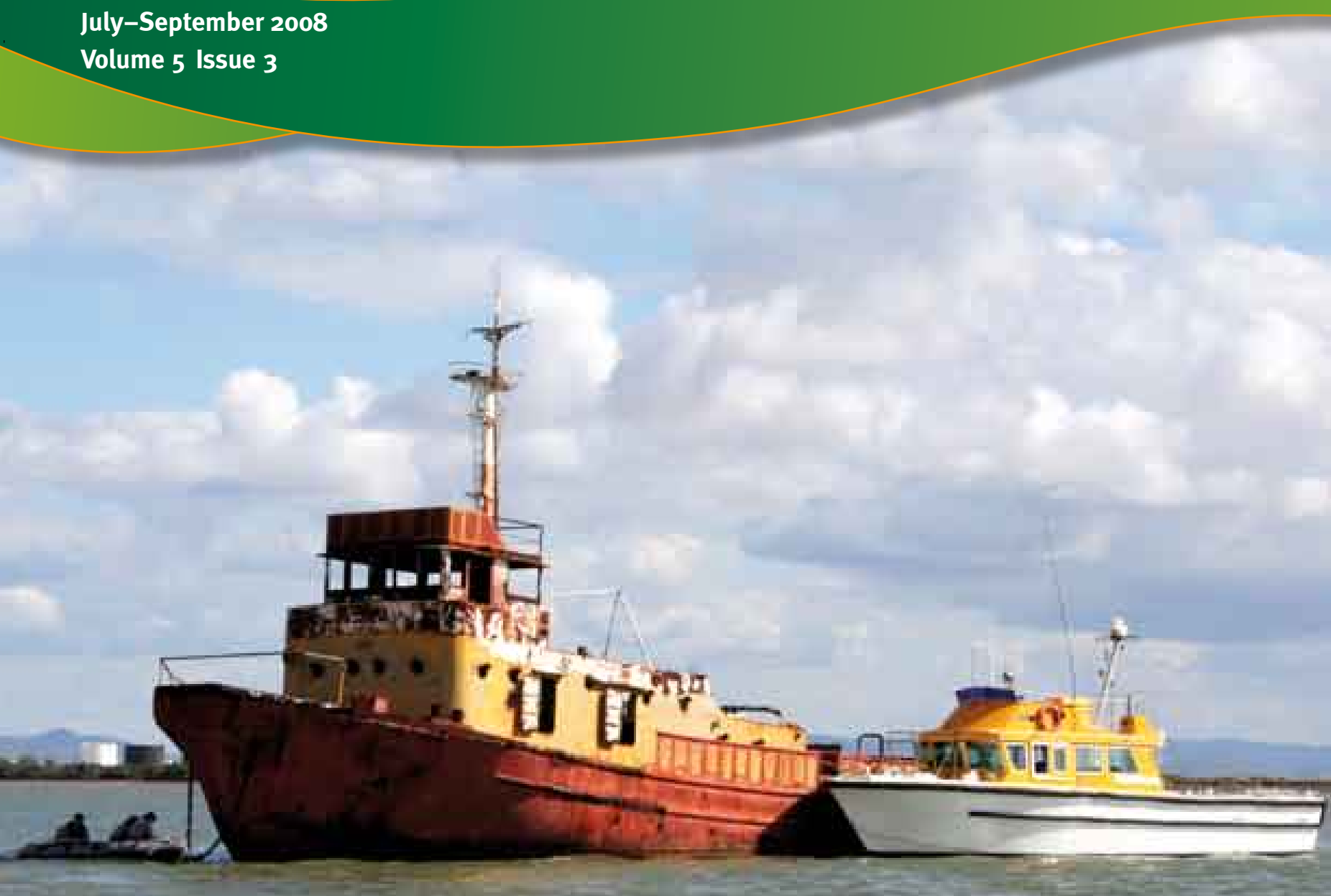


Seascope

Maritime Safety Queensland

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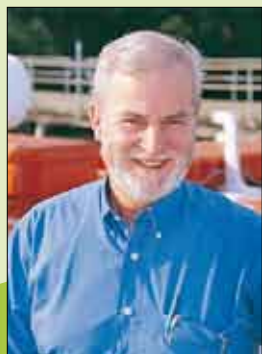
**YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE!**

In this edition:

- Sunferries passenger transfer
- Getting to know you: Horizon Shores Marina
- The sinking of the *Ascension*
- Switch to 406MHz EPIRB by 1 November
- Industry / MSQ partnership for trawler safety



Queensland Government
Maritime Safety Queensland



Captain John Watkinson, General Manager, Maritime Safety Queensland

The photo on the front cover marks the end of another derelict vessel from Queensland's waterways. This has been an increasing problem for Maritime Safety Queensland as vessels left to rot on moorings have the potential to sink and cause serious pollution and a hazard to navigation.

The recently introduced legislation requiring vessels over 15 metres to carry marine insurance should alleviate future costs to the taxpayer, moving the responsibility of salvage and pollution clean up costs to the owner.

