



# Seascape

July-September 2011 Volume 8 Issue 3

## From the helm

The past few months have been busy as usual as we steam towards the second half of the year.

As this issue of Seascope hits your inbox, staff are busily preparing for the introduction of reforms to improve boating safety. This is on the back of the announcement made on 27 July by Marine Infrastructure Minister Craig Wallace while visiting Cairns.

The reforms are in response to feedback from consultation, coronial recommendations and changes in recreational boating trends.

The reforms include:

- Introducing licensing and operational improvements to lessen the chance of a marine incident.
- Safety equipment improvements to increase the chance of surviving a marine incident.
- Several minor miscellaneous improvements.

The *Recreational Boating Safety Improvements Report* which outlines the reforms in detail along with frequently asked questions and a Marine Information Bulletin, can be found on the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

The reduction of marine incidents in Queensland waterways is always a high priority for Maritime Safety Queensland and it is good to see that the *Marine Incidents in Queensland Report* has found that the number of fatal marine incidents reported during 2010 decreased by 30 percent when compared with the figures from 2009 (see page 12 for more details on the report).

While the reduction in fatalities is positive, only two out of the 14 people who died on the water during 2010 were wearing life jackets.

This is a timely reminder that boaties need to ensure their safety and the safety of their passengers at all times by wearing and carrying the correct safety equipment when out on the water.

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

*Safe boating*

**Patrick Quirk**  
General Manager

Front cover:  
Smartship Australia's tug simulator.

# New rules for jet ski hire industry

Hire and drive personal watercraft (PWC) are a popular tourism activity and it is critical from a public safety perspective that operators maintain the highest safety standards.

In 2008, the death of British tourist Dr Sridhar Shekar during a hire and drive operation was a reminder that Queensland's visitors need to remain safe while enjoying their time on our water.

The subsequent Coroner's report resulted in a number of recommended changes to PWC hire and drive operations with wider safety implications for all PWC operators.

Maritime Safety Queensland sought the views of PWC hire and drive providers and people with an interest in the marine sector through a consultation paper released in November 2010. The consultation paper presented initiatives that could be adopted to improve hire and drive PWC rider safety in Queensland.

Over 80 written submissions were received from various sectors of the marine industry. There are around 35 hire and drive jet ski providers in Queensland, far more than all the other States combined. These providers are responsible for the operation of nearly 200 jet skis across the state.

After months of industry and public consultation, the consultation outcomes report has been made available, and should be read in conjunction with:

- draft model safety management plan and
- enforcement guideline.

The new measures will increase safety for PWC operators.

They include:

- A maximum speed limit of 30 knots for all hire and drive PWC.
- 10 knot speed limit for safari tours through specified high boating-traffic areas.
- Compulsory competency tests of customers before being allowed to operate a hire and drive PWC.
- Speed limiters will be introduced over the next two years to limit PWC speeds to 30 knots.
- Regular audits of the industry to ensure that it is complying with the new requirements.

The new competency test includes looking at basic skills such as identifying the main parts of the craft and equipment, correct wearing and use of lifesaving appliances, how to attach safety lanyards, understanding the person in water signal, how to start, stop, use of the kill switch and throttle, and how to stop alongside a floating object.

A coronial recommendation for helmets to be worn while operating a PWC was rejected during the industry and public consultation and extensive research which highlighted possible restrictions to vision and hearing and an increased risk of neck and spinal injury on impact with water.

To view a copy of the consultation outcomes report, draft model safety management plan and the enforcement guideline, visit the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).



# Bridging the training gap

Maritime Safety Queensland's newly constructed Maritime Simulator training facility recently held its first formal course, with positive feedback received from its participants.

The course, a five day advanced ship pilotage program, was undertaken in May by over 20 pilots from all over Australia and New Zealand who praised both the Smartship Australia facility, and the standard of the training package.

The training package is just one of many courses and services that the Smartship Australia centre has on offer.

