



Seascape

January-March 2011 Volume 8 Issue 1

From the helm

As we begin another working year, I would like to take this opportunity to reflect on Maritime Safety Queensland's year in 2010.

In particular I would like to thank the staff within Maritime Safety Queensland for their ongoing commitment in upholding our cleaner, safer seas motto. We have had some interesting challenges this year, some of which we have learnt valuable lessons from and pushing staff to provide some of their best work yet.

At the end of December, I presented a number of staff with awards for both long service and to recognise those who had 'gone the extra mile' during the course of 2010.

Three particularly devoted staff were presented with Maritime Achievement Awards, which are judged under specific categories outlined by the Premier.

Under the *green* category, which is awarded for protecting Queensland's lifestyle and environment, Peter Wood from the Boating Infrastructure Branch was acknowledged for his work managing navigational dredging projects for recreational boating.

For his contribution in managing the newly constructed Vessel Traffic centre in Townsville which falls under the *smart* category, Paul Colthurst from the Maritime Services Branch was recognised with an award.

Finally, Joe Daus, from the Brisbane region was presented with an award under the *fair* category for his ongoing contributions within the Brisbane region, particularly with the organisation of one of Brisbane's biggest events of the year, the Riverfire festival.

Again I commend all staff for their efforts over 2010, and look forward to strengthening our level of service during the coming year.

I would like to finish on a more serious note, by urging all boaties to take care during 2011. We have already seen some inclement weather this year, and the predictions show that more is to come.

Remember, You're the Skipper, You're Responsible.

Safe boating

Patrick Quirk
General Manager

Front cover:
The *John Rodgers* during sea trials (page 3).

Update: single national jurisdiction

As previously outlined in the October-December 2010 issue of *Seascope*, after months of negotiations, the Australian Transport Council has agreed to a legislative model for the single national jurisdiction, with approvals being granted from all of the relevant federal, state and territory governments involved.

Commencing through a transitional period from 2013 to 2016, commercial vessels across Australia are expected to be regulated under one piece of national legislation. The Australian Maritime Safety Authority (AMSA) will be responsible for setting marine safety standards under the legislation, with Maritime Safety Queensland becoming a component of the service delivery system.

Commonwealth and state/territory agencies will be analysing the finer detail of the service delivery and related funding arrangements over the coming months. There is no change to the regulation of recreational vessels.

Maritime Safety Queensland has already begun to generate industry discussion, starting with meetings held with industry members from November 2010. The meetings, held in partnership with AMSA, are being used as a forum to discuss the steps involved in moving towards the implementation of the single national jurisdiction in 2013.

A special mention goes to the Whitsunday Charter Boat Industry Association which used its attendance at a forum in Airlie Beach to promote their Marine Safe Certification scheme aimed at increasing the safety on commercial vessels above the minimum required. This is a positive move by industry and the WCBIA should be congratulated on their efforts.

Further information on the single national jurisdiction can be found through FAQs and fact sheets posted on AMSA's website at http://www.amsa.gov.au/Maritime_Reform.

PWC consultation paper released

Maritime Safety Queensland is seeking the views of personal watercraft (PWC) hire and drive providers and people with an interest in this marine sector on how to improve the safety of hire and drive PWC riders in Queensland.

Hire and drive personal watercraft are a popular tourism activity and it is critical from a public safety perspective that the operators maintain the highest safety standards.

A recent Coroner's report into a fatality occurring at a hire and drive operation has resulted in a number of proposed changes to personal watercraft hire and drive operations with wider safety implications for all personal watercraft operators.

This consultation paper presents initiatives that could be adopted to improve hire and drive personal watercraft rider safety in Queensland including regulatory responses to the Coroner's findings.

The consultation paper can be downloaded from the Maritime Safety Queensland website at www.msq.qld.gov.au.

Submissions can be made by completing the online feedback form or by written submission to:

Hire and drive personal watercraft safety
Maritime Safety Queensland
GPO Box 2595
Brisbane Queensland 4001
Fax: +61 7 3120 7355

Responses should be received by 4 February 2011.

New pilot vessel 'John Rodgers' added to fleet

Maritime Safety Queensland welcomed the addition of a new pilot vessel in October 2010, named after a marine pilot who died in a helicopter accident.

The *John Rodgers*, is the third vessel to be constructed in a fleet of new pilot vessels which have been classed under the 'Rodgers Class'. The other two vessels within the class were commissioned in mid-2009 and have been named *Wathan* and *Cumbina* after the totems of the original inhabitants from the areas where the vessels will operate.

