



Seascape

October-December 2010 Volume 7 Issue 4

Tomorrow's Queensland:
strong, green, smart, healthy and fair

Toward 
Tomorrow's Queensland

 **Queensland**
Government

From the helm

As this issue of Seascope is released the summer months are upon us, bringing with it both sunshine and rain to Queensland boaties.

The Bureau of Meteorology recently warned Queenslanders to expect above average tropical cyclone activity this coming season, with an estimated six cyclones forecasted to develop in the Coral Sea. The Bureau of Meteorology have also predicted that the summer season will be a wetter one than normal.

The reason for these increased weather patterns is based on the fact that we are now in a La Nina climate phase. The term La Nina term refers to the extensive cooling of the central and eastern Pacific Ocean. In Queensland, La Nina weather events are associated with increased probability of wetter conditions.

With this information in mind, boaties are reminded that they need to be prepared to protect themselves and their boats from the damage cyclones can cause. Extreme winds, rough seas and tidal surges can cause havoc, however consequences of cyclone activity can be reduced simply by being prepared.

Maritime Safety Queensland has developed cyclone contingency plans to reduce the damage caused by cyclones and tidal surges in 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. 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 plans are available at Maritime Safety Queensland offices or on the website www.msq.qld.gov.au under the Waterways section.

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

Safe boating

Patrick Quirk
General Manager

Front cover:
The new pontoon at Dunwich One Mile (page 6).

Update: single national jurisdiction

In the April-June edition of Seascope we provided an update on the single national jurisdiction and are now able to report that the concept is finally taking shape and attracting the necessary approvals from the federal and state governments.

The nation's transport ministers met under the Australian Transport Council banner in Melbourne during September and one of the items considered was the maritime regulatory proposals for the single national jurisdiction.

Ministers endorsed the recommended approach which outlines that the Commonwealth will legislate to the 'full extent of its powers' and the states will then enact similar legislation to cover any vessels not under the Commonwealth's laws.

The Australian Maritime Safety Authority (AMSA) will assume the role of the single national regulator, however it will work in partnership with the states. Whilst exact details still need to be fine tuned, in simple terms, the states will provide much of the service delivery associated with the national regulatory system.

The other important element is that decisions on what is to become new regulation are made through consultation and agreement between the jurisdictions.

For the jurisdictions to decide on what is to be included in new legislation, the development of Australia-wide delivery networks and the implementation of consultative mechanisms with industry stakeholders will be essential. The next challenge is to negotiate funding and service delivery arrangements between AMSA and jurisdictions.

Delegates from AMSA recently visited Queensland, putting on information sessions for both Maritime Safety Queensland staff and industry stakeholders at the Brisbane Marine Safety Committee meeting on 7 October 2010. From all reports, the information sessions were well received and were commended as a positive step in the early stages of what will be a lengthy consultation process. For more information on the single national jurisdiction visit the Commonwealth website www.infrastructure.gov.au/maritime/nmsr.aspx.



Above: Lloyd Binks Manager of Policy Co-ordination AMSA, addresses industry stakeholders at the Brisbane Marine Safety Committee meeting.

MSQ staff tackle the Kokoda Challenge

Two of Maritime Safety Queensland's employees participated in the annual Kokoda Challenge, a gruelling 96 kilometre trek through the Gold Coast hinterland in July.

The Kokoda Challenge is run by the Kokoda Challenge Association, a non profit organisation which was formed in 2005. The association was established with two aims.

The first is to increase the general public's awareness of the importance of the 1942 Kokoda campaign, won by our Australian soldiers in Papua New Guinea. The second, is to help and support young people through the Kokoda Challenge Youth Program, a 12 month program designed to identify young Australians at a crossroads in their life, and to support them in reaching their full potential.

The Kokoda Challenge Youth Program culminates in the participants undertaking the challenge of walking the Kokoda track in Papua New Guinea. To fund the program, the general public are invited to take part in a bushwalking team event, where teams of four people trek a 96 kilometre course through the Gold Coast Hinterland within a 39 hour time limit. The 96 kilometre course incorporates 10,000 metres of both ascent and descent and represents the actual distance of the Kokoda track.

Each team must fundraise to gain entry to the event, with Maritime Safety Queensland employees Justin Williams and Chris Scott raising a combined total of \$3,550 in donations with their respective teams. Congratulations go out to both teams for their incredible mental determination and physical fitness in completing the course.



Above: Justin Williams (left) with his Team Corporate Box Gym teammates.

Team profile

Name: Team Corporate Box Gym

MSQ member: Justin Williams

Position: Marine Officer

Base: Pinkenba

Amount raised: \$1,550

Placing: 10th in the mens category

Course completion time: 19:39:34 hrs

"Previously I have competed in a large number of endurance events, but none like this one. Not only was it physically challenging, but mentally as well. I would highly recommend completing the challenge, you will be amazed at what you can achieve when you apply yourself and the satisfaction you feel when you achieve your goal."

Team profile

Name: Kokodamol

MSQ member: Chris Scott

Position: Resources Coordinator (Records Management)

Base: Mineral House, Brisbane

Amount raised: approx \$2,000

Placing: 32nd in the mens category

Course completion time: 23:35:00 hrs

"Being an ex-Paralympian (in cycling) I thought I was relatively fit until I lost two toenails and was in pain for two days after only the first three hour training walk! For a team with an average age over 40, we did quite well thanks to the support of our friends, family and work colleagues."

