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Seascape

Maritime Safety Queensland



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Queensland Government
Maritime Safety Queensland

From the helm

I take pleasure in welcoming readers to the second edition of *Seascope*, the signature quarterly of Maritime Safety Queensland.

Maritime Safety Queensland is a Queensland Transport agency that provides a range of essential marine services including safety requirements, pollution management, education and initiatives for marine safety and the protection of our waterways.

The new BoatSafe licensing scheme is just one major initiative that has recently been developed by Maritime Safety Queensland. The scheme aims to reduce the number of boating accidents in Queensland by improving the scope and quality of pre-licence training for recreational boat users.

Details on the new BoatSafe licensing scheme are covered in this issue of *Seascope*, along with other state and national marine safety issues which are recommended reading for all marine industry owners and operators.

Judging by the large volume of positive feedback on the first edition of *Seascope*, the publication has been very well received and comments from readers have been very encouraging.

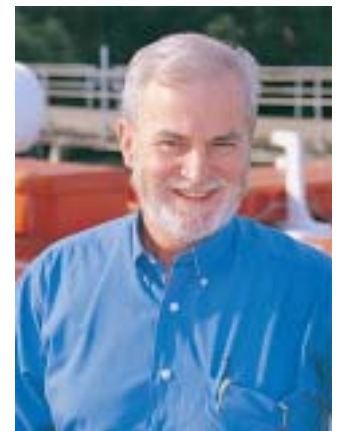
With the aim of keeping the lines of communication open, I'm pleased to invite readers to share their views or experiences through letters to *Seascope's* editor, or by submitting ideas for topics which will be considered for future publications.

In the meantime, I trust you find the current *Seascope* an enjoyable and informative publication which keeps you up to date on important maritime issues.

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



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Captain John Watkinson
General Manager
Maritime Safety Queensland

It's been a productive and eventful period for Maritime Safety Queensland since the first edition of *Seascope*.

This issue brings readers up to date on a number of initiatives which have been introduced in the past few months.

In this edition we take the opportunity to welcome the new Minister for Transport and Main Roads, Paul Lucas. The minister is himself a keen boatie and it is interesting to read about his views on boating safety.

In addition to the new BoatSafe licensing scheme, *Seascope* updates boat owners and operators on Stage II of the new sewage legislation.

On the national front, we report on new standards for recreational safety equipment and the introduction of a new scheme for obtaining a Certificate of Competency.

We also report on the encouraging results from Maritime Safety Queensland's annual incidents report which shows that fewer marine incidents were reported in Queensland in 2003.

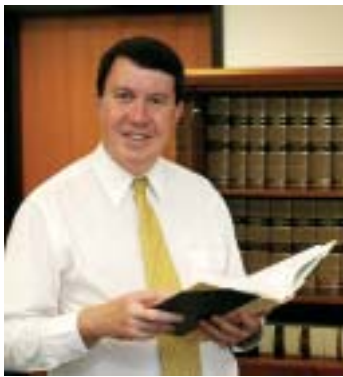
The "learning from marine incidents" section of *Seascope* has received a thumbs up from readers and this feature will continue, along with news articles, the latest in marine developments and general safety information.

I hope you find the current *Seascope* a good read.



Profiling Maritime Safety Queensland

Transport Minister a keen boating enthusiast



Hon. Paul Lucas MP
Member for Lytton
Minister for Transport and
Main Roads

**“The
government
takes its
commitment
to boating
very
seriously”**

Transport Minister Paul Lucas knows a lot about maritime issues.

He represents Lytton, an electorate which covers several bayside suburbs in Brisbane’s east, and where there is a regular nexus between his constituents and Maritime Safety Queensland.

His pastimes include boating and fishing and yes, he does have a recreational boating licence. That’s almost obligatory for anyone who lives near the waters of Moreton Bay. His predecessor in Lytton famously owned a fishing tinny named “The Electorate” so that, as legend has it, at weekends telephone callers could honestly be told he was out in “The Electorate”.

