

Volume 1 Issue 1

In this edition:

Profiling Gladstone

Getting to know Ken Brown

The law and you: sewage

National issues update

Learning from marine incidents

Seascope

Maritime Safety Queensland



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Queensland Government
Maritime Safety Queensland

From the helm

Welcome to the first edition of *Seascope*, the signature quarterly of Maritime Safety Queensland.

Maritime Safety Queensland, an agency of Queensland Transport, was established on 1 October 2002 and carries out most of the functions of the former Maritime Division as well as having responsibility for port pilotage and extended marine pollution response arrangements.

Our objective is to enhance the safety, efficiency and environmental standards of Queensland's waterways. To achieve this, we work closely with the shipping industry and the commercial, fishing and recreational boating communities.

The Queensland coastline spans 7400 km and another 2400 km of island shorelines. Much of this area is environmentally sensitive and includes many marine parks.

Each year, around 6500 trading ships visit Queensland's ports. Queensland is also home to approximately 5400 commercially-registered vessels and more than 180,000 registered recreational vessels.

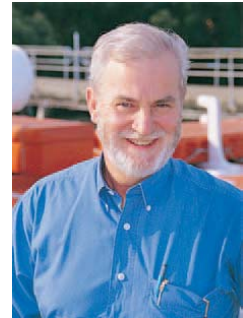
Today per capita, there are more boats registered in Queensland than anywhere else in Australia with almost one in every 22 Queenslanders owning a boat.

I am delighted to be a part of this thriving agency and I am sure you will enjoy reading this publication as a declaration of our commitment to serving the boating communities of Queensland.

Bruce Wilson
Chief Executive Officer
Maritime Safety Queensland
Director General
Queensland Transport



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Captain John Watkinson
General Manager
Maritime Safety Queensland

After much planning, discussing and drafting, Maritime Safety Queensland is proud to present its first edition of *Seascope*, our new quarterly publication.

Seascope will present the diversity of Maritime Safety Queensland and demonstrate our dedication to achieving our objective of safer, cleaner seas for the benefit of all Queenslanders.

In this inaugural edition, we highlight some of the big issues facing Maritime Safety Queensland and the industry, such as what's happening on the national scene, as well as legislative initiatives including the recent introduction of new sewage disposal requirements.

In each edition we will profile a person, unit or region within Maritime Safety Queensland. In this edition we begin with Captain Mike Lutze, Regional Harbour Master (Gladstone) and the ports of the Gladstone area.

There are also some common-interest articles about what we can learn from marine incidents as well as upcoming events and safety information.

I trust you will find *Seascope* an informative and interesting read and I welcome you onboard.



Profiling Maritime Safety Queensland

A certain liking for the sea



The Gladstone region is set to grow, according to Captain Mike Lutze

The Regional Harbour Master of Gladstone, Captain Mike Lutze, has a very simple explanation for his impressive maritime career.

"I always wanted to go to sea," Captain Lutze simply says. And so he did.

Captain Lutze started his ocean-faring career in 1963 as a cadet officer with CSR on vessels trading to Fiji and other Pacific Islands. In 1964, he transferred to the Australian National Line trading on vessels around Australia and the world until the end of 1976.

"I came ashore in 1977 and I joined the Department of Harbours and Marine, as it was known in those days, as a marine pilot in Gladstone," Captain Lutze said.

After three years he was promoted to the position of B Grade Harbour Master and was given an appointment to Maryborough. After a couple of years Captain Lutze was appointed as an A Grade Harbour Master at Weipa, where he spent more than three years.

Captain Lutze's career eventually took him to Townsville, where he was Harbour Master for six years. During that time the Department of Harbours and Marine became integrated into the Department of Transport.

In 1991, Captain Lutze became the Regional Harbour Master of Gladstone. The region has offices in Port Alma, Gladstone, Bundaberg and Urangan. During his time in Gladstone, Captain Lutze has seen the area change.

"The Gladstone region is certainly expanding," he said.

"At present, construction of the \$1.54 billion Comalco aluminium refinery is underway. This raises particular issues for our region, such as increased shipping, changes to scheduling and piloting issues. Obviously we will have to cope with extra tonnage through the port."

In the 2002/2003 financial year, the Port of Gladstone alone (excluding other ports in the region) handled 54.5 million tons of cargo. Port traffic is heavy, too. In 2003 there were more than 2000 vessel movements recorded in the Port of Gladstone.

"Our office, of around 35 people, deals with a variety of commercial vessels, from large vessels of more than 200,000 tons to smaller ships of around 1500 tons," Captain Lutze said.