2010 Great Brisbane Duck Race

This year's Great Brisbane Duck Race, an annual event held by the Princess Alexandra Hospital Foundation raised over \$100,000 to support research in the areas of prostate cancer, skin cancer, leukemia and breast cancer.

The race was held on 12 September at the Southbank Parklands, and saw over 21,500 rubber ducks released into the Brisbane River and floating down a 100 metre course to the finish line.

The race raises money through the sale of ducks, with options ranging from \$5 per single duck up to a fleet of 100 ducks for \$250. The winner of this year's race won a brand new Toyota Yaris courtesy of Sci-Fleet Toyota.

Maritime Safety Queensland has supported this event for a number of years, providing both staff and equipment to contain and remove the ducks from the water during and after the race. From all reports this year's race was a great success and promises to be even bigger in 2011.



Above: Over 21,500 rubber ducks begin their race down the Brisbane River.

Improving waterways access

The popularity of recreational boating in Queensland continues to increase as the state's population grows. Queensland remains the premier boating state with over 234,500 registered recreational boating vessels.

Transport and Main Roads, in partnership with local managing authorities (local government and port authorities), is responsible for the provision of recreational boating facilities throughout the state.

The state government continues to deliver new and upgraded facilities for Queensland boaties by spending more on boating facilities, dredging and related safety services than it receives from recreational boating registration fees.

South-east Queensland

Recently completed projects

- Shorncliffe Jetty Street — rebuild of ramp (completed May 2010)
- Cabbage Tree Point — ramp rebuild, project delivered by Gold Coast City Council (completed August 2010)
- Mooloolah River entrance dredging and beach nourishment — joint project with Sunshine Coast Regional Council (completed August 2010).

Current ramp and pontoon projects

- West Crab Island channel dredging (completion due October 2010)
- Jacobs Well channel dredging (estimated start November 2010)
- Manly Boat Harbour — new pontoon for Sailability, to assist disabled persons to go boating (estimated completion due November 2010)
- One Mile (Dunwich) — new dual-level, multi-use pontoon (estimated completion November 2010)
- Cavill Avenue — new pontoon project being delivered by Gold Coast City Council (completion due December 2010)
- Reconstruction of the Uhlmann Road boat ramp (on schedule for completion in December 2010).



Above: Mooloolah River entrance dredging and beach nourishment.



Above: Upgraded boat ramp at Jetty Street, Shorncliffe.

Southern Queensland

Recently completed projects

- Howard — widening of the Old Powerhouse Road boat ramp located on the Burrum River (completed June 2010)
- Burrum Heads — upgrade to Burrum Heads Road boat ramp (completed August 2010)
- Kalkie — new two lane boat ramp located on the Burnett River, east of Bundaberg (completed August 2010)
- Riverview (Bundaberg) — new pontoon (completed August 2010).

Current projects

- Riverview (Bundaberg) — rebuild of two lane boat ramp (completion due October 2010)
- River Heads (Bingham) Hervey Bay — rebuild single lane ramp (estimated completion December 2010).



Above: New two lane boat ramp at Kalkie.

Central Queensland

Recently completed projects

- Rosslyn Bay Boat Harbour jetties — extensive maintenance to the three harbour jetties (completed April 2010)
- Tannum Sands (Ibis Park) — new single lane boat ramp (completed April 2010)
- Brampton Island jetty cyclone damage repairs (completed June 2010)
- Widening of boat ramp at Town of 1770 to three lanes (completed in September 2010).

Current projects

- Freshwater Point (Sarina) — new single lane boat ramp (estimated completion December 2010)
- Rosslyn Bay (Anchor Drive) — rebuild four lane boat ramp and install new floating walkway (estimated completion December 2010)
- Constant Creek boat ramp — finalising design drawings and submitting approval applications (estimated completion late 2011).

Northern Queensland

Recently completed projects

- Flying Fish Point — rebuild of single lane boat ramp (completed July 2010).

Current projects

- Picnic Bay jetty — major refurbishment (completion due October 2010)
- Marina Plains — new single lane boat ramp (estimated completion October 2010)
- Starcke River — new single lane boat ramp (estimated completion November 2010)
- Engineer's Jetty Thursday Island — installation of new multi-use pontoon (completion due November 2010)
- Mourilyan Boat Harbour — new three lane boat ramp, pontoon and breakwater (completion due December 2010)
- Townsville Railway Estate, Barnicle Street — new two lane boat ramp and pontoon located upstream from the existing ramp — (completion due April 2011).

One Mile (Dunwich) pontoon project



Above: Construction of roof structure.

The new pontoon at Dunwich One Mile on North Stradbroke Island is a large, fully-roofed structure that will service the needs of public transport, emergency services and recreational boaties.

The multi-use facility has been designed to satisfy the Queensland disabled access legislation requirements for public transport.

This facility is the first of its type in south east Queensland and sets the benchmark for future public transport terminal designs.

