

Be Prepared

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

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

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

Bureau of Meteorology's Tsunami Warnings

When is a warning issued?

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

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

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

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

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

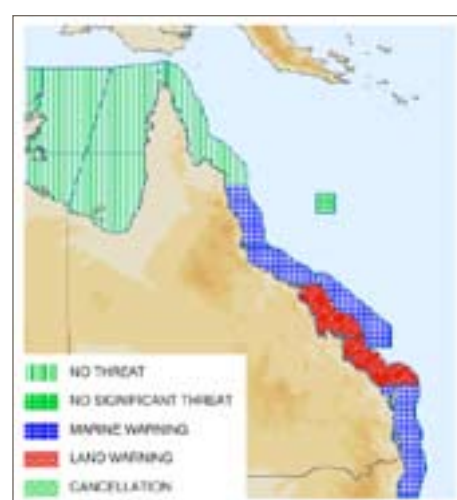
Emergency Management Queensland provides advice on what to do when warnings are issued.

If you are on a ship or boat at sea:

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

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

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



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

Above right: an example of a Queensland coast warning.

For More Information

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

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

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

Thomas Welsby exhibition opens

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

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

The following is an extract from these writings:

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

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

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



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

Left: The Amity Cup



Above: Thomas Welsby 1858 – 1941

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

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

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

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

Are you ready for the new 2010 sewage requirements?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

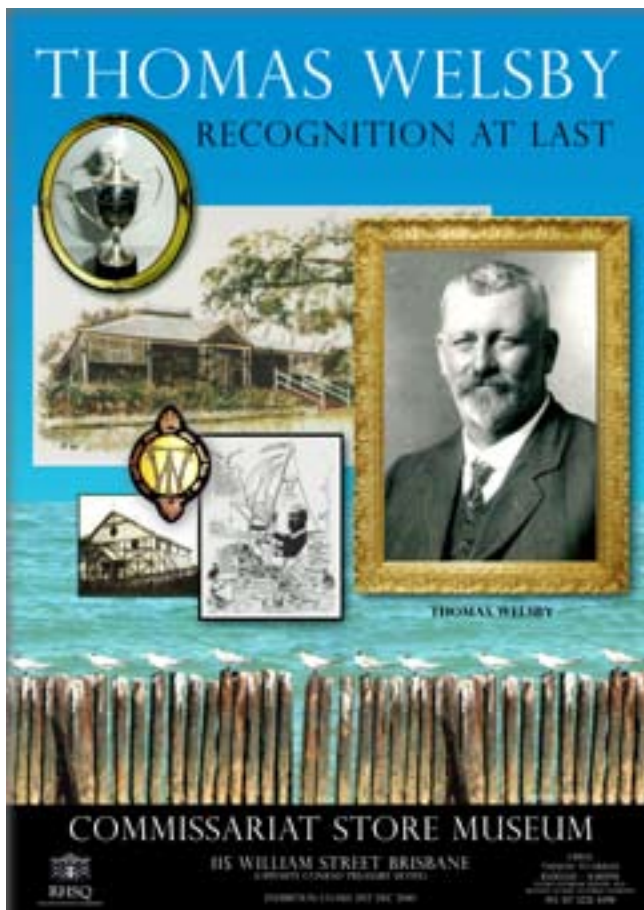
Thomas Welsby — Recognition at last exhibition.

When: 12 January — 31 December 2010.

