

Seascape

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From the helm



Captain John Watkinson
General Manager
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Although the *Pacific Adventurer* oil spill has been cleaned up and the event is largely over in the public's mind, the aftermath is still at the forefront of Maritime Safety Queensland's efforts. Reviews of the incident are ongoing in order to make recommendations in the event of similar future occurrences. The process of cost recovery is complex, and involves third party negotiations and national plan arrangements. One of the ongoing key responsibilities for Maritime Safety Queensland is the prosecution of the master of the *Pacific Adventurer*. The parent company, Swire Shipping, is contributing \$25million towards the cost of the clean up operation but the negotiations are by no means over.

The last few months have been a time of change. One of the results of the Machinery of Government changes has been the amalgamation of the Department of Main Roads and Queensland Transport, which has caused only minor administrative disruptions as far as Maritime Safety Queensland's operations are concerned.

Unfortunately another change in recent times is the demise of the Marine Board (see article page 11). The Marine Board was instrumental in consolidating relations between government and industry, and provided advice on important issues such as national maritime jurisdiction reform, maritime training and the Boat Share policy. I wish to sincerely thank the six members of the

Marine Board for their diligent efforts on behalf of Maritime Safety Queensland over the past thirteen years.

I wish to also thank the Sunshine Coast Independent Trawler Association, another organisation which no longer operates, for their untiring efforts to improve trawler safety, particularly in their work on promoting the float-free EPIRB.

Other changes include a new port management structure which has been introduced to address the ever-growing demands on Queensland's ports. See page 5 for more details on the new management responsibilities for each port authority.

The National Marine Safety Committee has introduced changes to the Australian Standard for Personal Flotation Devices, and new commercial vessel standards will be introduced in October this year.

As well, if you own or operate a commercial ship, you will need to be aware that audits are now being conducted to ensure compliance with sewage legislation. See page 8 for details of how the legislation may affect you.

With warmer weather rapidly approaching, it is timely to remind all boaties that safety on the water is essential for a good day out. You're the skipper...you're responsible.

Safe boating

Captain John Watkinson
General Manager

Front cover: 'Champion' taking part in the celebrations of Queensland's 150 years of separation from New South Wales.

New government structure

As a result of the public sector reforms in March, the two departments Queensland Transport and the Department of Main Roads have merged to form one large organisation — the Department of Transport and Main Roads.

Maritime Safety Queensland is a government agency of the Department of Transport and Main Roads. Our role is to protect Queensland's waterways and the people who use them — providing safer, cleaner seas.

Maritime Safety Queensland is responsible for:

- improving maritime safety for shipping and small craft through regulation and education
- minimising vessel-sourced waste and responding to marine pollution
- delivering essential maritime services such as pilotage for regional ports and aids to navigation
- encouraging and supporting innovation in the maritime industry.

Maritime Safety Queensland will retain current staff email addresses and the website address www.msq.qld.gov.au.

The draft of the first Corporate Plan for the combined department is now out for consultation. Mr David Stewart, Director-General of the new department said, 'the Corporate Plan will set the direction for our integrated department and be supported by a business planning framework to ensure we're all planning our work to achieve great outcomes for the community'.

Across the department audits are under way to ensure we prioritise our work activities, integrate processes and systems, and capture the savings and benefits of bringing together the two former departments. A major saving will be through reducing duplication of administration activities.

Mr Stewart has also said, 'integration is all about realising the benefits that having a combined transport and roads function brings for our customers'. One of the aims of the merger is to 'take the best of both former departments to build even stronger ways of working in the future'.

Throughout the changes and into the future, Maritime Safety Queensland will continue to provide excellent service and support to the boating community.

Recent events

Brisbane Boat Show



Left: Ross Caruso from the field compliance team.
Right: Maritime Safety Queensland's new compact boat show display unit.

Once again Maritime Safety Queensland was an exhibitor at the annual Brisbane International Boat Show, held from 27 to 30 August 2009.

Staff from the Marketing and Education unit, the Mooloolaba and Pinkenba regional offices and enforcement partners from the Brisbane Water Police provided information to the public throughout the four day event. Key messages were promoted on the new compact boat show display unit, and highlighted the role courtesy plays in boating safety.

The attendance number for this year's event was an encouraging 24,634 — an increase of 3757 when compared to 2008's attendance total, showing that recreational boaters were out in force.

Australian Boating Manual

The fourth edition of the *Australian Boating Manual* is now available. Captain Dick Gandy has revised the manual to keep up with changes in maritime training requirements.

It has been revised and expanded to meet the syllabus requirements of the Transport and Logistics 2007 training package with chapter two as a study guide for the requirements to obtain commercial certificates.

It now includes boat design, construction, watertight integrity and survey requirements. Codes of safe working practices, safety data sheets, SSM and ballast water management have also been added.

In addition to the regular boat operating and maintenance topics, the book includes sections on buying and insuring boats, nautical terminology, cyclone protection, sizes of mooring lines, winches, slings, onboard work practices, electronic fuel injection, four-stroke outboards, engine beds, exhaust systems, ventilation, soundproofing, solar power, electrical installations, pumps, valves and plumbing.

