

Recreational Boating Survey Report



2006



**Queensland
Government**

Maritime Safety
Queensland

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APPENDIXES

RECREATIONAL BOATING SURVEY 2006 QUESTIONS

INTRODUCTION

Maritime Safety Queensland (MSQ) conducts regular surveys to gain insights on patterns of boat ownership and use, safety equipment use, and community knowledge of maritime safety and marine pollution issues on Queensland's waterways. This report discusses the results of the 2006 survey, and where relevant, provides comparison with the results of recreational boating surveys undertaken in 2003 and 2001. Recommendations for further research and action are also made.

Maritime Safety Queensland's Marketing and Education Unit coordinated the design of the survey and its distribution. Market Facts (Qld) Pty Ltd was engaged to analyse the data and report findings. To maintain consistency the 2006 survey questions were modelled on those used in 2003. However, some modifications were made after analysing recommendations made in the 2003 report and to reflect legislative and other changes in recreational boat use that had occurred in the intervening years. Questions regarding attitudes on boat safety and alcohol consumption while on the water were added, and several new questions were designed to gauge the awareness of amendments to licensing and sewage management requirements. The 2006 survey involved 46 questions to assess the knowledge, skill and behaviour of Queensland's waterway users, 10 more than the 2003 survey.

In April 2006, the number of recreational boats registered in Queensland reached 200,000. This figure represents an increase of 10.4% since the 2003 survey was undertaken, which in turn showed an increase of approximately 10% on the 2001 survey. Between July 2006 and September 2006, 20,000 surveys were distributed via recreational boat registration renewal notices. The survey was also available for online completion on the Maritime Safety Queensland website. As an incentive for completion of the survey, respondents were invited to go into a draw for prizes of marine safety equipment.

A total of 2187 respondents (including 376 from the internet) participated in the study. The 2006 survey received fewer responses than the 2003 survey, which had a sample of 3,500 respondents. Responses were received from men and women, aged 18 years and older, from regions across Queensland.

The survey findings will be used to assist in maritime planning, decision-making for future recreational vessel management and education initiatives and ensuring the safe and sustainable use of Queensland's waterways.

RESPONDENT PROFILE

Gender

The majority (92.5%) of respondents to the survey were men. This gender bias is consistent with responses collected as part of the 2001 and 2003 surveys.

Age

The strong response rate received from older respondents is believed to only partially reflect recreational boat ownership and use patterns. As only 11.7% of respondents were aged 34 years or younger future surveys may need to employ strategies to ensure that this cohort is more accurately reflected.

Figure 1: Age groups

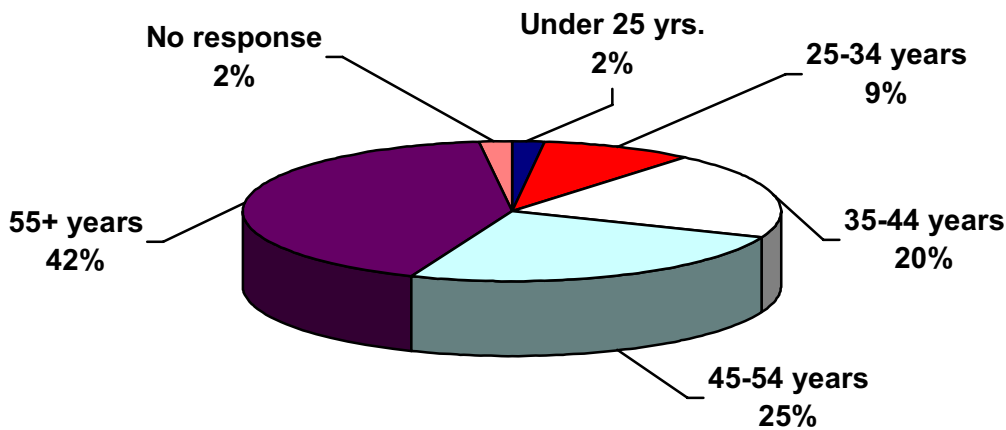
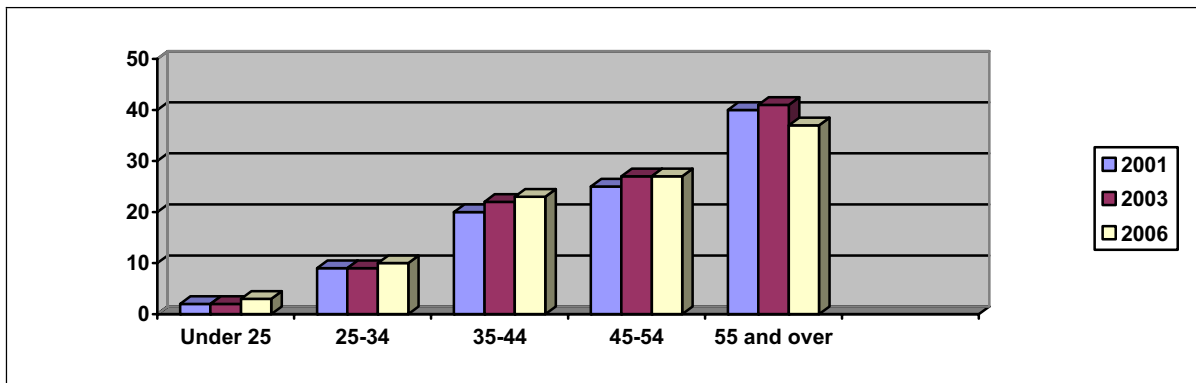


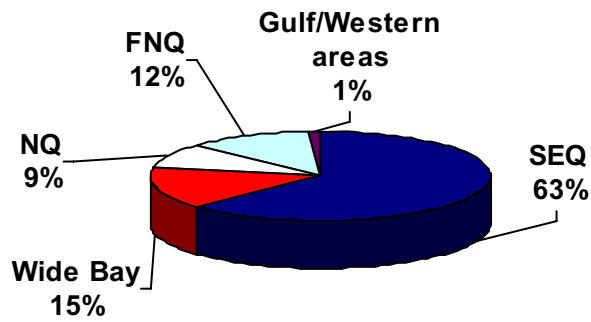
Figure 2: Age groups (comparative)



Regions

Respondents came from a number of regions across Queensland. The majority (63.8%) came from South-East Queensland (SEQ). The remainder came from (in approximate order of representation) Wide Bay, Far North Queensland (FNQ), North Queensland (NQ), the Gulf/Western region, and other regions. This is proportionate with boat ownership across the state.

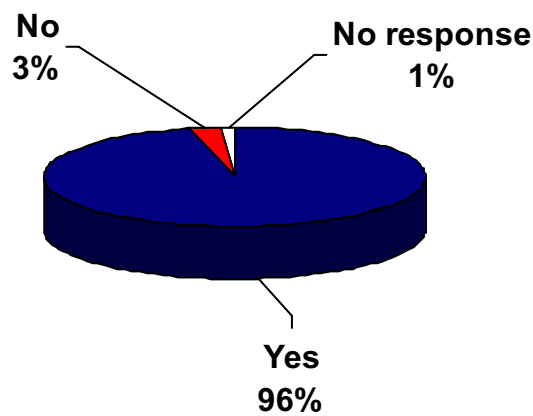
Figure 3: Regional representation



Recreational Boat Licence

The majority of the respondents (96%) reported possessing a recreational boat licence (see Figure 4). This figure does not represent a significant shift from 2001 when the survey question on recreational boat licence was first employed.

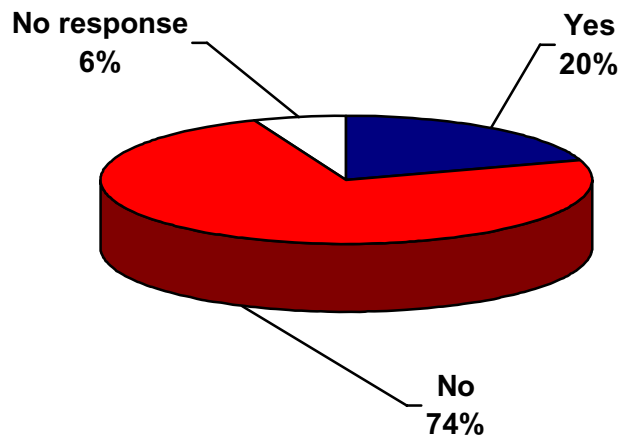
Figure 4: Recreational boat licence ownership



Marine Qualifications

A question on marine qualifications was included for the first time in the 2006 Survey. A marine qualification other than a recreational marine driver's licence was reportedly possessed by one-fifth of respondents (see Figure 5).

Figure 5: Marine qualifications



BOAT PROFILE

Boat Type

Dinghies (39%), motorboats/speedboats (48%) are the most common types of boats operated by respondents. Only 3% of the respondents sampled reported operating PWCs. The level of PWC ownership is slightly higher in the South-East Queensland region (see Table 1).

When compared to the 2003 survey, the proportion of dinghies (45%) has decreased. This continues a trend from the 2001 survey, where dinghies comprised 49.3%. The ownership of sailing boats (6% in 2003; 7.1% in 2001) and jet skis (2% in 2003; 2.3% in 2001) has remained stable.

Figure 6: Boat type (all respondents)

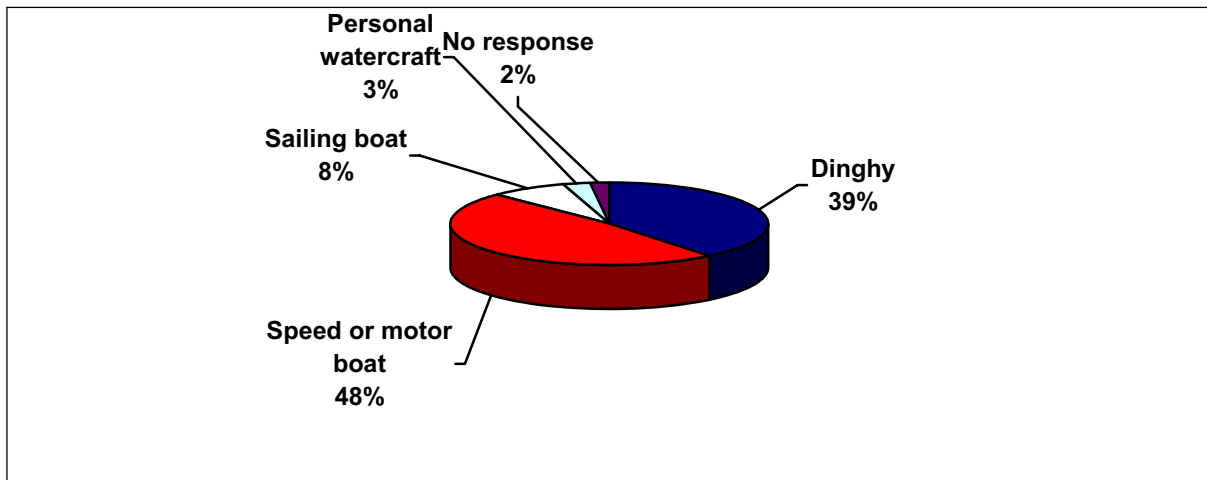


Table 1: Boat type by region

| | Dinghy | Sailing boat | Speedboat or motorboat | PWC | Other | No response |
|-----------------------|--------|--------------|------------------------|------|-------|-------------|
| South-east Queensland | 35.5% | 9.6% | 59.4% | 3.2% | 1.1% | 1.0% |
| Wide Bay/Qld Central | 44.2% | 5.3% | 56.1% | .9% | .6% | 2.2% |
| North Queensland | 55.0% | 6.4% | 49.5% | 2.0% | .5% | 2% |
| Far-north Queensland | 52.9% | 6.2% | 46.7% | 1.6% | .8% | 1.6% |
| Gulf/Western area | 75% | 0% | 37.5% | 0% | 0% | 0% |

Table 2: Boat type by age of owner

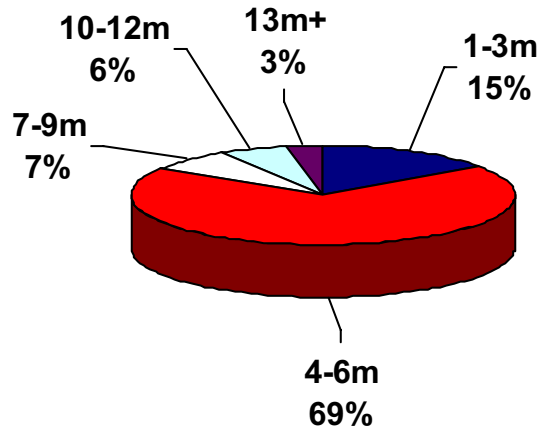
| | Dinghy | Sailing boat | Speedboat or motorboat | PWC | Other | No response |
|-------------------|--------|--------------|------------------------|-------|-------|-------------|
| Under 25 | 51.2% | 2.4% | 39.0% | 14.6% | - | - |
| 25-34 | 46.4% | 2.6% | 50.5% | 6.1% | 1% | .5% |
| 35-44 | 38.8% | 4.6% | 62.1% | 3% | .2% | 1.4% |
| 45-54 | 37.4% | 7.1% | 64.1% | 1.5% | .7% | .7% |
| 55 years and over | 40.8% | 12.1% | 52.5% | 1.4% | 1.4% | 1.9% |

Boat Length

A question on boat length was added to the 2006 survey. As this question was not included in previous surveys no comparisons can be made. Boats between 4-6m were the most common (69%) boat reportedly owned by respondents. This figure corresponds with the 74% of respondents who said they operated a motor between 21 and 150 hp and above.