Courses will include:

- Advanced Marine Pilot Training
- Advanced Bridge Resource Management
- Maritime Resource Management
- Basic and Advanced Ship handling for Pilots
- Pilot assessment
- Competency audits
- Tug handling in full mission tug
- Azipod propulsion.

The Smartship Australia centre, which was purpose built during 2011, is a modern facility which houses five simulators, numerous training rooms, a clients lounge, dining room, and showers and change rooms for participants.

The simulators are realistically replicating the bridges of some of the world's biggest international trading and cruise vessels to assist marine pilots in honing their skills.

The equipment used in each of the simulators is the same used onboard actual ships, to ensure the experience is as realistic as possible for the participants.

The five simulators include:

- Primary full-mission bridge (FMB) simulator – 16 metre diameter with 360° field of view (FOV) including connected bridge wings.
- Secondary FMB simulator – 12 metre diameter with 240° FOV and rear monitors for astern view.
- Tug simulator with 360° FOV and ability to simulate all tug propulsion systems including rotor configuration.
- Two part-task simulators for general training – 120° FOV.
- Bridges equipped with integrated bridge system navigation and command system NACOS 65-5 from SAM Electronics.



Above: The layout of the Smartship Australia centre.



Above: The 'control centre' for the simulators – conditions including weather, wind and tides can be controlled from here.



Above: The 360° FOV tug simulator.

## Recent events

The simulator software and hardware is delivered by FORCE Technology after they were the successful applicants from an extensive tender process.

The simulators have been specifically designed to enable simulations to be conducted for:

- ship manoeuvrability
- ports and fairways
- environmental factors such as wind, current, tide, rain, fog and day/night conditions
- equipment malfunctions
- top quality high-definition visuals.

All five bridges can be integrated for a single exercise or operated individually as required. All of the training rooms at the centre are fully equipped with play back functions and multi screen adapters for all training needs.

Smartship Australia is one of the world's most advanced training facilities for marine pilots and is a significant achievement for Queensland. After almost ten years of planning, Queensland pilots will now have access to training at a level previously not available within Australia.

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.

While Smartship Australia will focus on training for Queensland marine pilots, it will also attract pilots from interstate and overseas.

Although pilot training is a priority for Smartship Australia, the simulators are also being used to assist in port and fairway design studies.

Design suggestions can be made and tested on the different simulators to find the optimal design solution and reduce risk factors.

Design studies can include:

- optimisation of approach channels
- turning basins
- position of buoys and beacons
- jetty layout
- tug requirements
- estimation of weather and current windows.

For more information please see [www.smartshipaustralia.com](http://www.smartshipaustralia.com).



Above: The simulator theatre using high definition (HD) projectors.



Above: The cockpit within the main simulator.



Above: Photo taken during the Advanced Marine Pilot Training course held in May. From left – John Watkinson (Smartship), Ravi Nijjer (MCG), Peter Liley (AMPI), Cmdr Christopher Rynd (Cunard), Peter Listrup (Smartship).

## Gas expansion takes off

The liquefied natural gas (LNG) projects have kicked off in Gladstone, with QGC being the first of four companies beginning construction work on the mainland and on Curtis Island. This is a ground-breaking project that will use world-first technology to process coal seam gas (CSG) into liquefied natural gas.

QGC's Queensland Curtis LNG project involves:

- building a 540km buried natural gas pipeline network linking the gas fields to Gladstone
- constructing a natural gas liquefaction plant on Curtis Island, where the gas will be converted to LNG for export.

The QCLNG project is one of four proposed for the region which would see a combined investment of more than \$60 billion through the construction period, with a production life of at least 20 years. A combined total of approximately 50 million tonnes of LNG per year could be exported from the four jetties which are being constructed on Curtis Island.

Studies indicate the QCLNG project itself will generate \$32 billion worth of valued-added activity in its first decade and create more than 5000 direct jobs during construction and about 1000 permanent jobs in operation.