"Of course, that's not counting the charter boat and fishing fleets which use the port."

The comprehensive port control system for Gladstone includes radar, radio and closed circuit television vessel tracking. This system is operational seven days a week, 24 hours a day.

"I believe the region of Gladstone is going to continue getting busier," he said.

"There is much industry in the region. Gladstone is a natural deepwater port and a natural harbour. I can see that the Gladstone region will continue to expand and Maritime Safety Queensland is going to need to expand and develop its services to meet this growth."

Captain Lutze predicts good things for the region of Gladstone.





With a well-earned reputation as a 'boatie' and fishermen par excellence, local Queensland celebrity Ken Brown knows his boats.

Getting to know you

Ken Brown - "Brownie" - has owned a number of boats in the past 20 years, including a 32-foot game boat, a 40-foot cold-moulded ply custom-built game boat and a 37-foot traditional wooden Moreton Bay sharpie. Maritime Safety Queensland recently spoke to him about his passion for maritime pursuits.

Brownie now owns a 6.4-metre centre console, powered by a 175hp direct injection two-stroke outboard.

"It's a plate aluminium boat and I have had it for about 13 years," he said.

"It is a very good boat in all sea conditions, it's easy to clean and maintain and has held its value very well.

"In fact, I have been made offers for it that exceed the price I paid for it new 13 years ago," he laughed.

"I also like the amount of room in it, which is great for fishing and carting stuff to my beach house on Moreton Island, which I have renovated over an 18-month period."

Brownie maintains the trusty centre console saved him a fortune in freight, as he took a lot of the materials over to the island on it.

It may seem strange but Brownie's work commitments keep him so busy that he doesn't get to go fishing as often as he'd like.

Brownie spent many years running marlin fishing charters out of Brisbane. While he does admit to missing it sometimes, he finds that offshore fishing is something he rarely does these days. The seasoned fisherman is philosophical about it, however.

"If you spend enough days fishing in rough weather when you'd rather be somewhere else, you find the gloss does come off things," he says knowingly.

However, having said that, Brownie does daydream about finding someone who would like to put a good game boat on the water to do some limited charter work, as he would like to once again fish the continental shelf east of Brisbane for blue marlin.

One can't help wonder if the star of the fishing world could be persuaded to return to the offshore fishing world, after all.

Brownie maintains safety is a big priority for him while on the water. He has never had a close call with a ship while out fishing.

"No, because I always keep a lookout for them coming," he says. "I'm aware just how fast they travel and I don't fish or crab in the shipping channels."

In fact, Brownie urges all fellow recreational fishermen to be alert to the dangers of fishing in shipping channels.

"If I could send a message to recreational fishermen, it would be this: to be aware that big ships require a long distance to turn and a lot longer to stop," he said.

"Understand you are just a speed bump if you get hit, the pilot bringing the ship into port shouldn't have to dodge you and you might not even show up on their radar at night.

"A lot of people work crab pots in the shipping channels and wonder why they have near misses," he said.

"My advice is to not fish in them at all, particularly at night."

It's no wonder Brownie is too busy to indulge his passion for fishing more often, considering he is kept so busy on television and radio, in newspapers and on the Internet.

His website alone had 1.2 million user sessions in the last 12 months and Brownie is redesigning it.

"I also have sponsors for my Coastwatch reports on (radio station) 4KQ that I greatly value," he said.

"They are Maritime Safety Queensland, DPI's [Department of Primary Industries] Queensland Fisheries Service, EPA [Environmental Protection Agency] and Port of Brisbane [Corporation].

"I put a lot of time into making sure they are getting their message to my listeners in a way that is easily understood."

The law and you:

sewage legislation

Queensland's waterways remain ever popular for recreational and commercial boating activity.



Since 1999, the number of registered recreational vessels in Queensland has increased by an average five per cent a year.

The Queensland coastline spans over 9800 km including island shorelines. Much of this area is

environmentally sensitive and includes many marine parks. Water quality and human health standards are diminished by sewage discharged from commercial and recreational vessels.

The disposal of sewage must therefore be considered every time a boat heads out on the water. Owners and operators must now comply with new legislation introduced on 1 January 2004 for the management of vessel-sourced sewage.

Following extensive community and industry consultation, the State Government has now introduced workable and practical measures for the discharge of sewage from boats.

Under the first phase of the new legislation, which took effect on 1 January 2004, the discharge of sewage from boats has been banned in some declared waters. These prohibited discharge waters include marinas, boat harbours, canals and the Noosa River system and designated areas of state marine parks.