The 'Rodgers Class' and the *John Rodgers* have been named in honour of Captain John Rodgers, a marine pilot who died in a helicopter accident while performing transfer operations off Gladstone in February 1997.

The state of the art vessels, which have the capacity to use the latest in bio-fuel technology, are the product of a \$2.6 million dollar contract awarded to New South Wales company Yamba Welding and Engineering. The company was awarded the contract to design, construct, and deliver the vessels after an extensive tender process found no Queensland-based offer closely competitive.

While it is the Government's objective to promote Queensland industry where possible, the company awarded the contract had strong ties with the Sunshine State. Yamba Welding and Engineering estimates that it sources approximately 90% of its supplies and services from within Queensland, having developed long standing relationships with key Queensland businesses over the past 34 years.

The vessel's naming ceremony was held at Newstead House on 12 October 2010 with some of Captain Rodgers' family in attendance. The vessel then made its way to Mackay where it will operate. The Mackay region's pilots held an open day to showcase the boat to industry colleagues and their families. Over 100 people attended, some who had worked with Captain Rodgers during his days berthing ships at Hay Point and Dalrymple Bay Coal Terminals. Demonstrations of the controls, safety and man-overboard recovery equipment were provided.



Above: Captain Rodgers' family members were in attendance for the official naming ceremony.



Above: Pilots and their families from the Mackay region inspecting the vessel.



Above: The *John Rodgers* being put through its paces during sea trials.



Severe weather — be prepared

Most Queenslanders will be aware that between November-April each year, the weather can be unpredictable as the storm and cyclone season sets in.

Boat operators need to ensure that they make all possible preparations for severe storm activity coming into these high risk months. All small craft owners are responsible for ensuring that their vessel and property is maintained and able to reasonably withstand the weather they may encounter.

Don't leave storm and cyclone preparation to the last minute, make sure your vessel is ready early for storm season.

Check the weather

The most important step is to always check the weather before you go boating and to always use a marine weather forecast.

Always plan ahead and if you intend to be away for a day or two, obtain a long-range weather forecast and keep monitoring the forecasts that are regularly broadcast.

The Bureau of Meteorology provides the latest information required by boat operators including weather conditions, tidal conditions and wind warnings.

Maritime Safety Queensland's maritime weather service provides weather information from the Bureau of Meteorology at the cost of a local telephone call. Higher rates apply from mobile phones and payphones. If calling outside of Queensland, STD rates will apply.

Forecast telephone numbers

All of Queensland — 1300 360 426

Marine warnings — 1300 360 427

South-east Queensland — 1300 360 428

Weather information is also regularly broadcast on VHF radio channel 67 by local volunteer marine organisations. Broadcast schedules vary from station to station and may change at the discretion of the local station. Channel 67 is also monitored by volunteer organisations and individual forecasts can be provided by request.

Remember, while marine forecasts are highly accurate when predicting major weather events such as cyclones and gales, they are

sometimes less accurate when predicting local severe weather issues such as strong winds experienced during thunder storms. Changes to the prevailing conditions can be quick, so you should be prepared for unexpected weather changes.

Preparation is the key

To prepare for storm activity boat operators should:

- use suitable rope to secure your vessel as it has more 'give' than chain
- double up on mooring lines and check that they are sound and the right size
- check that all boat cleats and other mooring fittings are secure and consider adding anti-chafing gear to mooring/anchor lines
- store all loose gear such as boat hooks, buckets, fishing tackle floats and life rings below deck
- remove all deck furniture
- secure hatches
- reduce wind loading to a minimum and remove furled sails and covers
- if possible, remove bimini covers and roll up or remove any clears around the vessel
- deflate and store inflatable dinghies
- disconnect shore power leads and water hoses
- check all bilge pumps are operational and ensure all self draining openings are clear
- ensure the watertight integrity of your vessel
- ensure all chains have been inspected before the storm season if your vessel is attached to a swing mooring
- advise appropriate authorities of your contact details if your boat is to be left unattended during the wet season
- leave contact details onboard your vessel so that emergency services can contact you if your vessel becomes adrift
- ensure that your insurance policy is current.

During severe weather

Personal safety is the number one priority at all times. Use common sense if you find yourself stuck in the middle of severe weather.

If you are travelling and are unable to get back to your usual mooring, seek shelter in rivers or creeks with heavy mangrove buffers. These can be identified by areas where creeks and rivers have a fringe of mangroves that provide a lee or buffer zone from the wind. Be mindful that heavy rain will increase the flow of the ebb tide in any creeks or rivers.

If you are in a marina or hardstand area, check with the manager for any specific instructions. Make sure you follow any evacuation advice provided by police or emergency services.