Features of the pontoon include:

- fully roofed
- dual level for ferry operations on one side and emergency services and recreational boating on the other side
- solar lighting
- disabled access
- seating for waiting passengers
- recreational vessel access
- emergency service access
- improved ferry access

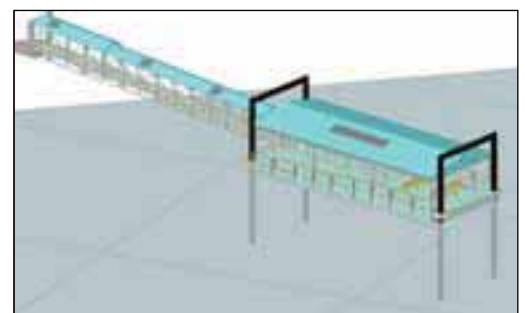
Designing the pontoon to cater for the widely-varying needs of all users proved to be challenging. Input from the various users and the local community has ensured the new facility will be an important piece of local infrastructure for all island residents, workers and visitors.

The total project works cost is \$3.2 million.

Funding for the project has been provided by the Department of Transport and Main Roads, the Department of Community Safety, Port of Brisbane Corporation and Unimin Australia Limited.



Above: Roof structure being trial fitted to pontoon.



Above: Artists' impression of the finalised pontoon.

World class simulator to train Queensland's marine pilots

Maritime Safety Queensland will soon be able to train marine pilots in a new multi-million dollar pilot training centre.

The training centre, called SMARTSHIP AUSTRALIA, will be built within the Da Vinci Business precinct at the Brisbane Airport — a location which was chosen because it already has an education and training focus with connection to advanced fibre optic data and airport power grids.

Proximity to the airport, the Translink public transport network and nearby accommodation were additional advantages.

The simulator will be housed in the 723m² warehouse area adjoining the 423m² of office space for the training and administration facilities.

The ship simulator will realistically replicate the bridges of some of the world's biggest international trading and cruise vessels to assist marine pilots in honing their skills. In particular, emphasis will be placed upon the training of Queensland's marine pilots to refresh skills and keep pace with the massive port infrastructure changes taking place in Queensland's major ports.

Maritime Safety Queensland currently employs or contracts 94 marine pilots to guide around 7000 ships into and out of all ports in Queensland annually.

The number of pilots is expected to increase significantly when proposed expansions take place in Gladstone and Abbot Point.

Whilst SMARTSHIP AUSTRALIA will focus on training for Queensland marine pilots, the facility will be a centre of excellence in this field, and will attract pilots from interstate and overseas.

The new facility will include two full-mission bridges, one of which will have bridge wings with full 190 degree visibility. The bridge equipment will be Nacos-5th Generation integrated Navigation and Command Systems which is the same equipment currently being fitted to the latest generation cruise ships.



Above: The training centre will be completed by a Danish-based company, Force Technology, early 2011.



Above: A similar facility currently operating in Force Technology's complex in Denmark.

SMARTSHIP AUSTRALIA will also feature a state of the art full mission bridge tug simulator, with 360 degree visibility and the flexibility to use different propulsion systems including the new rotor tug arrangements. This will allow both the individual training of tug masters and combined ship and tug simulations.

The facility will also include two part-task bridges for assisted assignments and instrument training. Importantly, all five bridges can be integrated for a single exercise or operated individually as required. All of the training rooms at the centre will be fully equipped with play back functions and multi screen adapters for all training needs.

The simulator, which will cost \$6 million, will generate about twenty to thirty jobs directly during construction and fit out and will require around six to ten specialists to run the centre when it is fully operational.

Overall the centre, including the integrated simulator package, will be on par with the best simulators in the world and is expected to be fully operational by April 2011. For more information please see www.smartshipaustralia.com.au.

Gold Coast Boating Safety Initiative strengthens overseas relationships

The Gold Coast Boating Safety Initiative (GCBSI) is a project being undertaken in Maritime Safety Queensland's Gold Coast region to target higher risk boating activities. The project will use a risk based approach to direct effort to higher risk activities, behaviours and locations.

Work on research and data collection, including vessel activity counts conducted in May and July, is progressing well and this information will be used to inform the development and implementation of behaviour change interventions to address the core causes of unsafe boating. The project will act as a pilot program to develop and test the approach for possible state-wide application in the future.

The Gold Coast region is working in collaboration with other Maritime Safety Queensland branches. A working group is comprised of branch and regional representatives, which reports to the Steering Committee chaired by the General Manager.

The Abu Dhabi Department of Transport (Maritime Sector) in the United Arab Emirates accepted an invitation to be involved in the GCBSI. Two officers, Osama Al Zubaidi and Obaid Al Menhali, undertook a six month secondment with Maritime Safety Queensland from March to September and enjoyed working in both the Brisbane and Gold Coast offices during their time here.

The secondment was undertaken through Maritime Safety Queensland's Memorandum of Agreement (MOU) with the Emirate of Abu Dhabi, signed in 2008 to facilitate an exchange of maritime administrative and regulatory expertise. We believe this was the first secondment of its kind to occur within the Queensland Government. Involvement in the GCBSI will provide the department with a 'test case' from which lessons can be drawn for future boating safety initiatives in Abu Dhabi.