An owner or operator who intends to take their vessel into prohibited discharge waters must consider what sewage management measures are most appropriate on their vessel. Options include the use of a portable toilet, holding tank, treatment system, or use of onshore amenities.

Onboard sewage management measures are needed on vessels that carry large numbers of passengers, have a toilet fitted, are likely to

discharge sewage, that might take overnight journeys and that travel near areas sensitive to sewage discharge. The legislative changes will not affect smaller boats undertaking day trips if no sewage is discharged.

The State Government will introduce more extensive sewage management requirements in a second phase of changes starting on 1 July 2004.

Introduction of the second phase will mean greater restrictions will apply to the discharge of untreated sewage. From 1 July 2004, boaties will only be able to discharge sewage that has been treated into rivers, creeks and designated smooth waters. Discharge barriers will also apply around sensitive areas such as reefs, aquaculture fisheries resources and land.

The legislation offers flexibility for vessel owners and operators so they can choose the most appropriate onboard sewage management arrangements for their vessel. More information about the legislation for vessel-sourced sewage and other safety advice is available from the Maritime Safety Queensland website at www.msq.qld.gov.au.

Things to consider are:

- the likely number of people on board;
- trip duration (for example, day trips are less likely to generate waste than trips overnight);
- availability of shore-based facilities if the vessel is anchoring overnight or tying up at a marina;
- availability of sewage pump-out and other facilities for the disposal of vessel sewage;
- vessel design and specification where it might limit the installation of a holding device whether it is fixed or portable; and
- adequate power supply to operate an onboard treatment system.

News in brief

Bad karma

Maritime Safety Queensland displayed its oil spill and emergency response skills following the grounding of the *Karma* off the Queensland coast in November 2003.

There were a range of issues lending urgency to the situation when the *Karma*, a 42-metre, 450-ton vessel, ran aground 10 nautical miles south of the Town of 1770.

Maritime Safety Queensland officers from around the state and the contracted salvor rose to the challenge.

When the vessel owner allegedly ignored a direction to remove pollutants from the vessel, Maritime Safety Queensland quickly created an environmental barrier around the ship, ensuring protection for the surrounding marine environment. Agency officers removed thousands of litres of fuel and pollutants.

The allegedly unregistered, uninsured and unseaworthy vessel, a former floating hopper bin and crane, was pulled off soft rock at the edge of Deepwater National Park at 8 am on Christmas Eve and towed out to deep water for an inspection by divers.

The extent of damage from the grounding under the forward section of the hull was worse than anticipated. It was clear the continuation of the towing operation was likely to pose a safety risk to those on board and the vessel should be abandoned. Maritime Safety Queensland and the salvage contractor agreed it was better to declare a properly organised abandonment rather than have an emergency where lives were further at risk. A single air compressor, working overtime to combat water intake, was the only reason the vessel managed to remain afloat. In the end, it sank at 8 pm on December 24 in approximately 20 metres of water.

Charges are expected to be laid against the owner under both the Transport Operations (Marine Pollution) Act 1995 and the Transport Operations (Marine Safety) Act 1994.



www.msq.qld.gov.au



Because size does matter

The issue of recreational fishing vessels in shipping lanes is a topical issue among Queensland's boating communities. (See also *Getting to know you* on page 4)

Recreational fishers should remember that while fishing is fun and occasionally rewarding, they must be alert to danger if they pursue this activity in shipping channels.

Ships travel faster than most people realise. Although big ships look as if they're crawling along, they can actually be travelling at 15 to 20 knots, which is comparable to the speed of most small boats.

A fisher at sea might spot a ship on the horizon and imagine it will take an hour or two to get close. In fact, the ship could close the distance within half an hour.

Maritime Safety Queensland advises that speed is not the only dangerous factor. Do not assume ships' crew can see smaller boats. Often the bridge on a large vessel is aft, or at the stern. Vision can therefore take in the entire length of the ship and its deckload of cargo containers. A small boat at close range could well be below the line of vision.

It is also important to remember that ships cannot manoeuvre quickly and can take up to two kilometres to stop. A ship displacing 100,000 tonnes can take up to an hour to stop. Even if a fishing boat is sighted, it might be too late to do anything about it.

Remember many pleasure craft are made of fibreglass, which is difficult to detect on a ship's radar.

While shipping lanes into and out of a port are clearly marked, markers out in a bay can be a long way apart. They are clearly visible to ships at speed but not to smaller boats. Always keep a proper lookout and do not become complacent.