As the processing facilities will be located on Curtis Island, there will be a significant increase in marine traffic as all construction materials will need to be transported to the island across the harbour from Gladstone. Tug and dumb barges, Ropax roll on roll off ships, landing craft, high speed passenger catamarans and many other smaller vessels will be involved in transporting personnel and equipment across the harbour to and from Curtis Island. Large ships, and tug and barge combinations will transport material direct to the facilities on Curtis Island during the construction phases.

As result of this increase in marine traffic, Maritime Safety Queensland will be heavily involved in the four LNG project developments to ensure a safe harbour for all mariners, recreational or commercial.

Maritime Safety Queensland aims to:

- manage the movement of large commercial shipping to ensure safe and efficient shipping operations are maintained
- manage the construction industry vessel traffic across the harbour to ensure the operations are conducted safely and without interaction with large commercial shipping
- educate mariners on safe vessel interaction between recreational and small commercial vessels and both the large commercial shipping and the construction traffic
- ensure compliance of all vessels operating within the port (and the region) with the regulations, including construction traffic, small commercial operators and recreational vessels
- maintain the navigation aids in the harbour, including all the additional aids to be installed to support the LNG industry
- ensure recreational and small commercial vessel have access (as far as security and safety) allows to all sections of the harbour.

Maritime Safety Queensland, with the support of QGC, has already introduced additional safety measures including:

- an additional staff member employed in the Vessel Traffic Service centre to assist in the monitoring of construction vessel traffic from September 2011
- education for boaters through brochures, booklets, advertising and presence at events specifically targeting big ship small ship interaction and boating safety around Gladstone harbour
- employment of additional Marine Officers to cater for the workload.

Information for boaters on LNG projects in the Gladstone region can be found on the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).



Above: The Port of Gladstone will expand rapidly due to the development of multiple LNG projects



Above: Maritime Safety Queensland is educating boaters on safe vessel interaction as part of the QCLNG project.

# A hull of a good time

## Past events

### Sanctuary Cove International Boat Show

19-22 May 2011

As in previous years, Maritime Safety Queensland participated as a government sponsor and an exhibitor throughout the duration of the Sanctuary Cove International Boat Show.

The show was supported by over 384 individual exhibitors from a wide cross-section of the marine industry. Other state and federal government departments represented were Australian Maritime Safety Authority and NSW Maritime.

Attendance numbers were similar to 2010 with the primary focus of the event being on the luxury segment of the boating market. The display was supported by staff from the Gold Coast regional office, Boating Infrastructure branch, Maritime Services branch and the Marketing and Education unit. Mark Saul from Queensland Boating and Fisheries Patrol also assisted in providing education to the public during the event.

Exhibitor feedback of the event was very positive. Thank you to all those staff that supported Maritime Safety Queensland's attendance this year.

### Boyne Tannum Hook Up

10-12 June 2011

Now the biggest fishing competition in Queensland, even rainy weather couldn't keep boaters away from this year's Boyne Tannum Hook Up.

Thousands of boaters from the local area and far afield spent the weekend with their families for some great fishing. Maritime Safety Queensland in conjunction with the Queensland Boating and Fisheries Patrol were at the event to provide boaters with safety information.

Safety prizes were awarded each night to boaters who were selected for displaying a high level of safety awareness. Prizes included a set of flares and grab bags (from Pain Wessex), a Century Batteries Voucher, an inflatable life jacket, copies of Beacon to Beacon and the Queensland Tide Tables 2011, all packaged up in the ever popular Maritime Safety Queensland buckets.

Thanks go to Brett Williams from our Gladstone regional office for his support during the event.

### Mackay Tinnie and Tackle Show

25-26 June 2011

There was strong representation from the local boating industry at the inaugural Mackay Marine Festival incorporating the Tinnie and Tackle Show.

Staff members from the Mackay regional office manned the display over the two days and participated in event safety briefings and on-water patrols with our enforcement partners from Queensland Boating and Fisheries Patrol and Queensland Police Service.

More than 500 all-purpose marine buckets were given away to the public after successful completion of a basic marine safety questionnaire.