The *Australian Boating Manual* is the product of research into what boaters need to and want to know. It includes input from wide ranging experts and manufacturers. Whether you want to buy a boat, GPS, radar or sounder, this book tells you what to look for.

The manual is available for \$A89.95 at bookshops and chandlers or by contacting the publisher, Ocean Publications, on (02) 9986 0725.

For more information go to www.AustralianBoatingManual.com.



Independent Trawler Association

The Independent Trawler Association Sunshine Coast has worked very closely with Maritime Safety Queensland over the last two years on a number of important safety issues concerning commercial fishers. This organisation has now ceased operations but Maritime Safety Queensland would like to pass on a formal thank you to the Independent Trawler Association for its past support.

Mr Bill Henebery, Independent Trawler Association, Mr Michael Wood, Queensland Seafood Industry Association and Maritime Safety Queensland worked together to help communicate messages about the benefits of installing a 'float free' 406 MHz EPIRB on trawlers to facilitate quicker emergency response times.

'With the high risk nature of fishing operations, installation of a 'float-free' 406MHz EPIRB is a sensible move and recognises the importance of crew safety. The cost is small considering the lives it could save', said Mr Henebery.

The Independent Trawler Association, representing predominately the trawl sector, formed to ensure the views of trawler operators were heard. The organisation also supported moves for fishermen to receive similar benefits as farmers, for example assistance to cope with rising fuel prices and cheaper imports.

The Independent Trawler Association was concerned with issues of marine sustainability for the fishing industry, based on past, current and proposed water projects. One of the major focuses was the ecological functions between catchments, fresh water, estuarine, marine biodiversity and ocean currents in Queensland.

The law and you

New PFD standard

The National Marine Safety Committee has agreed to introduce the new Australian Standard for Personal Flotation Devices, AS 4758 into recreational boat legislation nationally by 1 July 2010. Although some jurisdictions may choose to adopt the standards earlier, PFDs made to AS 4758 should be legal around Australia by that date.

Remember, PFDs made to the old standards can still be sold after 1 July 2010.

Below are answers to some of the most commonly asked questions about the new PFD standard.

1. Why do we need a new standard?

Standards Australia carried out a review of the Australian Standard covering PFDs and developed a new standard to more closely align with international standards.

2. What does the new standard cover?

The levels to be introduced will be -

Level 100 — similar to PFD Type 1

Level 50 — similar to PFD Type 2

Level 50 Special Purpose (50S) — to replace PFD Type 3

3. Will retailers need to sell only PFDs made to the new standard by the time the legislation is introduced?

No. PFDs made to the old standards will still be recognised for some time so if a manufacturer or distributor is not able to supply adequate stocks by the date of legislation, they won't be disadvantaged.

4. When will stocks of PFDs complying with the new standards be available?

It could take another 12 months after the July 2010 date for full market availability of the new product.

5. When the stocks do become available, will everyone need to replace their existing PFDs?

No. PFDs made to the old standards will still be recognised for some time. If a changeover date is to be considered, a date won't be established until after thorough consultation and that could be some years from now.

6. I've seen a level 100 PFD with a CE mark; is that the same thing?

No. A level 100 PFD with a CE mark complies with the standards recognised in Europe. They are accepted in some states but not all, so you'll need to check with your local marine safety authority.

7. How will I keep up to date with the introduction of the new types of PFDs?

The National Marine Safety Committee will issue regular updates as the situation develops and education campaigns explaining the new PFDs such as what the changes are and how they're marked will be coordinated by the National Marine Safety Committee.

8. So what do I need to do right now?

If you're a manufacturer, plan on the basis that July 2010 is the time when PFDs compliant with the new standard will be accepted. If you're a distributor or importer, it's business as usual for the time being.

The National Marine Safety Committee aims to achieve nationally uniform marine safety practices and is made up of an independent Chair and the CEOs of Australia's Commonwealth, State and Northern Territory marine agencies.

Commercial registration renewal

Every year, commercial and fishing ship owners are sent registration renewals to keep their ships registered within Queensland. Whilst the current registration renewal process has been in place for some time, Maritime Safety Queensland has recently received some questions regarding who is the appropriate person to complete the registration renewal form.

A vessel's owner, master or alternatively an accredited surveyor, are all able to complete the registration renewal form. The completed form allows Maritime Safety Queensland to easily identify those owners who have obtained an accredited surveyor's independent assessment. Other risk factors being equal, those ship owners who have not used an accredited surveyor are monitored more frequently than those who have.

Maritime Safety Queensland also requires a copy of the surveyor's certificate of compliance to be submitted within five business days of issue. This information is captured on the ships register and is used to determine monitoring priorities.

The registration renewal form was recently amended to remove the false impression that an owner's self declaration was anything other than input to Maritime Safety Queensland's risk-based monitoring priorities.

Further information on commercial vessel registration can be found at www.msq.qld.gov.au under the 'Registration' link.