

Seascape

July–September 2009 Volume 6 Issue 3



Moving Queensland forward



From the helm



Captain John Watkinson
General Manager
Maritime Safety Queensland

There have been several incidents recently which highlight the advantages of a carrying a 406 MHz distress beacon (EPIRB).

During cyclone Hamish a trawler grounded on the Great Barrier Reef and a deckhand was washed away. Fortunately, he was rescued when a search and rescue aircraft responded to an alert signal from an EPIRB.

Another incident occurred when a ship sank and the 406 MHz EPIRB was activated. The occupant was retrieved from the water by helicopter within 30 minutes of the activation. Other people without EPIRBs who have been involved in incidents have not been so fortunate.

Now that the 121.5 MHz EPIRB is no longer supported it is important to dispose of the old beacons in a responsible manner. See page 5 for information about how to dispose of your unwanted EPIRBs safely.

Some people think they can still use the old EPIRBs because they have heard that aircraft are able to detect the signal. This is an extremely unwise practice. Aircraft which are possibly capable of detecting such a signal fly so high that the search area would be vast. The greater probability is that the signal will never be heard. It is just not worth the gamble.

New National Standards for safety equipment were introduced in June. It is important for owners and masters of commercial and fishing ships to be familiar with these Standards which specify the minimum type, quantity and quality of equipment to be carried.

Vessel operators are also required to ensure that crew members know how to use the equipment. See page 8 for more details about your responsibilities under the new legislation.

As part of our 150 year celebrations, Maritime Safety Queensland is involved in a number of activities. One of these is the beautifully restored lantern (pictured on page 7) which we have donated to the Queensland Maritime Museum to be raffled. Funds raised from this art union will be used by the museum for restoration work and displays.

Along with this we have produced commemorative charts which are not only attractive (and would make a good gift), but they are also functional, displaying current information and navigation aids. See page 7 for details about how to purchase these charts.

Finally, due to whole-of-Government cost-saving measures, *Seascope* will no longer be printed. The magazine is available online, along with a wealth of information about maritime safety issues.

Because you will no longer receive posted copies, it is a good idea to be familiar with our website (see the back page for more information).

The Maritime Safety Queensland website should be your first port of call for any questions you may have about your boating activities.

Safe boating

Captain John Watkinson
General Manager



Limited edition Moreton Bay chart

As part of Queensland's Q150 Celebrations, a special limited edition chart of Moreton Bay, as the first port established in Queensland, has been developed on linen paper. The chart is based on an original chart entitled *Moreton Bay – Caloundra to Dunwich* published by the department in 1960. On the original chart, all symbols and text as well as all colouring and line-work were hand-drawn using pen and ink. Navigation and chart information was kept to a minimum.

This chart has been prepared by Maritime Safety Queensland's cartographers of today using the latest in computer technology and chart database systems. Although the style and colours of the 1960 chart have been replicated, current information has been used for navigation aids and natural features. Similar to the 1960 edition, however, information and notes have again been kept to a minimum. The linen paper has been chosen to reflect an old style chart.

Only 150 of these charts are available and they can be purchased only through the Queensland Maritime Museum.

Contact them via their website www.maritimemuseum.com.au or telephone 3844 5361.

Approximately \$7000 is expected to be raised, and the proceeds will go directly to the Queensland Maritime Museum to continue their important work in preserving our maritime history.

Front cover: Fraser Island at sunrise during the Toyota Fraser Island Fishing Expo (see page 11).



NMSC CEO Margie O'Tarpey and Chairman of the ISO Committee on Small Craft Nik Parker at the recent Summit Down Under.



Summit Down Under sets the standard

Organised by the National Marine Safety Committee (NMSC), and coinciding with the Sanctuary Cove International Boat Show, the event, held on Friday 22 May was attended by more than 60 delegates from marine agencies and industry.

Chairman of the ISO Committee on Small Craft, Nik Parker, told delegates at the Summit Down Under on the Gold Coast that the International Council of Marine Industry Associations is sponsoring a program to develop globally recognised technical standards for boats.

The program would encompass ISO (Europe) and ABYC (USA) standards.

NMSC is currently working on harmonising standards relating to fuel systems and ventilation, and LPG systems.

Issues such as safer boats or better rescue services, consumer attitudes to boating safety, standards for recreational boats, the need for a national boat operator's licence and doing business in the current financial

climate were just some topics open for discussion during the Summit.

According to key note speaker Peter Chennell, the UK's Royal National Lifeboat Institution's Safety Manager, your brain is your most important piece of safety equipment.

Unlike Australia, the United Kingdom does not have any form of recreational boat registration or licensing of boaters, nor is the carriage of safety equipment mandatory. To discover how to encourage people to change their behaviour and use their safety equipment, research has been commissioned into the psychology of behavioural change.

From an Australian perspective, NMSC CEO, Margie O'Tarpey, spoke about the variety of measures to improve boating safety that the NMSC has implemented. These include developing a national incident database and research initiatives, education campaigns, the Australian Builders Plate for recreational boats and technical standards.