“There’s something special about the bay, as those of us who are privileged to live on or near it appreciate,” he says.

“I’m a keen cyclist, and like to get out on the weekends with my family for a cycle along the beautiful foreshore at Wynnum.

“I got my recreational boating licence because I like to go out with my father and children for the occasional spot of fishing.

“Now that I’m the minister responsible for Maritime Safety Queensland, I’d like to think I can further apply the safety lessons I learned in getting that licence, promoting the agency’s safety message throughout Queensland.

“I know the number of recreational boats registered in Queensland keeps on growing because we have such magnificent waterways, and is now more than 180,000, but I was amazed to discover there are about 480,000 licensed recreational ship masters in the state.

“It’s a big challenge to ensure that for all of them, safety and safety management is a way of life when boating. It’s a very important task, and the government takes its commitment to boating safety very seriously.

“The launch of the BoatSafe licensing scheme in mid-May is just the latest evidence of that.”

Apart from the agency’s recreational boating safety initiatives, the minister is also familiarising himself with the agency’s other responsibilities in the commercial and shipping sphere including safe operations, pollution prevention, port pilotage and vessel traffic management.

Mr Lucas was a solicitor before entering parliament in 1996, having graduated from the University of Queensland with degrees in economics and law and a Master in Business Administration from the University of Southern Queensland.

He joined the Queensland Cabinet in 2001 as Minister for Innovation and Information Economy before being appointed to the transport portfolio, which includes Maritime Safety Queensland, after the state election in February this year.





Barry Jenkins, President of the Boating Industry Association of Queensland, is also the driving force behind Australia's premier boat show

Getting to know you

Barry Jenkins' love of boating started in his childhood when parents Sylvia and Neville would take the family sailing at Bribie Island in the days before the bridge was built.

Boating was to be a life-long passion for Barry and while his working life took twists and turns along the way, boating was always an important part of his life.

Barry is the driving force behind the highly successful International Boat Show at Sanctuary Cove, yet still finds time to contribute to the boating industry in a number of other ways.

Several years ago, he was invited to become more involved in the industry and taking up that invitation, has since served with the Boating Industry Association of Queensland (BIAQ) as Director, Vice-President and currently as President of the association for a second term.

The BIAQ is a membership-based association that represents the vast majority of recreational boat users in Queensland. The BIAQ is a non-profit, non-government organisation, and its purpose is to protect and promote the interests of everyone involved in recreational and light commercial boating.

The multi-faceted Barry is also President of Radio Hope Island's FM94.1 community station, where for a number of years he presented the popular jazz and swing program on Sunday mornings.

As a young man, Barry began his working life as a master general engraver where he made name plates for engine rooms and cabin doors for ships at the Kangaroo Point shipyards. However, he soon developed a hankering for some excitement in his life and he decided to go to sea.

"I was very lucky to join the Adelaide Steamship Company as an apprentice deck officer and for almost three years I had a great life at sea, travelling all around the Australian coast," he says.

"Unfortunately, I was injured while trying to get up a companionway during a bad storm and was left with a middle ear complaint which ended my career at sea."

Back home and grounded, Barry returned to his trade and ended up owning a share of the engraving company until fate stepped in to steer him on a different course.

Even though he started playing the piano later than usual, Barry had always loved music and by his early 20s, he had developed enough skill to be offered work at various gigs around Brisbane.

His piano playing led him to being employed by the Criterion Hotel and then to becoming entertainment manager for the chain. In the early 80s, Barry was invited to the Gold Coast to manage the entertainment program for the new Fisherman's Wharf tourist attraction.

Those were heady days in south-east Queensland and later, in 1988, Barry moved to Sanctuary Cove as Events Manager during the hype and excitement of the Expo year.

Soon after taking on his new role, he saw the potential for a boat show and suggested that Sanctuary Cove would be an ideal location for a boat exhibition.

That was 16 years ago and the rest, as they say, is history.

The Sanctuary Cove International Boat Show has since grown to become the Asia-Pacific's largest on-water marine show where some 400 exhibitors show everything that is built and exported from Australia, and all that's new from marine manufacturing companies around the world.