Sixteen per cent of respondents reported owning boats in excess of 6m in length.

Figure 7: Length of boat owned



Motor Size

More than half of respondents (55%) indicated that they operate boats with motors up to 50hp. One-fifth (20%) of respondents reported operating boats with motors with a capacity of between 51 and 100hp. More than 2\5 of respondents reported operating boats greater than 51hp.

Figure 8: Motor size

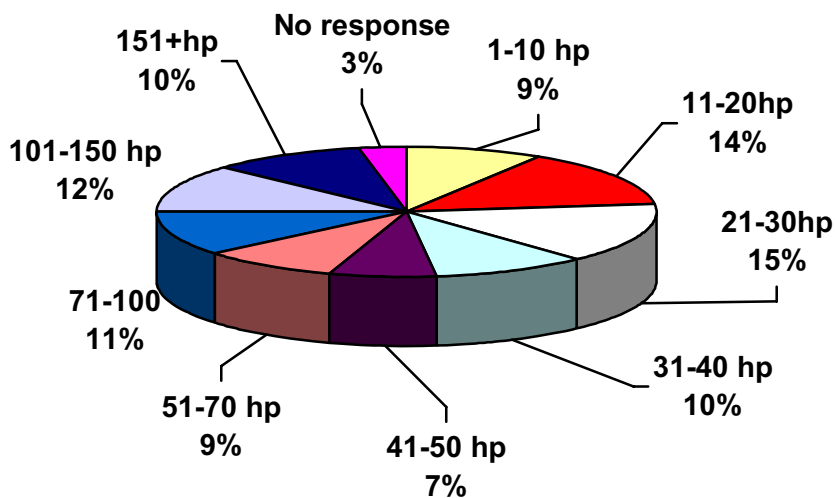


Table 3: Motor size - comparative

| | 2006 | 2003 | 2001 |
|------------|-------------|-------------|-------------|
| 0-50 hp | 55% | 62% | 63% |
| 51-100 hp | 20% | 19% | 18% |
| 100-150 hp | 12% | 10% | 11% |
| 151 hp + | 10% | 9% | 8% |

RECREATIONAL ACTIVITIES, OPERATION AND FREQUENCY

Boating Activity

In line with previous surveys, fishing remains the predominant boating activity. The next most frequent activity reported by respondents was cruising (8% daytime and 3% overnight) although this represents a significant drop from 2003 and 2001.

Comparisons with the 2003 and 2001 surveys are complicated as different categories were used in those surveys. Additionally, the 2001 and 2003 surveys required mutually exclusive responses while the 2006 survey allowed for multiple responses.

These multiple responses have provided an inaccurate result for 2006 in comparison with the 2003 and 2001 surveys. Eight-four per cent of responses indicated fishing by day as their main activity, which is slightly higher than then 2003 result.

Boat Operation Environment

Most respondents identified that they operate their boat in a variety of environments. In line with the findings of the 2001 and 2003 surveys, respondents again identified estuaries, rivers and bays (sheltered waters) as their preferred boating locations.

River and the lake/dam environments are more popular among the younger age groups. Also, while the bay is more popular among those residing in South East Queensland, the estuary is relatively more popular among those from Far North Queensland.

Figure 10 compares responses common throughout the last three surveys, indicating several trends in boat operation environments since 2001. River use has increased consistently while both estuary and open sea use has steadily declined. This may have significance in terms of education and enforcement resources.

Figure 9: Boat operation environment

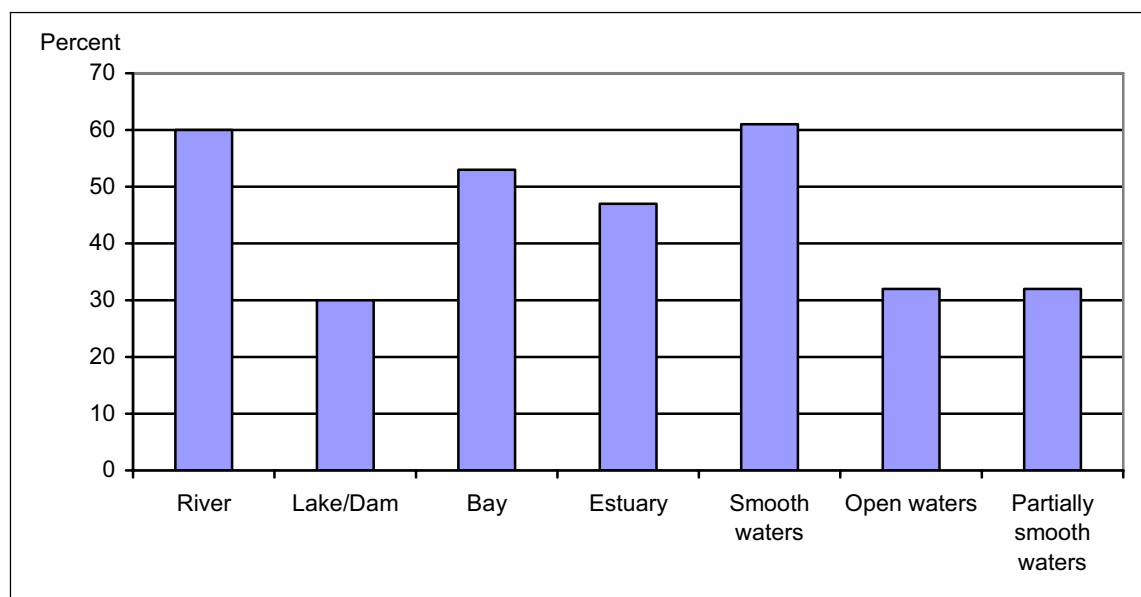
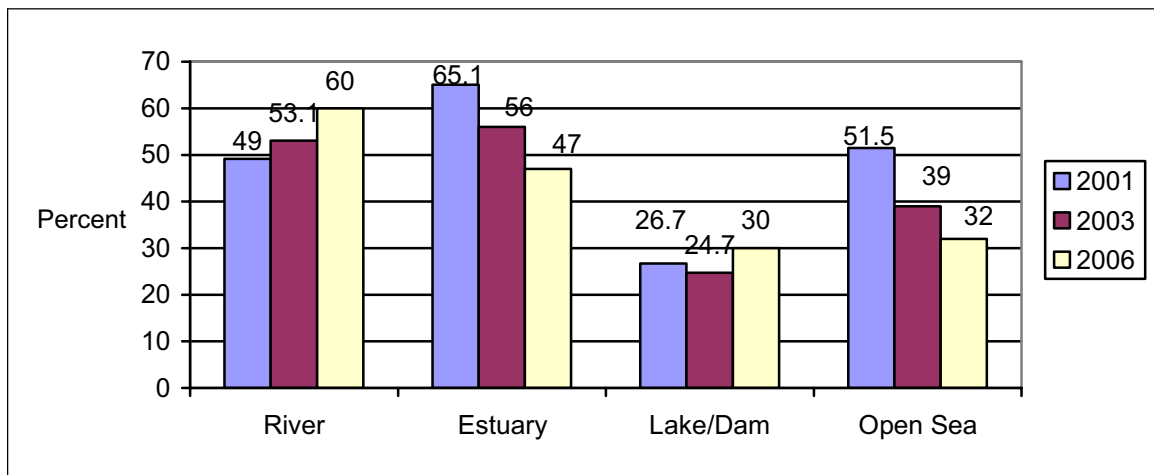


Table 4: Boat operation environment by region

| | River | Lake or dam | Bay | Estuary | Smooth waters | Open water | Partially smooth water |
|-----------------------|-------|-------------|-------|---------|---------------|------------|------------------------|
| South-East Queensland | 60.5% | 28.4% | 57.7% | 44.9% | 62% | 30.3% | 31.7% |
| Wide Bay/Qld Central | 59.9% | 30.1% | 46.4% | 45.5% | 53.9% | 29.5% | 28.2% |
| Northern Queensland | 57.9% | 31.7% | 37.1% | 53.5% | 56.9% | 38.1% | 37.1% |
| Far-north Queensland | 60.7% | 33.5% | 44.4% | 56.8% | 64.2% | 38.1% | 33.1% |
| Gulf/Western Area | 75% | 50% | 50% | 62.5% | 75% | 62.5% | 25% |

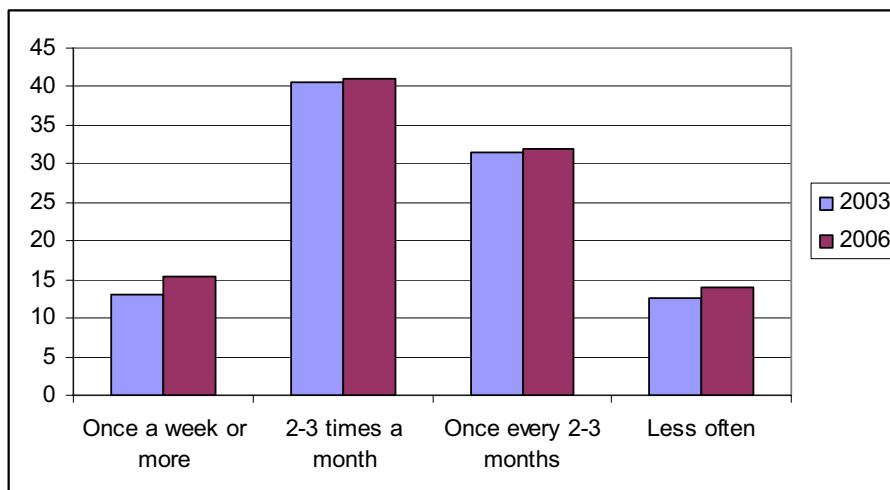
Figure 10: Boat operation environment (comparative)



Frequency of Boating Activity

More than two-fifths (41%) of respondents report boating two to three times a month, while almost one-third (32%) of respondents report boating every two or three months (see figure 11). This is consistent with the results of the 2003 survey.

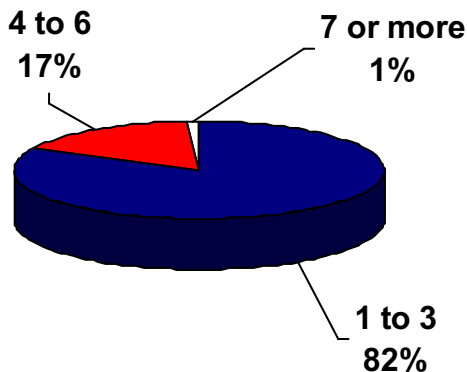
Figure 11: Boat activity frequency (all respondents and comparative)



Number of Boat Occupants

The majority of respondents (83%) stated that that they generally carry between one and three people onboard their boat, with 16% of respondents carrying between four and six people on any one voyage. Very few respondents (less than 1%) reported carrying seven people or more on their boat (see Figure 12). These results are consistent with those obtained from the 2003 survey.