During their time with the department, Osama and Obaid worked on the project, and also gained knowledge in regards to the operations and practices of a regional office. Osama and Obaid participated as observers in activities

such as audits of commercial PWC operators, patrols by enforcement partners and also undertook a BoatSafe course and each obtained a Queensland recreational marine driver licence and personal watercraft licence.

The secondment program has proven to be very successful in regards to the knowledge sharing which has occurred, but also has provided a great opportunity to learn more about life in other cultures. Osama and Obaid delivered a presentation on "Living and Working in Abu Dhabi" to over 80 personnel in Brisbane and Gold Coast offices, and the Gold Coast region also enjoyed a halal BBQ with them as part of their send-off. Osama and Obaid returned to Abu Dhabi in early September. Maritime Safety Queensland looks forward to continuing the partnership with the Abu Dhabi Department of Transport in the future.

Profile: Osama Al Zubaidi

What is your position within the Abu Dhabi Department of Transport?

- Senior Analyst – Safety & Environment Implementation, in the Safety and Environment Division within the Maritime Sector of the department.

What have been your impressions of life in Queensland?

- It is a simple life style.

What have you enjoyed most during your time with MSQ?

- Communicating with people who are very friendly and helpful.

Profile: Obaid Al Menhali

What is your position within the Abu Dhabi Department of Transport?

- Facilitation Officer, in the Facilitation and Policies Division, within the Maritime Sector of the department.

What have been your impressions of life in Queensland?

- The people are very friendly and I like the Australian bushland.

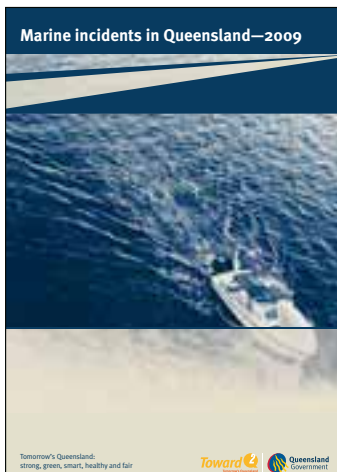
What have you enjoyed most during your time with MSQ?

- The one thing that has made my time very enjoyable has been the people in MSQ who have been very friendly towards us.



Above: Participants in the Gold Coast Boating Safety Initiative, Obaid Al Menhali (left) and Osama Al Zubaidi (right)

Marine Incidents 2009 report released



July saw the official release of the 2009 edition of the annual report Marine Incidents in Queensland. Transport Minister Rachel Nolan tabled the report in parliament which had been compiled by the Safety Standards Branch within Maritime Safety Queensland.

The eight page report summarises all the reported marine incidents for the year 2009, breaking them down into easy-to-understand data and graphs. The report profiles Queensland's maritime safety performance as measured by marine incidents during the year and is an important tool for furthering understanding of emerging marine safety trends and challenges.

768 marine incidents were reported last year, providing a state rate of 32.1 reported marine incidents per 10,000 registered vessels. A comparison of these statistics with previous years can be seen in the table below. The most common types of marine incidents for the year were collisions (30%), followed by capsizing (19%), grounding (18%), onboard incidents (8%) and persons overboard (5%).

During the tabling of the report, Ms Nolan stressed the importance of being prepared before taking a trip out on the water. "With boating and other water activities being such a part of Queensland's culture, it's important that everyone take the necessary precautions to ensure a safe trip and a safe return", she said. "There are more recreational vessels than ever on the water in Queensland and people need to take more care."

Masters or owners of vessels, both recreational and commercial, have an obligation to report a marine incident involving their vessel to a Shipping Inspector at Maritime Safety Queensland, Queensland Water Police or Queensland Boating and Fisheries within 48 hours of the incident occurring.

The 2009 Marine Incidents Report is available online at Maritime Safety Queensland's web site at www.msq.qld.gov.au.

Year	Number of incidents	Number of registered vessels	Reported marine incidents per 10,000 registered vessels
2009	768	238k	32.1
2008	756	233k	32.4
2007	769	224k	34.2
2006	704	214k	32.8
2005	647	204k	31.6

Brisbane International Boat Show 2010 wrap up

The 50th annual Brisbane International Boat Show has been hailed by its organiser, Marine Queensland, as a huge success with near capacity crowds flooding the Brisbane Convention and Exhibition Centre at Southbank.

The show was held over four days between Thursday 26 August to Sunday 29 August and saw almost 25,000 patrons look through the range of over 400 boats, jet skis, kayaks and water craft on offer from over 100 exhibitors.

Sales were up by a reported 30% this year, indicating that the industry is on the road to recovery after some previously quieter years. A number of exhibitors reported selling out of their stock before the end of the show.

Maritime Safety Queensland took part in the event, setting up a display, and making educational materials available to event patrons. Several staff were in attendance from a variety of specialist areas to answer the questions of patrons who visited the display. The display was also supported by officers from the Queensland Boating and Fisheries Patrol.



Above: Event patrons looking through the boats on offer.

Right: Sales on boats such as these were up 30% at this years' show.



Mobile pump-out units for cleaner marinas

South East Queensland Healthy Waterways Partnership, supported by Maritime Safety Queensland, has donated two mobile sewage pump-out units, valued at over \$20 000 each, to two marinas in South East Queensland.