Last year's sales figures reached \$120 million worth of marine product, of which \$25 million of Australian-made product headed overseas. The show injects hundreds of millions of dollars into Queensland tourism and attracts around 46,000 visitors. It is a huge achievement for Barry and his hard-working team who organise the show each year and have already started working on the 2005 event.

Barry Jenkins is deeply committed to the industry through his work with the outstandingly successful Sanctuary Cove Boat Show, the Boating Industry Association of Queensland and other organisations.

Having made such a significant contribution to the boating industry over the years, one can't help but think that destiny tapped him on the shoulder for all the right reasons.



The law and you:

Conversion time ticks on...

Those needing to upgrade or service their 121.5 MHz EPIRBs should think about converting to a 406MHz.

The satellite servicing 121.5MHz beacons will be disconnected in February 2009 by Cospas/Sarsat. Given that 121.5MHz beacons have a five year lifespan, it is worth considering updating to the superior 406MHz beacon when replacing a 121.MHz from 2005.

Advantages of the 406MHz are:

- Timeliness - search and rescue authorities are alerted much more quickly. Alerts occur within three minutes by the geostationary satellites and on average within 90 minutes using the orbiting satellites compared with up to five hours with the 121.5 MHz.
- More accurate positioning - 5kms is the typical accuracy and is improved to about 120 metres with a built in GPS as compared to within 20 km for a 121.5 MHz.
- Identifies the unit in trouble - units are registered with ship details to an international database by Australian Maritime Safety Authority to aid rescue and minimise false alerts. The 121.5 MHz has no identifier to assist search and rescue.
- More reliable - higher powered, more robust, aural/visual monitor (strobe light to assist night rescue), less interference, digital transmission.



Once very expensive, 406MHz beacons are becoming more affordable at around \$600. One manufacturer is offering a \$100 rebate on 121.MHz EPIRBs for a new 406 MHz model.

Currently, AMSA is distributing information about changing to a 406 MHz EPIRB through registration renewal notices.

Chandlery dealers are able to advise the best options.

Sewage legislation protects waterways

Boaters turned up in droves at Maritime Safety Queensland's display at the recent Sanctuary Boat Show for an update on new laws regarding vessel-sourced sewage.

Judging by the huge demand for information at the show, boaters are keen to adopt onboard sewage management in line with the new requirements.

First introduced on January 1, the legislation aims to keep Queensland's waterways clean and safe for everyone who uses them and to reduce health risks from vessel-sourced sewage. Further sewage management requirements will be phased in from July 1 this year.

Under the new laws, boaters must:

- ensure sewage is not discharged in specified waters;
- adopt onboard measures to ensure compliance with the nil discharge requirements; and
- educate themselves about the restrictions on sewage discharge in the waterways they visit.

The majority of vessel owners will have the flexibility to choose the most appropriate onboard sewage management measures for their vessel. This could include the use of a holding tank, a portable toilet or a treatment system.

Greater discharge restrictions will apply to vessels with 16 or more persons on board, and to Class 1 commercial vessels.

Where sewage discharge is permitted, the sewage must pass through a macerator to assist in the dispersion and improve the visual amenity for all waterways users.

Maritime Safety Queensland has put in place an extensive communications campaign to ensure vessel owners and operators are aware of their responsibilities in complying with the new laws.

Further details on the new legislation are available on the Maritime Safety Queensland website at www.msq.qld.gov.au or by email to sewage@msq.qld.gov.au.

The sewage legislation requirements are part of the *Transport Operations (Marine Pollution) Act 1995* and *Transport Operation (Marine Pollution) Regulation 1995*. This legislation can be accessed at www.legislation.qld.gov.au.

News in brief

Bar crossing accidents continue despite repeated warnings about the dangers.

A closer look at marine incidents on five bars in south-east Queensland shows 43 reported accidents in just over five years including a fatality and several serious injuries, not to mention loss of or extensive damage to the boats involved.

This accident figure is likely to be under-represented as many accidents are not reported.