Noosa River marine zones

The Noosa River Marine Zone will be introduced from 1 July 2009 to better regulate specific vessel activities, and will include restrictions on personal watercraft free-styling, surfing or wave jumping. The marine zone has been introduced to help protect this sensitive area and make sure it can continue to be enjoyed by the whole community. The use of hovercraft and the take-off and landing of aircraft will also be controlled. Waterskiing will be limited to designated areas of the river between 8 am and 5 pm. Personal watercraft can continue to be operated in transit in the lower reaches of the Noosa River, downstream of Noosa Waters to the river mouth.

There will be an exemption for the operation of commercial personal watercraft in the gazetted Noosa River commercial personal watercraft area.

Maritime Safety Queensland will work with the Sunshine Coast Regional Council to implement this new marine zone, educate the community about the changes and ensure it is managed and enforced appropriately.

Sunshine Coast Regional Council Mayor Bob Abbot said council had undertaken extensive community consultation and assessed a range of options before proposing the marine zone.

Cr Abbot said the river would remain accessible for a variety of recreational activities but the new restrictions would ensure it was user-friendly for all.

For more information on the Noosa River Marine Zone visit www.sunshinecoast.qld.gov.au.

Recent events



Featured at the show was this restored lantern which is being raffled to raise funds for the Queensland Maritime Museum.

Sanctuary Cove Boat Show

The twenty-first Sanctuary Cove International Boat Show, which is aimed at the luxury boat market, was held from 21-24 May. Maritime Safety Queensland once again supported this event, providing information on a range of safety and legislative issues.

This year, organisers had to contend with not only the logistics of such a large event but also the weather.

Gale force winds caused havoc for exhibitors, resulting in the closure of the show for one day. It was the first such incident in the show's long history. Despite this, 38 000 people attended the event over three days.

Over 107 on-water displays and 400 exhibitors drew interest from boaters across south east Queensland.

Personal watercraft riders were attracted to the jet ski which featured on the Maritime Safety Queensland stand. Riders were able to interact with dedicated compliance officers and get the latest information.

Local manufacturers and government departments benefited from the attendance of manufacturer and retailer delegations from India, Taiwan, China, United Arab Emirates, Malaysia, Singapore, the UK, Spain, the US and the Philippines.

Local industry, working with the Queensland government agencies, will continue to benefit from these relations well into the future.

Marine incidents



Marine incidents in Queensland
2008

Moving Queensland forward



Marine incidents annual report

Queensland boaties improved their safety performance overall in 2008, according to Maritime Safety Queensland's recently released annual report of marine incidents.

The 2008 Marine incidents report found that both the total number of reported marine incidents and the number of fatal and serious injury incidents had decreased since the previous year.

'The improvement in marine safety performance during 2008 was especially pleasing given the corresponding growth in vessel registrations and increased boating activity during the year', said Maritime Safety Queensland General Manager, Captain John Watkinson.

'In Queensland about one in every 15 people aged 15 years and older owns a boat. It is remarkable that around one in every five people in that same age group holds some form of marine licence,' he said.

Although there was an increase of 8500 registered recreational vessels in Queensland in 2008, there was zero growth in the number of commercial vessel registrations.

One of the fastest growing sectors of the boating market is jet skis or personal water craft (PWC) which increased in number by 13 per cent from 2007. Not surprisingly, there has been a corresponding increase in the number of incidents in this sector, with South-East Queensland recording a 38 per cent increase in the number in 2008 of reported incidents involving a PWC.

Overall there were 757 marine incidents reported in 2008 – an average of about two incidents per day – slightly less (-1 per cent) than that for 2007.

Sadly, there were nine deaths resulting from marine incidents recorded in 2008; two-thirds of these involved a capsizing or person overboard incident.

Capsizing and person overboard incidents are significant because, statistically, they are more likely to result in serious injury or death. Six people died as a result of these incidents in 2008. A further four people required hospitalisation.

While the number of marine incident deaths last year was well down on the 15 recorded in 2007, Captain Watkinson warned that there was no room for complacency by the boating public in their attitudes toward safety.

Already in the first-half of 2009, Queensland has recorded 14 marine incident related deaths, with capsizing and person overboard incidents featuring in nine (64 per cent) of these.

'Maritime Safety Queensland is continuing to promote safe practices on our waterways, but at the end of the day, boat operators and their passengers have to understand that they are responsible for their actions and if they do the wrong thing there can be a terrible price to pay', said Captain Watkinson.

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 2008 Marine Incidents report is available online at Maritime Safety Queensland's web site at www.msq.qld.gov.au.

406 MHz EPIRB update report

According to the Australian Maritime Safety Authority (AMSA), most Australian states now have adequate supplies of 406 MHz beacons available. Non-GPS EPIRBs range from approximately \$469 to \$729. GPS equipped EPIRBs range from approximately \$769 to \$1500. Although they are more expensive, GPS beacons are recommended because of their ability to provide greater accuracy in pinpointing location.