If you are away during the storm season

Where Coast Guard services are available, lodge a completed 'Authorisation to move vessel' form, and provide a key to access your vessel, to be used in the event of a harbour evacuation.

Alternatively, leave a key and contact details with a responsible person and provide a comprehensive explanation of when and where the vessel needs to be moved in the event of a warning being issued.

Cyclone preparation

Experience has shown that tropical cyclones in Queensland can exhibit more erratic paths than those in other parts of the world. They can also last from a few days up to several weeks.

Maritime Safety Queensland has published cyclone contingency plans to reduce the damage caused by cyclones and tidal surges in most harbours throughout the state.

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 and/or alerts.

Boat owners should be familiar with their responsibilities under each level in order to take the best safety precautions for vessels and boating infrastructure in the conditions.

Cyclone contingency plans

Cyclone contingency plans vary from region to region. Ensure you are familiar with the warning and/or alert levels used in your area, as they can differ.

Some areas use a coloured alert system:

Yellow — destructive winds forecast within 24 hours.

Blue — destructive winds forecast within 16 hours.

Red — destructive winds forecast within 6 hours.

Other areas use the Bureau of Meteorology cyclone warning system:

Cyclone watch — means that gale force winds are likely to affect the area within 24 to 48 hours.

Cyclone warning — means that gale force winds are likely to affect the area within 24 hours.

Whichever alert system your area uses, make sure to familiarise yourself with it and the actions required at each level.

Copies of the cyclone contingency plans are available at Maritime Safety Queensland offices or at the website www.msq.qld.gov.au.

Cyclone contingency plans are available for

Abel Point, Bundaberg, Cairns, Cape Flattery, Cooktown, Innisfail, Karumba, Mackay, Mourilyan, Port Douglas, Port Kennedy, Townsville and Weipa.



What do I need to do?

Plan

- If there is a Cyclone Contingency Plan for your area, collect a copy from your local Maritime Safety Queensland office.
- If your vessel's usual mooring is assigned by Maritime Safety Queensland, ensure your contact details are updated.
- Organise options to allow relocation of your vessel if you will be away during cyclone season.
- Take the time to move your vessel to a sheltered location before a cyclone affects the area.
- Know how and where the alerts are communicated (for example, VHF channel 16).
- Keep a record of emergency phone numbers handy.

Prepare

Use the checklist inside under the 'Preparation is the key' heading as a guide to preparing your ship.

Obey

Make sure you comply with all directions issued by the regional harbour master or others as delegated.

Do not leave your cyclone mooring until the regional harbour master has given the all clear.

Prepare, plan and obey these simple rules and you could prevent damage to your boat and others. A penalty up to a maximum of \$15 000 is applicable for not following the directions of a harbour master.

Where can I get further information?

Further information related to cyclones can be found at www.msq.qld.gov.au or at www.bom.gov.au.



Gold Coast dredging projects underway

During 2010, Maritime Safety Queensland and the Gold Coast City Council worked side-by-side to successfully deliver some important Gold Coast waterways dredging projects.

Together the state and local government commit more than \$2 million annually (each financial year) towards Gold Coast dredging initiatives.

Dredging of the West Crab Island Channel was completed in mid December. This dredging project included the removal of approximately 30,000 cubic metres of mostly sand material from the navigation channel, with the sand used to help renourish the eroded Surfers Paradise beach.

The same contractor also undertook works in the southern section of the north channel in December, nicely timed to improve access for recreational craft in the area during the busy holiday period.

Both projects were carried out by local contractor McQuade Marine which is based at the Gold Coast and employs local people.

Tenders were called in December for the Gold Coast Seaway entrance. Both the department and council are hopeful to have a contractor onboard in early 2011, with works likely to commence in mid 2011.



Above: Dredging vessel *Port Frederick* enroute to dispose material from the Surfers Paradise beach.

Revised code aims to keep Brisbane River safe

The safe operation of craft on Queensland's waterways is a priority for Maritime Safety Queensland as well as for local government authorities, commercial operators and sport and recreational organisations.

With more than 127,000 recreational, commercial users and passengers on the water every week, it's important to keep the Brisbane River safe for all users. Maritime Safety Queensland, Rowing Queensland and Brisbane City Council's River Safety Taskforce have developed the Brisbane River Code of Conduct to help everyone, including rowers and commercial masters, share the river safely.

