NSCV.

Marine Information Bulletins were released by Maritime Safety Queensland to explain these changes and are available on the Maritime Safety Queensland website under 'Publications' – Marine Information Bulletins – National Standards.

Further amendments that bring in more sections of the NSCV will be introduced as Amendment List 7 to the USL Code on 1 October 2009. This amendment list will affect the sections of the USL Code concerning Construction, Stability, Radio Equipment, Anchoring, Navigation, and Emergency Procedures.

For more information about changes to the USL Code, please consult one of the following information sources: The Maritime Safety Queensland website at www.msq.qld.gov.au, the National Marine Safety Committee website at www.nmsc.gov.au, or Maritime Safety Queensland regional offices.

Emergency wreck marking buoy (EWMB)

In 2002, the MV *Tricolor* was involved in a collision in the English Channel, and capsized. Despite a variety of warning and marking measures to identify the wreck's location, the *Tricolor* was then struck by another two vessels. This raised safety concerns about the marking of such wrecks, especially in busy shipping channels.

The International Association of Lighthouse Authorities (IALA) subsequently investigated whether there was a way to quickly and adequately mark new dangers in order to prevent collisions with wrecks by other vessels.

As a result, in June 2005, IALA developed a response plan for the marking of new wrecks to provide guidance to authorities for an immediate, effective and coordinated response in emergency situations.

In the past, new dangers have been marked with cardinal (or lateral) marks and isolated danger marks, but IALA have since recognised the need to clearly define 'new dangers' to mariners with rapidly deployable navigational aids. Uncharted wrecks pose a significant risk to ships, and the importance of clear marking immediately following the sinking of a vessel is considered essential.

The volume of traffic, background lighting and proliferation of aids to navigation in the vicinity of the incident may make the use of cardinal or lateral marks difficult for mariners to identify a new danger. In these instances IALA has requested relevant authorities to consider the deployment of an Emergency Wreck Marking Buoy (EWMB) that is specifically designed to mark new dangers.

To provide a method of clear and unambiguous marking of dangerous new wrecks, IALA has introduced, on a trial basis, the EWMB. Results from the trials will be assessed in the 2006-2010 IALA work programs prior to a final decision of whether they are included in the IALA Maritime Buoyage System. Subsequent trials and comments to date would suggest that the new buoy and signal lantern design will be adopted for inclusion in the Maritime Buoyage System.

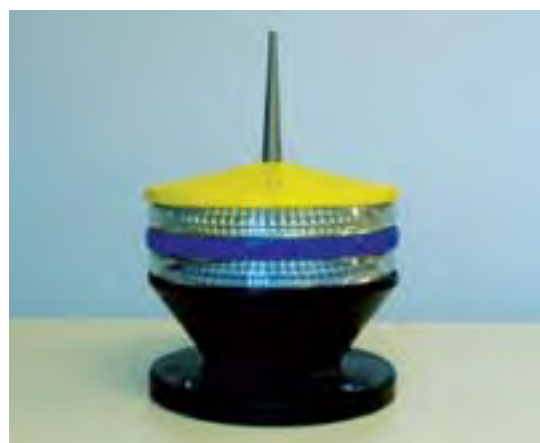
In association with other Australian authorities, Maritime Safety Queensland is monitoring the level of interest being shown in the new EWMB prior to determining the practicality or suitability of its use in the agency's area of operation.

To date the Fremantle Port Authority, Port of Melbourne Corporation and the Australian Maritime Safety Authority have purchased EWMBs to be deployed for emergency situations.

The EWMB is designed to provide high visual and radio aid to navigation recognition and should be placed as close to the wreck as possible and within any other marks that may be subsequently deployed.

The EWMB should be maintained in position until:

- The wreck is well known and has been promulgated in nautical publications;
- The wreck has been fully surveyed and exact details such as position and least depth above the wreck are known;
- A permanent form of marking of the wreck has been carried out.



The specifications and characteristics of the EWMB are:

- A pillar or spar buoy, with size dependant on location
- Coloured in equal number and dimensions of blue and yellow vertical stripes. (The buoys have a minimum of 4 stripes and a maximum of 8 stripes)
- Fitted with an alternating blue and yellow flashing light with a minimum range of 4 nautical miles and the blue and yellow 1 second flashes are alternated with an interval of 0.5 seconds
- If multiple buoys are deployed then the lights should be synchronised
- The top mark, if fitted, is to be a standing/upright yellow cross.

Light Characteristics:

B 1.0s + 0.5s + Y 1.0s + 0.5s = 3.0s

Regional boating

Pilot transfer

Pilotage of ships has been an important part of global trade for hundreds of years. As well as facilitating the economics of trade, pilotage protects the safety of life, ships and the environment. To perform this service the pilot must first embark upon the ship.

