



Seascape

January–March 2010 Volume 7 Issue 1

Connecting Queensland
www.tmr.qld.gov.au

Toward 
Tomorrow's Queensland



Queensland
Government

From the helm

This edition of Seascope sees the start of another year. It also marks the end of an era with Captain John Watkinson moving on from his role as General Manager of Maritime Safety Queensland to take on other projects as part of his transition to retirement planning. One of these projects includes providing expert advice on aspects of the search for the Centaur so his skills and experience remain in high demand within Government.

John is a Master Mariner who commenced his career at sea after taking up a cadetship with Australian National Line (ANL) in 1968. He rose to the position of Master in 1977 and, after completing his service at sea commenced duty with the Queensland Public Service as Marine Pilot, Weipa in 1983.

He has had extensive experience in executive management roles within the Queensland Government and has successfully managed many new programs and innovative service delivery projects. These initiatives have substantially assisted and nurtured both the State's commercial and recreational boating sectors. He has also been an active contributor to reforms and initiatives in the national maritime sector including assisting with the development and implementation of the National Maritime Safety Committee.

His advice in emergency situations has helped guide government decision making on strategic maritime issues at all levels and he has successfully led the response to numerous serious ship groundings and oil spills which have threatened Queensland's marine and coastal environment — including the response to the 'Pacific Adventurer' oil spill which affected beaches in southeast Queensland in March 2009.

John was awarded the Public Service Medal in 2008 for services to the maritime industry and maritime safety.

With John's departure, the role of Acting General Manager of Maritime Safety Queensland is being undertaken by Patrick Quirk, who also has considerable experience in the maritime industry.

Patrick commenced duty with the Queensland Public Service as a marine pilot in 1986 and served in both operational and management roles in the former Department of Harbours

and Marine. In 1992 Patrick joined the Australian Maritime Safety Authority in Canberra as General Manager - Ship Safety. He returned to the Queensland public sector in 2000 and since then has had extensive experience in the port and logistics sectors as well as a period with Treasury.

He is a Master Mariner and has a degree in Business Studies. He also has a five metre 'tinny' which — like many of us — he enjoys using but often finds difficulty in finding the time!

Holiday boating



Christmas will be over by the time this edition appears on your computer but the holiday season and summer still have some time to go, which means Queensland's waterways will remain busy.

Many of the incidents that occur on our waterways can be avoided and are often caused through skippers being unprepared. Boating is not an everyday activity; in fact, most boat owners only use their boat a few times a year. Given the infrequency with which they use their boats, it is easy for them to forget basic safety and check procedures, regulations, skipper's obligations and the maintenance needs of their vessels.

It is essential that skippers refresh their memories every time they venture onto the waterways. They should not just assume that all of the required safety gear is on board and in working condition, that their flares have not expired and that their batteries have a full charge. The most common calls for assistance to volunteer rescue groups

are because of flat batteries. Taking a boat out with a battery that, while it may start the motor, is not fully charged will invariably lead to problems which could have adverse consequences for safety.

Over the holiday period and at all times, please think of other boat owners and show some courtesy towards them. Please think about the wash your vessel creates and how it can affect other boats, and think about what and where you discharge waste, be mindful about litter blowing overboard or leaving your fishing line behind.

If you apply some simple rules and think before you act you can have a safe boating year in 2010.

Safe boating

Patrick Quirk
Acting General Manager

Q150 raffle winners drawn

In the October – December 2009 issue of Seascapes we showcased Maritime Safety Queensland's involvement in the state-wide celebrations for Queensland's 150 years of separation from New South Wales and the establishment of Queensland as a state and government in its own right.

As a part of this celebration, Maritime Safety Queensland donated a restored AGA LBTB 140 Buoy Lantern and AGA VSAA 10 Sunvalve valued at \$5,000 to the Queensland Maritime Museum to raffle and raise valuable funds to preserve our maritime history.

The lantern is a gas powered 'omni-directional' marine signal lantern and was one of many that were used to mark shipping channels in Queensland ports from the early 1960s to the late 1980s. It is manufactured from a combination of copper, bronze, gun metal and brass. Today, we use modern technology such as solar to power navigation aids.

The winners of the raffle were drawn at the Queensland Maritime Museum on 25 September 2009. The raffle was drawn by Hugh Harkins and Arthur Diack, both of whom are retired senior managers with Department of Harbours and Marine and Maritime Safety Queensland respectively.

Congratulations go to Gabriel Smith from Boonah who took out the major prize. Our congratulations also go out to the runner-up prize winners; Glen Berry, Matthew Osborne, Matthew Hanrahan and Damien Malouf who all walked away with a copy of 'Lighthouses of Australia, Images from the End of an Era' valued at \$95.

Many thanks to everyone who supported the Queensland Maritime Museum by either buying or selling tickets in the raffle. Nearly \$8,500 was raised which will go directly towards projects including:

- restoration of the Carpentaria Lightship
- display of a very rare Bernard and Barbier light pedestal circa 1890
- fabricating two twin power operated 20mm Oerlikon anti-aircraft gun mounts aboard Diamantina
- preparing interpretive displays of Forcefull
- installing electrical equipment to enable visitors to rotate one of Diamantina's main engines
- new storage facility for the Museum's large wooden boat collection
- reinstating the depth charge magazine aboard Diamantina and opening it to visitor access.

For those who missed out on the opportunity to enter the raffle, commemorative charts of Moreton Bay are still available for \$55 through the Queensland Maritime Museum. You can pick up a copy as part of a visit to the museum. More information is available on their website at www.maritimemuseum.com.au.