The recently revised code of conduct has been adopted to provide guidance on several aspects of safe on-water conduct for craft including general rules of the river, interacting with other vessels, adapting to environmental factors, participant safety and incident reporting. The code of conduct is written for the benefit of all commercial and recreational users of the Brisbane River. Anyone using the river should download and read the Code of Conduct from the Maritime Safety Queensland website at www.msq.qld.gov.au.

Maritime Safety Queensland and Brisbane City Council continue to work together to keep the Brisbane River safe for everyone. The Brisbane City Council's River Safety Taskforce is making the growing CityCat fleet safer, with thermal imaging cameras to be installed on all CityCats over the next few months.

The cameras use thermal imaging technology to help ferry masters identify rowers on the river in low and reflective light conditions. A trial is also underway of a 'lighting rope' which will be placed close to the water line at pontoons. An automatic triggering system lights the rope when a CityCat approaches the terminal to alert recreational vessels and rowers.

For more information, call the Brisbane City Council on 3403 8888 or visit www.brisbane.qld.gov.au.

Summer boating safety campaign launched

Maritime Safety Queensland's annual summer safety campaign was launched on 16 December 2010 by Minister for Transport Rachel Nolan. The campaign urges boaties to be aware on the water over the duration of the summer. With the warmer weather and holidays, more people are heading out on the water.

Check the weather before you head out – if in doubt, don't go out

Good weather is critical for a safe and comfortable trip. Forecasts should be obtained when planning a trip, before you leave and updated while you are on the water.

There are a number of ways to check the weather forecast:

- go to the Bureau of Meteorology website www.bom.gov.au
- call Maritime Safety Queensland's weather service for the cost of a local phone call
 - all of Queensland 1300 360 426
 - marine warnings 1300 360 427
 - south-east Queensland 1300 360 428.

Remember, weather can change while you are out on the water.

You should always make sure you have more than enough fuel for your trip. It may take more fuel on your way back in if weather conditions deteriorate and the sea becomes choppy or you have to head to a safe anchorage to wait out a storm.



On the water, everywhere is an intersection – keep a proper lookout

On the water, keeping a proper lookout is essential. Traffic on the water doesn't just come from one direction, it can come from anywhere. Skippers can use different methods to help them be aware of where they are going and their surroundings.

Use all available means to watch out for other vessels on the water. Your passengers can also help keep a lookout. Remember, your eyes are the best way to navigate.

Don't sink through drink – under .05 applies on the water

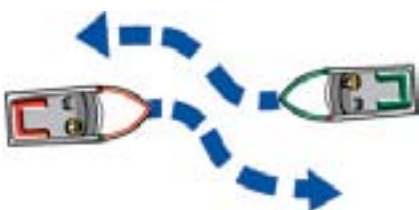
Blood alcohol limits apply on the water too. The skipper must be under .05 – penalties including licence cancellation and a fine will apply to those caught over the limit.

The skipper is also responsible for the safety of passengers and should be responsible for their alcohol consumption. Remember, the effects of alcohol are multiplied while on the water due to the sun, wind and constant motion. When under the influence of alcohol, reflexes and response times to emergencies are slowed and swimming ability deteriorates considerably.

You're the Skipper – You're Responsible – be safe on the water for your passengers and other vessels

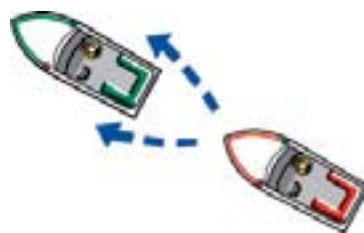
How you drive your vessel can affect others. Slow down so your wash doesn't affect other vessels. Before altering course, check for other vessels in all directions, especially from behind you. Just because the rules say you may have right away, doesn't mean you shouldn't take action to avoid an incident (refer to Rule 5 and Rule 7 of the Convention on the International Regulations for Preventing Collisions at Sea).

For more information about boating safety, go to the Maritime Safety Queensland website – www.msq.qld.gov.au.



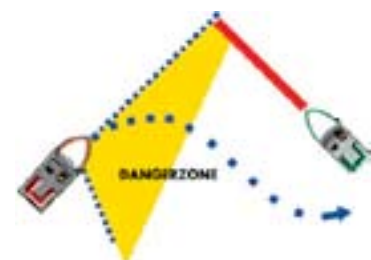
Giving way

Boats meeting head-on both turn to starboard (right)



Overtaking

Keep clear until well past



Crossing

Boat on your right has right of way



Above: Algal bloom which was mistaken for oil approximately 16 nautical miles east of Breaksea Spit at the north of Fraser Island.

Algal bloom a slick trick

Maritime Safety Queensland response staff who responded to a recent report of oil on the water were relieved to discover the suspected spill was a case of mistaken identity.