Problems are occurring when old 121.5 MHz EPIRBs are disposed of incorrectly. The satellite system no longer receives alerts from 121.5 MHz but some high-flying aircraft are capable of detecting activated analogue beacons. Signals that are detected in this way can cause rescue authorities to spend considerable time and resources trying to locate the distress signal. The chart below shows the number of hoax, deliberate or accidental activations within Australia in the past year. Still a large number (possibly up to 45 000) of 121.5 MHz beacons remain active in Australia and could potentially trigger expensive, unnecessary searches.

A proof of registration sticker was introduced in July 2008. Registration

stickers identify the owner and the vessel and provide distress beacon owners and marine inspectors with proof of current registration. The sticker must be affixed to the beacon. A fine may result if a current sticker is not evident in a safety equipment inspection.

A registration sticker remains current for two years from the date of issue. Four weeks prior to the expiry date AMSA will send notification that registration details should be reviewed. A new sticker can be ordered at this time.

Why register a distress beacon?

The database managed by AMSA is the second largest in the world and is increasing at about 8000 entries per month, but approximately 20–30 per cent of 406MHz EPIRBs remain unregistered.

A registered 406 MHz beacon will allow AMSA's Rescue Coordination Centre to access the registration database to find contact details, details of registered vessels, aircraft or vehicles, and details of up to three nominated emergency contacts who may be able to provide more

information if a beacon is activated and contact cannot be made.

Registration is free. 406 MHz distress beacons can be registered online via www.amsa.gov.au/beacons. This is the preferred method of registration to minimise errors as registration is immediate and a confirmation statement can be printed. In addition to online access, registration forms and changes to details can also be provided to AMSA by fax, email or post.



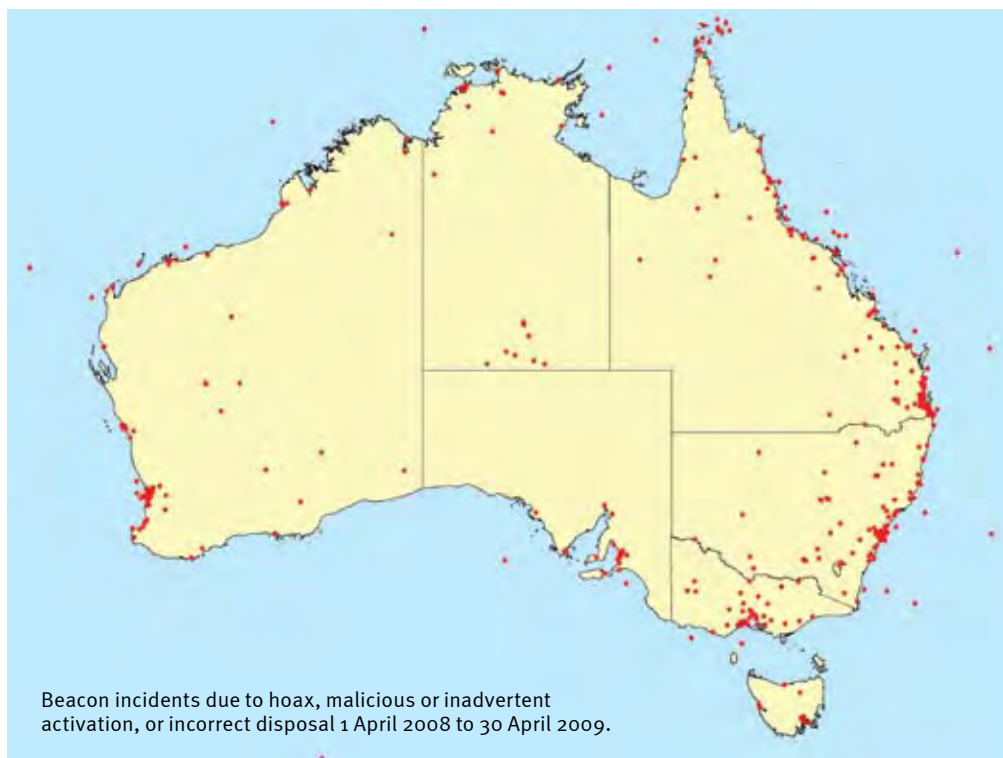
Proof of registration sticker.

Correct EPIRB disposal

Distress beacons need to be disposed of responsibly in case they accidentally activate and trigger a false alarm. Unwanted beacons can be left in marked bins at Battery World stores around Australia. This is a free service, however a small charge may be made for bulk lots.

Alternatively, the documentation that comes with distress beacons often contains information about how to disarm the beacon safely. If in doubt, check with the manufacturer or local agent or call the beacon advice line on 1800 406 406.

NOTE: Do not dispose of your beacon in general waste as it will end up in landfill and could be activated inadvertently.