Figure 12: Number of boat occupants



Length of Recreational Boating Trips

Almost half (49%) of respondents surveyed reported that their average recreational boating trip lasted between three to five hours. Almost one-third (32%) stated that trips lasted between six to 10 hours. Respondents aged 45 years or more tended to report engaging in trips of less duration than younger respondents. Likewise respondents in the southern regions (south of Bundaberg) reported engaging in trips of less duration than those in the northern regions.

As shown in figure 13, the pattern of trip duration has remained consistent across the three surveys.

Figure 13: Length of recreational boating trips (all respondents)

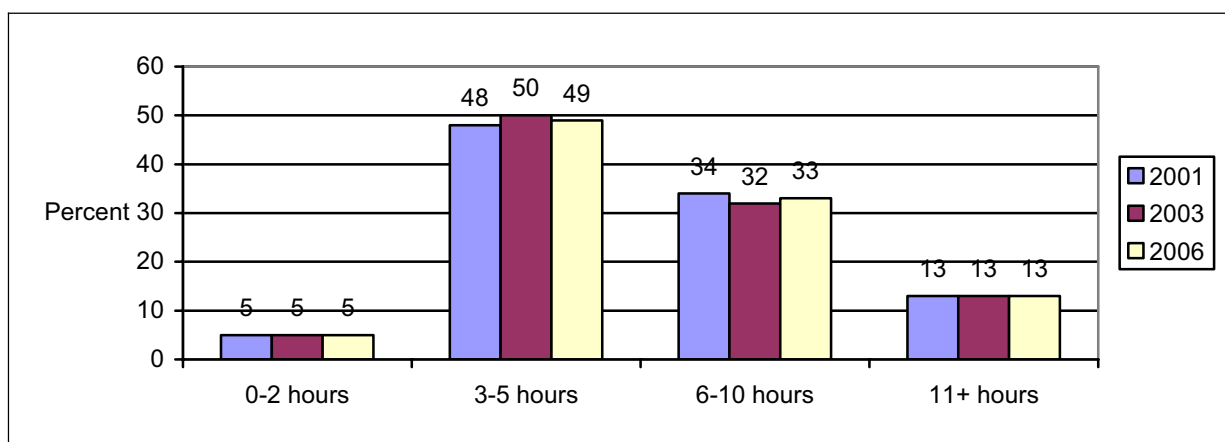


Table 5: Length of recreational boat trip by age group

| | 0-2 hours | 3-5 hours | 6-10 hours | 11+ hours |
|--------------------------|-----------|-----------|------------|-----------|
| Under 25 | 4.9 | 39 | 48.8 | 7.3 |
| 25-34 | 2 | 49 | 40.8 | 8.1 |
| 35-44 | 3.9 | 45.9 | 40.6 | 9.6 |
| 45-54 | 3.9 | 44.1 | 37 | 15 |
| 55 years and over | 6.2 | 54.1 | 24.1 | 15.5 |

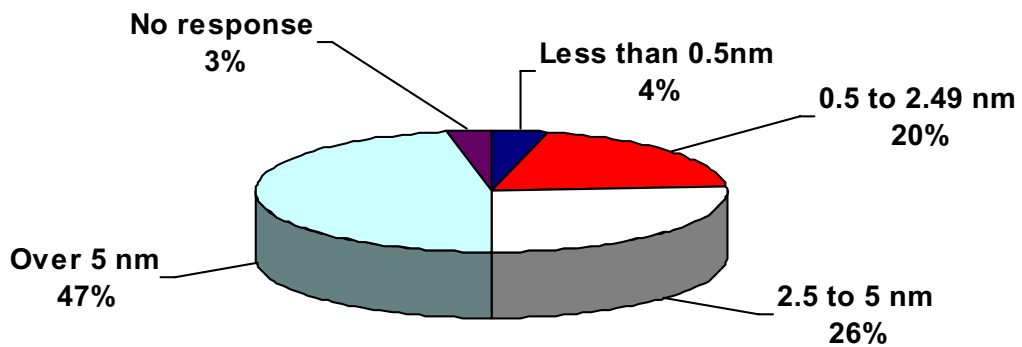
Table 6: Length of recreational boat trip by region

| | 0-2 hours | 3-5 hours | 6-10 hours | 11+ hours |
|-----------------------|-----------|-----------|------------|-----------|
| South-east Queensland | 5.4% | 50.4% | 30.4% | 13.7% |
| Wide Bay/Central | 4.1% | 55.8% | 28.5% | 11.6% |
| Northern Queensland | 3% | 44.1% | 40.1% | 12.9% |
| Far north Queensland | 1.9% | 41.2% | 44% | 12.9% |
| Gulf/Western area | - | 75% | 12.5% | 12.5% |

Distance Travelled From Launch/Mooring Site

Almost half (47%) of survey respondents reported travelling over five nautical miles (nm) from their launch or mooring site. About one-quarter (26%) of respondents reported travelling between 2.5 and 5 nm, with slightly fewer (20%) respondents travelling between 0.5 and 2.49 nm (see Figure 14). Data on distance travelled is not available from the 2001 and 2003 surveys.

Figure 14: Distance travelled from launch/mooring site



SAFETY CONDITIONS AND EQUIPMENT

Check of Weather Information

The majority of survey respondents reportedly check the weather forecast before going boating, with 91% claiming that they always check the weather and 7% claiming that they sometimes check the weather forecast. This is a decrease from the results of 98.8% and 99.5% in the 2001 and 2003 surveys respectively. Only 2% of respondents in the 2006 survey claimed never to check the forecast.

Of those respondents who reportedly check the weather forecast sometimes, more did so for trips in calmer environments than for open water and partially smooth water trips (see Figure 16).

Figure 15: Check of weather information

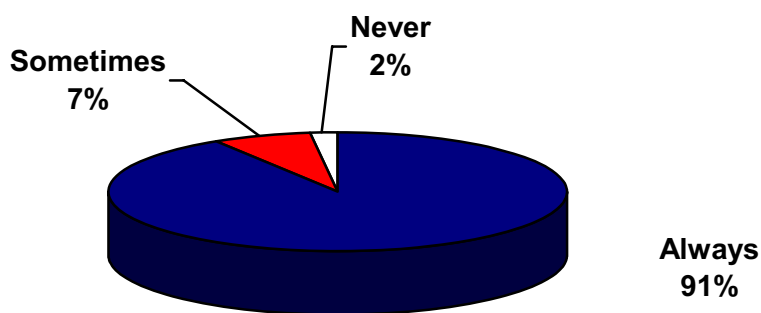
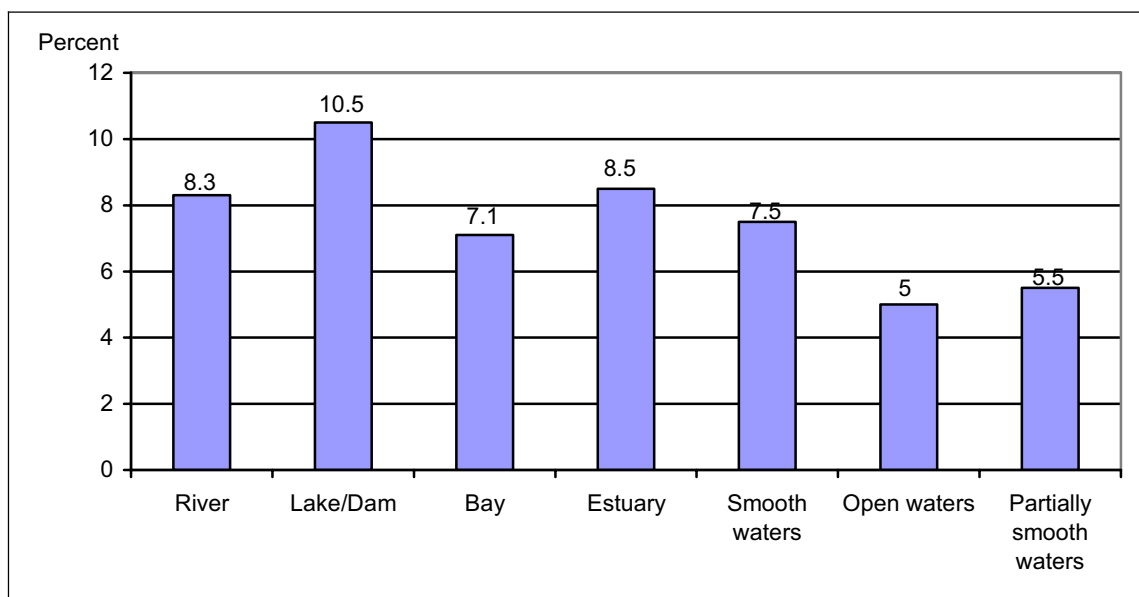


Figure 16: Area of boating activity for respondents who 'sometimes' check weather information



Sources of Weather Information

Respondents reported using multiple sources for information on weather conditions (see Figure 17). Television (60%) is the most popular medium followed by the Internet (58%), radio (52%), newspapers (33%), and phone/fax (16%).

The popularity of the Internet as a site for obtaining weather information has reportedly risen significantly over the period of the surveys. The Internet's popularity rise may be due to the ease, accuracy, and speed with which information can be accessed and an increase in personal computer ownership and internet access.

Figure 17: Methods of checking the weather forecast

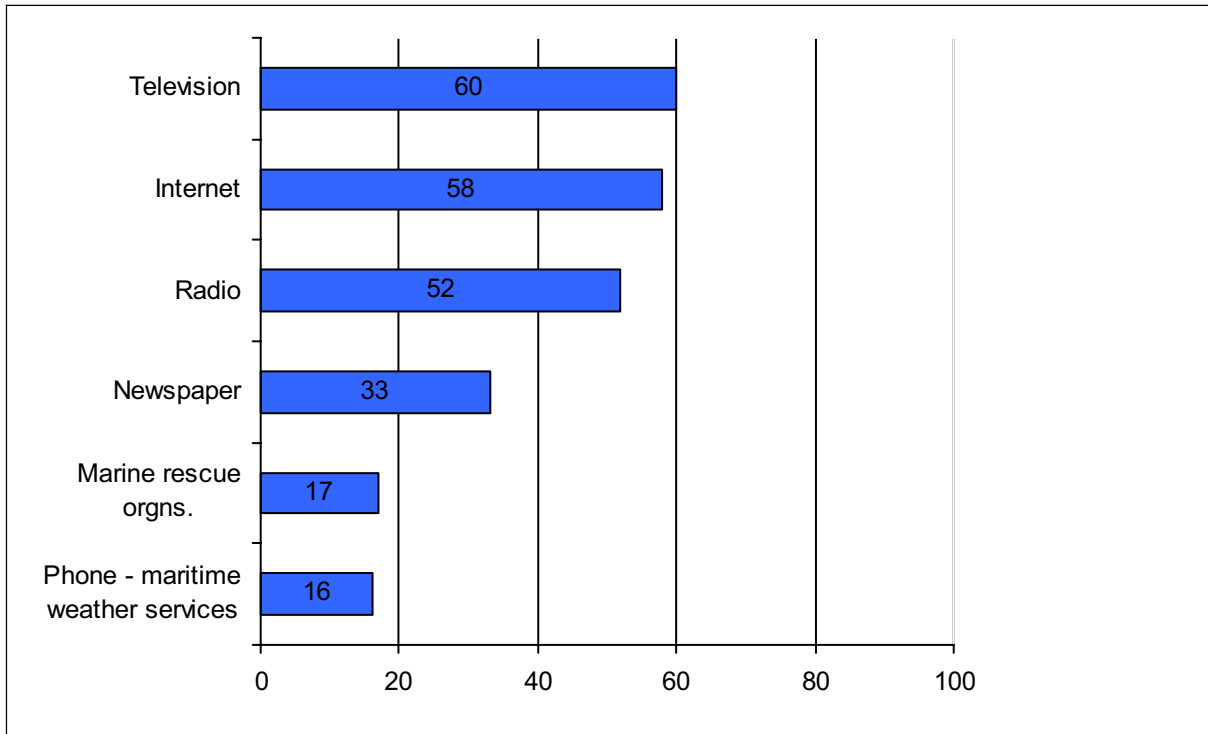
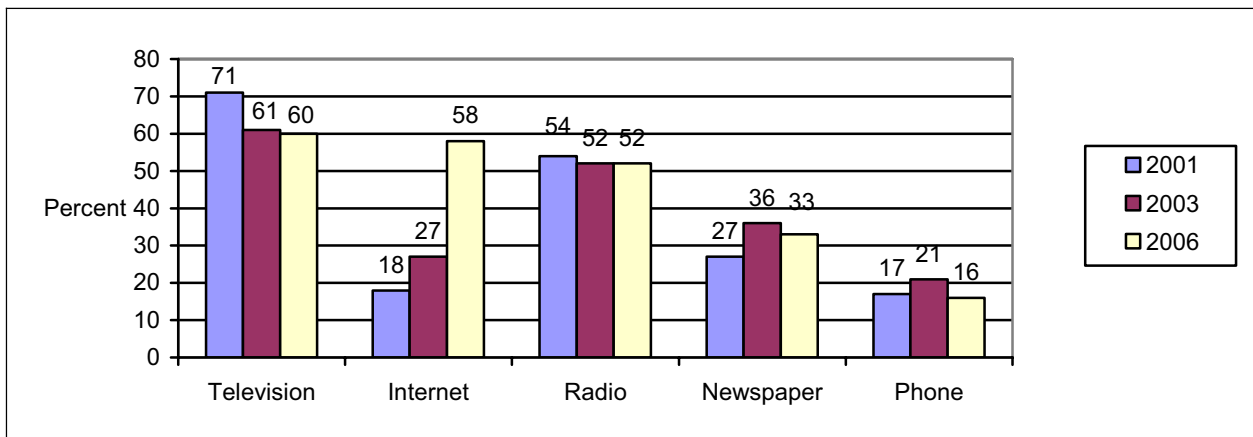