Interestingly, most accidents happen in good conditions – daylight, clear sky and light winds. Local authorities believe many accidents are attributed to overconfidence, lack of local knowledge and the wrong boat type, for example a dinghy with a four horsepower motor will not have enough power to steer through the swell.

Queensland has many dangerous coastal bars. Often they are the only way boats can get access to open waters. While some are relatively safe – like the Southport and Mooloolaba seaway entrances, others are notorious for unpredictable conditions influenced by tides, weather and shifting sand.

Once in the open sea, the most obvious danger is readily changing sea conditions that can turn in a minute, making coming home dangerous. The importance of obtaining regular weather updates while on the water is critical.

Only experienced boaters should attempt bar crossings and offshore boating. Novices must take time to learn how to do this safely. Local knowledge is imperative.

Most coastal bars have a marine rescue organisation close by with experienced boat handlers to impart their wisdom. If possible, go with someone experienced who can talk you through the danger spots before attempting a bar crossing yourself. But remember, sometimes no amount of experience can save you.

Even experienced commercial operators have struck trouble crossing bars, like a dive boat crossing the Tweed River bar earlier this year. The skipper was an experienced boat operator who had crossed the bar many times before but had underestimated the effects of the swell caused by the turbulent weather.

The bottom line is if the weather looks marginal – don't risk it.

Congratulations Kate Jacobson

*Kate Jacobson
ERGON Energy Queensland Trainee of
the Year, Mackay district
Photo courtesy The Whitsunday Times
Photographer: Julia Starkey*



Kate Jacobson, 17, from Proserpine was recently named Queensland Trainee of the Year for the Mackay District. Having passed her oral examination, she is the first person in the region to be issued with a Certificate of Competency Coxswain Restricted (Traineeship).

This certificate enables Kate to operate a ship under the direct supervision of Certificate of Competency Master Class 5, Marine Engine Driver Motor Grade 3 (or greater) while employed as a trainee in the maritime industry.

Maxi Action at Airlie Beach offered Kate a school-based traineeship in Maritime Operations (Deckhand) when she was in grade 10 at Proserpine State High School. The majority of her sea service was gained on the maxi yacht *Ragamuffin*, on which she has worked as a deckhand since 2002.

When Kate turns 18 in September, the trainee endorsement will be altered to Restricted to the Smooth and Partially Smooth Water Limits of the Whitsunday Passage. This means Kate can act as Master on commercial ships less than 12 metres in length, or on fishing ships less than 15 metres in length within the limits of the restriction.

Maritime Safety Queensland has supported Kate's achievements by enabling students who complete marine studies to obtain a commercial licence before turning 18.

Kate will be a regional finalist at the Queensland Training Awards in Gladstone.

Good luck Kate.

ROPES to tie up sea service

The National Marine Safety Committee has launched a new record of service book in response to industry concerns about the length of time involved in gaining a Certificate of Competency. The book's aim is to foster national consistency in the measurement and assessment of sea service for Certificates of Competency to operate commercial and fishing ships.

The new Record of Practical Experience and Sea Service (ROPES) will progressively replace existing sea service books and allow candidates to apply for reductions of up to 50% in sea service.

Its section for recording time at sea will be similar to that in existing books.

The key difference is that ROPES contains a number of structured, on-board tasks for candidates to complete under supervision. These can be signed-off by the vessel's master, engineer or a competent supervisor.

ROPES is only available for entry level Certificates of Competency; Coxswain, Master 5 and Marine Engineer Driver 3 and 2 but if successful, the new system will be considered for higher grades of certificates.

The ROPES system is voluntary. Candidates will still have the option of completing their full sea service as they do at present, or partially completing ROPES and applying for a pro-rata reduction in sea service.

ROPES is not a competency assessment and does not need to be signed off by a workplace assessor. It is a record of a candidate's practical experience and sea service. Candidates will still need to complete a training program with an approved training provider to obtain a certificate of attainment for the units required.