Beacon incidents due to hoax, malicious or inadvertent activation, or incorrect disposal 1 April 2008 to 30 April 2009.



Getting to know you

Moments in maritime history

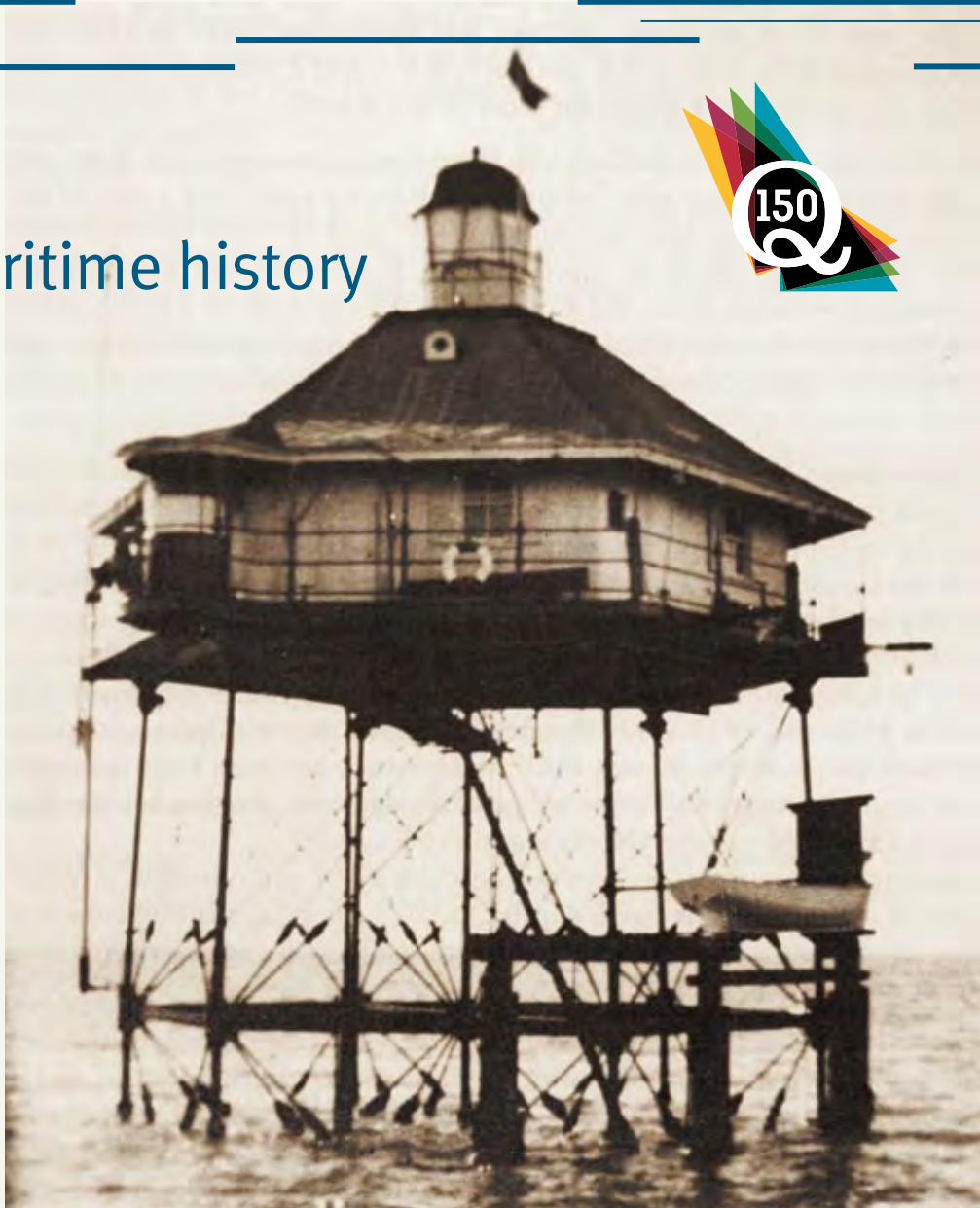
Navigation aids

Some of the early navigation aids were manned. Throughout Queensland, lightkeepers and their families lived on site, accommodated in structures built adjacent to, or as part of, the lighthouse.

The Pile Lighthouse was a pile structure built over the water and was usually manned by three men living 'on board'. The old Pile Light, originally built in 1883, was replaced by the new Pile Light in 1912 marking the new entrance channel to the Brisbane River called the New Bar Cutting. The structure was completely demolished in October 1949 by a tanker entering the bar cutting, requiring a temporary station to be established at Bishop Island.

In 1950 the department successfully converted to automatic lights, like the one pictured opposite. This gas powered 'omni-directional' marine signal lantern is one of many that was used to mark shipping channels in Queensland ports from the early 1960s to the late 1980s. It is manufactured from a combination of copper, bronze, gun metal and brass.

Today, we use modern technology such as solar power for navigation aids.



Pile light, 1913. This structure had accommodation for three people.