Figure 18: Weather information sources



Safety Equipment Carried on Boats

Questions on the carriage and use of safety equipment were added to the 2006 survey. Reported carriage of safety equipment varies dramatically. For example, although most respondents claim to carry lifejackets, the carriage of an EPIRB was reported by only half (51%) of respondents. Respondents under 25 years of age were least likely to report carrying an EPIRB.

A concerning proportion (12%) of respondents who claimed to use their recreational boat in open water only reported they did not carry an EPIRB. Thirty-five percent of those who used

their boat in open waters did not carry extra fuel. From this data it would appear that targeting boaters using open water could provide considerable safety benefits.

Figure 19: Safety equipment carried onboard boats

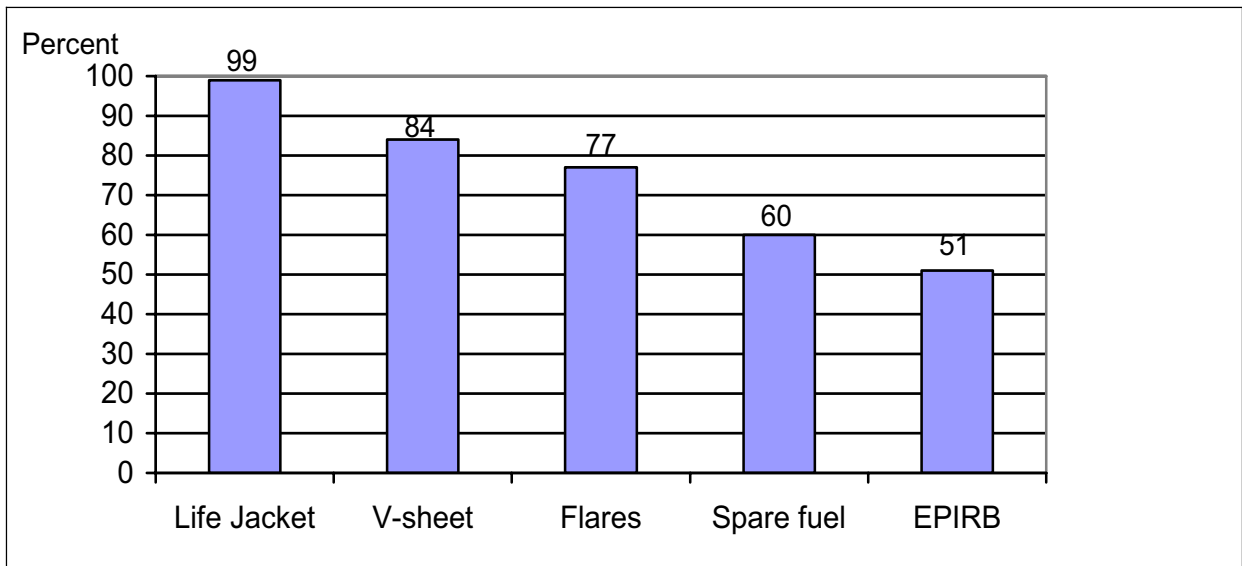


Table 7: Safety equipment carried onboard boats by age

| | PFD (lifejacket) | Flares | V-sheet | EPIRB | Spare Fuel |
|-------------------|------------------|--------|---------|-------|------------|
| Under 25 | 97.6% | 53.7% | 63.4% | 24.4% | 65.9% |
| 25-34 | 99% | 74% | 81.6% | 46.4% | 62.8% |
| 35-44 | 98.4% | 79.9% | 85.8% | 55.5% | 57.3% |
| 45-55 | 99.4% | 81.2% | 88.1% | 55.2% | 58.6% |
| 55 years and over | 98.5% | 74.6% | 83.1% | 47.6% | 62.3% |

Table 8: Safety equipment carried onboard boats by environment

| | PFD (lifejacket) | Flares | V-sheet | EPIRB | Spare Fuel |
|-------------------------|------------------|--------|---------|-------|------------|
| River | 98.9% | 71.9% | 81.2% | 44.3% | 58.5% |
| Lake or dam | 98.8% | 69.6% | 80.8% | 41.7% | 63.8% |
| Bay | 99.1% | 86% | 91.2% | 56.1% | 63.9% |
| Estuary | 98.9% | 76% | 85.8% | 48.8% | 61.3% |
| Smooth waters | 99.1% | 77.5% | 86.6% | 49.2% | 62.1% |
| Open waters | 98.9% | 95.9% | 95% | 88% | 66.4% |
| Partially smooth waters | 99.6% | 90.2% | 94.4% | 62.5% | 64.7% |

Level of Knowledge of Safety Equipment

Respondents were asked about their levels of knowledge in this area in two ways. Firstly, they were asked if they knew *when* to use the equipment. Secondly, they were asked if they knew *how* to use the equipment.

Respondents reported using a five-point scale. Overall, respondents reported a high level of confidence knowing when and how to use safety equipment.

Table 9: Level of knowledge about safety equipment

When to use

| Rating: | 1 | 2 | 3 | 4 | 5 | Mean |
|-------------|----|----|-----|-----|-----|------------|
| % rating | | | | | | |
| Life Jacket | 2% | 1% | 10% | 15% | 67% | 4.5 |
| Flares | 3% | 2% | 14% | 18% | 54% | 4.3 |
| EPIRB | 4% | 2% | 10% | 12% | 49% | 4.3 |
| V-sheet | 2% | 2% | 10% | 13% | 64% | 4.5 |
| Other | 1% | 0% | 4% | 7% | 28% | 4.5 |

How to use

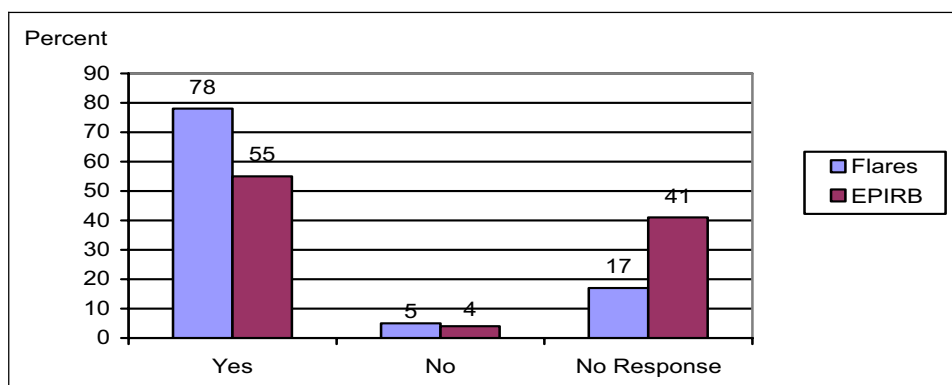
| Rating: | 1 | 2 | 3 | 4 | 5 | Mean |
|-------------|----|----|-----|-----|-----|------------|
| % rating | | | | | | |
| Life Jacket | 2% | 0% | 7% | 12% | 68% | 4.6 |
| Flares | 2% | 3% | 14% | 17% | 47% | 4.2 |
| EPIRB | 4% | 3% | 10% | 11% | 45% | 4.2 |
| V-sheet | 2% | 1% | 8% | 11% | 62% | 4.5 |
| Other | 1% | 0% | 4% | 6% | 29% | 4.6 |

Scale: 1=not confident; 3=adequate knowledge; 5=very confident

Checking the Expiry Date of Safety Equipment

In the 2006 survey a question was added on whether people checked the expiry dates on two important pieces of safety equipment – flares and EPIRBs. Just over half of respondents (55%) indicated that they checked the expiry date of their EPIRB. The expiry dates of flares were reportedly more likely to be checked by respondents.

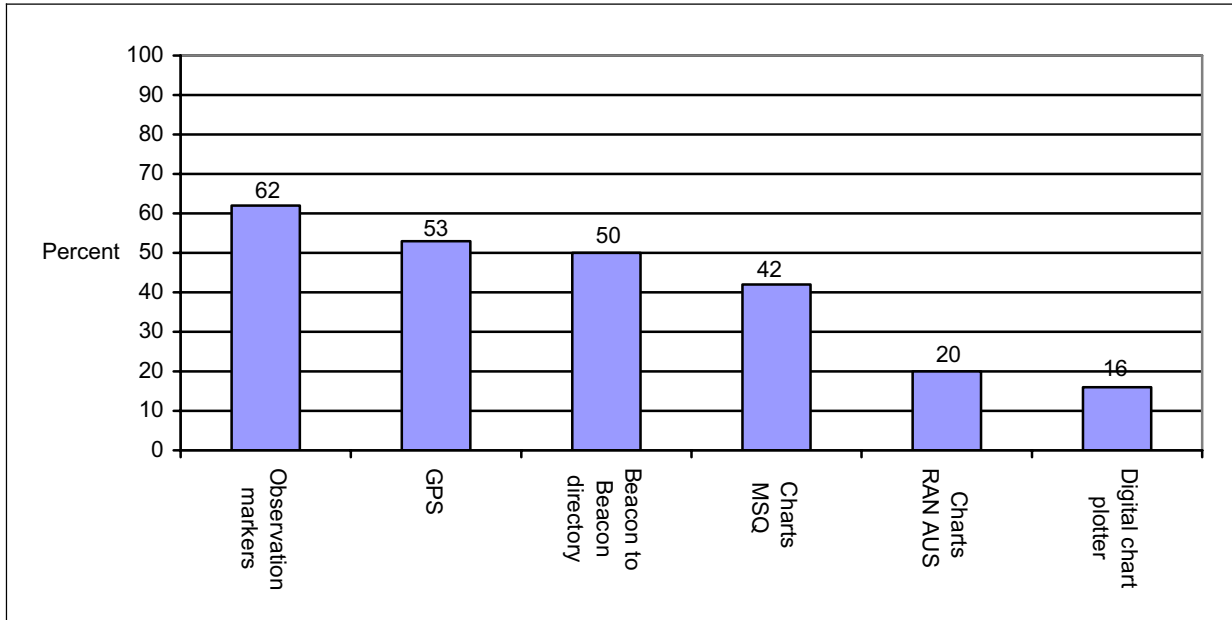
Figure 20: Checking the expiry date of safety equipment



Navigation Aids

Respondents reported using a range of navigational aids. The most frequently used navigational aids cited by respondents were observational markers (62%), followed by GPS (53%), the Beacon to Beacon Directory (50%), MSQ charts (42%), and RAN AUS charts (20%).