General Manager Patrick Quirk said the suspected oil spill turned out to be a natural phenomenon.

“Coral spawning which takes place at this time of year is easily mistaken for oil and there are the occasional sightings of algal blooms which can also look like oil from a distance,” Mr Quirk said.

The pollution response crew sent out a twin engine long-range helicopter to investigate the suspected oil sighting off the eastern shores of Fraser Island which was found to be either coral spawn or algal bloom. Both phenomena create an orange-brown hue in the water that could be mistaken for oil.

“Algal blooms can occur year round though both the algae and coral spawn are most concentrated from October to December,” Mr Quirk said. “In addition the discoloured waters can drift a long way under current and wind from the area where they were formed.”

As most Queensland boaties have a heightened awareness of the potential effects of oil in the water, it is understandable that any sighting of what might be oil is reported. Boaties are always encouraged to report possible oil spills, however if they do come in close contact with the substance there is a simple test which may save significant resources being engaged unnecessarily.

If any implement or boat hull has contacted the substance and can be cleaned off by a simple wash-down, then the material is not oil and unlikely to be a cause for concern. Oil residue requires more concentrated removal treatment than a simple hose down.

If you think you have seen an oil spill, contact your regional Maritime Safety Queensland office. Remember, any extra information you can gather at the scene will help Maritime Safety Queensland decide how to respond.

Boaties can also call the Australian Maritime Safety Authority’s marine pollution 24 hour hotline on 1800 641 792.

For more information on marine pollution prevention and treatment see www.msq.qld.gov.au.



Above: An example of an actual oil spill.

Boating industry steps up to the plate

Following a state wide year-long program of workshops Maritime Safety Queensland says recreational boat designers, builders and sellers should now be well informed of their Australian Builders Plate obligations.

Recreational boats built after 28 September 2006 are required by law to have an Australian Builders Plate fitted prior to sale. The plate provides information for boaters including maximum engine power and weight, maximum load capacities, maximum person capacities and flotation standards.

Previous to the workshops being held, monitoring at boat shows in the south east indicated a worrying proportion of new recreational boats being sold in Queensland did not comply with the basic ABP requirements.

The most common non-compliances to the ABP standard which were detected included incorrect location of the ABP, inadequate marking of the ABP and insufficient or inaccurate information on the ABP.

Non-compliant agents and builders were issued with notifications from Maritime Safety Queensland requesting a copy of the technical documentation supporting the information on the ABP.

The series of five workshops, in which Maritime Safety Queensland collaborated with industry body Marine Queensland and Department of Employment, Economic Development and Innovation ensured that the recreational boating industry were fully informed and were meeting their ABP requirements.

Feedback following these workshops has been positive and has raised the awareness within the industry which will continue to have safety outcomes.

The first workshop was held on the Gold Coast in October 2009 followed by further sessions at the Sunshine Coast, Mackay and Hervey Bay concluding at Cairns in November 2010.

Presentations on technical standards, compliance and fair trading obligations were given at each workshop by representatives of the National Marine Safety Committee, Maritime Safety Queensland, Department of Employment, Economic Development and Innovation and the Royal Institution of Naval Architects and Marine Queensland.

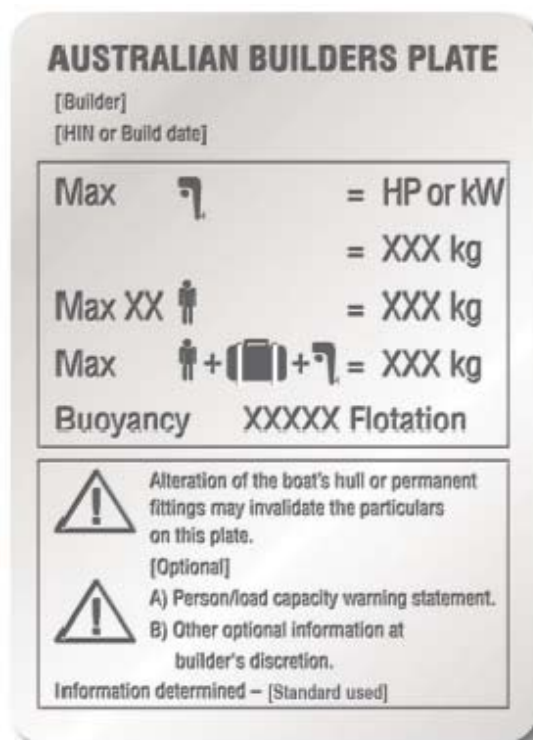
Each workshop concluded with a panel discussion. Participation in these discussions was extremely encouraging with between 20 and 30 industry professionals involved in each of the workshops.