Queensland's worst oil disaster

In 1970, while carrying a cargo of heavy crude oil on a routine voyage from Dumai, North Sumatra to Brisbane, the *Oceanic Grandeur* touched on a submerged obstruction in Torres Strait. The hull was ripped open and about 250 000 gallons of oil was subsequently discharged into the sea. The obstruction was later found to be a pinnacle of rock that the ship would have cleared had the load been lighter or had the ship been travelling at a slower speed.

Following this serious incident, further charting of the Torres Strait was undertaken, and the National Plan to Combat Pollution of the Sea by Oil was formulated. This national framework was most recently implemented in the response to the *Pacific Adventurer* oil spill in 2009.



The *Oceanic Grandeur* in 1970.

Q150 maritime activities for 2009

Maritime Safety Queensland is celebrating 150 years of maritime services to Queensland with activities that acknowledge our maritime history and the efforts of our maritime museums, which hold in trust much of our maritime history in Queensland.

Commemorative charts

In addition to the limited edition charts of Moreton Bay (see page 2), Maritime Safety Queensland has prepared a series of commemorative charts based on original charts published by the department in 1960. The charts replicate the style of the 1960 chart but use current information for navigation aids and natural features.

Charts are available for the Gold Coast, Moreton Bay, Gladstone, Mackay, Townsville and Cairns. These charts are available from Maritime Safety Queensland offices for \$14.65 and can be ordered online at www.msq.qld.gov.au.

Approximately \$15 000 is expected to be raised and proceeds will be divided amongst the various maritime museums throughout the state.

Q150 Art Union

Maritime Safety Queensland has restored and donated an AGA LBTB 140 Lantern and AGA VSAA 10 Sunvalve mounted on a timber base (see photo at right) to the Queensland Maritime Museum. The lantern, valued at \$5000, was prepared by Norman J Wright, and is to be raffled to raise funds for the museum.

Raffle tickets are \$5 each and available through the Queensland Maritime Museum or your local Maritime Safety Queensland office. Tickets are also available at boat shows and maritime events until September.

There are also five other draws to win a copy of the book *Lighthouses of Australia: Images from the End of an Era* (valued at \$95 each). The raffles will be drawn as part of World Maritime Week celebrations in September 2009.

We are seeking your support to raise at least \$20 000 for the Queensland Maritime Museum.

Queensland Maritime Museum

The museum is located at South Bank on the Brisbane River and is active in preserving our maritime history. The money from the fund raising activities will go towards the completion of such projects as:

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

Visit the website at www.maritimemuseum.com.au.



The lantern which is being raffled to raise funds for the Queensland Maritime Museum. Tickets are \$5 each.

The law and you

National Standard for commercial vessels

As of 1 June 2009 owners, masters and operators of registered ships in the commercial and fishing industries will need to comply with regulatory changes in the National Safety Equipment Standard. The changes apply to the type, quantity and quality of safety equipment that commercial and fishing vessels are required to carry.

Several marine incidents and fatalities in recent years have prompted amendments to the Transport Operations (Marine Safety) Regulation 2004, in order to reduce the likelihood of injury or loss of life at sea.

The introduction of the new Safety Equipment Standard will also increase national uniformity of interstate regulations. Previously, operators have been required to understand and comply with differing requirements across states.

The existing Uniform Shipping Laws Code (USL), being 30 years old, is not current with many safety equipment requirements applicable to today's modern fleet, and does not take into account new technological advancements in the industry. The Standard will be implemented in stages until it fully replaces the old USL Code.

New vessels will be required to comply fully with the new safety equipment requirements. Existing ships may qualify for transitional arrangements. Ship designers will need to ensure there is sufficient space in the design to allow for suitable storage for safety equipment as required by the new Standard. The two main items affected are life jackets and life rafts.

In recognition of the cost to ship owners to comply with the amended Regulation, and the serviceable lifespan of safety equipment, Maritime Safety Queensland has allowed transition periods for existing vessels and some new vessels to comply with the new requirements. The transition period for existing ships is two years to comply with type and quantity of safety equipment, and five years to comply with design and construction, and installation and servicing requirements of safety equipment. During the two year transition period, safety and medical equipment for all registered commercial and fishing ships must meet the quality standards as prescribed in the existing Uniform Shipping Laws Code.

During transition periods, if an existing item of equipment becomes irreparable, unserviceable, incapable of being restored to its original working condition or has reached the end of its serviceable life (as stated by the manufacturer), it must be replaced with safety equipment specified in the new Standard (National Standard for Commercial Vessels Part C7A).

Ship owners and operators may make application to Maritime Safety Queensland in writing if they wish to demonstrate that they can meet the required Standards in Safety Equipment by providing an equivalent solution.

The regulatory changes will not affect unregistered fishing ships less than 10 metres in length, class 1F hire and drive ships or recreational ships. These vessels need to comply with the existing Regulation.