The ROPES system will commence on 1 July 2004 and ROPES books will be available for purchase for approximately \$25. Further information on the ROPES system is available from Maritime Safety Queensland's regional offices listed on the back page of this edition.

New national standards for recreational boat safety equipment



All states and territories have different requirements for boating safety equipment and the development of national safety equipment standards is good news for those who venture outside Queensland's waterways.

After working closely with industry, boat owners and state authorities, the Australian Transport Council has endorsed a minimum standard of safety equipment for recreational boats. The new standard means boats will be able to move interstate without having to change the mandatory safety equipment they are required to carry.

The development of the standard highlighted the differences in the number of Personal Flotation Devices (PFDs) available. Some states only approved PFDs marked with the Australian Standard, while others accepted brands which were manufactured overseas but conformed with the Australian Standard.

Under the new arrangements, PFDs manufactured overseas under recognised international standards will be accepted by all states as safety equipment.

A major benefit of having one standard for safety equipment is that boat owners will have a greater choice of quality PFDs to purchase. Other benefits will allow boat owners to comply more easily with equipment requirements and it will be cheaper.

For Queensland, there will be some additions to the mandatory equipment. The most significant of these is the future requirement to carry a marine radio in offshore waters in addition to an EPIRB. A marine radio is seen as essential equipment, especially when many boat owners (60%) use a mobile phone as their primary means of communication.

Maritime Safety Queensland is encouraging boat owners through a national awareness campaign to use VHF marine radio over the commonly used 27 Mhz band.

BoatSafe licensing scheme aims to improve boating safety



Maritime Safety Queensland aims to reduce the number of boating accidents in Queensland through the introduction of BoatSafe, a new training and assessment scheme which was recently launched by Transport Minister Paul Lucas at the Sanctuary Cove International Boat Show.

Under the BoatSafe scheme, a candidate for a recreational boat licence must satisfactorily complete either an approved BoatSafe competency-based training and assessment program or a Recognition of Prior Learning Assessment (RPL) with an approved BoatSafe training provider.

In isolated areas of Queensland not readily serviced by training providers, BoatSafe assessors will carry out assessments based on the competency standard. The assessors will mainly be officers from the Queensland Boating and Fisheries Patrol or select State Emergency Service officers in remote areas.

All training and assessment for recreational boat licences must be carried out in a Queensland commercially-registered Uniform Shipping Laws (USL) Code category 2E vessel. Personal water craft will not be acceptable for use as training and assessment vessels.

Maritime Safety Queensland's General Manager, Captain John Watkinson, said the BoatSafe initiative aims to further improve safety for recreational boat users in Queensland by enhancing the scope and quality of pre-licence training.

"BoatSafe is modelled on national training and assessment processes and is the most advanced pre-licence recreational boat operator training and assessment framework in Australia," he said.

"By acknowledging recreational boating safety is a joint government, industry and community challenge, we can work together to ensure effective measures such as the BoatSafe training and assessment framework are set in place to continuously improve boating safety."

Starting on July 1, the BoatSafe scheme will be phased in over a 12 month period to allow approved training providers and licence examiners to make the transition to the new training and assessment scheme.

Once the BoatSafe scheme is fully implemented, the practical testing of applicants by licence examiners will no longer be an option for obtaining recreational boat licences.

After the 12 month phase-in period, it will not be possible to obtain a licence simply by taking a test. All applicants must undertake the necessary training or demonstrate skills through RPL in order to be granted a licence.

Competency-based training and how it works

Competency based training (CBT) is a national training scheme which focuses on what a learner can do as a result of training, and on the skills and knowledge that a person has, rather than on how they were acquired.

Competency is the ability to perform tasks and duties to the standard expected and CBT focuses on the individual outcome which is measured against specific industry standards and not against other students.

There might be situations where learners do not need to do any training to demonstrate their competency. They might have learned how to do tasks in a number of other ways. What matters to satisfy competence in CBT is that they can demonstrate their competency, not that they have taken part in any training.

The purpose of CBT is to give a national consistency so skills and knowledge can be transferred to new situations and new environments.