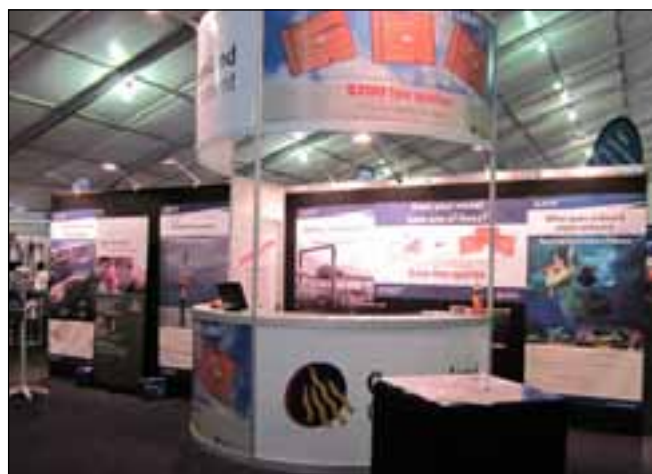
Thanks to the Mackay regional office for all their support of this event.

## Still to come...

### Brisbane International Boat Show

25-28 August 2011

Our next issue of Seascope will feature a wrap up of our attendance at the Brisbane International Boat Show. See you there.



Above: Maritime Safety Queensland's display at the Sanctuary Cove International Boat Show.



Above: The Boyne Tannum Hook Up.



Above: Attendance numbers were high at the inaugural Mackay Tinnie and Tackle Show.

## Beefing up the reef

In a ceremony on 1 July at REEFVTS in Townsville, the Federal Minister for Infrastructure and Transport, the Hon Anthony Albanese MP joined the Queensland Minister for Main Roads, Fisheries and Marine Infrastructure, the Hon Craig Wallace MP, to launch the extension of REEFVTS to the southern boundary of the Marine Park.

“Extending REEFVTS is a significant step in protecting the Great Barrier Reef and Torres Strait,” Minister Albanese said.

“The system gives seafarers important information about water conditions and the movement of other vessels, further helping to prevent accidents which could result in the release of pollution or cause physical damage to the Reef.

“This package of measures represents a comprehensive response to earlier incidents in the Great Barrier Reef. They strengthen controls over navigation, pilotage, under keel clearance, penalties and oversight in this sensitive area.”

Mr Wallace said he is proud this important protection for the reef is headquartered in Townsville.

“With many economically vital mineral and gas export projects being developed adjacent to this very sensitive marine environment, the completion of this project will boost protection for the reef,” said Mr Wallace.

“While we can’t directly influence the crew behaviour of multinational shipping giants, this gives us the best chance to catch them before they get into trouble.”

### Facts and figures

There are eleven ports operating adjacent to the Great Barrier Reef, accounting for \$17 billion of our nation’s exports.

In recent years, the volume of shipping traffic transiting through the Reef has increased from 2,743 voyages in 2006/07 to 3,417 in 2009/10 – and in the coming decade that figure is expected to double.



Above: Attending the REEFVTS expansion ceremony from left – Federal Minister for Infrastructure and Transport the Hon Anthony Albanese MP, Queensland Minister for Main Roads, Fisheries and Marine Infrastructure, the Hon Craig Wallace MP and Leo Zussino, Chairman of the AMSA Board.

### History of Reef Protection

The environmental and cultural significance of the Great Barrier Reef and Torres Strait region are nationally and internationally renowned and the significance of the area continues to be protected.

**1975** – declaration of the Great Barrier Reef Marine Park by the Australian Government

**1981** – listing of the Great Barrier Reef World Heritage Area by UNESCO

**1983** – designation of the Capricorn and Bunker Groups of Islands as an Area to be Avoided by the IMO

**1990** – declaration of the Great Barrier Reef as a Particularly Sensitive Sea Area (PSSA) by the IMO allowing Australia to introduce associated protective measures

**1991** – the establishment of a compulsory pilotage regime for ships transiting navigationally complex areas of the Reef with the pilot providing detailed local knowledge to assist safe passage