Above: (left to right) previous Maritime Safety Queensland General Manager John Watkinson and Queensland Maritime Museum CEO Ian Jempson with the lantern.

Workshop becomes annual event

On Tuesday 6th October 2009, the BoatSafe Training Association of Queensland held a workshop at the Volunteer Marine Rescue Association's facility on the Southport spit.

The workshop attracted 35 participants representative of BoatSafe Training Organisations, BoatSafe Training Providers, marine teachers and Marine Queensland.

Maritime Safety Queensland gave a number of presentations and supplied a panel comprising of staff from its central and Gold Coast regional office to address a diverse range of safety related questions posed by participants.

Important outcomes from the workshop will be referred to the BoatSafe Advisory Panel for consideration and used to inform Maritime Safety Queensland's review of the BoatSafe licence training and assessment scheme.

The 2009 workshop follows the success of a similar conference in 2008, and Gary McConnell, President of the BoatSafe Training Association Queensland has confirmed the workshop will become an annual event.

'It is extremely important for industry and government to continue to work together to maintain Queensland's competency based licence training and assessment scheme as one of the best within Australia', Mr McConnell said.

Mr McConnell wishes to thank the sponsors I. C. Frith and Club Marine and acknowledge Maritime Safety Queensland's contribution to a very successful workshop.



Above: BoatSafe Training Association of Queensland President Gary McConnell speaks at the workshop.

National agencies present united front in Western Australia

On 21 August 2009, the Montara Wellhead Platform, situated more than 200 kilometres off Western Australia's Kimberly coastline, suffered a well-head accident on the sea floor below the rig.

Oil escaped to the surface and continued to do so until an intercept well successfully plugged the leak in early November.

Under the arrangements of the 'National Plan to Combat Pollution of the Sea from Oil and Other Noxious and Hazardous Substances' (the National Plan), Maritime Safety Queensland provided various personnel to support the response operation from its commencement.

These personnel, who comprise Queensland's National Response Team (NRT) members, are based in various regions throughout the state and may be called on to assist with oil spill response operations in various roles, depending on the individual's expertise and experience.

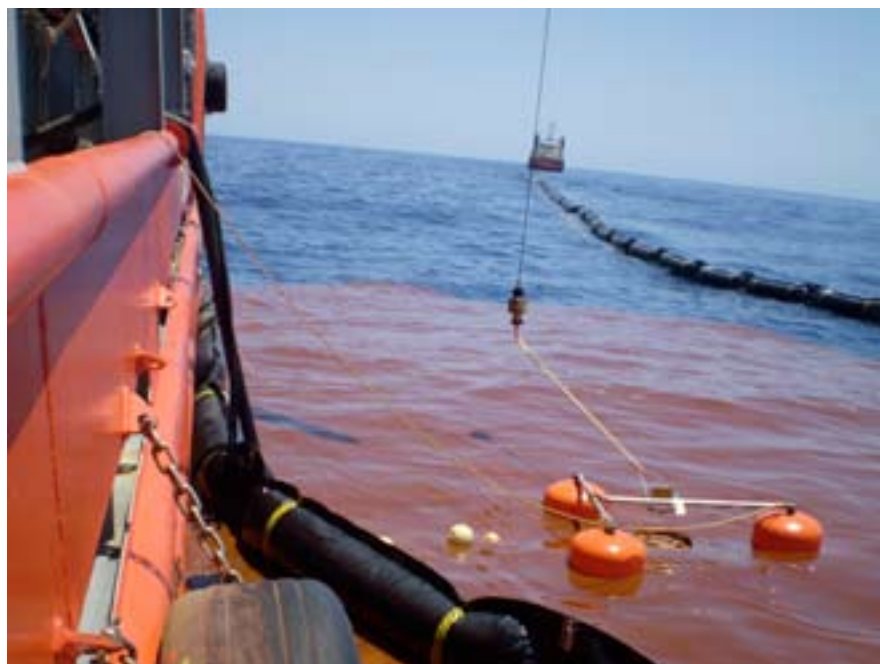
As at the end of November, 15 personnel from Maritime Safety Queensland had been deployed to support the response operation. Some deployed personnel worked multiple rotations as the response effort continued.

These personnel were required to work in numerous roles ranging from administration, logistics and planning roles in the incident control centre in Darwin, to performing operational roles for the recovery of the oil onboard response vessels at sea, as well as conducting aerial surveillance operations.

Other agencies involved in the response effort included the Australian Maritime Safety Authority (AMSA), Australian Marine Oil Spill Centre (AMOSC), Department for Planning and Infrastructure (DPI) Western Australia, Sydney Ports Corporation, New South Wales Maritime, Marine Safety Victoria, Newcastle Port Corporation and Darwin Port Corporation.

Working partnerships between Maritime Safety Queensland and these agencies have been strengthened as a result of Maritime Safety Queensland's involvement with the response operation, noting the opportunity to train or exercise together is often limited.

The remote location of the Montara Wellhead Platform provided a significant challenge for the response personnel to gain access to the site. Deployed personnel were required to fly



Above: Oil spill equipment in action in Western Australia.

from their respective 'home base' to Darwin, then transfer to Truscott operations base in north-west Western Australia, before conducting a helicopter transfer to a oil processing ship (such as the Jabiru Venture), before finally being craned onboard the recovery vessel via a personnel transfer net.

In the tropical conditions, deployed personnel worked in a difficult environment, providing response support in heat in excess of 50 degrees (C) whilst at sea.