I must commend Cathy Beadley in securing the necessary approvals to have this particular vessel sunk at sea. Coordinating a number of organisations all requiring rigorous environmental standards is a challenge and requires patience and commitment.

In the previous edition of *Seascope*, I mentioned that Emergency Position Indicating Radio Beacons (EPIRBs) will no longer be monitored after 1 February 2009. Recently introduced legislation will now require boat owners to replace their 121.5MHz beacon and carry a 406MHz beacon by 1 November 2008.

Concerns about a lack of supply of the new 406MHz beacon as a potential 130,000 beacon owners throughout Australia attempt to purchase a new beacon in January 2009 has prompted Maritime Safety Queensland to introduce mandatory

carriage of the new 406MHz beacon prior to the scheduled 1 February 2009 date. The three months timeframe leading up to the actual closure of the 121.5MHz monitoring will reduce demand for stock and hopefully encourage boat owners to make the change sooner.

Recent tragedies on Sydney Harbour and Port Phillip Bay continue to remind us that the skipper must remain vigilant at all times and in all aspects of skippering a boat. The skipper's responsibility goes beyond just navigating the boat but also applies to the safety of the boat's operation which includes refuelling and precautions associated with that process. As we have seen, collisions can have devastating consequences and navigating a boat at night requires the skipper's full attention. Remember, you're the skipper, you're responsible.

Finally, it is worth mentioning a national review of maritime jurisdiction issues that is presently underway and being led by the Commonwealth. This review is looking at ways in which to introduce a single maritime legislation regime for all commercial vessels operating in Australia. Needless to say the implications for industry and governments alike of any such proposal could be considerable. Maritime Safety Queensland will be working closely with the Commonwealth and other states to ensure Queensland's marine industry is well represented throughout the review process.

Safe boating
Captain John Watkinson
General Manager

Marine safety survey

In 2003 Maritime Safety Queensland conducted a marine safety survey of the commercial marine industry. It is time to conduct the survey again to:

- ▶ assess the effectiveness of marine safety strategies implemented in response to the 2003 survey
- ▶ identify current safety issues that are important to owners, operators and crew of commercial and fishing ships
- ▶ gather information to assist with planning and the development of marine safety strategies into the future.

The 2008 marine safety survey is an opportunity for you to provide feedback on marine safety issues.

Your participation will also ensure the views of your industry sector, whether it is commercial passenger, trading, fishing, charter, hire and drive or training, are represented.

As a thank you for taking the time to complete this survey, you have the opportunity to win a prize pack. Two prize packs will be given away. They contain:

- safety gear grab bags
- distress flares
- small ships manuals
- polo shirts
- sports bags.

This survey is being conducted by an independent company. All responses are treated in the strictest confidence. Maritime Safety Queensland will not have access to information that personally identifies you or your response. The survey should take 10 – 15 minutes to complete.

If you do not receive a survey in the mail, please feel free to undertake the survey on line via the following link:
<http://216.235.248.162/survey/206848/173e/>

We thank you in advance for your participation and valuable contribution to marine safety in Queensland. If you have any questions regarding this survey, please contact Naomi Maierhofer of People Knowledge Consulting on 0403 190 058 or Maritime Safety Queensland on 07 3120 7359.

Our cover this month:
The *Ascension* accompanied by *QGV Thorpe Chambers* from MSQ Gladstone Region and the *MSA Wallaroo's* tender from the Royal Australian Navy. See story page 10.

Sunferries passenger transfer at sea

Maritime Safety Queensland officers Peter Kirkby and Richard Smith recently monitored and reported on the transfer of passengers at sea from the cruise ship *Sun Princess* in order to identify, assess and assist Sunferries manage its safety obligation to passengers.

The Sunferries vessel *Sun Cat* routinely transfers passengers from the *Sun Princess* to and from Townsville for sight-seeing activities. Peter and Richard accompanied the crew of the *Sun Cat* from Townsville to the *Sun Princess*, approximately 10 kilometres offshore, to observe and report on the effectiveness and efficiency of Sunferries personnel and the safety of the passengers during the transfer.

Passenger transfers at sea are occurring more frequently in Queensland waters due to the increasing visitation of passenger cruise ships to popular areas such as Townsville and Airlie Beach.

The operational monitoring of this activity is increasing for Maritime Safety Queensland. Recommendations arising from this report are to be applied to the marine industry as a whole in developing safe operational practices and procedures for this activity across industry.

Peter and Richard reported that Sunferries managed this operation to a very high standard. The planning and coordination which went into achieving the successful operation was significant in terms of scheduling vessels and crews, managing large numbers of persons onboard and at the busy terminal, and effective communications between ships and the shore.

In this case, ninety per cent of all passengers onboard were aged between 65 and 85 years of age and included a person in a wheelchair and an elderly person with a walking frame.