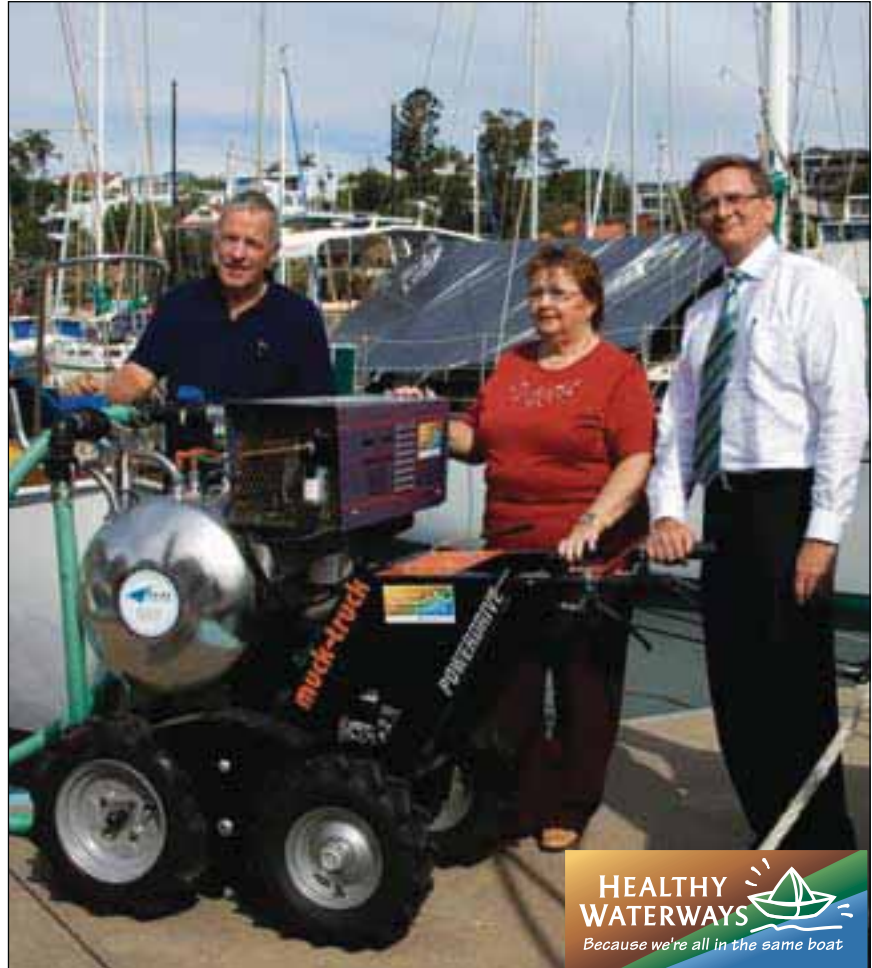
The donation of the units aims to enhance the number of onshore sewage reception facilities available in Queensland, and assist boat owners and operators in their ability to comply with ship-sourced sewage restrictions.

Healthy Waterways purchased a total of three units, with a combined value of over \$60 000, for donation to suitable marinas. An appropriate home for the third unit is still being considered.

Healthy Waterways CEO, Peter Schneider, unveiled the self-propelled mobile sewage pump-out units at Wynnum Manly Yacht Club Marina Ltd on 21 July and Meridien Marinas Horizon Shores on 28 July 2010. The units are intended to help minimise discharges of ship-sourced sewage pollution into South East Queensland waterways by providing marina operators with an alternative means to remove sewage from vessels.

The marinas' commitment to keeping our waterways clean by putting the units to good use will increase their 'green' credentials, while providing Healthy Waterways with valuable quantitative data gathered as part of the donation agreement. In return for the sewage pump-out units, the marinas have also agreed to maintain and insure the equipment and promote their use to marina customers.

Maritime Safety Queensland, as a sponsor of Healthy Waterways, initially donated funding to purchase the units, and has been actively involved in project planning from the outset. The project aligns with the

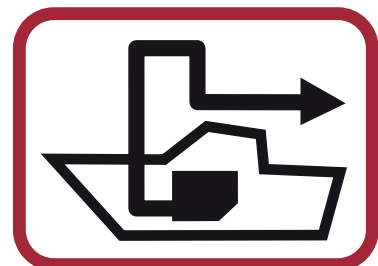


Tom DuFresne, Pamela Pavey and Peter Schneider with mobile pump-out unit at Wynnum-Manly Yacht Club Marina.

Transport and Main Roads corporate strategy to reduce transport-related impacts on the environment, and supports Maritime Safety Queensland's role in protecting Queensland coastal waters from the impacts of ship-sourced pollution.

Maritime Safety Queensland and Healthy Waterways Ltd congratulate Meridien Marinas Horizon Shores and Wynnum Manly Yacht Club Marina Ltd for their proactive approach in accepting the sewage pump-out units. The commitment the marinas have made to encourage the use of these units demonstrates a responsible attitude toward protection of the marine environment.

Not only will marina customers benefit from the facility, it is anticipated that regular use of this equipment will effectively improve the overall quality and amenity of South East Queensland waterways.