This task can range from boarding via a ship's gangway at the wharf to conduct a departure pilotage from the port to sea or the more challenging embarkation of travelling out to sea in a pilot launch and boarding via a rope ladder rigged over the lee side of a ship to conduct an arrival pilotage.

The scenarios can be as varied as the ships themselves. From gleaming new passenger and cruise ships with pilot access openings in the side of the ship to 20-year-old coal carriers that require a demanding 9 metre vertical climb up a rope ladder that, hopefully, has been correctly and securely tied to the ship's deck. These transfers can take place in glorious Queensland sunshine on a calm day or when the wind is blowing at 30 knots, the middle of the night and raining like you have never seen before.

Over the years improvements have been made to the marine pilot transfer task. Regulations, guidelines, hard won and often painful experiences all now contribute to a focus on pilot ladder safety.

Non-conformance, defects and incidents during pilot transfer continue to be reported by pilots. Generally these issues are discussed with the captain and remedied so that the next pilot at the next port may have a safer transfer.

The pilots in the port of Mackay have recently commenced a program of acknowledging the focus on pilot ladder safety that particular ships and their crews are displaying. We have observed a genuine interest from some ships and crews in making the pilot transfer as safe as possible for the pilot. Our certificates of appreciation are a very personal thank you to those people.



The Mackay pilots presenting a certificate of appreciation to the M.T. *British Loyalty* in recognition of their focus on pilot ladder safety. The ship is a regular caller at Mackay and consistently presents one of the best rigged pilot ladder combinations. Pilots are too often reporting on defects associated with ladder transfers and it was a great opportunity to recognise the efforts of the Captain and crew towards our safety.

Have your say!

The National Marine Safety Committee (NMSC) has released for public comment an Issues Paper on the arrangement, accommodation and personal safety requirements on board commercial vessels.

The paper will lead to the drafting of a new National Standard for Commercial Vessels (***NSCV Part C, Section 1 – Arrangement, Accommodation and Personal Safety***) to replace and update relevant provisions in Subsections 5E and 5F and Sections 6, 7 and 18 of the USL Code.

The paper raises safety issues such as the requirements for passenger seating, sanitary arrangements, escape and evacuation routes and consideration of access for the disabled.

The Issues Paper has been produced in collaboration with an industry stakeholder reference group.

Other issues covered in the paper relate to deck heights, guard rails and bulwarks, gangways for safe movement on and off the vessel, personal protection, dangerous machinery, and field of vision from the operating compartment.

Overall, the paper provides stakeholders with the opportunity to see the direction that the new standard may take and to help shape that direction at an early stage.

If you have a view on seating, safety rails or other safety issues within the scope of the standard, this is your best opportunity to raise it.

Have Your Say!

To obtain a copy of the NSCV C1 Issues Paper please contact the NMSC Secretariat on 02 9247 2124 or download from website: http://www.nmsc.gov.au/yoursay_2.html

The public comment period closes on 15 May 2009.

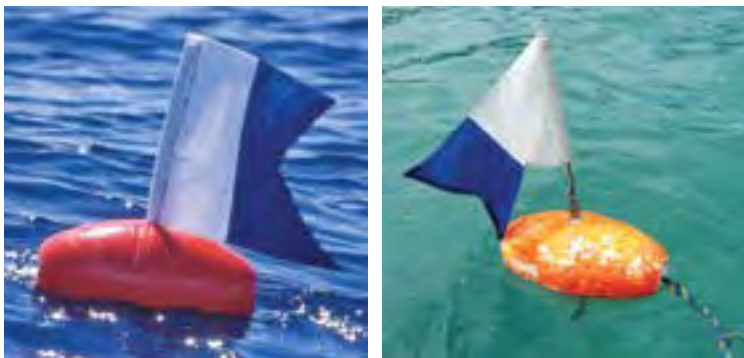
Look out for divers' flags

In recent years popularity in spearfishing has increased at nearly the same rate as the increase in registered boats. Spearfishermen (spearos) are concerned about the greater risk of boat strike and injury and are asking for more understanding, awareness and courteous behaviour from boaties.

Under current legislation, **any boat is now excluded from operating within 30 metres of a diver in the water if a Code A dive flag is displayed**, with the only exception being boats tending the divers.

In the past, all boats were allowed within 30 metres of a Code A as long as they maintained their speed below 6 knots.

Unlike SCUBA diving, spearos spend the majority of their time on the surface, and at times venture further distances from their boat. Dark wet suits are frequently worn, and this, combined with a low profile in the water, often makes visual recognition of spearos difficult.



Code A dive flags

Messages for spearos

- Be aware there are more boaties using our waterways and you may not be seen.
- When diving away from your boat, always tow a brightly coloured float with a dive flag. Pull the dive float in closer between dives.
- If you hear a fast approaching boat make yourself more visible by surfacing with an extended hand or gun. If on the surface simply wave.