**1997** – the establishment of the Great Barrier Reef and Torres Strait ship reporting system (REEFREP), adopted by the IMO in 1996, whereby ships transiting the Great Barrier Reef and Torres Strait are required to report their position on a regular basis

**2004** – the introduction of a coastal Vessel Traffic Service (REEFVTS) allowing near real time monitoring of ship traffic to provide information to a ship’s master on potential traffic conflicts and other navigational information

**2004** – a system of zoning was introduced by the Great Barrier Reef Marine Park Authority to allow ships to transit the Reef in designated shipping areas

**2005** – designation of Torres Strait as a PSSA

**2006** – implementation of an emergency management towage system and associated response arrangements which includes the provision of a dedicated emergency towage vessel, the Pacific Responder

**2010** – Australia’s proposal to extend REEFREP to the southern boundary of the Great Barrier Reef Marine Park agreed by the IMO

**2011** – launch of extended REEFVTS to southern boundary of the Great Barrier Reef Marine Park.

## Code of conduct: tow-in the line

Maritime Safety Queensland's tow-in surfing Code of Conduct, which was developed to separate paddle surfers from motorised craft, has been well received by tow-in surfing enthusiasts.

The Code of Conduct, which was introduced in August 2010, was developed after final consultation between Maritime Safety Queensland, the Gold Coast City Council and Surfing Queensland to promote the safety of tow-in surfing operations.

Initial discussions regarding the possible introduction of a code of conduct began in 2009, and were led by staff from the Maritime Safety Queensland Gold Coast regional office. While tow-in surfing is a popular water sport throughout Queensland, the Gold Coast has seen a significant increase in tow-in surfing activities due to its big ocean swells that create ideal tow-in surfing waves.

The discussions were held with regional stakeholders such as the Gold Coast City Council, Gold Coast Lifeguard Service, Coastalwatch, Surfing Queensland and professional surfers and tow-in surfing representatives, all of who were keen to ensure the safety of waterways users.

As a result of the discussions with regional stakeholders, a discussion paper was released for public comment between January and February 2010. A number of responses were submitted, with overwhelming support received for the introduction of the proposed Code of Conduct.

The final Code of Conduct was released in August 2010 and provides guidance to tow-in surfing enthusiasts on a number of important safety aspects, including:

- general rules relating to proceeding at a safe speed, keeping a proper lookout and avoiding collision
- specific rules of operation for personal watercraft (PWC) in relation to speed and distance off requirements
- rules governing the operation of vessels in and near Gold Coast City Council bathing reserves
- requirements to be met to qualify for the tow-in surfing observer exemption
- specific requirements for tow-in surfing operations within Currumbin Alley and Tallebudgera Creek mouth.

Maritime Safety Queensland imposed a transitional period for the Code of Conduct from December 2010 to March 2011 to allow time for the public to become familiar with the new rules.

While the summer season of 2011/2012 did not provide extraordinary swell, enforcement officers reported that the voluntary compliance to the Code of those in the water during this peak traffic time was high.

The Code of Conduct can be downloaded from the Maritime Safety Queensland website under the 'Waterways' link.



Above: Marine officer Anton Alback stands beside one of the signs erected to provide information to the public on requirements for tow-in surfing.

# A day in the life of..

## Frank Thomson, Marine Officer, Thursday Island

### Background history

I started my career as an apprentice boilermaker with the then Cairns Harbour Board. I went to sea at twenty as a deckhand on fishing and charter vessels working from the Gulf of Carpentaria to Bundaberg. At the age of twenty five I gained my Master Class 4, then spent the years until 1995 running charter and commercial vessels around the Queensland coast.

From 1995 to 1999 I worked on ore carriers and during this time I spent nine months at the Australian Maritime College in Tasmania studying for my Master Class 3.

I then joined Maritime Safety Queensland in 2006 as a Marine Safety Officer in Cairns before transferring to Thursday Island a year later. I have lived and worked on Thursday Island ever since.