To meet the General Safety Obligation, in addition to the safety equipment required on board, the ship operator may be required to demonstrate, through emergency plans or ship safety management processes, that the crew knows how to use the equipment effectively.

If you require further information contact 07 3120 7359, or one of Maritime Safety Queensland's regional offices.

Safety equipment requirements can also be downloaded from Maritime Safety Queensland's website

www.msq.qld.gov.au/Home/Safety/Safety_equipment_commercial_and_fishing_ships/



Proactive education program for Townsville

Maritime Safety Townsville Manager, Dick Greenwood, has introduced an innovative education program designed to benefit local boaties.

Every Friday, Maritime Safety officers carry out inspections on boats at local boat ramps. In May this year, the team's focus was to distribute and attach capacity labels to vessels which required them. Approximately 10 to 15 per cent of vessels sighted were non-compliant.

Dick said the inspections are welcomed by boaties because the focus is on education, and recommendations about equipment upgrades are given in a constructive manner.

'We were well received by everyone that we approached, indicating that people are willing to comply, and that the safety message is getting through to the recreational boating industry', Dick said.

As well as appropriate capacity labels, the safety officers typically check the general condition of the vessel, including current registration and safety equipment.

Where there are non-compliance issues, the officers provide the owners with information including brochures, handbooks, guidelines on legal fish sizes and limits, stickers and labels, if necessary.

Queensland Boating and Fisheries Patrol has participated in the last two sessions and has also supplied positive feedback about the public's reception of the hands-on education campaign.



Maritime Safety Queensland officer Ben Cullen inspecting a tinnie.

Move it or lose it

Managing unseaworthy or abandoned vessels in Queensland waters

Unseaworthy or abandoned vessels are not only a blight on Queensland's beautiful waterways, they can also pose a danger to the safe navigation of other vessels. There is the additional risk of environmental pollution, through the escape of onboard pollutants into our waters.

Further to the article in the April–June 2007 edition of *Seascope*, Maritime Safety Queensland has successfully dealt with 73 unseaworthy or abandoned vessels. In many legal cases, action has resulted in the vessel being seized and destroyed.

Despite repeated directions from Maritime Safety Queensland and an order from the District Court to remove the vessel from Queensland waters, the owner refused to accept responsibility, and abandoned the vessel in the pristine Whitsundays.

Maritime Safety Queensland seized the vessel. Oil, fuel and other pollutants were removed from the ship, and safely disposed of by environmentally responsible means on shore. Tenders were then called for the removal and destruction of the ship.

In June 2008, the successful tenderer, Pacific Marine Group Pty Ltd, undertook the operation of towing the vessel to Townsville, where a substantial amount of weight had to be removed in order for the vessel to be lifted from the water. After several unsuccessful attempts, the ship was finally removed from Queensland waters on 2 December 2008.

One particular vessel of interest, the 38.5 metre steel fishing vessel *Ossa*, was left to its fate by its owner in Pioneer Bay, Airlie Beach.



Abandoned fishing vessel, *Ossa*.



After six months *Ossa* was finally lifted out of the water.



Work starting on the destruction of the hull.



Final clearing of the destruction site.

Following the successful lift, the destruction phase commenced. Given the size of the vessel, this required a considerable effort. However, after two months of hard work, the job was done.

Legal action is currently in process to recover the enormous cost of removing and destroying the vessel.

This is just one example of how Maritime Safety Queensland is exercising the authority given to it by the Government to deal with unseaworthy or abandoned vessels, and to recoup costs from their owners.

In addition to disposing of abandoned vessels, Maritime Safety Queensland is also working with a range of interested stakeholders, such as port authorities, other government agencies and community groups, to effectively manage the risks posed by such craft, wherever they are identified in Queensland's coastal waters. The ongoing identification and management of these risks is an important part of Maritime Safety Queensland's overall strategy to provide safer, cleaner seas for all Queenslanders and those visiting our shores.

As we said in 2007, 'move it or lose it'. We're not kidding!

Regional update

Liquified natural gas (LNG) Gladstone plants

Proposals have been made to build several liquified natural gas (LNG) plants within Gladstone Harbour. The proposed plants, scheduled for commencement around 2014, would export LNG from plants located at Fishermans Landing and North China Bay on Curtis Island.

What is LNG?

Liquified natural gas is a by-product of the coal mining industry. The gas would be piped to Gladstone from its origin in the Surat Basin. The Gladstone plant would then freeze the gas to -162 degrees Celsius to form liquified natural gas. LNG must be kept at this temperature to maintain its liquid status for transport by ship.

There is a perception that LNG is dangerous and a threat to the community. This is not the case because, if LNG escapes from a holding tank, it dissipates safely into the atmosphere.

The ships designed to transport LNG are specially fitted out with double hulls and doubled-skinned holding tanks.



LNG Carrier – Moss type (approx. 138 000m³)

Maritime Safety Queensland's involvement

Maritime Safety Queensland is playing a vital role in researching the feasibility of exporting LNG from the proposed Laird Point plant on Curtis Island.