One country, one safety system

Every state has standards and regulations for the maritime industry and in each state, although based on the same Uniform Shipping Laws, the administration of these laws can differ. For a long time this lack of uniformity has been of concern to commercial operators wishing to move between states.

The National Marine Safety Committee is a national organisation set up to work with jurisdictions to develop nationally consistent standards for commercial and recreational vessels.

The National Marine Safety Committee is working on 20 projects across three broad program areas: a national recreational boating program, a national standard for commercial vessels and a program for national consistency in marine safety administration are now being prepared for adoption around Australia.

The Australian Transport Council has approved the continuation of this work to June 2008 and endorsed the Strategic Plan 2003-2008, to enable the National Marine Safety Committee to complete this task.

The development of national standards is well progressed and the committee is completing a standard for safety equipment for commercial vessels and one for fire safety as well as vessel operation and fast craft standards.

For the recreational boating community, the committee aims to establish a common competency standard for recreational vessel operators and a national standard for recreational boating safety equipment. The endorsement of the Australian Builders Plate (*see our report, this page*) is a demonstration of the steps taken to meet the objective of a national standard.

For information on the work of the National Marine Safety Committee, visit www.nmsc.gov.au.

The Australian Builders Plate – the National Marine Safety Committee is implementing this in association with Australian boat designers and builders as part of the new recreational boating safety system.



National issues

Improving the accuracy of distress calls

Around 98 per cent of distress alerts detected in Australia are false, but that statistic is set to change dramatically with the requirement for the 406 MHz distress beacon to be mandatory by early 2009.

In February 2009, the 406 MHz distress beacon will replace the 121.5 MHz distress beacon. This means if you are operating a 121.5 MHz distress beacon in 2009 your frequency will not relay your location.

The 406 MHz beacon can be detected more quickly than the 121.5 MHz and can be located to within five kilometres of the distress call. The 121.5 MHz signal can locate the call to only within a 20-kilometre area.

The 406 MHz beacon will also improve the accuracy of distress alerts because it transmits a digital signal that identifies the owner of the distress call. This includes the name, address and type of boat, aircraft or vehicle of the owner. For more information, visit: www.amsa.gov.au/aussar/epirb.htm.

Australian Builders' Plate

From July 2005, an Australian Builders Plate will be required on most recreational boats either built in or imported into Australia.

The Australian Builders Plate is a national standard that provides essential safety information on the uses and limitations of most new or imported recreational boats.

It will assist people in the purchase and responsible use of a boat and enhance safety by providing information on the maximum number of people and load of a boat, as well as buoyancy performance and engine weight and rating.

All manufacturers and importers of new recreational boats will be required to permanently affix an Australian Builders Plate to boats built or imported for use in Australia. Some vessels are exempt from the requirements and a full list is available from the National Marine Safety Committee at www.nmsc.gov.au.

For a copy of a free brochure on this national initiative, please contact Maritime Safety Queensland on 3224 8803 or visit the website.

It's *strait* ahead for marine studies students

Maritime
Safety
Queensland
is helping
students at
Thursday
Island State
High School
to prepare
for a career
in the
maritime
sector

Maritime Safety Queensland supports a vocational maritime program that recently contributed to the Thursday Island State High School being presented with an award from *The Australian* newspaper for the development of the school's educational standards.

School principal Tony Considine said the program had gone from strength to strength since it was established with a basic marine element in 2000. As well as offering Certificate 1 in Maritime Operations, marine students can now progress to a second level certificate.

"We wanted to develop employment pathways and strategic direction for the Torres Strait region," Mr Considine said.

"Students can now also gain their open-water dive certification; we're arranging for them to be able to study aquaculture; and the next step for our school will be to offer the Certificate I in Seafood Handling.

"These courses prepare students for their future and will encourage economic progress in the Torres Strait region.

"It's gratifying that the school's winning awards for its curriculum but there are more important goals. The only yardstick of our success as a school is 'will it get our students into a career that's well paid?'"

Maritime Safety Queensland works closely with educational facilities in the Torres Strait, especially the high school, to encourage more young people to begin maritime related traineeships and apprenticeships in Years 11 and 12.

Thursday Island State High School also participates in annual Marine Activity Safety Training days coordinated by Maritime Safety Queensland. The training days offer students a fun, hands-on way to learn about safety and the correct use of equipment. Maritime Activity Safety Training days involve a number of maritime-based agencies and organisations working together to provide demonstrations, equipment and trainers.