Maritime Safety Queensland has engaged with the key Queensland manufacturers to attend their facilities and discuss the compliance issues in order to develop a mutually acceptable rectification strategy.

Industry support of the workshops is continuing with Marine Queensland distributing a CD containing the presentations, the ABP standard, frequently asked questions and other relevant information all supplied by Maritime Safety Queensland.

The CDs are available through Marine Queensland's Manufacturer's Division on 3390 4657. For further information on the Australian Builders Plate visit the Maritime Safety Queensland website at www.msq.qld.gov.au.

Maritime Safety Queensland would like to thank Marine Queensland for its support with this initiative.



Above: example of an Australian Builders Plate for vessels less than six metres.



Above: example of an Australian Builders Plate for vessels greater than six metres.

Romance on the rocks

In February 2008, the master of the 18.3 metre commercial vessel *Romance* had taken the vessel carrying 31 passengers and six crew on a trip through the Whitsundays.

The vessel was moored at Caves Cove on a public mooring line at 4pm on 11 February when the weather conditions worsened due to a strong low pressure system.

As the weather continued to worsen, the master of a vessel moored nearby obtained an updated weather report and provided the details to the master of *Romance*, advising him that he would be relocating to a safer location. The master of the *Romance* decided to remain moored at Caves Cove as he was unable to anchor due to a pre-existing fault in the vessels anchor winch.

By around 12.30am, the mooring line had been so severely damaged in the rough seas that the vessel drifted and became wrecked on the shore. A mayday call was issued, with a helicopter called to evacuate the passengers. The vessel was recovered a week later and could not be restored.

The master displayed poor seamanship and decision making skills, which directly contributed to the marine incident, putting many lives at risk. On 2 September 2010, the master pleaded guilty to the unsafe operation of a vessel and was fined \$2000. The investigation into the owner is ongoing.



Above: the *Romance* which was destroyed in a marine incident in February 2008.

Field Compliance Team out in force over Christmas break

Maritime Safety Queensland staff from the Field Compliance Team were out in force over the holiday season, targeting popular boating areas throughout south-east Queensland.

The patrols, conducted on personal watercraft, focused on delivering the safety messages promoted during the summer safety boating campaign launched on 16 December (see page 8 for further details on the campaign).

Correct safety equipment, speeding, registration and appropriate licensing of operators were all points of interest during the patrols.

Conducted over December, the patrols covered areas such as the Noosa River, the Gold Coast broadwater, and many of Brisbane's dams including Somerset, Moogerah and Atkinson dams. Cleveland Boat Ramp was also visited by the Field Compliance Team just after Christmas.

While the level of compliance was fairly positive in most areas, there was one particular issue which the team came across more than others. Boaties, including PWC operators, are still failing to equip their vessels with the correct safety equipment.

Not carrying compulsory safety equipment or carrying out of date equipment such as EPIRBs and flares can be dangerous to both operators and passengers onboard.

Boaties are urged to refresh their memories on their compulsory safety requirements by visiting the Maritime Safety Queensland website at www.msq.qld.gov.au and heading to the 'Safety' link.

Remember — You're the skipper, you're responsible.

Day out on lake costs PWC operators \$1900

When two friends decided to go out and enjoy a morning on Lake Tinaroo, the last thing the duo expected was that they would end up in hospital, and in court.

The two men set off with a group of friends and family on the morning of 5 September 2009 for a weekend of boating and camping, taking along with them two PWCs.

At about 10am, the group took the PWCs out on the water, with both men each taking control of one of the watercraft. One of the men's partners was riding with him on the rear of the PWC, about 200 metres from the bank in an area known as Downfall Creek.

The other man with another friend onboard, approached the first PWC and began riding alongside him at a distance of about 10 metres. He then pulled slightly in front of his friend in a zigzag motion often referred to as a 'fishtail'.

In the course of the manoeuvre, both the man and his friend were thrown from the PWC, which resulted in him sustaining significant facial injuries and requiring immediate medical assistance. He was then intubated at Cairns hospital for 25 days due to the severity of his injuries.

The subsequent investigation completed by Maritime Safety Queensland found that one of the men was not PWC licensed, and that the other had operated his PWC in an unsafe manner. The pair pleaded guilty in court in September 2010 and were fined \$400 and \$1500 respectively.

Lessons learnt:

Always ensure you are correctly licensed and that you operate your vessel safely at all times.