Regional Harbour Master Mike Lutze and three Senior Marine Pilots from Gladstone recently travelled to the United States and the United Kingdom to conduct pilot simulation for LNG ships. The object of the simulation was to determine the most suitable area for berthing ships and to evaluate the feasibility of exporting LNG from the Gladstone plant. Maritime Safety Queensland has also formulated contingency plans to remove ships from the berth in an emergency.

The simulation also included determining what size tugs will be required for safe pilotage, berthing and emergencies. For security and safety, tugs would also undertake an escort role from the Fairway to the berth. All pilot training will also be done by Maritime Safety Queensland.

The Gladstone Ports Corporation has plans in place to duplicate the main shipping channel to handle additional shipping created by increased coal exports. The LNG project and enhanced safety requirements may accelerate the need for a duplicate channel.

Maritime Safety Queensland will continue to be a major stakeholder in the LNG project as the responsible authority for the safe navigation and berthing of these vessels. The expert advice regarding the feasibility of exporting LNG from the Port of Gladstone will play a key role in the eventual outcome of this important economic development.



Safer boating in Mackay waters

Maritime Safety Queensland has responded to local concerns about the need for a beacon on Heskett Rock, off the Mackay coast. Although the rocky outcrop is marked on the official charts, it does not appear on Global Positioning System charts and is almost invisible at night.

Experienced local boaties are familiar with the hazard and navigate to avoid the area, but with the increase in boat traffic in the last few years, the beacon was necessary to minimise incidents.

In February this year, Maritime Safety Queensland installed a South Cardinal Mark light on Heskett Rock to warn boaties to keep to the southern side for safe passage.

Navigational beacons are expensive to install and maintain. The cost of this beacon structure was approximately \$2500. Positioning the beacon was hampered by the extreme tidal and weather conditions.

Captain John Watkinson, General Manager of Maritime Safety Queensland, said 'We cannot realistically mark every hazard along the coast. It is up to the boat owner to take responsibility. GPS is great as a navigational aid but it does not take the place of knowing where you are.'

Boaties are reminded that the *Marine Safety Act 1994* specifies the general safety obligation of the owner or Master of a ship to operate in a safe manner. Remember, you're the skipper, you're responsible. There is no substitute for being fully aware of your surroundings, particularly when you have others on board. It also pays to study the charts and keep an eye out for hazards instead of relying solely on GPS.



Regional boating

Fraser Island

The 26th and final Toyota Fraser Island Fishing Expo was held from 16–21 May 2009. This year's expo attracted maximum entries and a total of 266 boating competitors. Maritime Safety Queensland's Gladstone region once again provided staff to coordinate the marine radio base at Waddy Point and maintain a vigilant watch over boats navigating the surf gutters.

Maritime Safety Queensland has been involved in the expo since 1988, providing safety advice to competitors who fished the waters east of Waddy Point. As the boating component of the competition outgrew the numbers of beach fisherman, Maritime Safety Queensland considered the safety issues with hundreds of boats operating from the beach and fishing up to 15 nautical miles east of Fraser Island. The nearest volunteer rescue vessel was 2.5 hours away and longer in bad weather. To provide some form of safety net, the marine radio base was established as part of the expo, offering distress and urgency monitoring of all boats and the ability to keep track of competition boats by logging on with the base.

The radio base was established in 1994 and the education vessel *G.P. Heath* was utilised as a rescue platform when things went wrong.

At each expo, marine safety awards have been provided as an incentive for competitors who show best safety procedures or help out other competitors. Long term sponsors of Maritime Safety Queensland's education program, Century Yuasa Batteries, Pains Wessex and Club Marine, have provided safety awards as part of their sponsorship.

Maritime Safety Queensland's association with fishing competitions and the access they provide to a targeted boating audience will continue with the Boyne Tannum Hook Up, the largest fishing event in Australia, and the Moreton Bay Classic. These events offer opportunities to promote our sponsors and education messages directly to boat owners who fish offshore waters.

Regional boating



Gladstone pilot boat crew member, Luke Offord on board *Cumbina*.



Cumbina berthed at Pinkenba.

Rodgers Class commences

Pilotage and Hydrographic Services branch, Maritime Safety Queensland, owns and operates eight vessels used for transferring marine pilots to and from ships. The transfer of marine pilots is undertaken exclusively by vessels in all Queensland ports and is supported by the use of helicopters at Hay Point and Gladstone.

Maritime Safety Queensland has been proactive in developing a rolling replacement plan that will maintain the reliability and safety of the service to the industry in all weather conditions, 365 days a year. Two new marine pilot transfer vessels, at a cost of \$2.4 million, have been commissioned to replace two vessels that are at the end of their useful life.

Delivery of the new vessels will commence a new class of pilot vessels within the Maritime Safety Queensland fleet. Historically, a class of vessels is given a name. These vessels will be named the 'Rodgers Class', in honour of Captain John Rodgers who died in a helicopter accident while performing marine pilot transfer operations off Gladstone on 25 February 1997.