As at mid November 2009, approximately 820,000 litres of oil and oily water had been recovered from the sea. The concentration of oil recovered was generally of a high percentage (which has been able to be recycled and returned to a neighbouring rig), which reflects the effectiveness of specialist training, the skills and professionalism of all of the response personnel involved.

In mid November, focus shifted to recovering weathered oil in the vicinity of offshore reefs and ensuring no oil impacted the shoreline. This was done utilising specialist oil recovery vessels known as 'Marcos', as well as other vessels continuing containment boom and recovery operations.

The response operation was terminated on 3 December 2009 with no oil impacting the shoreline or adjacent reefs, which is a testament to the efforts of all concerned.

An extensive monitoring program will be implemented to measure the potential long-term impact on various local fisheries, wildlife and the marine environment into the future.

The 'real-time' training and experience gained by participating in such a large scale event is considered invaluable. Maritime Safety Queensland's involvement provides an enhanced capability to respond to significant incidents that may occur on Queensland's coastline, as well as an increased ability to support response operations where the National Plan is invoked. The provision of support personnel also reinforces Maritime Safety Queensland's commitment to the prevention of pollution of the seas and provides an opportunity to apply 'lessons learnt' to future training and exercises coordinated by Maritime Safety Queensland each year.

South Passage returns to south-east Queensland

South Passage, a Queensland tall ship, was purpose built in 1993 for The Sail Training Association of Queensland Inc, a non-profit organisation who strive to make a difference in the lives of young people.

South Passage is a 100 foot long gaff rigged schooner based at Manly. South Passage returns to south east Queensland on 24 January 2010 after being in NSW waters since mid October 2009.

Returning to Brisbane is the culmination of her annual sailing calendar. South Passage voyages north to Cairns in winter and south as far as Wollongong in summer. Her main purpose is to take school groups sailing, with a typical voyage being three to five days long. The ship anchors at quiet beaches, inlets and islands along the way. Peter Grace, a board member of The Sail Training Association of Queensland Inc said that the target market for passengers aboard the South Passage is 14-17 year olds. 'A full ship consists of 22 students, two teachers and six South Passage crew, and the experience has been described as an outdoor education at sea', Mr Grace said.

South Passage is also available for day sails and voyages for the general public. There are five planned public voyages each year varying in duration from three to eight days.

South Passage will be in for a busy time when she returns to Queensland with two cruises on the Brisbane River scheduled for Australia Day. She will then go up on the hard for her annual maintenance and inspection. During her time up on the hard, most of her removable deck gear will be offloaded and inspected by a range of people including electricians, gas inspectors, Maritime Safety Queensland and the Australian Marine Safety Authority. The ship's single IVECO engine will also be serviced at this time.

The Sail Training Association of Queensland Inc has also recently received a grant of \$15,000 from the Community Gaming Fund as a major contribution to anti-fouling, repainting the hull and the deck.

South Passage will then resume voyages and day sails from the William Gunn jetty at Manly. She can often be seen sailing around Tangalooma, Peel Island, North Stradbroke Island and Moreton Bay. At Easter, South Passage will be sailing in the cruising class of the Brisbane to Gladstone yacht race. For the fourth year in a row she has been chartered by Womenrace4 Redkite — a women's charity raising money to support people suffering from cancer. The team has finished second in the past two years, and are determined to emulate their win in 2006.

After Easter, a general public sail back from Gladstone to Brisbane will be held and shortly afterwards she will start voyages to take her back up the coast to Cairns.

The Sail Training Association of Queensland Inc are always on the lookout for people to join them on their South Passage adventures. A normal crew has three paid positions; a skipper (USL Master 4 minimum), a sailing master (USL Master 5 minimum) and a cook. The three watch leaders are volunteers who have completed a training course on sailing South Passage safely. For volunteers and crew, sailing experience is useful but an ability to work well with teenagers is essential.

If you would like further information on South Passage, you can visit www.southpassage.org.au or phone The Sail Training Association of Queensland Inc. Manly office on 07 3893 3777.



Contract renewed with Brisbane Marine Pilots

Maritime Safety Queensland recently negotiated a new contract with Brisbane Marine Pilots Pty Ltd (BMP) for the delivery of pilotage services in the Port of Brisbane.

The contract with BMP had been in place since 1 January 1989. The new contract between the state and BMP commenced on 1 January 2010.

The new contract includes revised lease arrangements relating to the Mooloolaba pilot station and jetty facility. Pilot transfers to/from ships are conducted by pilot boat from the pilot station.

The contract ensures certainty for providing pilotage services for ships trading with the fast growing Port of Brisbane. Jim Huggett, Acting Director Pilotage and Hydrographic Services Maritime Safety Queensland said 'Maritime Safety Queensland is committed to providing safe, efficient pilotage services across the state, now and into the future.'

Pilotage services assist in the prevention of marine incidents and safeguard the pristine marine environment of Moreton Bay as well as critical marine infrastructure within the port.

The delivery of pilotage services across the state is only one of Maritime Safety Queensland's responsibilities and is provided either directly, or by contract, as is the case in the Port of Brisbane.



Be prepared for a tsunami threat

Tsunami Facts

Tsunami are usually the result of an undersea earthquake that results in a sudden rise or fall of a section of the earth's crust under or near the ocean. This earthquake creates an explosive vertical motion that can displace the overlying water column, creating a rise or fall in the level of the ocean above. This rise or fall in sea level is the initial impulse that generates tsunami waves.