Qualifications are issued by a Registered Training Organisation on the basis of Recognition of Prior Learning or Recognition of Current Competency and are recognisable, portable and consistent throughout Australia.

Learning from marine incidents

Lousy lagging leads to loss

A 15-metre long timber trawler was heading southwards between Cairns and Innisfail with two crew aboard. A fire started at the rear of the wheelhouse in the early hours of the morning and quickly engulfed the whole vessel. The crew were able to deploy the dinghy and safely abandon ship but the trawler was a total loss.

Investigation of the wreck revealed the fire started in the timber structure that encased the engine exhaust pipe. It exited the deck and led vertically up the rear of the wheelhouse structure to the outlet above the wheelhouse.

The investigation also showed the fibre insulation, known as lagging, that normally protects surrounding structure from the heat of the exhaust pipe, had deteriorated. The heat from the exhaust had therefore been sufficient to ignite the surrounding timber.

The crew were unable to use their radios to request assistance as the radio circuitry quickly failed.

The lessons:

- Regular inspection and timely renewal of exhaust lagging is essential to reducing the risk of fire aboard vessels. Exposed exhaust piping in the engine room can provide a source of ignition for spraying flammable liquids. Further, as in this incident, the hot piping can easily ignite surrounding structure, especially aging timber (this vessel was 25 years old).
- Placement of radio batteries and wiring is vital to ensure that in the event of emergency, the crew are able to broadcast a distress message. The radio DC system should be placed as far as practicable from the risk of fire and flooding. Serious consideration should be given to having hand-held VHF radios accessible to all crew in the event of emergency.

Check out more safety reports at www.msq.qld.gov.au.

On course for collision

One late afternoon, an 8-metre recreational power boat was navigating a westerly course in the main channel of the Nerang River near the Isle of Capri.

The winds were slight, the seas were calm and visibility was good.

At the same time, a personal water craft (PWC) was navigating an easterly course on the same section of the river.

As the power boat approached a starboard lateral beacon in a narrow section of the river, the skipper noticed the PWC about 200 metres away. The PWC seemed to be heading straight for his boat.

As the PWC approached the beacon, its rider became concerned about the way the PWC was handling. He slowed his PWC to idle and continued on his course.

The two vessels collided in the channel only a short distance from the lateral beacon. The rider of the PWC was thrown overboard but luck was with him on the day and he was not injured.

Not surprisingly, both the skipper and the rider blamed each other for the collision.

The lessons:

- Neither skipper was sure of the other's intentions. Each wrongly assumed the other would keep clear.
- If in doubt, skippers must assume that risk of collision exists and act accordingly.
- If a situation develops where a risk of collision does exist, skippers must consider slowing down, and if necessary, stopping their ships altogether.
- It's important that skippers maintain a proper lookout at all times, particularly when navigating in narrow channels
- To maintain steerage, personal water craft must be making way in the water, sometimes at speed.



Analysing the facts for boating safety

Boaters bare all

Maritime Safety Queensland recently released its recreational boating report based on surveys distributed and completed by recreational boat operators during 2003.

The survey questions were designed to assess the knowledge, skill and behaviour of the owners and operators of recreational boats who use Queensland's waterways.

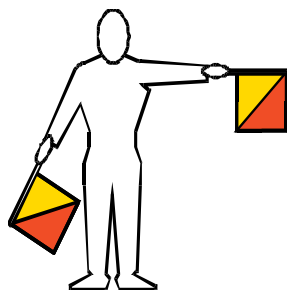
Of the 70,000 surveys sent out, 12,500 completed forms were returned. A sample of 3500 returned surveys were used as the basis for the survey results.

The survey provided the following details about recreational boating in Queensland:

- Almost half the respondents operated vessels of less than 4.5 metres in length.
- They use their vessels mainly for fishing.
- Almost 40% of boat owners ventured into open seas.
- Generally, operators check multiple sources for weather information and notify family and friends about trip details before departure.
- 10% relied upon mobile phones when operating in open sea conditions, regardless of the fact that the range, reliability and suitability of mobiles phones at sea are limited.
- A further 2% operating in the open sea carried no communication equipment at all.
- More than 17% discharged untreated sewage directly into waterways.
- 30% discharged bilge water while at sea.