The good oil

Maritime Safety Queensland staff from the Marine Environment Protection Unit, as well as staff from various regions, have been kept busy over the last couple of years, assisting with response operations both within the state (*Pacific Adventurer* and more recently the *Shen Neng 2*) and as part of the National Response Team (the *Montara* response in Western Australia).

The Department of Transport and Main Roads merger has also increased Maritime Safety Queensland's reach and responsibilities and has highlighted the goal to strengthen the existing ties with both internal and external agencies and departments. For example, after the *Pacific Adventurer* incident, lessons learnt included the need for closer liaison with other divisions within the newly merged Department of Transport and Main Roads such as Emergency Management Queensland. Accordingly, Maritime Safety Queensland's ties with such agencies are being progressively enhanced to improve our collective response capacity.

Part of Maritime Safety Queensland's obligation under the current *National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances*, is to ensure Queensland is prepared and ready to respond to oil and chemical spills or groundings. This is achieved by regularly conducting training courses and exercises, as well as ensuring equipment is accessible and maintained in a serviceable state.

The training courses provided by Maritime Safety Queensland in oil spill response throughout the year serve a couple of purposes. They give the agency a chance to strengthen and renew the working relationships that already exist, and to increase awareness in other regions that local units and departments have a role to play, should an incident occur. The courses also allow the 'first-strike' personnel to familiarise themselves with procedures and equipment in their own local area. These courses involve classroom-based activities and scenarios, as well as hands-on involvement in the deployment of oil spill response equipment on the water.

Recently, members of the Marine Environment Protection Unit, along with North Queensland Bulk Ports Corporation representatives, provided an oil spill response exercise at Evans Landing Wharf at Weipa to enhance the capabilities of the Weipa emergency team in the event of a marine incident. The exercise dealt with 'first-strike' response to oil spills from ships and other marine sources within the port limits of Weipa. The exercise also raised awareness of issues that may be associated with an oil spill in or near the port, discussed possible scenarios, and evaluated response options outlined in the 'first-strike oil spill response plan'.

This particular scenario looked at the possible environmental impact, and methods used to contain and recover oils and fuels using local equipment stocks.

On average, a course is facilitated every month across the state. The courses have been operating for several years with no injuries. This is a good outcome in terms of Workplace Health and Safety, considering a fair proportion of attendees are taken outside their comfort zones, away from their normal work places, and are operating equipment in the marine environment.

Maritime Safety Queensland would like to acknowledge the great contribution of all involved in the support of oil spill response training, with a particular thanks to the administration and regional field staff who provide essential assistance with logistical and personnel support.

The training schedule is normally planned 12 months in advance. Details of our upcoming courses can be found on the AMSA website: http://www.amsa.gov.au/Marine_Environment_Protection/National_Plan/Training_Program.



Above: familiarisation and maintenance of equipment during Weipa exercise with representatives of Rio Tinto, North Queensland Bulk Ports Corporation and Goodline.



Above: representatives of Brisbane City Council, RoadTek, Port of Brisbane Authority engaged in Introductory Level 3 course.



Above: representatives of Bundaberg Council, Port Authority, RoadTek, Maritime Safety Queensland and local marina operator during deployment and recovery of on-water oil containment equipment.

Industry profile

Bill Guest, Queensland State Secretary Shipping Australia Ltd

Shipping Australia (SAL) is recognised as a peak industry body whose primary objective is to promote and advance the interests of its membership in all matters of shipping policy and safe, environmentally and sustainable ship operations. Shipping Australia's members include many major Australian and international ship owners, operators and agency companies involved in bulk, tanker, general cargo shipping, container, passenger and trades.

Can you provide us with some of background on yourself?

I have been in the shipping business virtually all of my working life having commenced with Shaw Savill Line in Melbourne. I then moved to Sydney in early 1966 to join a small team at Overseas Containers (OCAL) to begin the feasibility studies for containerising Australian export products. The arrival of the first container vessel Encounter Bay in Sydney in 1969 was the exciting culmination of much hard work internationally which commenced the 'container revolution'. I eventually transferred to Brisbane early in 1982 to be Queensland State Manager of P&O Containers. I retired in 1997 and spent time travelling with my wife before being asked to join SAL in 2000 as Secretary of the Queensland State Committee.



How long have you been in your current role and what does it involve?

I have been Qld State Secretary for just over 10 years. The position is both stimulating and motivating. In supporting the SAL Qld State Committee Chairman (a two year position nominated from the full membership), it is necessary to be fully aware of industry matters and take appropriate action by organising stakeholder meetings to resolve specific issues.