### What major changes have you seen happen during your time ?

There have been quite a number of changes during my time with Maritime Safety Queensland. Some of our prouder moments have been the introduction of the subsidised 406 MHz EPIRB programme with the Australian Maritime Safety Authority (AMSA), the introduction of BoatSafe training courses to all Torres Strait island inhabitants, and the reduction in the numbers of search and rescue incidents since the beginning of the Torres Strait Marine Safety project.

### What happens in your average day?

My average day consists of:

- commercial licencing, seetime assessments and examinations
- ship monitoring
- buoy and beacon maintenance
- pollution equipment and vessel maintenance
- school and community visits
- liaison meetings with local schools, police, AMSA, the Torres Strait Regional Authority, TAFE, local councils and other support organisations
- visiting island communities and schools to assist in delivering BoatSafe courses.

### What are some of the future projects happening in your area?

We will continue work with the Torres Strait Marine Safety project and will also continue to strengthen our relationships with the TAGAI Teachers to progress the incorporation of the marine safety into the schools curriculum.



Above: Marine Officer Frank Thomson discussing marine safety with school students .

### What are some of the challenges you face in your area?

Being located in such a remote area definitely has its challenges. We are only accessible by boat or plane and the rough weather that affects the Torres Strait from April to October makes inter-island travel uncomfortable. The rough weather can also make the maintenance of navigation aids extremely difficult during these times.

There are also difficulties with communications. Mail can take up to a week to arrive from our office in Cairns, and most parcels take two weeks. Unreliable broadband access can increase the isolation, high cost of airfares and food can also be frustrating and there is a lack of fresh fruit and vegetables. Summers can also be extremely hot and humid.

### What are some of the highlights living/working in your area?

Despite the challenges, there are many highlights of living and working in Thursday Island. The scenery is beautiful and there is always good fishing and camping in the outer islands if you are lucky to be invited out on a boat.

## Good all-tidings we bring

A long standing shortfall in Townsville boating facilities will be addressed following the acquisition by the department of a further 3.9 hectares of land in the existing marine precinct at Townsville, which has been allocated for public recreational boating facilities.

This is a large scale project, the biggest to be undertaken outside state boat harbours, and is a joint undertaking between Townsville City Council and Transport and Main Roads, with the cooperation of the Port of Townsville Limited.

The land will become available following the relocation of the businesses occupying Port of Townsville's current marine precinct on the Ross River to the new Townsville Marine Precinct being built downstream of the port access bridge now under construction. This land is in addition to 2.9 hectares, which the department acquired for recreational boat launching purposes in 2009, making a total of 6.8 hectares.



Ross River is the only waterfront site in the Townsville area suitable for establishing sheltered recreational boat launching facilities accessible from the sea at all tides. The additional land will increase the number of boat ramp lanes able to be constructed from eight to 16, addressing the current shortfall in Townsville's all-tide boat ramps.

## Waving away weather guesswork

The Bureau of Meteorology (BOM) has released a new long term weather forecasting product which is now available on their website. The Interactive Weather and Wave Forecast Maps have been derived from BOM's computer models and will provide mariners with all their weather forecast needs.

Using the interactive map viewer, mariners can display and animate computer generated weather and wave forecast maps out to seven days for the Australian region.

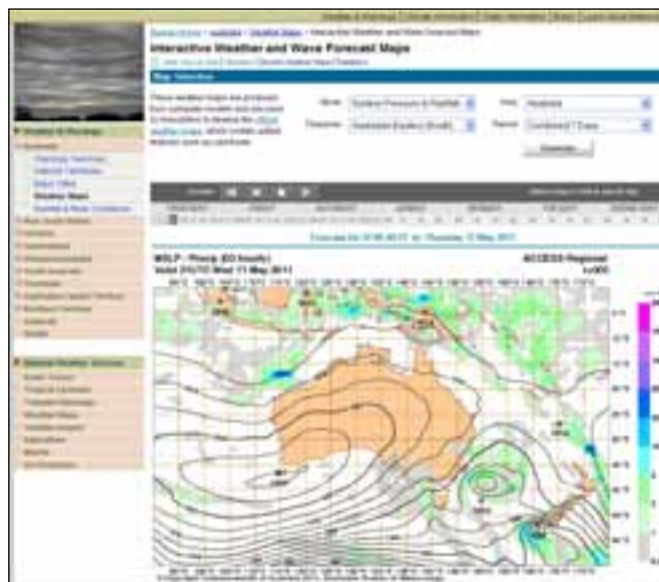
The default display will show the surface pressure and rainfall map for the Australian region for the next seven days at three to six hourly intervals. Mariners can animate the sequence of images by pressing the play button, or they can select the particular time step they are interested in.