Movement of passengers is managed by security staff on the cruise ship. All passengers departing and returning to the ship pass through two levels of security similar to that found at airports in Australia.

Additionally, all passengers have an electronic tag which they carry and display. These photo ID tags are swiped through a computer upon leaving and returning to the ship. A passenger manifest can be raised at any time indicating which passengers are on board the cruise ship and which have chosen to visit Townsville.

Recommendations in the report included a paramedic or medical attendant from the cruise ship to accompany each Sunferries vessel, a wider gangway to be more wheelchair friendly and an updated risk management plan.



Sunferries vessel *Reef Cat* alongside *Sun Princess* taking on passengers for a voyage to Townsville.



Pontoons and gangway on *Sun Princess*.



Passengers boarding the *Sun Cat*.

All crew were qualified and experienced in their relevant fields. Without exception they were thorough in their tasks and displayed a professional attitude while always being pleasant and helpful to their guests.

Peter and Richard concluded that the operation, involving all levels of management within Sunferries, was very well executed with minimal risk to passengers or crew observed on the monitoring trip.



Sanctuary Cove Boat Show

Maritime Safety Queensland continued its unbroken record of attendance by exhibiting at the milestone 20th annual Sanctuary Cove International Boat Show from 22-25 May this year. Maritime Safety Queensland is one of the few organisations to have exhibited at every show since its inception as a relatively small regional event, through its development into the single most significant boat show of its kind in the Asia-Pacific region. A total of 450 exhibitors participated in this year's very successful show.

International exhibitors, manufacturers and buyers were drawn from Europe, Asia and the USA to the Sanctuary Cove marina which featured on-water displays of 400 boats which, when placed end to end, stretched over 5.2 kilometres.

Staff from MSQ Gold Coast region and Brisbane promoted MSQ's tag-line 'You're the skipper – you're responsible' and provided answers to a range of questions posed by some of the 50,000 plus show patrons. High on the list of queries was the conversion of EPIRBs from the old analogue to a digital 406MHz system. Legislation relating to ship-borne pollution and insurance requirements for vessels over 15 metres were also hot topics, given the focus of the show was on the larger boat segment of the market.

Staff also used the show to gather in over 700 completed surveys relating to boat owner knowledge and opinions.

Maritime Safety Queensland's prominent exposure at events like the Sanctuary Cove Boat Show reinforces the department's commitment to its vision of 'Safer, Cleaner Seas' and demonstrates our commitment to providing quality information and advice to skippers, promoting safe boating for all.

Horizon Shores marina expansion

Boat ownership in Queensland is growing rapidly and sales of non-trailerable vessels are increasing. By providing much needed moorings for vessels which would otherwise require buoy moorings, the expansion of Horizon Shores will help boaties comply with legislation and ultimately help reduce congestion in our waterways.

Progress on the \$500 million expansion is now into its second year and work is expected to continue for a further five years.

In the first year of re-development old berths were removed and 132 brand new berths were installed within the North Haven area of the marina. Replacement of a further 104 berths is 75% complete in the East Haven section.

The new berths have been specifically designed for boats used in Moreton Bay and South east Queensland. Meridien Marinas has concentrated on multi hull berths and extra wide monos for people who like extra room when mooring. The new berths are ideally suited to houseboat style craft and powercats.

When complete, Horizon Shores will boast 1,350 wet berths – more than double the original facilities.



Extra wide marina berths designed for larger craft.



Meridien is completing substantial civil works on site. A new deeper channel into the marina has recently been opened and the marina has been taken to a depth of four metres below low tide to provide trouble-free access for boats.

The completed Horizon Shores will become one of Australia's largest marinas with a 1,000 dry boat stacker. It will include a marina village with waterfront cafes and restaurants, a yacht club, retail outlets, a day spa, child minding facilities as well as a marina emporium showcasing 10,000m² of all things boating. This will become a permanent marine market surrounding the world class marina situated in the heart of Queensland's fastest growing region.

Horizon Shores also boasts a major industrial precinct cleverly planned to sit away from commercial and public spaces. Stage 2 of this section is well underway and is already attracting boat manufacturers and other businesses that have foreseen the potential of the Horizon Shores development and the size of boats that will be moored.

One of the big attractions for the many marine industry businesses who have taken space in the new sheds is abundant water, thanks to leading edge technology and environmental practices. Already, capacity exists to recycle up to 1.5 megalitres of rain water through an enormous network of underground tanks.

The newly concreted Horizon Shores shipyard will provide tenants with an independent water supply through a unique recycling system. The closed stormwater system, water treatment plant and massive underground potable water storage system are among the marina's features.

Maritime Safety Queensland recognises the important part marinas play in providing fuelling ports and sewage transfer stations for vessels. Maritime Safety Queensland supports the Cleaner Marina program which rigorously inspects marina operations to avoid pollution occurrences or environmental damage.

Meridien Marinas' General Manager Michael Rose said the popularity of the environmentally friendly industrial space is proof of the importance of good planning.