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

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

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



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

We've got you covered

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

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

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

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

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

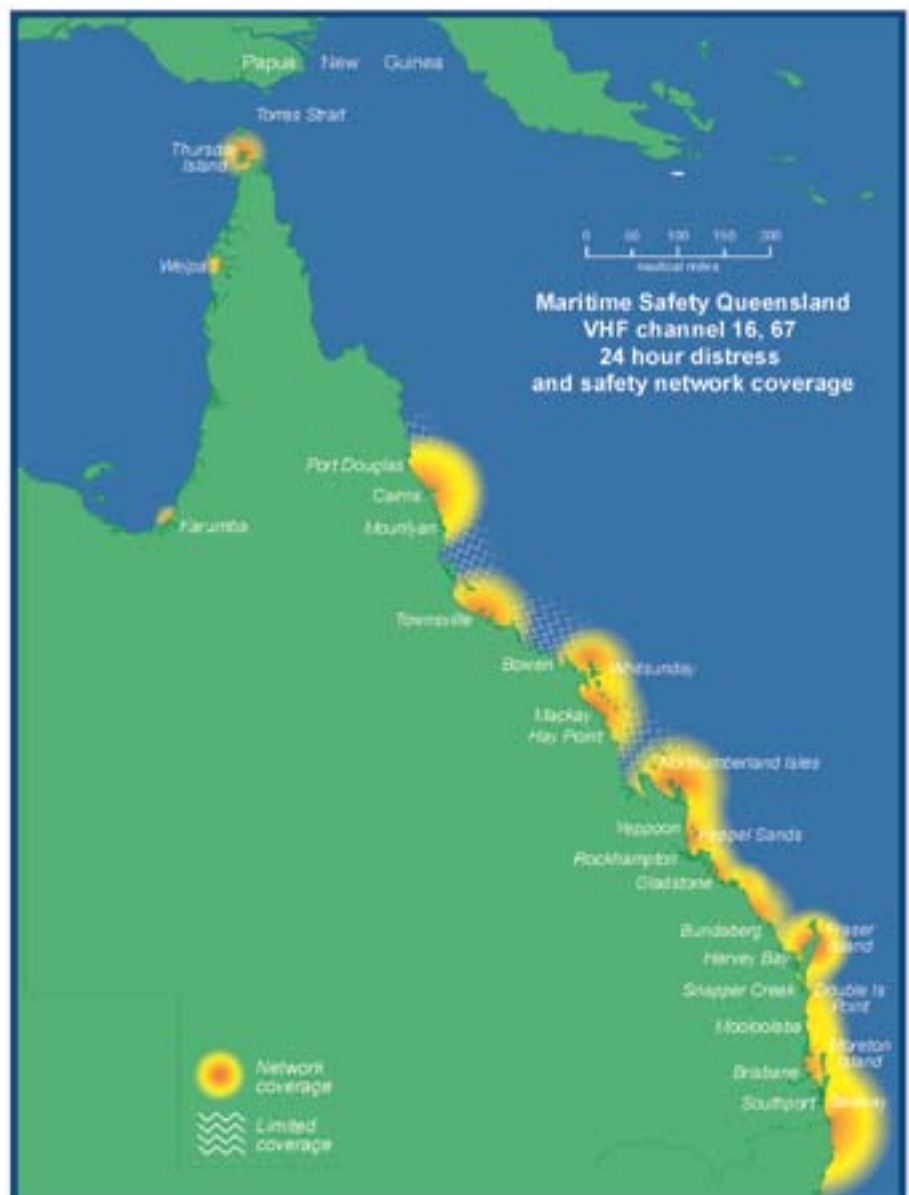
The expansion of the coastal radio network occurred over a number of years in conjunction with Maritime Safety Queensland's expansion of the VTS network which now includes Cairns, Mackay and Gladstone.

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

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



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



Regional update

Gladstone vessel thrown a life-line

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

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

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

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

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

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

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

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

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



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



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

Graduation day for trainees

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

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

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

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

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

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



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

Regional update

New Vessel Traffic Service Centre for Townsville



Above: The new Vessel Traffic Service centre in Townsville.

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

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

The new facility will:

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

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

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

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

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

Contingency plans prepare for cyclone season

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

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

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

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

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

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

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

Have you seen our new-look website?

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

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



Hayden continues campaign support



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

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

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

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

Queensland Tide Tables 2010 released



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

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

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

Upcoming events 2010

MARCH

19-21 Brisbane Tinnie & Tackle Show, RNA Showgrounds

MAY

20-23 Sanctuary Cove International, Boat Show, Sanctuary Cove

Contacting Maritime Safety Queensland

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Seascope online

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

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Karumba _____ 07 4745 9281
Thursday Island _____ 07 4069 1351