Discharge all pollutants into onshore facilities where available.

Ships to be monitored on level of risk

Industry has the opportunity to work with Maritime Safety Queensland to prioritise its vessel monitoring activities.

Maritime Safety Queensland has always, particularly for passenger class ships, prioritised ship inspections on a risk basis, but a new initiative means the control of this targeted approach will be improved.

Ships with an elevated level of risk and that are found wanting during vessel monitoring inspections will be targeted for more frequent scrutiny.

To prepare for this initiative, all ships have been allocated a permanent risk category based on the nature of the ship and its operations. The assigned category will not change unless the vessel changes its class, area of operation, or function during the course of its life.

Ships are defined as being in one of the following categories — greater risk, general risk, or reduced risk.

Combined with this, each ship is assigned a risk status that may change after each inspection or incident based on their performance in six areas:

- certificates and records
- ship condition, construction and arrangements
- machinery and steering gear
- safety equipment
- fire systems, pumping, and electrical systems
- ship operations, crew competency, and adequacy of crew numbers.

A ship's risk category and risk status are combined to determine the frequency

of monitoring by Maritime Safety Queensland. That is, a greater risk ship performing poorly (high risk status) will be monitored more often than a reduced risk ship performing well (low risk status). This is shown by the table below.

So what ships are in the greater risk ship category?

Greater risk category ships are ships that have a greater potential, when compared to other vessels, to cause environmental damage, serious injury, or death because of the nature of the vessel's operations and includes commercial and fishing ships operating in Queensland that are any of the following:

- class A ship
- class 1 or 2 ship greater than 35m or dredge barge more than 24m
- ship carrying any berthed passenger(s) or that berth more than 12 people (including crew)
- ship carrying more than 36 passengers in class B or C
- ship carrying more than 75 passengers in class D or E
- ship carrying fuel oil in bulk
- ship carrying dangerous goods — TO(MS) Reg 2004, Schedule 15, defines "dangerous goods" as the goods mentioned in the IMDG Code — dangerous goods to which chapter 7, Part A of SOLAS applies
- ship carrying vehicles
- ship involved in towage operations (including aquaculture structures)
- support vessel to the offshore industries

- barge equipped with a crane or davit of more than 3 t or dredging machinery having a total brake power of 500 kw or more or
- fast craft (capable of speeds of 25 knots or more) and novel craft greater than 6 metres or
- fast craft and novel craft less than 6 metres if, in the opinion of Safety Standards Branch or a Maritime Safety Queensland regional officer, a greater risk is present due to the nature of the operation or the construction of the ship.

General risk category ships means all commercial and fishing ships operating in Queensland waters that do not fall within the definition of the greater risk category or the reduced risk category below.

Reduced risk category ships means all commercial and fishing ships 7.5m and less in measured length unless they fall within the definition of greater risk category, and all class D and E ships unless they carry passengers or fall within the definition of the greater risk category.

Ship owners are invited to talk with their local Maritime Safety Queensland office to explore ways to maximise the opportunities this more targeted approach to ship monitoring presents.

These categories are directly related to those outlined in the National Standard for Administration of Marine Safety (NSAMS) which are to be used across Australia.

	Risk status level					
	0-Very low	1-Low	2-Medium	3-High	4-Very high	5-Urgent
Greater risk category	Lower monitoring priority	Base-level monitoring priority	Base-level monitoring priority	Higher monitoring priority	Very high monitoring priority	Very high monitoring priority
General risk category	Very low monitoring priority	Lower monitoring priority	Base-level monitoring priority	Base-level monitoring priority	Higher monitoring priority	Very high monitoring priority
Reduced risk category	Very low monitoring priority	Very low monitoring priority	Lower monitoring priority	Base-level monitoring priority	Higher monitoring priority	Very high monitoring priority

Further changes to the USL code

A amendment List 8 to the Uniform Shipping Laws Code was implemented on 1 October 2010. This change to the USL Code incorporates the four remaining standards within the National Standards for Commercial Vessels (NSCV). This means that as of 1 October 2010, the requirements of the NSCV C6B — Buoyancy and Stability after Flooding will replace the equivalent requirements in the USL Code. Maritime Safety Queensland is preparing a summary of this new standard for accredited designers, surveyors and builders which will be available on the Maritime Safety Queensland website and through a Marine Information Bulletin to industry.

Also changing is Section 18 of the USL Code — Hire and Drive Vessels which will be replaced by NSCV F2 — Leisure Craft. This section is not called up in Queensland legislation however so hire and drive and bareboat ships in this state will continue to follow the requirements of the *Transport Operations (Marine Safety) Regulation 2004* and the two subordinate standards — *Transport Operations (Marine Safety – Hire and Drive Ships) 2007* and *Transport Operations (Marine Safety – Bareboat ships) 2007*. It is not expected that there will be any change for these ships.

Amendment List 8 covers two other standards in the NSCV:

- NSCV C1 — Accommodation, Arrangement and Personal Safety and
- NSCV C2 — Watertight and Weathertight Integrity.

However these standards are still being finalised and will come into effect six months after they are gazetted. Maritime Safety Queensland will advise industry about commencement dates of these standards as they are known.