Messages for other boaties

- Keep a look out for dive flags and divers where empty or unattended boats are sighted.
- Learn to judge distances over water and give divers appropriate space.
- Be courteous and slow down around divers even outside the 30 metre zone.
- If you see trolling lures around divers, give them plenty of room and limit directional changes.

Four rescued from sunken boat

At about 2100 hours on a fine September evening off the coast of Cairns, a new 6.4 metre recreational fishing vessel with four people on board capsized and sank while the Master was retrieving the anchor using a 'buoy retrieval device'.

The sea was choppy and there was a moderate, 8–16 knot wind. At the time of retrieval the anchor line was attached to the starboard bow. The boat throttled to move off and the rope tightened, pulling the boat towards its starboard side. At the same time a wave struck on the port side, causing the boat to heel further to starboard. As a result, the four passengers and two large eskies slid to the starboard side, causing the vessel to capsize.

All the passengers were thrown into the water. Life jackets, flares, glow sticks and V-sheet were retrieved from the boat but the EPIRB could not be located. All four passengers clung to the upturned boat for approximately 10 hours. When dawn broke, they were able to recover the EPIRB. This was activated, and within ten minutes, the boat sank to the bottom, a depth of 55 metres.

The passengers treaded water until the Emergency Management Queensland Rescue helicopter arrived to recover the four terrified and exhausted people.

Lessons

Under the *Transport Operations (Marine Safety) Act 1994*, owners and masters of vessels have a responsibility under the 'general safety obligation'. This states that a person involved with a ship's operation must not cause the ship to be operated unsafely.

Attaching the anchor line to anywhere but the bowsprit when using engine power is potentially an unsafe operation. In this case, when coupled with choppy seas, using the throttle to move off while anchored put all people on board in grave danger. This kind of unsafe operation could be interpreted as a breach of the Act.

Once again, it is clear how important it is for passengers to be wearing life jackets, and for safety equipment, including the EPIRB to be within easy reach.

Luckily, a tragedy was averted in this case. The boat, however, was lost and never recovered.

Remember: do not attach an anchor line to anywhere but the bowsprit when using a buoy retrieval system.

Connecting the right people with Marine Jobs



Watercrew website

The Australian marine industry is set to enjoy improved productivity with the launch of Watercrew, an online recruitment website at www.watercrew.com.au, which has been exclusively designed for the marine industry.

Watercrew matches job seekers with employers across the entire spectrum of marine-based careers, saving them valuable time and money.

Watercrew focuses on all types of marine and water based business, not just boating operators. Companies who can benefit from Watercrew include learn-to-surf schools, scuba dive operators, boat manufacturers, retail outlets, tourism operators, fit-out and re-fit firms, and private and commercial vessels.

The Watercrew website is also tailored to find staff for all jobs in the marine industry. Employers can advertise jobs from office administration staff right through to sales, marketing, engineering, construction, surveying and water based crew.

The website lists an extensive range of positions to suit people seeking part time, casual, and relief positions or those looking for a full time career, on or off the water.

Watercrew uses advanced technology to match the qualifications, skills

and experience of job seekers with the criteria of marine employers in online job advertisements. Job seekers are sent a list of jobs, each with a Percentage Job Match Score, making it quick and easy to apply directly to the employer.

Membership and advertising costs for Marine Industry Employers and Job Seekers are extremely reasonable, ensuring the marine industry will thrive with a great range of candidates responding to Watercrew's growing range of job opportunities.

It is free for employers to register their company details. Employers can advertise available positions online, giving them round-the-clock exposure to a huge target audience from just \$180 per advertisement per month.

Watercrew has announced a special Introductory Offer giving job seekers free membership, providing unlimited access to the Watercrew site, the ability to create an online profile, upload resumes and photos, search and apply for jobs.

Watercrew aims to help develop a safer and more compliant, sustainable and profitable marine industry with better skilled and qualified employees.

For more information, visit www.watercrew.com.au

Letters to the editor

From time to time, *Seascope* receives interesting letters from readers. In the next edition we would like to incorporate your letters in a 'Letters to the Editor' page. You may forward your letters by email to the address below. It would be appreciated if you could please keep your letters under 200 words.

We hope you have enjoyed the new design and A4 format of *Seascope*. The new design was necessary to comply with the corporate identity standard for publications which has been implemented across the whole Transport Department.



Upcoming events 2009

MAY 16-22	Toyota Fraser Island Fishing Expo
MAY 21-22	NMSC Summit Down Under Marine Conference Gold Coast International Hotel
MAY 21-24	Sanctuary Cove International Boat Show Sanctuary Cove

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