Tsunami are enormously powerful and can reach speeds of up to 950km/h. Unlike a normal wind wave you would see at the beach, a tsunami won't quickly recede and can inundate the shore for an extended period. This is how it got the name tsunami, which in Japanese means "tidal wave", because it looks more like a very quickly rising tide than a breaking beach wave.

In Australia, tsunami are recorded about once every two years and can vary in size and severity. Most are small and present no threat of land inundation. However even a small tsunami can be very dangerous to swimmers and mariners.

Smaller tsunami can generate strong and unusual tides and currents; rapid and unpredictable changes in water level; and abnormal waves that could endanger coastal users and damage moored boats.

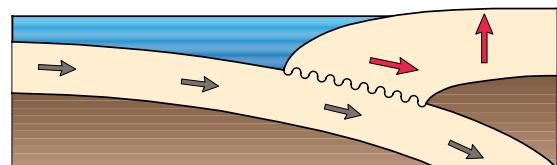
Larger tsunami could result in coastal inundation and potentially pose a serious threat to lives and property.

With a coastline stretching 6973km from Coolangatta around Cape York and into the Gulf of Carpentaria, and scores of offshore islands, Queensland is exposed to numerous potential sources of tsunami within the Pacific Ocean.

Over the last 15 years, tsunamis recorded along the Queensland coast have created relatively small water variations. However, these events would have generated dangerous rips and currents.

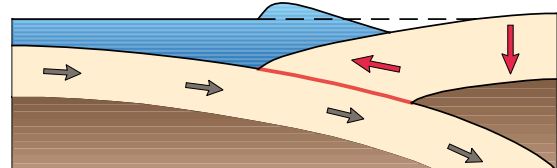
In Queensland, the largest tsunami since European settlement caused water level variations of about 0.6 of a metre, causing destructive currents along the coast.

Damage to boats and coastal infrastructure along Australia's eastern seaboard occurred as a result of the 1960 tsunami generated off the coast of Chile.



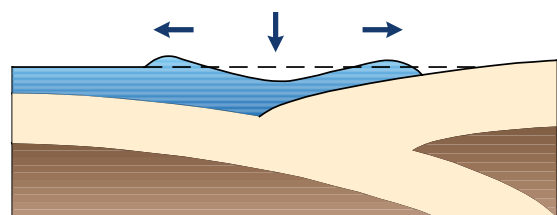
Prior to undersea earthquake

This is a picture of the lower tectonic plate dragging against the upper plate, causing stress.



At time of undersea earthquake

Stress on the tectonic plates causes the upper plate to rebound to its initial position, causing tsunami.



After undersea earthquake

The tsunami moves outwards across the ocean.

© Commonwealth of Australia 2009. This material is released under the Creative Commons Attribution 2.5 Australia Licence.

Be Prepared

Because of the very limited warning time for tsunami, due to the speed with which they travel through the ocean, it is important to prepare an emergency plan in advance and to tune into warnings.

An emergency plan for your vessel should include information on where to moor your boat quickly and safely should a tsunami warning be issued. If it is safer to move to the deep ocean, you should also be familiar with the boating requirements of the area you are operating in, local dangers, special rules and regulations.

You need to know where and how to move out to deep ocean, how long it takes and how to get back to the harbour or port.

Bureau of Meteorology's Tsunami Warnings

When is a warning issued?

Geoscience Australia detects and locates seismic activity in the Pacific and Indian Ocean, and informs the Bureau of any earthquake that may generate a tsunami. The Bureau will assess whether there is potential for Australia to be affected and, if so, issue a tsunami watch.

Then depending on the size and strength of the tsunami, a marine or land warning may be issued.

What's the difference between marine and land tsunami warnings?

Marine — warning of potentially dangerous waves, strong ocean currents in the marine environment and the possibility of only some localised overflow on to the immediate foreshore

Land — warning for low-lying coastal areas of major land inundation, flooding, dangerous waves and strong ocean currents. Local emergency authorities may order evacuations of high-risk areas.

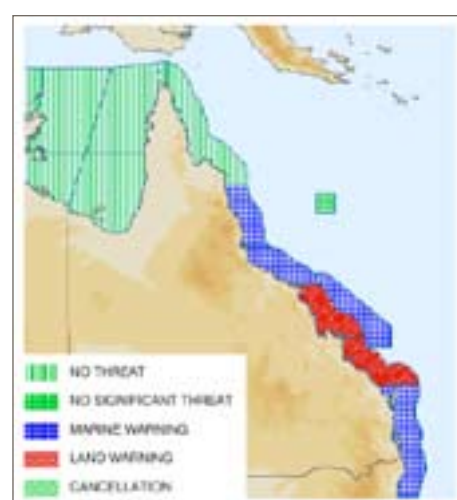
Emergency Management Queensland provides advice on what to do when warnings are issued.

If you are on a ship or boat at sea:

- move to deep water (open ocean)
- once in deep water, maintain your position and do not return to port until further advised.

If you are on a boat or ship in a harbour, estuary or shallow water close to shore and there is sufficient time:

- return to land, secure your vessel and move all passengers quickly to higher ground or inland
- do not risk your safety and attempt to move the vessel out to the deep ocean.



Above left: a screen shot of the Bureau of Meteorology website for a Tsunami warning issued in July 2009.

Above right: an example of a Queensland coast warning.

For More Information

For information on how to prepare and what to do — go to www.disaster.qld.gov.au and follow the links to tsunami.

For a copy of the 'Tsunami Information for Recreational Boaters' brochure — go to www.ema.gov.au and click on Publications and follow the link to Tsunami Publications.

For the latest tsunami warnings — call 1300 TSUNAMI (1300 878 6264) or visit the Bureau's website www.bom.gov.au/tsunami.