Information from the data will be used for planning, decision-making and educational initiatives for future boating management.

The Recreational Boating Survey Report 2003 is available online at www.msq.qld.gov.au in the "What's new" section.



www.msq.qld.gov.au

Incident rate takes a dive

Maritime Safety Queensland's recently released Marine Incidents Annual Report provides a formal report on Queensland's maritime safety performance in 2003.

The report assembles and analyses the history of marine incidents so that Maritime Safety Queensland can use the data to develop future maritime safety initiatives.

Figures show Queensland's good performance in marine safety continued in 2003 with the best marine safety outcome for many years.

Last year, 645 marine incidents were reported in the State – a decrease of five incidents from the 650 incidents reported in 2002.

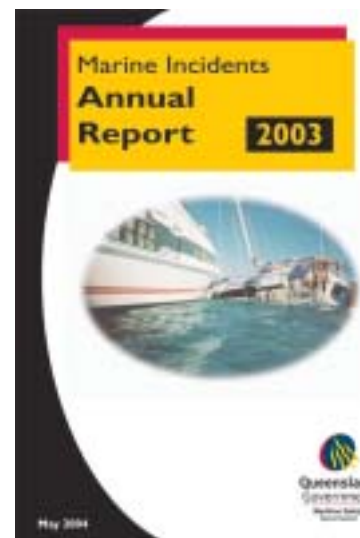
The largest decrease was fatal and serious injury incidents, where 28 incidents were reported in 2003 compared with 62 in 2002. Out of the 28 fatal and serious injury incidents, 7 fatalities were reported, down from 11 in 2002.

Since 1997 there has been a growth of 35% in boat registrations, coupled with a population growth of more than 13.7%. Despite this growth, fatalities in 2003 were 41.6% lower than they were in 1997.

Queensland Transport Director-General Bruce Wilson said while there has been continued improvement in Queensland's maritime safety outcomes, the challenge is ongoing and the boating community needs to be vigilant in embracing a boating safety culture.

"I look forward to the continued cooperation between Maritime Safety Queensland, commercial, fishing and recreational boating communities and our partner agencies, the Queensland Water Police, the Queensland Boating and Fisheries Patrol and volunteer marine rescue organisations in 2004 to further improve safety on our waterways," he said.

The 2003 Marine Incidents Annual Report can be viewed on Maritime Safety Queensland's website www.msq.qld.gov.au.



From the readers

More people using our waterways

One of the most amazing things about our fantastic waterways in Australia is the amount of people who have discovered boating or who are actively involved already.

We should though, re-consider how little many users focus on marine safety. In the norm, very few private pleasure craft would have ever completed any sort of emergency procedure to ensure they understand what to do in case of any unfortunate mishap.

I see Seascope being a vital shackle joining everyone to a high level of awareness. More people are using vessels and are using our waterways. We need to keep everyone warm, dry and safe. Brownie's weather report on TV is fantastic as it focuses on a more nautical approach, as does Phipps.

*Joe Akacich
Managing Director
Blackline Shipping*

Seascope's readers have their say

Maritime Safety Queensland received an excellent response from its survey on the first edition of *Seascope*. Listed below are just some of the comments sent in by readers:

- *Congratulations on the production of such a professional document. Not only was it interesting and informative, it was extremely well presented in a simplistic format.*
- *A great new publication that is informative, easy-to-read and understand.*
- *Great layout and presentation.*
- *Well presented and easy-to-read; informative with varied topics .*
- *The newsletter is a good idea and should help improve communication considerably.*
- *Good magazine; contents are relevant and interesting.*
- *A good, snappy presentation.*
- *Informative and educational.*
- *It's great to see a magazine that caters for both commercial and private operators alike.*
- *Congratulations on an informative and very well produced magazine.*

Qs & As

A visitor to Maritime Safety Queensland's website is planning a fishing trip and is looking for guidance on alcohol rules on board their vessel.