As such it is important to keep the membership fully informed and to establish sound working relationships with business leaders and statutory authorities in all areas of shipping/transport management. This latter approach has certainly helped to ensure SAL's 'go to' position for industry consultation and issue resolution.

What changes have you seen brought in during this time?

There are many but probably the most significant is security following the 9/11 destruction. Brisbane port security was stepped up and then regulated in mid 2004 and the Maritime Security Identification Card (MSIC) became mandatory in Jan 2007. Throughout the intervening period much work was done via DOTARS and then the Office of Transport Security (OTS) to identify maritime security zones within which operators had to lodge acceptable security plans.

The hazards of ship transits through the Great Barrier Reef were substantially reduced by the establishment of the Vessel Tracking System (VTS) in 2005 which monitors ship movements and requires mandatory responses and reporting. Compulsory pilotage assisted. Planned extensions to the VTS coverage will ensure even greater safety to transiting vessels.

What do you see as some of the big issues for Australia as a trading nation?

The demise of manufacturing bases in Australia brought about by outsourcing to cheaper overseas locations is going to be further eroded by the continuing strength of the Australian dollar. Imports will continue to flourish and put more pressure on Australia's balance of payments position. There will be a limit to the compensation effect of mineral exports even if bolstered by seasonally dependent grains and cotton etc.

What are some of the changes that you feel the Australian and/or Queensland shipping industry needs to make?

The Federal Minister for Infrastructure and Transport recently released a discussion paper which proposes the restoration of Australia's domestic shipping industry. The implications on international shipping (especially containers) servicing Australia are significant particularly concerning the carriage of coastal cargoes. SAL represents a substantial number of international ship owners and seeks legitimate inclusion on any Shipping Advisory Group that is to be formed to progress Federal Government objectives. The need exists to work constructively to maximise efficiencies and minimise costs. The cost of services at all levels continues to escalate and recovery in a competitive environment is difficult to achieve. Greater transparency during rate negotiations will assist.

What is the future direction of Shipping Australia?

SAL will remain active in pursuing the interests of members and to encourage additions to the membership base. Broader shipping industry coverage will be sought with discussions continuing with the Australian Shipowners Association (ASA) to arrive at a single entity that can better represent and consolidate the interests of both organisations.

What are your personal future directions?

While the position itself has its motivational aspects, it is the people within this industry that encourages continuance. I enjoy the contacts at every level and with the ongoing challenges of the business that makes it all worthwhile.

I recommend that Seascope readers should access the SAL website at www.shippingaustralia.com.au to gain the best perspective of how that organisation operates in today's business environment.

Extension of Ship Reporting System approved by IMO

The International Maritime Organization (IMO) has approved the extension of the mandatory Ship Reporting System in what will be a big step forward for the protection of the Great Barrier Reef Marine Park.

Up until recently, mandatory reporting and tracking only covered the northern portion of the Marine Park. With the introduction of the new extension to be implemented from 1 July 2011, the coverage will now also include the southern portion of the Park.

The approval, which was requested by the Federal Government, will affect all large ships including those carrying oil, chemicals or liquefied gas whenever they are transiting through the Marine Park. Ships will have to regularly report their location and route to authorities, whilst also being continuously tracked by radio and satellite.

The increased coverage of the Ship Reporting System is designed to help prevent accidents and protect one of Queensland's greatest environmental assets.

Maritime Safety Queensland has been working with the Australian Maritime Safety Authority in rolling out the infrastructure necessary to support the extra reporting coverage, with work well on its way to being completed before the July deadline.

A clearer copy of the new coverage map can be found at www.amsa.gov.au.



Above: a map showing the extension of the Ship Reporting system coverage from 1 July 2011.

Get up-to-date with the latest publications

Have you got the latest editions of Maritime Safety Queensland's extensive range of saleable publications?

If not, now is the perfect time to update your library, with boaties having plenty of time to refresh their memories on rules and regulations while we wait for the weather to clear.

Log on to the Maritime Safety Queensland website at www.msq.qld.gov.au and head to the Publications link to order copies of the great publications on offer.

Titles include:

- Queensland Tide Tables 2011 — newly released edition for the year ahead
- Safety Management System — released October 2010
- Small Ships Manual — sixth edition released in September 2010
- Beacon to Beacon directory — edition eight
- BoatSafe Workbook — fourth edition
- Commercial and Fishing Ships Diary and Log Book.



Upcoming events 2011

FEBRUARY

- | | |
|-------|--|
| 11-13 | Booodooma Fish Stock and Management Day
Booodooma |
| 25 | Noosa MAST Day
MTAC/Sunshine Coast schools |

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