Thomas Welsby exhibition opens

The Commissariat Store Museum is opening an exciting new exhibition titled 'Thomas Welsby – Recognition at last' on 12 January 2010.

Thomas Welsby was the founding Treasurer of The Historical Society of Queensland in 1913 and also a past President. In 1916 he wrote for the society 'Recollections of the Natives of Moreton Bay'.

The following is an extract from these writings:

'In much earlier days every fish had its sign or token in some way, and if the bush was full of blue mountain parrots or the parrots were flying about in more than customarily big flocks, then the mullet would come in plentifully, and in big schools.'

The complete story can be read at the exhibition. Welsby had come to understand the ways and culture of the aboriginal people from observations made in his early days of growing up in Ipswich.

Welsby was born in Ipswich on 29 November 1858 and died in Brisbane on 3 February 1941. He was one of 10 children. His parents William and Hannah Welsby had emigrated from Cornwall and arrived in Moreton Bay in 1855. His first home was in Waghorn Street Ipswich, followed by a new home built by his father and referred to by Thomas as The Stone House (today known as Belmont). He also lived at Booval House at Bundamba from 1866 until 1874. Following the death of his father in 1874 his life was turned around and his desire to undertake a medical degree at Sydney University was no longer possible. The family left Ipswich to reside in Brisbane where he was employed at the Bank of New South Wales. In February 1893 he married Margaret Kingston; they had one son and two daughters. The exhibition explores Thomas Welsby's life through photos, letters, scrapbooks, artefacts and interesting text written by historian Susan Martin.



Welsby had a great love for Moreton Bay and together with EB Forrest and WA Douglas they formed the Brisbane (Amateur) Sailing Club in 1885. He was later Commodore of the Royal Queensland Yacht Club (now Squadron) from 1903 until 1919. The Amity Cup was donated by Thomas Welsby in 1910 as an annual event which is raced today as the Blue Ribbon prize of the Club. A photo of the Amity Cup won by 'Nara' in 1914 is part of the exhibition.

Left: The Amity Cup



Above: Thomas Welsby 1858 – 1941

Although Welsby loved the game of Rugby Union and the exhibition features his involvement, including the Welsby Cup which will be on display for a short period of time, and a photo showing him in the 'First Intercolonial Match' in Brisbane in 1883, his greatest enjoyment came from fishing. In 1904 he became a foundation member of the Amateur Fishermen's Association of Queensland, maintaining a lifelong commitment.

His holiday home at Amity Point on North Stradbroke Island also named Amity allowed him to enjoy the waters of Moreton Bay. He loved to catch dugong, bag oysters, net mullet and enjoy the island lifestyle with friends. His boats included: Rip, Charm, Vagabond, Bohemian, his favourite Amity and the motor launch Sunbeam. Photos of the Sunbeam and its Certificate of Registry feature in the exhibition. The following is a quote from the Queensland University thesis of Susan Martin (Historian) 2000:

'In 1956 the Welsby Light was situated west of Amity Point, in the Rainbow Channel, where local fishermen see it flashing as they trawl off shore for winter mackerel. The white light winks across the waters of Moreton Bay as a more symbolic memorial of the man who had an intimate relationship with the Bay, through all its changing moods.'

Seven books were written by Welsby on the Moreton Bay area: Schnappering (1905), Early Moreton Bay (1907), The Discoverers of the Brisbane River (1913), The History of the Royal Queensland Yacht Club (1918), Memories of Amity (1922), Sport and Pastime in Moreton Bay (1931) and Bribie the Basket Maker (1937). These books will be on display along with scrapbooks, letters and photos relating to Welsby's passion for the closure of St. Helena Island as a penal settlement and its return to its natural beauty.

Are you ready for the new 2010 sewage requirements?

On 1 January 2010, the final phase of Queensland's sewage discharge legislation under the Transport Operations (Marine Pollution) Regulation 2008 came into force.

Prior to this date a ship could discharge untreated sewage into open waters at least one nautical mile away from sensitive areas. From now on, the legislation requires that all ships:

- carrying 16 or more persons onboard cannot discharge untreated sewage anywhere in Queensland waters; and
- with 7 and 15 persons onboard cannot discharge untreated sewage within 1852 metres (one nautical mile) of an aquaculture fisheries resource, a reef, or the mean low water mark of an island or the mainland.

The changes apply to all ships whether they are commercial or recreational ships.

There are no changes to requirements for ships using sewage treatment systems.

The legislation has been phased in since January 2004 to provide ship owners and operators with sufficient time to consider the most suitable sewage management option for their vessel and their respective area of operations.

In order to comply with the legislation, there is a range of sewage management options available including:

- using onshore facilities (such as public toilets)
- using a portable toilet onboard, such as a porta-potty, which is also subject to the ship-sourced sewage legislation and must be disposed of ashore, or in open waters where discharge of untreated sewage is permitted
- installing and using an onboard sewage holding tank for later disposal at shore-based pumpout facilities, or in open waters where discharge of untreated sewage is permitted
- installing and using an onboard sewage treatment system and discharging treated sewage where permitted.

To help you understand your obligations and the nil discharge requirements under the legislation, Maritime Safety Queensland has provided a series of sewage discharge maps and other relevant information on our website. We recommend you print out the relevant maps for your area of operation and keep them onboard for easy reference.

This new phase of the legislation is likely to see an increased demand for onshore sewage pumpout facilities. Ask your local marina, boat club or boat harbour operator about the availability of local sewage pumpout facilities in your area.