Captain Rodgers was a well respected master mariner who had served for a number of years as a senior marine pilot at Gladstone. In recognition of his contribution to the shipping industry, a memorial plaque set within a bollard was erected by the community on top of Auckland Hill, Gladstone. It is most fitting that the tragic loss of Captain Rodgers be recognised by naming the new class of pilot transfer vessels in his honour.

Local Indigenous communities were consulted for names that would be suitable for the new vessels. A planned future vessel that would be located in Gladstone port will be named *John Rodgers*.

The Gudjuda traditional owners group in Ayr has granted permission for Maritime Safety Queensland to use the traditional language of the Juru tribal group and have presented the name 'Wathan' to be used as the name of the pilot vessel to be based in Bowen and operate in Abbot Point. 'Wathan' is the totem of the Abbot Point area and means 'black crow'.

The oldest of the traditional tribal groups in the Weipa area is the Alngith group, and the living elders of the group are from the Madua clan. The elders have granted permission for Maritime Safety Queensland to use the traditional language of the Alngith tribal group and have presented the name 'Cumbina' to be used as the name of the pilot vessel to be based and operate in Weipa. The totem of the Alngith tribal group is 'Cumbina' or sea mullet. The tradition of the sea mullet is that it always travels in the channels of the rivers.

A naming ceremony and commissioning ceremony was held in June this year.

The Gudjuda traditional owners group will be invited to an open day in Bowen and the Alngith tribal group will be invited to an open day in Weipa. The new vessels will be welcomed to each port.

New Gladstone boating safety chart



The second edition of the Boating Safety Chart – Gladstone (Capricorn Coast – 1) was released in March this year.

The layout, scale, and content has been modified from Edition 1. Changes include:

The front side is now at a scale of 1:25 000, covering the Inner Harbour area from Gatcombe Head on Facing Island to the Calliope River entrance at Wiggins Island. The chart incorporates insets of the Gladstone Marina and Southend on Curtis Island at a scale of 1:10 000.

The reverse side is now at a scale of 1:70 000. The Gladstone Approaches covers from Bustard Head and Turkey Beach to South Trees Island. It includes insets of Pancake Creek and the Boyne River at a scale of 1:20 000. Additionally, the Fishermans Landing Area leading to The Narrows, extending from Ripple Rock to Laird Point, is at a scale of 1:40 000.

The chart displays:

- the designated 'Ship Navigation Area' for the Port of Gladstone with its associated warning notes
- the 'Suggested Small Craft Course' with GPS waypoints and magnetic bearings
- details of the boating Rules and Regulations, Safety Equipment Table, and Rescue Organisations
- Information on Key Marine Contacts and procedures for International Visitors.

Charts are available at Maritime Safety Queensland offices, Department of Transport and Main Roads customer service centres, and chandleries.



Captain Mike Lutze, Regional Harbour Master, Gladstone, and Steve Platt (District Officer) from Queensland Boating and Fisheries with the new safety chart.

Have you visited the Maritime Safety Queensland website?

The screenshot shows the Maritime Safety Queensland website interface. At the top left is the Queensland Government logo. To the right are links for 'Site map', 'Contact us', and 'Help', along with a search box. Below this is a navigation menu with links for 'About us', 'Charts', 'Environment', 'Legislation', 'Licensing', 'Notices to Mariners', 'Publications', 'Registration', 'Safety', 'Shipping', 'Tides', and 'Waterways'. The main content area is divided into several sections: 'What's new' with a list of recent updates; 'Maritime Safety Queensland' with a description of the agency's role and a list of its functions; 'Services online' with links to change address and verify licence; 'Contact us' with links for contact, emergency, and complaints; 'Popular information' with links for boat licence, registration, tides, weather, and training providers; and 'Features' with links for recent incidents and projects. The website footer is not visible in the screenshot.

The Maritime Safety Queensland website (www.msq.gov.au) is updated continually and has all the answers to any questions you may have about registering, licensing and operating a boat. You can also find out about:

- the latest information about safety requirements
- your responsibilities regarding sewage management
- legislation changes
- tides and weather
- publications to purchase online

If you can't find what you are looking for, send an email to msqmail@msq.qld.gov.au.

www.msq.qld.gov.au

Upcoming events 2009

JULY

08-11 Emerald AG-Fest

AUGUST

1 VMR Urgan Open Day
 7-12 Moreton Bay Trailer Boat Club – Moreton Bay Classic
 16 Hervey Bay Seafood Festival
 26-30 Brisbane International Boat Show, Marine Queensland – Brisbane Convention Centre

SEPTEMBER

24 World Maritime Day
 26 Tin Can Bay Seafood Festival – Gladstone Region

Contacting Maritime Safety Queensland

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

Seascope online

To comply with whole-of-Government policy, the *Seascope* magazine will be available only online from now on.

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

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