Water-based transport is a big part of daily life in the island communities of the Torres Strait region and therefore an important source of jobs for young people in this remote area. Because of this, it is very important that maritime safety be instilled from a young age.

Maritime Safety Queensland provides educational material through its publications, including the *Small Ships Manual* and *Boating Safety Guide*. Maritime Safety Queensland also runs targeted education campaigns in the Torres Strait region designed specifically to combat the high incidence of marine rescues required in the region.

Maritime Safety Queensland provides a range of other services in the region, including auditing of registered training organisations and conducting examinations. It is also responsible for pollution education and response.

Learning from marine incidents

Vessel capsizes during bar crossing

A 5.2m fibreglass tri-hull runabout, with a 60hp outboard engine, attempted to cross the Noosa River bar about 1715 hrs (5.15 pm). Low water was at 1737 hrs (5.37 pm) that day.

The owner/master was unlicensed, although one of his two passengers did hold a Recreational Ship Master's Licence. The owner was at the helm of the vessel at the time.

While negotiating the bar, he placed the vessel on the back of a wave. The wave collapsed from under him, causing the bow of the vessel to dig into the sea bed. The following seas then swamped the vessel, subsequently causing it to capsize. All aboard made it to shore safely, although the vessel was a complete write-off.

The owner reported this incident to the Volunteer Coast Guard, but not to Maritime Safety Queensland as he was required to do.

The owner was experienced in bar crossings, but did not know it was low water when he made his attempt at crossing the bar.

The lessons:

1. Crossing river bars can be extremely hazardous, regardless of experience. Discuss conditions with local marine rescue organisations, observe wave patterns before committing vessels to the crossing and ensure all appropriate safety gear is aboard and readily accessible.
2. A Recreational Ship Master's Licence is required for the operation of many recreational vessels in Queensland Waters: check with your local Maritime Safety Queensland office whether you need one to operate your boat.
3. All marine incidents must be reported to a Shipping Inspector or to Maritime Safety Queensland within 48 hours.
4. The crossing was made at low water – check tide times when planning the voyage.

Poorly secured ferry collides with dinghy

A 20-metre catamaran, operating as a ferry on Moreton Bay, was secured to a jetty for fuel bunkering and passenger loading purposes.

The vessel was secured by the master by attaching a forward spring line only and leaving the port engine engaged in "ahead" to keep the vessel close alongside the jetty.

While the master left the vessel to arrange fuelling, the vessel became unsecured. Just before this, a woman with a baby in a pram boarded the ferry.

With the port engine engaged, the vessel proceeded to steam ahead towards a pontoon jetty a short distance ahead. The master managed to jump aboard his ferry as it moved off, ran to the wheelhouse and placed the port engine in neutral. However, the momentum caused the ferry to continue across the stretch of water and collide with an unattended 3.7-metre dinghy which was berthed alongside the pontoon.

This dinghy was severely damaged and became a total loss.

The lessons:

1. Ensure vessels are secured properly by appropriate mooring lines before leaving a vessel unattended.
2. Disengage engine gearboxes when secured alongside a jetty or when tied to a mooring.
3. Commercial passenger vessels should be secured so passengers cannot board while the vessel is unattended. Crew should always be on hand to assist with passenger boarding.



Upcoming events

Maritime Safety Queensland will be actively involved in displays and events this year, educating the public on a range of marine safety issues and pollution. If you can, take the time to go and visit the following events taking place around the State:

- 13 & 14 May - Maritime Safety Queensland Field Day, Stuart Reserve, Townsville
- 20 - 23 May - Sanctuary Cove Boat Show, Sanctuary Cove Boat Harbour
- 22 - 28 May - Fraser Island Fishing Competition
- June - Boyne Tannum Hook-up Fishing Competition
- 12 - 13 June - Oceanic Whitsunday Boat and Leisure Show, Airlie Beach
- 9 - 10 July – Ingham Show
- August – Stradbroke Fishing Competition, Stradbroke Island
- 1 - 6 September – Brisbane Boat Show
- 11 - 12 September - Townsville Boating & Outdoor Adventure Show
- 18 - 19 September - Cairns Boating & Outdoor Adventure Show
- 25 - 26 October - Commercial Fishermens Day, Bundaberg

Before you go out on the water **do the safety checklist:**



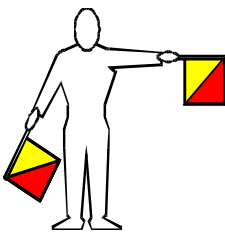
S – Safety equipment. Ensure you have the right safety equipment for the area in which you are travelling, including a suitable lifejacket for each person onboard. If you are heading offshore, make sure you carry a distress beacon (EPIRB).