The legislation is aimed at protecting Queensland's marine environment. It's the responsibility of everyone who uses our waterways to ensure our marine environment they remain clean and pollution-free. Penalties apply for non compliance; ship owners and operators need to know the restrictions for the waterways they're operating in.

If you need more information or assistance with the requirements, additional information is available from the Maritime Safety Queensland website at www.msq.qld.gov.au. Phone enquiries can also be made to 07 3120 7432 or 07 3120 7429.

A special feature of the exhibition is a 1906 watercolour painting by H. Strongitharm Wilkinson. The Title 'Early Morning (Winter), Brisbane River' shows Amity, Thomas Welsby's home in New Farm. In the foreground you can see his boats, Sunbeam and Bohemian. The painting has been beautifully restored by Graeme Nicholson.

Welsby bequeathed his library collection of books, diaries, scrapbooks, letters, papers, maps to the Welsby Memorial Library now known as the Welsby Library. It is interesting that when this library was in his home Amity at New Farm, he welcomed historians and students, who spent time there for research. Today this library at the Royal Historical Society of Queensland is still used as a great reference source and welcomes historians and researchers. Don't miss the opportunity to see works from Thomas Welsby's collection on display.

The exhibition has been curated by Janice Hess, Hon. Exhibitions Curator and Robyn Stephensen, Assistant Curator and will be on display until 31 December 2010.

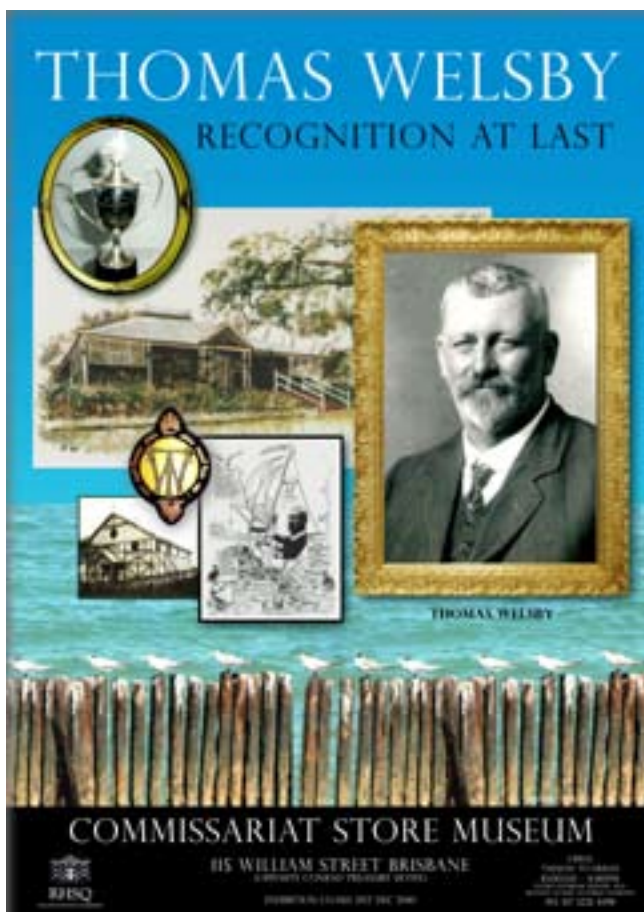
Thomas Welsby — Recognition at last exhibition.

When: 12 January — 31 December 2010.

Where: Commissariat Store Museum, 115 William Street, Brisbane.

Museum Hours: Tuesday to Friday 10.00am — 4.00 pm.
Closed Saturday, Sunday and Monday as well as Christmas Day, Boxing Day and Easter.

For further details please contact the museum on (07) 3221 4198.



Above: Poster designed by Megan Hess, Illustrator, Melbourne.

We've got you covered

A Memorandum of Understanding has been finalised between Maritime Safety Queensland and two major marine rescue organisations which will provide Queensland boaties with an increased coastal radio network for sending and receiving distress calls.

The signing of the agreement with Volunteer Marine Rescue and the Australian Volunteer Coast Guard Association will increase the ability to monitor distress calls for the vast majority of coastal Queensland.

The distress radio network will help save lives of boaties operating or transiting in Queensland coastal areas and is just one example of Maritime Safety Queensland's commitment to delivering safer, cleaner seas.

The agreement has formalised monitoring responsibilities for VHF radio channels 16 and 67; the dedicated channels for marine distress and emergency broadcasts.

Volunteer groups will monitor distress channels during their scheduled operating times and hand over to VTS to complete the 24 hour monitoring of VHF distress and urgency calls.