Figure 21: Use of navigation aids



COMMUNICATIONS

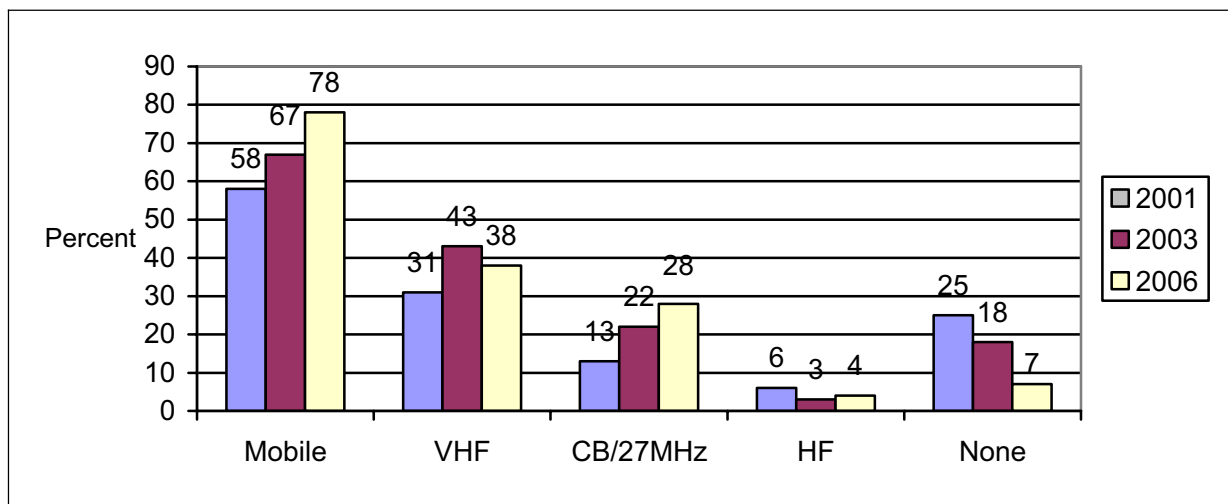
Mode of Communication

Mobile phones (78%) were identified by respondents as the most popular form of boating communication equipment followed by VHF radio (38%), CB radio (28%), and HF radio (4%). A small but significant proportion (7%) of respondents reported carrying no communication equipment.

The trend towards mobile phones as a preferred communication device was first reported in the 2003 survey. Since 2003 dependence on mobile phones has increased (11%). Mobile phone coverage is not available in many marine environments and thus reliance on mobile phones as the primary on-water communication device should be discouraged.

Those who go boating in open waters were more likely to carry VHF, HF and CB radio than those who operate in smooth and partially smooth waters.

Figure 22: Mode of communication

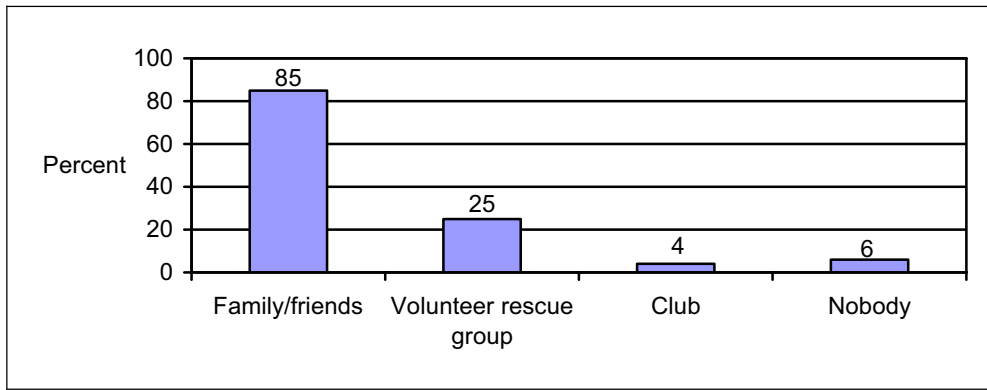


Trip Planning Advice

Respondents reported family and friends (85%) and volunteer rescue groups (25%) as the most frequent main recipients of trip planning information i.e. letting someone know the details of any boating trip in case of trouble (see Figure 23). These figures are unchanged from the 2003 survey, and indicate that some respondents continue to both advise family as well as a radio call to the VMR (Volunteer Marine Rescue/Coast Guard) once on the water.

The relatively small percentage of respondents who do not inform anyone of their itinerary has remained consistent since 2001.

Figure 23: Trip planning advice



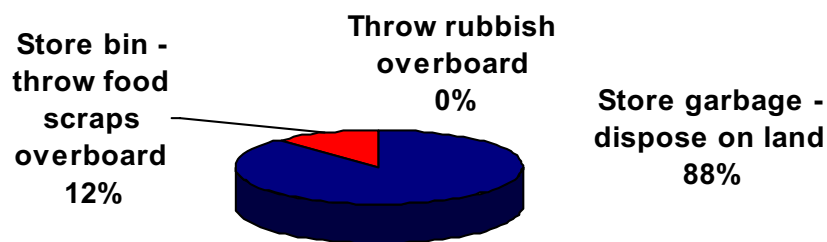
POLLUTION & ENFORCEMENT

Rubbish Disposal When Out On the Water

Respondents claimed a strong awareness of responsible rubbish disposal practices when on the water. Following the trends set in 2001 and 2003 the majority of respondents (88%) claimed to store all rubbish and dispose of it when they return to land (see Figure 24). A further 12% indicated that they store their plastics and paper for later disposal, but throw food scraps overboard (11% in 2003, 13% in 2001).

No respondents indicated that they threw rubbish overboard.

Figure 24: Rubbish disposal when out on the water



Sewage Disposal When Out On the Water

Only one-fifth (19%) of respondents affirmed that they generated sewage on board. As the overwhelming proportion of trips (95%) were reported to be greater than three hours in duration it is suspected that many respondents may not have answered accurately.

There were significant difference between responses to sewage related questions from operators of boats over six metres, compared to operators of boats under six metres. This could be because boats over 6 metres are more likely to be fitted with an onboard toilet.

Similarly, respondents appeared to be reluctant to respond to questions about sewage disposal as the majority of respondents (81%) provided no response to the relevant questions. Indeed, over half of respondents claimed to be aware of sewage legislation but most made no comment about its application.

Figure 25: Onboard sewage generation (all boats)

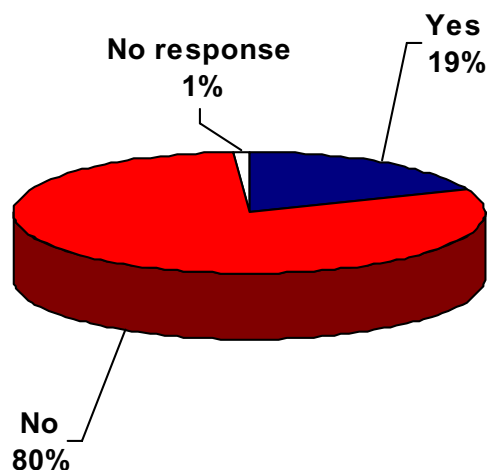


Table 10: Onboard sewage generation by boat size

| | Boats 6 metres and under | Boats over 6 metres |
|-------------|---------------------------------|----------------------------|
| No response | 1% | 2% |
| Yes | 6% | 78% |
| No | 93% | 20% |

Table 11: Disposal of sewage

| | Boats 6 metres and under | Boats over 6 metres |
|--|---------------------------------|----------------------------|
| No response | 91.7% | 25.7% |
| Use onboard holding tanks and discharge at sea | .7% | 35% |
| Use onboard holding tanks and discharge onshore | .3% | 1.8% |
| Use onboard portable toilet and empty contents at sea | .3% | 5.9% |
| Use onboard portable toilet and empty contents in onshore facilities | 4.9% | 16.6% |
| Use onboard sewage treatment system | .2% | 7.8% |
| Discharge untreated waste directly into the water | 1% | 6.7% |
| No toilet onboard, use onshore facilities | .9% | .5% |

Table 12: Likelihood of use of onshore boat sewage disposal facilities, if provided

| | Boats 6 metres and under | Boats over 6 metres |
|-------------|---------------------------------|----------------------------|
| No response | 90.2% | 24.8% |
| Yes | 6.5% | 55.2% |
| No | 3.3% | 20% |

Table 13: Preference for onshore boat sewage disposal facility type

| | Boats 6 metres and under | Boats over 6 metres |
|------------------------------|---------------------------------|----------------------------|
| No response | 93.6% | 38.2% |
| Portable toilet dump station | .7% | 22.4% |
| Onshore pump out | 5.7% | 39.4% |

Table 14: Likelihood of preparedness to pay fee for boat sewage disposal facilities

| | Boats 6 metres and under | Boats over 6 metres |
|-------------|--------------------------|---------------------|
| No response | 92.8% | 31.4% |
| Yes | 2.7% | 25.5% |
| No | 4.5% | 43.1% |

Figure 26: Awareness of current sewage legislation

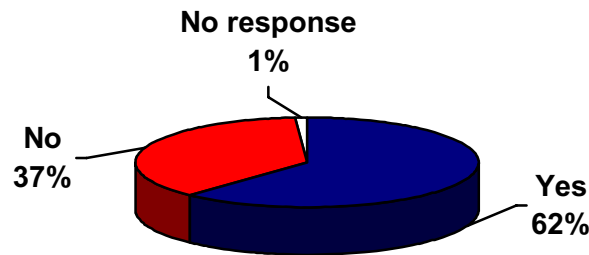


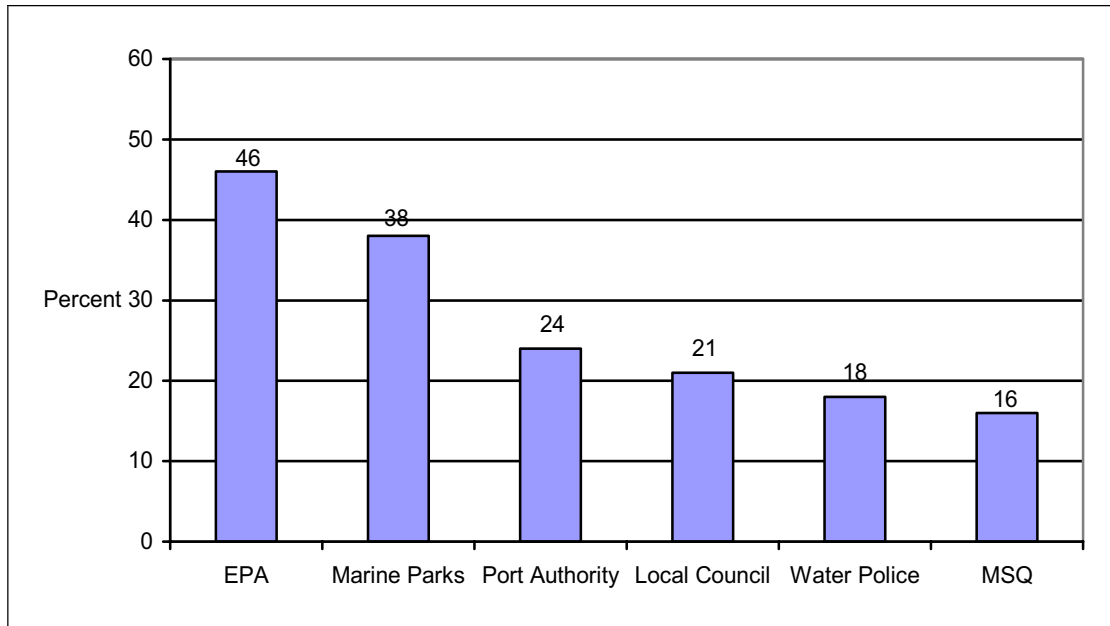
Table 15: Awareness of current sewage legislation by boat size

| | Boats 6 metres and under | Boats over 6 metres |
|-------------|--------------------------|---------------------|
| No response | 1.6% | 2.5% |
| Yes | 56.9% | 87% |
| No | 41.5% | 10.5% |

Reporting Pollution

Respondents remain confused as to whom marine pollution should be reported. Respondents were asked to nominate any of six authorities they would contact in the event of marine pollution. Only 16% of respondents identified the Maritime Safety Queensland Harbour Master as the Authority to contact. Almost half of respondents (46%) indicated that they would contact the EPA. As a similar distribution of responses was found in 2001 and 2003 MSQ may need to consider promoting its role in marine pollution response.