The BOM also provides other information useful to mariners including wind speed and direction, combined sea and swell, primary swell, secondary swell, wind waves, and wave period. Smaller domains can be selected for four different regions around Australia, defined as South Eastern, South Western, North Western and North Eastern. These zoomed in maps will enable the user to look at the finer details for the next two days.

Mariners who go out to sea for up to a week will find this product suitable for planning their trip. Recreational boaters looking to plan their activities for the weekend will be able to assess wind, rain and wave conditions. Surfers will have access to the latest forecasts of wave height and direction, plus wave period and wind strengths to help pick the best surfing spots.

A word of caution; the accuracy of computer model forecasts decrease as you look further into the coming week. Computer model forecasts are run twice a day based on the latest information, and as a result forecast weather patterns may vary from what was previously shown. Mariners should always refer to the latest marine text forecasts and warnings from BOM before embarking on their trip.

The interactive map viewer can be accessed on [www.bom.gov.au](http://www.bom.gov.au) by clicking on Maps and then selecting Interactive Weather and Wave Forecast Maps, or via BOM's Marine and Ocean website.



Above: A screen snap shot of the BOM's website.

## Industry profile

### Des Thomson, Chairman Queensland Recreational Boating Council

The Queensland Recreational Boating Council, previously the Queensland Small Craft Council, is a division of Marine Queensland. The Council is made up of delegates from 14 southern Queensland boat and yacht clubs, along with government representatives from Maritime Safety Queensland, Queensland Parks and Wildlife Service and Queensland Boating and Fishing Patrol, along with industry member representatives from Volunteer Marine Rescue, Coast Guard and Yachting Queensland.



#### How did you first become involved in the marine industry?

I started out in the marine industry by getting involved in water skiing in Ayr during 1957. I gained my trade qualification in 1960 and began working as a manual arts teacher in 1961. I ventured into the world of sailing after owning several larger power boats and eventually I obtained my Master Class IV certificate. As a result of having teaching qualifications and my marine certificate, I was approached to teach navigation part time at the Bundaberg TAFE and helped set up Queensland's first Marine Training Centre in Bundaberg. A few years and a few moves later, I became a member of the Moreton Bay Boat Club which ultimately led me to taking on the role of delegate to the Queensland Small Craft Council which has now evolved into the Queensland Recreational Boating Council.

#### How long have you been in your current role and what does it involve?

I have been involved with the Council for approximately 17 years, first as a delegate representing Moreton Bay Boat Club and for the last five years both as a delegate and Chairman. Chairing this group is a great experience for someone who has such a keen interest in the marine environment. The variety of ideas and opinions from the various delegates is extremely gratifying and contributions to the business at hand are always topical. As Chairman, I hold a position on the Board of Marine Queensland. This role involves attending various forums on behalf of the Council and acting as spokesman when required.

#### What does the Council set out to achieve?

The Council acts as representative spokesperson of member organisations in communications and other dealings with Government and Government departments, industry and the public generally. We encourage and promote safety, the practice of good seamanship and courtesy at sea amongst small craft owners and those with whom they share the use of the waterways. On top of all of this we also act as an expert advisory body on such matters as required.

“Chairing this group is a great experience for someone who has such a keen interest in the marine environment.”