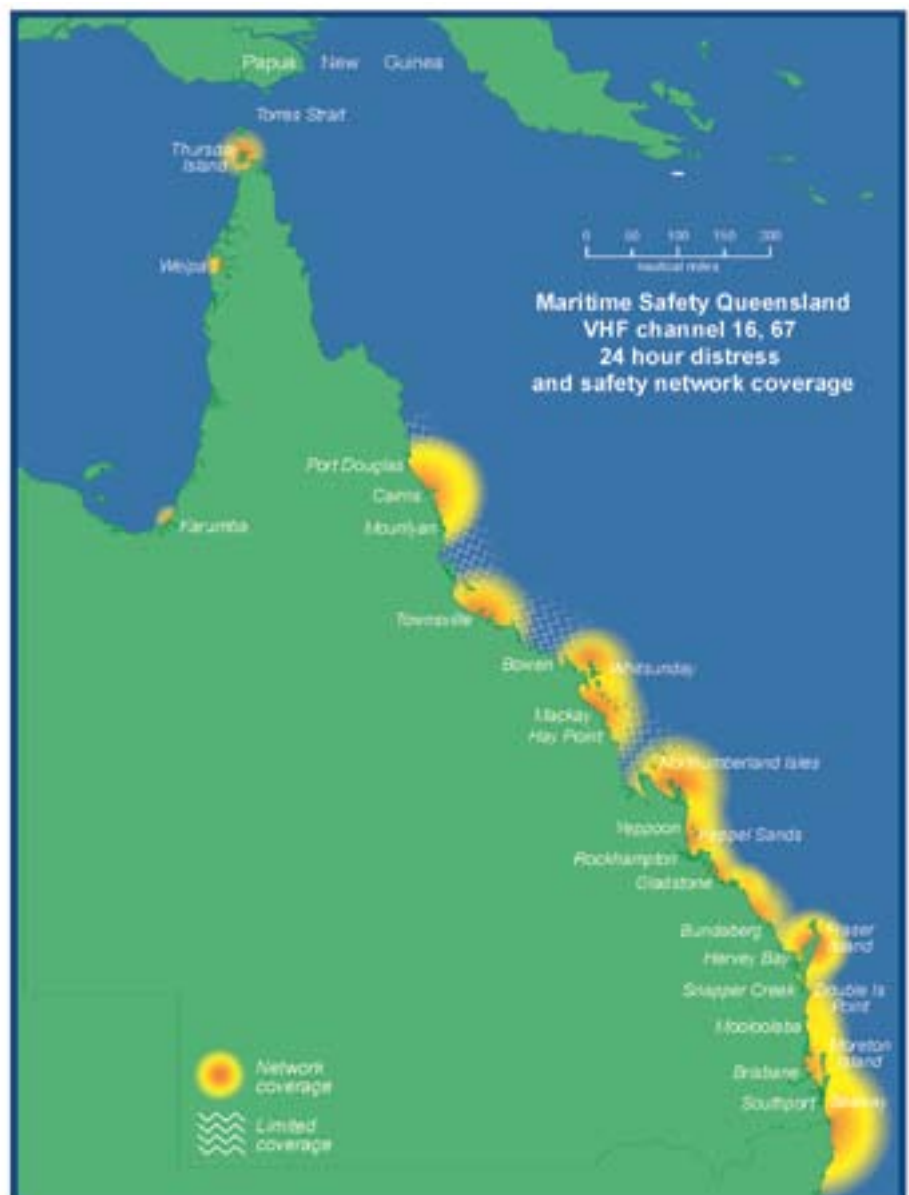
The expansion of the coastal radio network occurred over a number of years in conjunction with Maritime Safety Queensland's expansion of the VTS network which now includes Cairns, Mackay and Gladstone.

Some of the volunteer bases in critical locations have benefitted from the upgrading of radio equipment and installation of ancillary equipment designed to improve the capability in receiving distress messages.

For more information and a map displaying VHF coverage areas go to www.msq.qld.gov.au.



Above: (left to right) John Jacobsen of Volunteer Marine Rescue, Mike Vosti of Australian Volunteer Coast Guard Association and Patrick Quirk of Maritime Safety Queensland sign the MOU.



Regional update

Gladstone vessel thrown a life-line

Several years ago an odd shaped vessel known as the Turbo was relocated to Gladstone from Newcastle by the Australian Maritime Safety Authority to assist in marine pollution response. Ownership of the vessel was transferred to Maritime Safety Queensland approximately six years ago at no cost to the agency.

Turbo is a fibreglass hulled catamaran fitted with a plywood deck and wheelhouse. It is 12 metres long, five metres wide and weighs in at seven tonnes.

The Turbo was built in 1985 as a 'pollution services craft' and distributed around the coastline in case of a pollution emergency. The vessel was not designed to be beautiful, but is a very practical work boat, capable of carrying and launching heavy loads of oil boom and other awkward items.

Such was the standard of construction that the fibreglass hulls were found to be in sound condition after 24 years of service. Unfortunately the same could not be said for the original engines, and the plywood deck and wheelhouse were also reaching the end of their lifespan.

Rather than scrap such a useful workboat, plans were made to rebuild the wheelhouse and deck, using modern marine grade aluminium alloy plate.

Shifting the heavy vessel to an industrial centre for rebuilding was not an option, so tenders were called from local contractors to undertake the work. By this stage the plan had been upgraded to include full replacement of the diesel engines and stern drives as well.

Turbo has now been refurbished at a cost of under \$200,000 and performed well on acceptance trials with the new 150HP twin Yanmar engines and Mercury stern drives pushing her through the water at 14 knots.

Turbo is currently being refitted with the original Hiab hydraulic crane and will be part of the Gladstone waterfront scene for many years to come, always ready for the unexpected pollution incident. Maritime Safety Queensland expects to gain another 10 years of sterling service from this vessel.

This project provided an innovative approach to managing public assets and represents excellent value for money.



Left: The original Turbo loaded with equipment during the 'Global Peace' oil spill before its refit. This incident demonstrated the value of this class of vessels, being able to carry heavy, awkward deck loads around the Gladstone harbour during an emergency response.



Right: The new-look Turbo complete with new deck and wheelhouse ready for the new engines and sterndrives.

Graduation day for trainees

Daltug Pty Ltd, a tug operator at the Port of Hay Point for the Dalrymple Bay Coal Terminal, have run an innovative training scheme over the last four years to assist young people gain experience in the tug industry. The tug industry has previously been renowned for being a difficult area to gain employment. There is a trend for the majority of individuals who are employed in the tug industry to stay until retirement which has resulted in an ageing workforce in some areas.