Figure 27: Reporting pollution

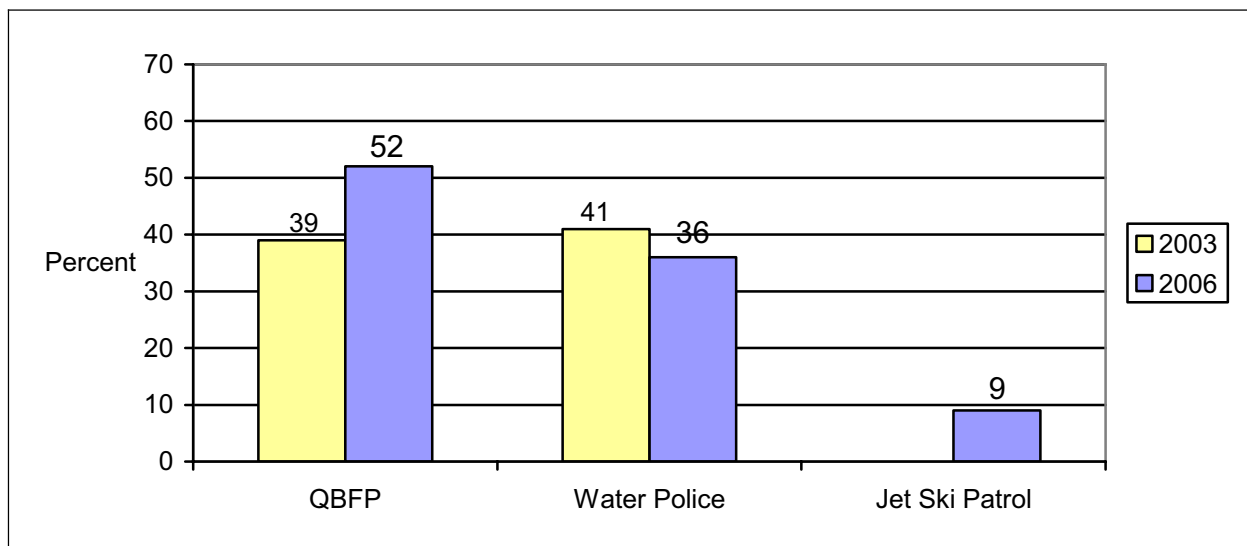


Contact with Enforcement Agencies

The 2006 survey asked respondents to indicate how often they had seen or come into contact with maritime enforcement agencies. Over half (52%) of respondents indicated that they have seen a Boating and Fisheries Patrol, while 36% indicated that they have seen the Water Police (see Figure 28). A comparison of with 2003 figures indicates a significant increase in the visibility of QBFP.

Queensland Boating and Fisheries Patrol were the most visible enforcement agency in each region of the state. The jet ski enforcement team have concentrated patrols in the Gold Coast, Brisbane and Sunshine Coast regions, and this reflected in the data.

Figure 28: Contact with enforcement agencies



NB: No figures available for jet ski patrol in 2003.

Table 16: Contact with enforcement agencies by region

| | Qld Boating and Fisheries | Jet Ski Patrol | Water Police |
|-----------------------------|----------------------------------|-----------------------|---------------------|
| South-East Queensland | 49.3% | 12.3% | 40.8% |
| Wide Bay/Queensland Central | 50.2% | 1.6% | 28.2% |
| North Queensland | 52% | 1% | 21.3% |
| Far- North Queensland | 62.3% | 3.5% | 29.2% |
| Gulf-Western area | 62.5% | - | 0% |

ALCOHOL AND BOATING

Frequency of Alcohol Consumption

Almost three-quarters of respondents claim to never or to rarely drink alcohol when boating. More than one-fifth of respondents indicated that they drink sometimes. A small proportion of respondents (6%) indicated that they drink always or most of the time when using a recreational boat. Those aged between 25-34 are more likely to consume alcohol always or most of the time.

Volume as well as frequency of alcohol consumption could be tested in future instalments of the recreational survey.

Figure 29: Frequency of alcohol consumption

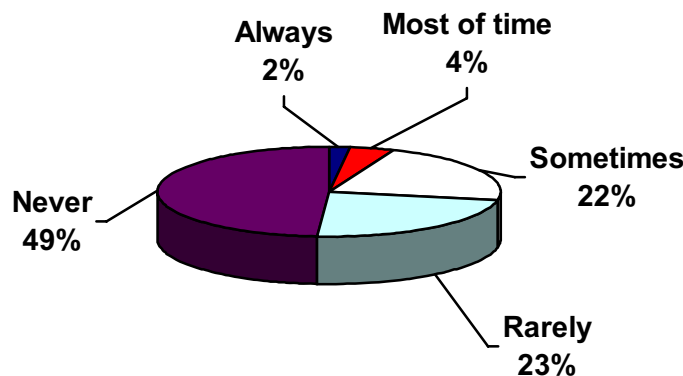


Table 17: Frequency of alcohol consumption by age

| | Always | Most of the time | Sometimes | Rarely | Never | No response |
|-------------------|--------|------------------|-----------|--------|-------|-------------|
| Under 25 | 4.9% | 4.9% | 31.7% | 17.1% | 41.5% | - |
| 25-34 | 5.6% | 8.2% | 23% | 23.5% | 39.8% | - |
| 35-44 | 1.8% | 3.2% | 23.5% | 27.6% | 42.9% | .9% |
| 45-55 | 1.5% | 4.8% | 21.2% | 24.3% | 47.6% | .6% |
| 55 years and over | 1.9% | 3.2% | 20.6% | 19.2% | 54.6% | .6% |

Recall of Boating/Alcohol Risks Information in the last 12 months

Respondents to the 2006 survey were asked whether they recalled information about the risks of alcohol and boating in the last 12 months. The majority (88%) of respondents claimed that they recalled such information. One in ten respondents indicated that they did not recall information on the risks of boating and alcohol.

The proportion of respondents aged 34 years and younger who claimed to recall information was greater than older respondents, the same age group who indicated that are more likely to consume alcohol while boating. An emphasis on the dangers of recreational boat use and alcohol may be required to overcome this imbalance.

Figure 30: Recall of boating/alcohol risks Information

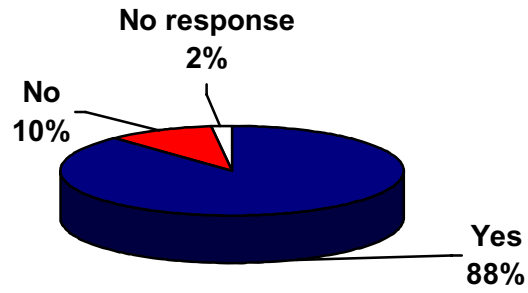


Table 18: Recall of boating/alcohol risks information by age

| | Yes | No | No response |
|-------------------|-------|-------|-------------|
| Under 25 | 82.9% | 14.6% | 2.4% |
| 25-34 | 81.1% | 17.9% | 1% |
| 35-44 | 86.3% | 11.9% | 1.8% |
| 45-55 | 89% | 9.7% | 1.3% |
| 55 years and over | 89.7% | 8.4% | 1.9% |

AWARENESS OF ISSUES AND RECALL OF MESSAGES

Recall of Boating Safety and Pollution Messages

Respondents were tested on the recall of safe boating messages by being asked to nominate a word to complete a given statement. The results are provided in Table 19 below.

The slogans “Boat smart from the Start” (13.5%) and “What kind of waterways do we want” (3%) were recalled correctly more than other slogans listed in the survey, the latter referring to a campaign educating on marine pollution laws. “Are you ready for a ski change”, a slogan used to introduce changes to PWC legislation, received lower recall percentage (2%). “Go easy on the drink”, a slogan introduced in Christmas 2005, was unfamiliar to most.

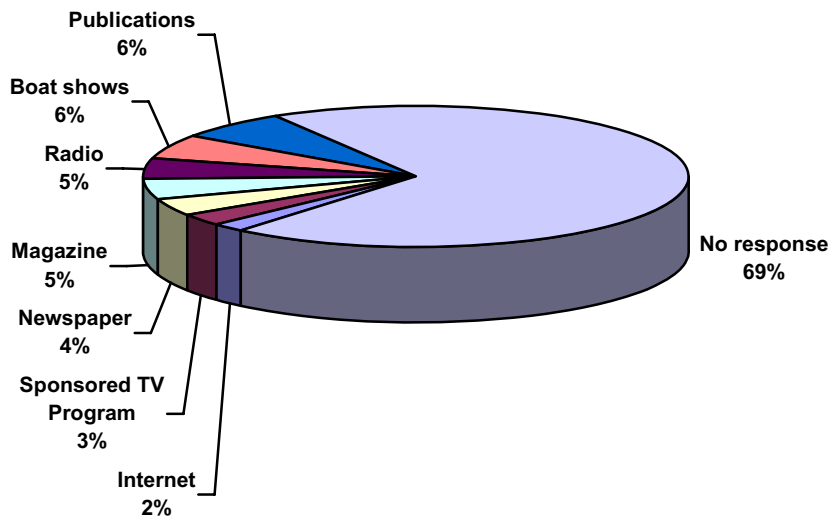
Table 19: Recall of messages on boating safety and pollution

| Message | What was recalled |
|--------------------------------|---|
| Boat from the start | The most recalled word was Smart . Next in line were the words safe, safety, safely and wise. |
| What kind of do we want? | The most recalled word was Waterways . Other mentioned words were bay, boat, day, environment, ocean, future, reef, safety, trip, water, and weather. |
| Are you ready for a ski? | Two words were largely recalled in this context – change and lesson . Other mentioned words were boat, holiday, licence, no, yes, and yet. |
| Go easy on the | Two words were largely recalled in this context – alcohol and water . Other mentioned words were synonyms of alcohol – booze, drink, and grog. Some people mentioned environment, speed and throttle. |

Boating Safety and Pollution Messages Media

Respondents were asked to identify where they had encountered the message. Nearly three-quarters of respondents (74%) did not provide a response to this question. It is speculated that four reasons may explain this anomaly. First, it is possible that respondents did not encounter the messages. Second, respondents may be suffering from 'communication fatigue' and may not be able to recall the messages. Third, respondents may not have recalled the message and guessed the response. And finally, that media saturation prevented them from recalling the actual media source but still being able to recall the message, although this scenario is less likely as respondents had the opportunity to select multiple media.

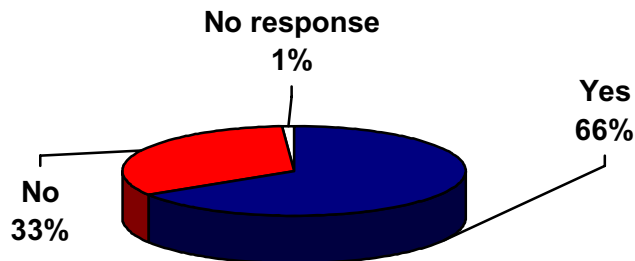
Figure 31: Media where boating safety and pollution messages were seen



Awareness of Boat Insurance Issues

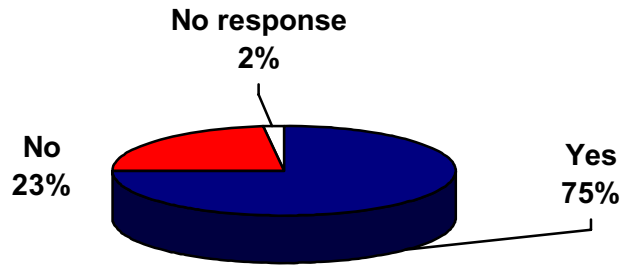
Respondents were asked about two aspects of the insurance of their recreational boat. First, respondents were asked whether they had insurance for their recreational boat. Two-thirds of respondents claimed to have insurance, representing a small increase since 2003.

Figure 32: Boat owners and insurance



Second, respondents were asked whether they were aware that their boat registration did not include Compulsory Third Party (CTP) insurance. Three-quarters of respondents indicated that they were aware non-inclusion of CTP insurance within boat registration.