#### What changes have you seen brought in during this time?

In my time on the Council we have seen several changes involving the make up of the Council delegates. We have increased the number of Government delegates along with the inclusion of the rescue organisations. For many years the Council was an identity in its own right but several years ago it became a division of Marine Queensland. The meeting attendance has been very gratifying over the past years as delegates attempt to have improved conditions implemented for the boating community. The Council was very active in the planning and consultation for the introduction of the legislative requirements for ship-sourced sewage. Marine Park zoning was also high on the agenda for the Council as a major stakeholder in this process.

#### What are some of the changes that you feel the Queensland boating industry needs to make?

It is important that closer ties be formed between those who have the responsibility of determining and enforcing marine regulations and those who undertake boating activities on a regular basis. We have made great progress in recent years with organisations like Marine Queensland, Maritime Safety Queensland and Queensland Parks and Wildlife Service. While this is heading in the right direction, more needs to be done so that other Government utilities become involved.

Some of the issues Council would like to see being dealt with are the possibility of recreational licence classifications based on the length and power of the boat being operated, keeping navigation channels clear for boaties at all tides, and continued input into the design and positioning of navigation aids.

#### What is the future direction of the council?

I see this council growing in membership especially as we make contact with other marine user groups such as skiing and PWC operators. We are also endeavouring to have more representation from clubs further up the Queensland coast. Our aim is to be a major stakeholder and voice at all discussions that take place concerning the wellbeing and future of boaties in Queensland.

#### What are your personal future directions?

As for my future, I enjoy the role of Chairman and would like to think, with the support of the delegates, I can hold this position in the near future. I would still see myself being a contributing delegate to the Council even after handing over the reins to another delegate.

# Life jacket concern in incident report

The 2010 *Marine Incidents in Queensland* report has found a 30 percent decrease in fatalities last year compared to 2009.

The report found the loss of 14 lives in 2010 was a significant reduction compared to 20 deaths in 2009.

Only two out of 14 people who died on the water last year were wearing life jackets. This is a tragic reminder that life jackets are not only required equipment in commercial, fishing and recreational boats but are compulsory to wear in some situations.

Even where it is not compulsory to wear a life jacket boaties should wear one as a common sense precaution, especially when boating alone or at night.

The report also found alcohol was involved in four of the fatal marine incidents.

Boaties should remain vigilant and ensure they carried all required safety equipment including emergency position indicating radio beacons (EPIRBs), life jackets and flares – and ensure it is all up-to-date.

Always check the weather before heading out and tell local marine rescue organisations where you are going as well as when and where you're due back. Skippers should keep a proper lookout and remember that the same under .05 rule for drink driving applies on the water as on the road.

Every time someone applies for a boat licence they are made aware they must provide life jackets and other personal safety equipment for each passenger in their boat by law.

Under Transport Operations (Marine Safety) legislation, boat owners and operators have a general safety obligation to make sure their boat is safe, properly equipped and crewed and operated safely.

Each year Maritime Safety Queensland carries out regular safety compliance activity with the Water Police, particularly in the lead up to holidays, which see large numbers of people on the water.

As part of Maritime Safety Queensland's regional safety education programs, officers also undertake boat ramp days and ongoing education which involve checking vessels and advising boaties what they are required to have – including the provision of safety equipment such as life jackets.

The report looked at 779 marine incidents reported in state waters during 2010 – 320 marine incidents per 100 000 vessels.

For more information, and to obtain a copy of the report, visit the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).



## Upcoming events 2011

### JULY

1-10 Moreton Bay Fishing Classic

### AUGUST

25-28 Brisbane International Boat Show

### SEPTEMBER

10-11 Whitsunday Boat and Leisure Show

17-18 Bowen Fishing Classic

24-25 Tin Can Bay Boating and Camping Show

28-1 Oct Gold Coast Flat Head Classic

## Contacting Maritime Safety Queensland

Maritime Safety Queensland

GPO Box 2595

Brisbane Queensland 4001

Internet: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

Email: [seascape@msq.qld.gov.au](mailto:seascape@msq.qld.gov.au)

Office of the General Manager: 07 3120 7462

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### Regions:

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