Daltug has tried to tackle this problem with the introduction of a two year traineeship which provides young employees the opportunity to learn tug boat skills from the experienced tug crews. Trainees work alongside experienced deckhands during towage operations and also perform maintenance tasks with tug crews including tug masters and engineers.

The introduction of the traineeship has also succeeded in attracting more women into the generally male-dominated tug industry, currently highlighted by a strong female representation in the most recent traineeship intake.

Daltug Pty Ltd utilise the services of the Barrier Reef Institute of TAFE (Cannonvale campus) to provide on site block training to the trainees. During the two year traineeship, trainees complete a Master Class V and a Marine Engine Driver Grade 3 certificate. At the end of the two years the trainees have the skills to drive and maintain a small vessel.

The four trainees from the most recent traineeship intake completed their studies in early January 2010, at which time four new trainees commenced employment.

If you would like any further information on the traineeship scheme, you can contact Daltug manager Martin Casey on 07 4956 3411.



Above: (left to right) Daltug traineeship graduates Tiffany Green, Joshua Formosa, Jack Cameron, Emillie Glossop, and teacher Paul Catts, Barrier Reef Institute of TAFE.

Regional update

New Vessel Traffic Service Centre for Townsville



Above: The new Vessel Traffic Service centre in Townsville.

Maritime Safety Queensland has established a new Vessel Traffic Service (VTS) centre in Townsville.

In conjunction with the Australian Maritime Safety Authority (AMSA), the existing Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS) operations at Hay Point will also be relocated to the new Townsville VTS centre.

The new facility will:

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

Construction of the new building has been finished, with building handover completed on 18 December 2009 and VTS equipment fit-out already underway.

Planning for the relocation of REEFVTS services from Hay Point is well advanced with equipment relocation set to commence in February 2010 and REEFVTS operations set to 'go live' in Townsville in March 2010.

Installation of VTS equipment in the Ports of Lucinda, Townsville and Abbot Point is underway and is expected to be completed by April 2010, with Townsville Region Port operations scheduled to commence in May 2010.

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

Contingency plans prepare for cyclone season

People living in central and north Queensland are well acquainted with the dangers posed by the unpredictable pattern of tropical cyclones. Each year between November and February the region is threatened by extreme winds, rough seas and tidal surges. Boaties need to be prepared to protect themselves and their boats from the damage cyclones can cause.

Cyclones vary in severity from category 1 (least severe) to category 5 (most destructive).

When a cyclone approaches the coast in far north Queensland, a maritime control centre is established by Maritime Safety Queensland.

The Regional Harbour Master will activate a series of intensifying warnings via VHF on channel 16, rising from yellow to blue and then red. Cyclone warnings issued for harbours are associated with, but separate from, land-based cyclone warnings.

Maritime Safety Queensland has developed Cyclone Contingency plans to reduce the damage caused by cyclones and tidal surges in harbours throughout the region. These plans are available for Abel Point, Bundaberg, Cairns, Cape Flattery, Cooktown, Innisfail, Karumba, Mackay, Mourilyan, Port Douglas, Port Kennedy, Thursday Island, Townsville and Weipa.

Boat owners can refer to the Cyclone Contingency Plan for the area in which they operate to make sure they know what action to take if a cyclone warning is posted and how to respond to the various levels of warning. They should be familiar with their responsibilities under each level in order to take the best safety precautions for vessels and boating infrastructure for the conditions.

Copies of the Cyclone Contingency Plan are available at Maritime Safety Queensland offices or on the website www.msq.qld.gov.au under the Waterways section.

Have you seen our new-look website?

If you have recently logged onto our website (www.msq.qld.gov.au), you may have noticed a few changes. These subtle changes have been made to reflect the new corporate identity of the Department of Transport and MainRoads, and ensures the site is more 'user-friendly'.

Please note: if you currently have our website saved as a bookmark or favourite, you will need to update your settings to ensure that our website is only a click away.



Hayden continues campaign support



Former Australian Test cricketer Matthew Hayden will continue to provide his services as the spokesperson for a nation-wide safety campaign.

The 'Keep your eye on the ball' campaign is an initiative supported by the National Marine Safety Committee and was initially launched in December 2008.

Due to the campaign's success, the National Marine Safety Committee has decided to extend the campaign with the aim of further promoting the important safety messages.

The campaign encourages boaties to stay focused whilst out on the water, with Hayden advising 'Out on the water things can change in an instant — another boat can come out of nowhere or a wave can swamp you. Suddenly, you can find yourself in real trouble. So if you're the skipper, always keep your eye on the ball.'

Queensland Tide Tables 2010 released



The Queensland Tide Tables 2010 is available now from a range of newsagents, specialist chandleries and boating and fishing related outlets across Queensland or online at www.msq.qld.gov.au.

Thanks to positive feedback received from buyers of the revised format of the 2009 edition, the 2010 edition continues in the same smaller, more manageable format, making it a must-have for serious boating and fishing enthusiasts. Priced at just \$4.75, the 2010 edition of the Queensland Tide Tables, is a great way to start the new year armed with all the latest tidal information.

Also included are sections devoted to boating safety regulations and information on fish catch and size limits.

Upcoming events 2010

- MARCH**
19-21 Brisbane Tinnie & Tackle Show, RNA Showgrounds
- MAY**
20-23 Sanctuary Cove International, Boat Show, Sanctuary Cove

Contacting Maritime Safety Queensland

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

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

Seascope online

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

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