M – Maintenance. Fully charge your boat's batteries as well as those for hand-held marine radios and mobile phones. Make sure you have enough fuel and are carrying some spares, such as spark plugs.

A – Alcohol limitations. Remember that 0.05 also applies on the water. You are responsible for your passengers, which includes ensuring no one drinks too much. Don't sink through drink.

R – Responsibilities. Know your responsibilities on the water. These include obeying the collision regulations, stowing your rubbish onboard, having navigation charts onboard and being aware of wildlife and other animals.

T – Tell someone where you are going. Before you head out, make sure you log on with the local volunteer rescue organisations. Tell them where you are going, how many people are onboard and when you plan to arrive back.



www.msq.qld.gov.au





Contacting Seascope

For information or comment on the editorial of *Seascope* or to find out more information on any of the articles in this edition, please email: seascope@msq.qld.gov.au

Letters to the Editor will be a feature of future editions of *Seascope*. If you would like to write to the editor, please either email us at: seascope@msq.qld.gov.au with 'Dear Editor' in the subject line, or post your letter to: The Editor, *Seascope*, PO Box 2595, Brisbane Q 4001.

Contacting Maritime Safety Queensland

Office of the General Manager

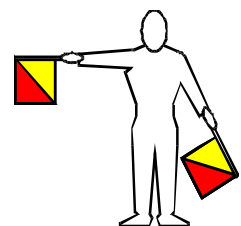
07 - 3224 8307

Regions:

Southport	07 - 5583 8300
Brisbane	07 - 3860 3500
Mooloolaba	07 - 5477 8425
Urangan	07 - 4128 9555
Bundaberg	07 - 4131 5608
Gladstone	07 - 4973 1200
Port Alma	07 - 4934 6929
Mackay	07 - 4944 3700
Whitsundays	07 - 4946 2200
Townsville	07 - 4771 5135
Cairns	07 - 4052 7400
Weipa	07 - 4069 7165
Karumba	07 - 4745 9281
Thursday Island	07 - 4069 1351

The Maritime Safety Queensland website at www.msq.qld.gov.au hosts a wide range of information for shippers, commercial operators and recreational boaters alike.

Topics include regulations, licensing, charts, publications, tides, waterways and notices to mariners and information on safety, shipping and legislation and the environment and weather service.



www.msq.qld.gov.au

Maritime publications

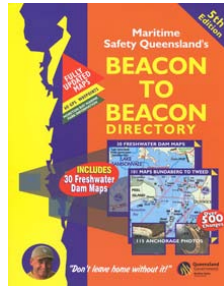
Maritime Safety Queensland produces a range of publications that can be purchased directly from Maritime Safety Queensland, news agents or Australia Post (Tide Tables only). A sample of the publications is provided below.

We also have available a variety of free brochures that might benefit both the recreational and commercial boating communities. For a comprehensive list of what is available, visit our web site at www.msq.qld.gov.au and look under "Publications".

To place an order, contact the Marketing and Education Unit on telephone 3224 8726 or by facsimile on 3404 3098.

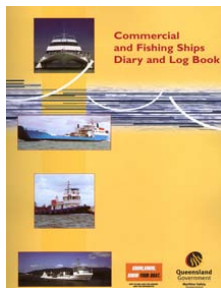
Publications identified by * can be purchased in bulk at a reduced rate. Contact Maritime Safety Queensland for more information.

RRP \$7.10 *

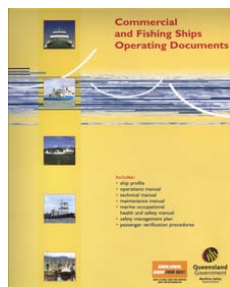


RRP \$29.95

RRP \$29.35*

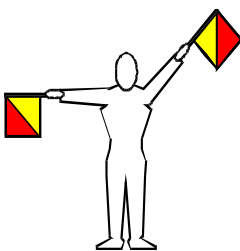


Commercial and fishing ships diary and log book - comes complete with a disk (rrp \$20.60). The commercial and fishing ships operating documents retail for \$20.60. Both publications can be purchased as a set or individually.



A full range of charts is also available.

Prices range from \$3.55 for the Manly Boat Harbour chart, \$5.90 for the Whitsunday chart and from \$11.75* as the recommended retail price for all other charts.



www.msq.qld.gov.au