Also as a result of Amendment List 8, Commonwealth issued certificates for marine licences in accordance with Marine Orders 3 will be recognised under the USL Code so that commonwealth certificate holders can be recognised as equivalent to state based qualifications.

Safety Management System released on CD

A new version of the Commercial and Fishing Ships Operating Documents — now called a Safety Management System (SMS) will soon be released in CD format.

The new CD format will make it much easier for owners/operators to fulfil the requirements for the necessary documents to be kept onboard ships. Depending on the information entered, the program automatically calculates the complete list of documents required for each ship.

An example of each document named in the list is provided and saved to the owner's computer so that the owner can modify the example to suit operations on their ship.

Once the documents have been tailored for the ship, the owner must print them and carry them onboard the ship (except in special circumstances).

The CD is accompanied by a dedicated folder with chapter divisions in which to insert the documents after they have been modified and printed so that they are kept together and not damaged on the ship.

A new hard copy version of a SMS will also be available for purchase. This caters for owners who do not have access to computers. The hard copy version contains all possible documents for all ships. The owner must remove documents that are not relevant to their ship and must modify the example documents so that they reflect the operations on their ship. It is an offence to carry documents that are not tailored for the ship.

Both the CD version and the hard copy version will be available for \$22.95 and can be purchased at regional offices and through the Maritime Safety Queensland website.

For further information on the Safety Management System options contact your closest regional Maritime Safety Queensland office.

Marine Safety Conference 2010

This year's Marine Safety Conference organised by the National Marine Safety Committee Inc (NMSC) was held in Perth from 22 to 24 August.

The conference, held at the Burswood Entertainment Complex, was themed 'Safe Passage to a Marine Nation' and was targeted at both the commercial and recreational boating sectors.

Over 300 delegates from the marine industry attended the conference, where they had the unique opportunity to attend presentations from a fleet of international marine safety experts including Jeff Hoedt, US Coast Guard's Boating Manager and ABC Television's 'New Inventor of the Year 2009' for his new safety propeller design.

The conference was expanded this year to include a number of industry-based discussion panels on topics such as sustainable fishing, marine surveying, the Navigation Act and the future national approach for the maritime sector.

The conference also provided the NMSC with the opportunity to officially launch their national recreational Boating Usage Study final report, a project 18 months in the making. The report can be accessed by the public at www.nmsc.gov.au.

Maritime Safety Queensland was a proud sponsor of the event, with a number of staff attending and gaining invaluable knowledge and experience.

First aid kits onboard commercial vessels — does yours comply?

In the July-September issue of *Seascope*, we looked at the recommended first aid supplies that should be kept onboard a recreational vessel under the Master's General Safety Obligation. It is timely to remind commercial operators that the carriage of first aid equipment onboard their vessels is compulsory under the NSCV Part C7A.

Commercial vessels must comply with the first aid requirements by 1 July 2011. A vessel must carry the first aid equipment appropriate for its category of service and area of operation in accordance with Annex H of the NSCV C7A.

A quick look at Table H.2 below can help you determine which scale and tables apply to your vessel. Each table is easy to read and lists each piece of equipment required to be carried. The tables are available on the Maritime Safety Queensland website under the 'Safety' link at www.msq.qld.gov.au. Further information can also be found on the National Marine Safety Committee website at www.nmsc.gov.au.

Table H.2 — Scale applicable to vessel class and operational area			
Class	Vessel use and operational area	Extra specification	Scale and table
Class 1 — Passenger Vessel			
1A	Unlimited domestic operations (greater than 200 nm)	Nil	Marine Orders Part 10
1B	Offshore operations (up to 200 nm)	Berthed passengers	Scale D — Table H.4 and H.5
		Unberthed	Scale D — Table H.4 and H.5
1C	Restricted offshore operations (up to 30 nm)	Berthed passengers	Scale E — Table H.4 and H.5
		Unberthed	Scale F — Table H.3
1D	Partially smooth water operations (areas defined by jurisdictions)	Berthed passengers	Scale F — Table H.3
		Unberthed	Scale G — Table H.3
1E	Smooth water operations (areas defined by jurisdictions)	Berthed passengers	Scale F — Table H.3
		Unberthed	Scale G — Table H.3
Class 2 — Non-passenger Vessel			
2A	Unlimited domestic operations (greater than 200 nm)	Nil	Marine Orders Part 10
2B	Offshore operations (up to 200 nm)	Nil	Scale E — Table H.4 and H.5
2C	Restricted offshore operations (up to 30 nm)	Nil	Scale F — Table H.3
2D	Partially smooth water operations (areas defined by jurisdictions)	Nil	Scale G — Table H.3
2E	Smooth water operations (areas defined by jurisdictions)	Nil	Scale G — Table H.3
Class 3 — Fishing Vessel			
3A	Unlimited domestic operations (greater than 200 nm)	Nil	Marine Orders Part 10
3B	Offshore operations (up to 200 nm)	Nil	Scale E — Table H.4 and H.5
3C	Restricted offshore operations (up to 30 nm)	Nil	Scale F — Table H.3
3D	Partially smooth water operations (areas defined by jurisdictions)	Nil	Scale G — Table H.3
3E	Smooth water operations (areas defined by jurisdictions)	Nil	Scale G — Table H.3

Industry profile

Col McKenzie, Executive Director, AMPTO

In 2009 Col was the recipient of the Industry Recognition Award at the Australian Diving Industry Technologies Conference for making a significant contribution to the advancement of diving in Australia. Col has over 20 years experience in the diving and tourism industries in Queensland.