Figure 33: Boat registration and CTP insurance

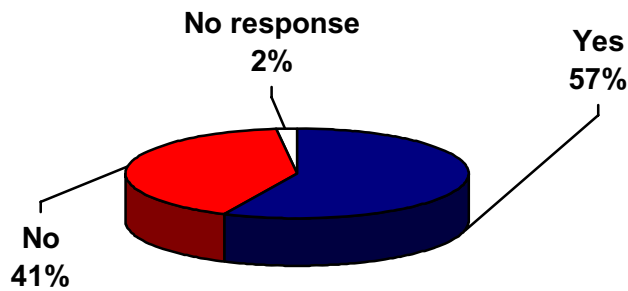


Awareness of BoatSafe Program

BoatSafe, a competency-based training and assessment program, for new recreational boat licence or personal watercraft licence applicants was introduced in 2004. A question on BoatSafe was included in the 2006 survey.

More than half (57%) the respondents indicated that they had heard of the BoatSafe program.

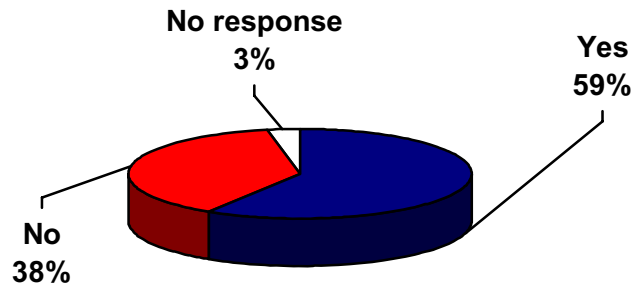
Figure 34: Awareness of BoatSafe program



Awareness of link between BoatSafe and Recreational Marine Drivers Licence

More than half (59%) the respondents were aware that attendance at a BoatSafe course is a prerequisite for new applicants to obtain a Recreational Marine Drivers Licence. However, the accuracy of this response is questionable as a percentage of respondents claimed to be aware of the link between BoatSafe and the Recreational Marine Drivers Licence without being aware of a BoatSafe program.

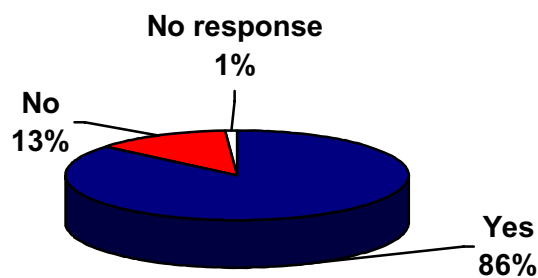
Figure 35: Awareness of BoatSafe - Recreational Boat Licence link



Awareness of link between requirement for Recreational Marine Drivers Licence and Boat Motor Size

The majority of respondents (86%) claimed to be aware of the requirement to hold a Recreational Marine Drivers Licence when operating a recreational boat powered by a motor in excess of 4.5kw (6 hp).

Figure 36: Awareness of Recreational Boat Licence – boat motor size link



Awareness of Changes to PWC Legislation

Respondents were asked whether they were aware of changes made to PWC legislation in 2004.

Awareness of PWC legislation is important for all recreational boat users because the potential of interacting with PWCs is high. Just under three-quarters (63%) of respondents indicated that they were aware of the changes to the legislation. While 100% of PWC operators indicated their awareness of the law changes, operators of other boats were less likely to be knowledgeable.

There was marked differences in awareness between regions. Over 67% of respondents in south-east Queensland returned a ‘yes’ answer, while all other regions were lower in their awareness.

Figure 37: Awareness of changes to PWC laws

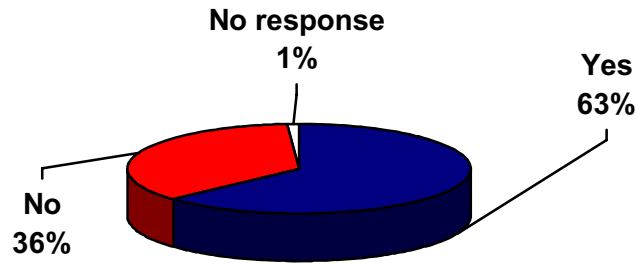


Table 20: Awareness of changes to PWC laws by boat type

| | Yes | No | No response |
|----------------------|------|------|-------------|
| Dinghy | 58.2 | 39.9 | 1.9 |
| Sailing boat | 59.1 | 40.3 | .6 |
| Speed or motorboat | 67.5 | 31.3 | 1.1 |
| Personal water craft | 100 | - | - |
| Other | 80 | 20 | - |

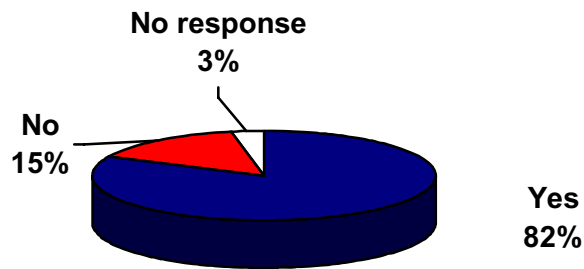
Table 21: Awareness of changes to PWC laws by region

| | Yes | No | No response |
|-----------------------------|------|------|-------------|
| South-East Queensland | 67.4 | 31 | 1.6 |
| Wide Bay/Queensland Central | 58.3 | 40.1 | 1.6 |
| North Queensland | 55.9 | 43.1 | 1 |
| Far North Queensland | 51.4 | 47.1 | 1.6 |
| Gulf/Western Area | 50 | 50 | - |

Awareness of Need for a Licence to Operate a PWC

The majority of respondents (82%) indicated that they were aware of the 2006 legislation change that required a PWC licence to be held when in operation of a PWC.

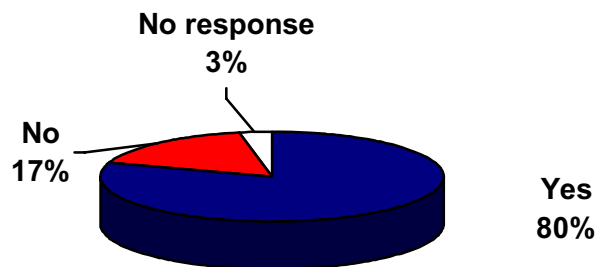
Figure 38: Awareness of need for licence to operate a PWC



Familiarity with When and Where to Use a Life Jacket

The majority (80%) of respondents indicated that they were aware of changes made in 2006 to requirements regarding the wearing of lifejackets.

Figure 39: Familiarity with when and where to use a life jacket



LEVELS OF AGREEMENT ON SELECTED ISSUES

Agreement with Boat Safety Statements

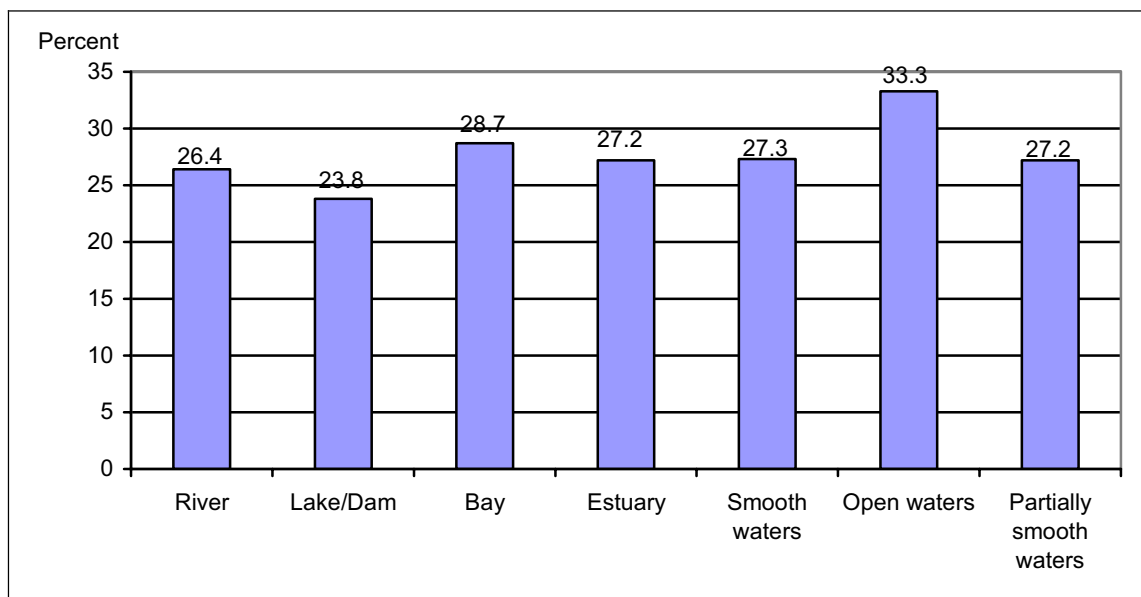
Respondents were asked to evaluate four statements relating to boat safety issues to determine whether they agreed or disagreed with the statements (see Table 22). In three of the four cases, a clear majority indicated a high awareness of safety issues and safe behaviour when boating.

In the fourth case (the issue of alcohol limits for passengers) almost one-third of respondents asserted that it is acceptable for passengers to drink alcohol in excess of a blood-alcohol limit of .05. Although the proportion of respondents across water type was similar, disturbingly the highest percentage of responses originated from respondents who had previously identified open water as a frequent destination.

Table 22: Level of agreement with given boat safety statements

| Statement | Agree | Disagree | No response |
|---|-------|----------|-------------|
| I am familiar with what 'general safety obligation' means under maritime safety laws. | 84% | 12% | 4% |
| When it is not in use I am always looking over my boat to make sure it is in a safe condition. | 94% | 5% | 1% |
| Provided the skipper remains under 0.05, I consider it is safe for passengers on recreational boats to drink alcohol in excess of 0.05. | 28% | 70% | 2% |
| I carry the required safety equipment when boating. | 97% | 2% | 1% |

Figure 40: Passengers safe to drink alcohol



Agreement with Quality of Marine Information Provision

Respondents were asked to gauge the accessibility and quality of information on boating safety, weather, and general marine safety and their perception on whether on-water enforcement has increased.

The majority of respondents indicated that information on boating safety (75%) and weather (80%) was more accessible. The proportion of respondents perceiving a rise in information on boating safety and weather increased from 2003.

More than half (59%) the respondents felt that they had been adequately communicated with about relevant marine safety information. Communication to recreational boat users is an important component in Maritime Safety Queensland's business and that a significant proportion do not believe that they have been adequately been communicated to indicates that communication techniques used by the agency may require attention.

Almost two-thirds of respondents (63%) perceived an increase in on-water enforcement.

Table 23: Perception levels of maritime information service improvements

| Statement | Agree | |
|--|-------|-----------|
| | 2006 | 2003 |
| Information on boating safety is more accessible. | 75% | 51% |
| Information on weather is more accessible. | 80% | 62% |
| On-water enforcement of boating safety has increased. | 63% | 45% |
| I have adequately been communicated with about relevant marine safety information. | 59% | Not asked |

MARITIME SERVICES AND PRODUCTS

Ratings of Services and Products

In the survey, respondents were asked to rate the quality of several maritime services and products. Responses indicate that recreational boat users' perceptions of the quality of different Maritime services and products vary considerably.

For example, respondents were happy with some services such as tide tables, weather information services, and the Beacon to Beacon directory. Other services such as MSQ charts, and notices to mariners were perceived to be of lower quality. Notably, most respondents rated the Maritime Safety Queensland website as either 'adequate' or 'good'.

Respondents were least satisfied with infrastructure and facilities. Toilet waste pump out facilities in particular were singled out by respondents as requiring attention.

Table 24: Rating of maritime services/products (2006) and 2003 mean

| Service/product | 1 | 2 | 3 | 4 | 5 | Not used | 2006 mean | 2003 mean |
|----------------------------------|----|----|----|----|----|----------|-----------|-----------|
| Boats/ramps facilities | 12 | 13 | 37 | 19 | 7 | 11 | 3.0 | - |
| Charts (MSQ) | 2 | 3 | 18 | 22 | 14 | 35 | 3.7 | 3.5 |
| Beacon to Beacon directory | 2 | 3 | 13 | 22 | 25 | 32 | 4.0 | - |
| Notices to mariners | 7 | 10 | 23 | 13 | 9 | 34 | 3.1 | - |
| Safety information | 5 | 10 | 33 | 24 | 15 | 8 | 3.4 | 3.6 |
| Tide tables | 2 | 3 | 17 | 29 | 43 | 5 | 4.2 | 4.2 |
| Weather service | 3 | 4 | 29 | 33 | 32 | 6 | 4.0 | 3.9 |
| Toilet waste pump out facilities | 14 | 6 | 6 | 2 | 3 | 65 | 2.2 | 2.2 |
| MSQ website | 3 | 3 | 12 | 11 | 7 | 58 | 3.5 | - |

Scale: 1= poor; 3= adequate; 5= excellent

Preferred Mode of Communication of Maritime Products/Services

In the survey, respondents were asked to rate their preferred mode of communication to learn about maritime services and products. Respondents were asked to indicate their responses on the same sliding scale, where a 5 rating was excellent and a 1 rating was poor (see Table 25).