Q: A group of 8 blokes is planning a houseboat-hire fishing trip later in the year in a rental houseboat.

On looking at your website, I understand that the alcohol rules will apply to such a craft in that at least one person must remain as a "designated skipper" and not drink over the 0.05% limit, even though the craft is a rental houseboat.

As I also understand it, even anchored at night, someone must remain "in charge" and below 0.05%.

What about a 6HP powered "tinny" which we will be towing?

A: The relevant legislation covers both vehicles and boats, and the alcohol rules that apply on Queensland roads also apply to the use of boats in Queensland waters.

Under the Transport Operations (Marine Safety) Act ('TOMSA'), the master of a boat is always the person 'in charge' of the boat and must therefore comply with the alcohol limit and be under 0.05.

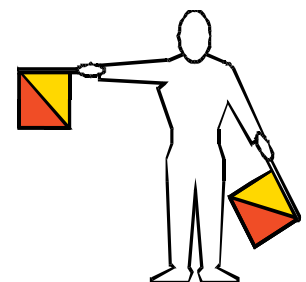
Even if the ship is at anchor, if the ship is a hire boat, or the ship is a 'tinny', there must always be a master.

The General Safety Obligations in TOMSA require the master to be responsible for the safe operation of a boat at all times, even if the boat is not underway. That includes keeping a good lookout, taking action to avoid collision (even if anchored) and making sure alcohol is used responsibly on board.

Contacting 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*
GPO Box 2595
Brisbane Q 4001



www.msq.qld.gov.au

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:

- 9 - 10 July – Ingham Show
- 8 - 14 August – Stradbroke Fishing Competition, Stradbroke Island
- 24 - 27 August - Spillcon, Brisbane
- 1 - 6 September – Brisbane Boat Show
- 11 - 12 September - Townsville Boating and Outdoor Adventure Show
- 18 - 19 September - Cairns Boating and Outdoor Adventure Show
- 25 - 26 October - Commercial Fishermens Day, Bundaberg

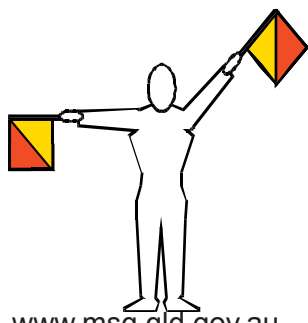
6th Edition of *Beacon to Beacon* out soon

The 6th edition of *Beacon to Beacon* will be available from mid-August, just in time for Father's Day and the start of the boating season.

This year's edition has been expanded to include coastal chartlets and maps from Tweed Heads to Gladstone and inland to Charleville and Emerald.

Beacon to Beacon is available from boat dealers, chandleries, newsagents and book sellers.

The new edition is available for purchase for the same low price of \$29.95, including GST.



www.msq.qld.gov.au

Hobart to host Marine Safety Conference 2005

The National Marine Safety Committee will host Australia's premier marine safety event, the Marine Safety 2005 Conference at Wrest Point, Hobart from 11-13 April, 2005.

The decision to hold the conference follows the success of the Marine Safety Conference 2002 held in Brisbane, and the Marine Safety Conference 2003 held in Sydney.

As with past conferences, the National Marine Safety Committee is inviting all sectors of Australia's marine industries to participate in this major national event. It's not too early to mark this one in your diary.

Late news.....

New zoning in the Great Barrier Reef Marine Park begins 1 July

The new Zoning Plan for the Great Barrier Reef Marine Park comes into effect on 1 July 2004, making the Great Barrier Reef the best protected reef system in the world.

Zoning maps and other information will be available from the Great Barrier Reef Marine Park Authority and Community Access Points along the Great Barrier Reef coastline including bait and tackle shops, ship chandlers, navigation centres, visitor information centres and Queensland Parks and Wildlife Service offices.

For more information visit www.gbrmpa.gov.au or phone the Great Barrier Reef Marine Park Authority toll free on 1800 990 177.

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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
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