Can you give us a bit of background about yourself?

Originally I began diving as a hobby and eventually this led to me pursuing a career as a diving instructor and dive shop owner during the 1980s. I am passionate about the marine industry, especially the diving industry. I've also gained formal qualifications as a Coxswain and Master Class 5 and spent thousands of days at sea operating principally around Moreton Bay and in far north Queensland.



What does your current role involve?

Currently I am in my 6th year as the Executive Director of the Association of Marine Park Tourism Operators (AMPTO), which is the peak industry body for marine tourism within the Great Barrier Reef Marine Park. AMPTO is a not-for-profit company, that represent its members' interests in all forums, and strives to further develop best practises to ensure the preservation of the reef. As a part of my role I serve on 26 different boards and committees. I also sit on another 10 committees in a private capacity.

Why did you decide to get more 'politically' involved in the marine industry?

I am a great believer that it's better to be part of the solution than the problem. It's great to be a part of the process that seeks to proactively solve the problems that the marine industry faces in the current climate.

Being involved in the industry I could see there were some problems especially from a training aspect. There didn't seem to be much structure in the way people were trained. There was a need for the industry to lift their game and become more professional, and I wanted to help that happen. There was a definite lack in practical experience on vessels which worried me. Experience is gained from being out in the field, being thrown in the deep end so to speak, not from sitting in a classroom

What was one example of your influence on a policy decision that benefited the industry?

The 6 month exemption on the requirement to have an Elements of Shipboard Safety certificate was one example that I feel really benefited the industry. It was great to have the chance to champion that cause and have the government really listen and take action.

What are some of the changes that you feel the diving and tourism industry needs to make?

We need to learn how to deal with the media more effectively, and get our positive messages out there to entice people back to the reef. I think that while we have learnt from some past tragedies, there is still more that we could do. Australia only has 1 death per 450,000 exposures to diving which is great when compared to the world average of 1 per 100,000.

I also think we need to really support competency based training. I think it will be a fantastic step forward in the right direction. Of course I also think that to work properly, it needs to be adequately supported by the government through auditing and better communication with the industry. Communication really is the key to fostering better understanding between the government and industry.

How do you feel about the impending single national jurisdiction?

I have always been an advocate for the national approach because I can see that there is a great need for interstate consistency. I think that the national approach has the capacity to be very successful, if it is done correctly. The consistency that the national approach will bring is something that has been missing for a long time, and could potentially solve many of our issues. It would be good to see the national approach set up a really strong mechanism for communication and advice with the industry.

The national approach to marine safety combined with the tinny to tanker qualification changes are some of the biggest changes we have seen in our industry and will provide enormous benefits if implemented properly after a sound consultative process.

Do you still get a chance to go out and dive?

Definitely. I have dived in almost all the hot spots that Australia has to offer, from Exmouth to Thursday Island. I've pretty much covered it all. There are some really beautiful spots around Australia.

Safer Straits — launch of readers for schools in the Torres Strait

As part of the Torres Strait Marine Safety Program, Maritime Safety Queensland and the Australian Maritime Safety Authority have supported the Australian Marine Environment Protection Association (AUSMEPA) in creating two readers about boating safety in Torres Strait and caring for the environment. The readers were put together with the help of 18 students from Tagai College on Thursday and Horn Islands.

While helping put together the readers, the students learnt about key boating safety issues and preventing pollution which can have a physical and harmful impact on their community and the marine environment. Each subject area within the readers are discussed in terms of — What are the facts? What are the issues? What can we do?

Appearing throughout both readers, the students are undertaking basic boating safety education as well as investigating marine environmental threats to their community and learning how to prevent harmful impacts of things like litter, ghost nets, climate change, pollution from boats as well as the threats to turtles and local fisheries.

A total of 800 copies of the readers will be provided to the 16 schools on various islands throughout Torres Strait.

The Torres Strait consists of 18 island and two Northern Peninsula Area communities. The islands are scattered over a geographic area of 48,000 square kilometres, from the tip of Cape York, north towards the borders of Papua New Guinea and Indonesia.



Get up-to-date — attend a BoatSafe refresher course

If you are like the majority of boat owners in Queensland, you probably won't have received any formal training since gaining your recreational marine driver licence.



Be a responsible skipper and update your boating knowledge so you can have a safer and more enjoyable experience when out on the water.

BoatSafe courses to refresh your knowledge are available and cover information on the important elements of navigation practices, current legislation and boating safety relating to recreational boating.

Contact a Maritime Safety Queensland accredited BoatSafe Training Organisation for more information. A list of the current approved training providers can be found at www.msq.qld.gov.au.

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

Upcoming events 2010

NOVEMBER

5-7 Sunshine Coast International Boat Show
Stockland Park, Kawana Waters

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Karumba _____ 07 4745 9281
Thursday Island _____ 07 4069 1351



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