Direct mail, brochures and free publications such as the Guide to Recreational Boating and Fishing in Queensland received more use and preferred over other modes of communication. Boat shows and on-water education were the least preferred, and fewer people were inclined to use the Maritime Safety Queensland website and boat shows to source information on marine safety.

Table 25: Preferred mode of communication of maritime products/services

| Mode of communication | 1 | 2 | 3 | 4 | 5 | Not used | Mean of used |
|--|----------|----------|----------|----------|----------|-----------------|---------------------|
| Website | 7 | 5 | 11 | 11 | 25 | 33 | 3.2 |
| Brochures on specific subjects | 6 | 6 | 19 | 18 | 26 | 13 | 3.7 |
| Information booklet - regularly with advertising | 5 | 5 | 16 | 17 | 36 | 10 | 3.7 |
| Direct mail out | 8 | 5 | 11 | 12 | 40 | 13 | 3.9 |
| On-water education/personal communication | 18 | 10 | 14 | 8 | 10 | 24 | 2.7 |
| At a boat show or boating event | 14 | 9 | 16 | 11 | 12 | 23 | 2.2 |
| Television | 11 | 9 | 19 | 18 | 23 | 10 | 3.4 |
| Radio advertising | 14 | 11 | 18 | 14 | 15 | 15 | 3.3 |
| Newspaper | 10 | 10 | 18 | 13 | 14 | 21 | 3 |
| Editorial in boating journals | 9 | 7 | 14 | 13 | 17 | 26 | 3.4 |

Scale: 1=least preferred; 5=most preferred

SUMMARY OF RECOMMENDATIONS

The 2006 recreational boat survey provides a snapshot of recreational boating behaviour in Queensland. It reveals much about the state of recreational boat use in Queensland, perceptions about the importance of maritime safety and pollution prevention, and points to elements in Maritime Safety Queensland where more attention is required to meet the expectations of the our customers.

From the data collected as part of the survey a number of recommendations can be made.

1. SAFETY CONDITIONS AND EQUIPMENT ON OPEN WATER

Although all maritime activity contains inherent risks, the risks of maritime activity in open waters are exacerbated. However, survey responses indicate that respondents who frequent open water are no more likely to engage in good safety practice. For example, a small but significant proportion (7%) of respondents reported that they do not check the weather forecast before making a trip in their recreational boat. Regrettably, respondents who use their boats in open water were only fractionally more likely to check the weather forecast despite the heightened risk involved in travelling in open water.

Similarly, safety equipment carriage rates for EPIRBs, flares, V-Sheets, and spare fuel could be improved especially by recreational boats in open water. Some concern might also be expressed at the frequency that respondents checked expiry dates on EPIRBs and flares.

From these findings, an integrated education campaign encouraging safer boating practices for those who go boating in partially smooth and open waters would appear warranted. This campaign should encourage the cohort to make better use of weather forecasting, communications and technology, as well as use appropriate safety equipment.

2. DISCOURAGING RELIANCE ON MOBILE TELEPHONES

Mobile Telephones are not designed as an on-water communication device. Battery life, lack of coverage, and their non-use by maritime industry and safety authorities alike are inherent and unavoidable limitations of mobile telephones as on-water communication devices. Nevertheless, despite their obvious limitations the 2006 Recreational Boat Survey reveals that an alarming number of recreational boat users rely on mobile telephones as their sole on-water communication device.

Again, from these findings, an integrated education campaign discouraging recreational boat users from relying on mobile telephones may be required. Such a campaign must highlight the benefits of more robust, application-specific communication devices and seek to alert recreational boat users of the dangers of relying on mobile telephones.

3. ALCOHOL AND RECREATIONAL BOAT USE

The attitude of recreational boat users on the consumption of alcohol while using a recreational boat continues to be a concern. Those in the 25-34 year old age group were proportionally more likely to drink while using a recreational boat. The overrepresentation of this group may relate to socio-generational factors, or that the type of activities that younger recreational boat users participate in may discourage alcohol consumption. Indeed, the overestimation may be an anomaly derived from unwillingness by younger and older recreational boat users to admit their frequency of alcohol consumption.

The laissez faire attitude towards the risks of recreational boat use and alcohol is demonstrated by the finding that a significant proportion of respondents perceive that safety is not sacrificed when passengers drink alcohol in excess of the legal limit.

Similarly, the 'Go easy on the drink' slogan used in educational campaigns promoting responsible use of alcohol while on the water returned a (2%) recall rate. Determining the reasons for the lack of recollection is critical to remedying attitudes. For example, if message over-saturation is deemed to be the most likely cause then more innovative or direct marketing is required to 'cut through the noise' generated by government agencies and interest groups.

4. AWARENESS OF LIFEJACKET LEGISLATION

Nearly one-fifth (17%) of respondents indicated that they were unfamiliar with changes to the requirements on the use of lifejackets in Queensland. Awareness of the changes outside of South-East Queensland was comparatively lower.

Findings from the survey indicate that a renewed marketing push may be required to inform recreational boat users of the change.

5. MARITIME SERVICES AND PRODUCTS

Although the Internet is not currently the most popular source for finding information on maritime safety and pollution prevention, survey findings reveal that Maritime Safety Queensland has not yet fully realised the benefits offered by the Internet. For example, since the 2003 survey the percentage of respondents using the Internet to obtain weather information has more than doubled. Such a rise provides at least prima facie indication that recreational boat users will use the internet if they believe that the information that can be obtained is worthwhile.

Eighty-eight percent of people indicated their preference for receiving information via the internet. The remaining small but significant group may be unfamiliar with or dislike computers or have no access to computer or the internet.

To improve communication to recreational boat users, results from the survey indicate that Maritime Safety Queensland should improve its use of the internet as an information resource.

6. MARKETING MARITIME SAFETY QUEENSLAND AS LEAD MARINE POLLUTION PREVENTION & RESPONSE AGENCY

Survey results indicate that most recreational boat users believe agencies other than Maritime Safety Queensland to be the lead marine pollution prevention and response agency. At some level this misunderstanding makes sense. The Environmental Protection Agency's (EPA) name immediately invokes images of pollution response and prevention regardless of ecosystem. In contrast, the name Maritime Safety Queensland does not denote its true environmental responsibility.

However, more than the superficiality of a name change, the 2006 recreational boat survey reveals that if the agency wishes to be recognised as the lead marine pollution prevention and response agency it must market itself as such. Marine pollution concerns the wider community as well as recreational boat users and efforts to promote the work of the agency should be directed at the wider community.

Recommendations: Survey design

The following recommendations suggest improvements to the design of future surveys with a view to collecting more useful data.

1. DEMOGRAPHICS

Age

Responses to the 2006 survey were skewed toward older participants (over 86% of participants reported to be aged 34 years and older). Younger recreational boat users are an important group and attention should be given in future surveys to ensure that this group is heard.

Region

Respondents were asked to supply their postcode. For the purposes of analysis, these postcodes were distributed into six regions – South-East Queensland, Wide Bay/Central Queensland, Northern Queensland, Far-North Queensland, Gulf/Western Area and other. To allow for longitudinal comparisons from future surveys, these postcode ranges need to be captured.

2. RECREATIONAL BOAT PROFILE

Boat Type

It is speculated that respondents may have been confused by the distinctions made in the survey between dinghy, sailing boating, speed boat, and motor boat. Future additions of the survey should provide descriptions of the boats to assist respondents to correctly identify the type recreational boat they operate.

Motor Size

Respondents should be provided with the opportunity to select a 'boat does not have a motor' option for this question to account for the non-response.

3. SAFETY CONDITIONS AND EQUIPMENT

Navigation Aids

With increasing numbers of larger boats capable of navigating the Queensland coastline, and the increasing use of both electronic and paper-based navigational aids, proficiency in their use is becoming an important element in safe operation of a boat. A question to determine proficiency is therefore warranted.

4. POLLUTION AND ENFORCEMENT

Rubbish and Sewage Disposal when out on the Water

The disposal of rubbish and sewage on recreational boats needs to receive additional attention in future surveys. It is suspected that the high level of compliance reported by respondents to questions of rubbish disposal do not accurately reflect the actual practices. Similarly, related questions on sewage disposal received high levels of non-response,

although this question would have had limited application to some respondents it is believed that a substantial proportion of respondents were reluctant to respond to the question.

Employing techniques such as focus groups may induce higher and more accurate responses. Future surveys may need to more clearly reinforce that the survey is a research activity and responses are anonymous.

Also provide the option for respondents to nominate that their boat does not have a toilet installed (thereby making many further responses not applicable rather than no response).

5. AWARENESS OF ISSUES AND RECALL OF MESSAGES

Messages on Boating Safety and Pollution – Media where seen

It is speculated that two reasons exist for the high level of no responses reported by respondents on the question related to where messages were recalled. First, respondents may not have been able to recall where they heard the message due to the saturation of messages and slogans in media. Recalling when and where a single slogan was encountered may have been too difficult for the respondent. Secondly, the high level of no responses may reveal that respondents had not recalled the messages and when prompted in the previous question simply guessed the term.

To avert this possibility an alternative to the 'fill in the blank' style question to test message recall may need to be considered. For instance, a focus group where deeper thought, can be encouraged may be more suitable to uncover information on if and where messages are recalled.

6. REPORTING OF MARINE POLLUTION

A "don't know" option should be included together with all other options to avoid respondents guessing the answer.

GLOSSARY

| | |
|--------------|---|
| AMSA | Australian Marine Safety Authority |
| CTP | Compulsory Third Party Insurance |
| EPA | Environmental Protection Agency |
| EPIRB | Emergency Positioning Indicating Radio Beacon |
| GPS | Global Positioning System |
| HF | High Frequency |
| HP | Horse Power |
| KW | Kilowatts |
| MSQ | Maritime Safety Queensland |
| PFD | Personal Floatation Device (Life Jacket) |
| PWC | Personal Watercraft (Jet Ski) |
| QBFP | Queensland Boating and Fisheries Patrol |
| QPWS | Queensland Parks and Wildlife Service |
| QWP | Queensland Water Police |
| VHF | Very High Frequency |
| VMR | Volunteer Marine Rescue |

RECREATIONAL BOAT REGISTRATION SURVEY 2006

THIS SURVEY CAN ALSO BE COMPLETED ONLINE - www.msq.qld.gov.au

Maritime Safety Queensland is conducting this survey to assess boating knowledge, skills and behaviour on Queensland waterways. We conduct this survey every two-to-three years and the results assist in planning for safety, pollution, education campaigns and boating facilities.

All completed surveys with name and address details will go into the draw for marine safety equipment prizes to be drawn on 30 September 2006.

- What type(s) of boat do you own?**
 dinghy sailing boat speedboat
 personal watercraft (jetski) motorboat
 other (write in)
- What is the length of your boat (in metres)?** m
- What size motor does your boat have?**kw or hp
- Do you have a recreational boat licence?** yes no
- Do you have any other marine qualifications?** yes no
 if yes, what type
- What are the main recreational purposes for which you use your boat?** Tick all appropriate
 fishing (day) fishing (overnight)
 cruising (day) cruising (overnight)
 scuba diving racing
 live aboard waterskiing/towing
 other (write in)
- Where do you operate your boat?** Tick all appropriate
 river lake or dam
 bay estuary
 smooth waters open water
 partially smooth waters
- On average, how often do you go out boating?**
 once a week or more 2-3 times a month
 once every 2-3 months less often
- How many people would generally go out in your boat?**
 1-3 4-6 7-10 11-14 over 14
- On average, how many hours do you spend on the water when you go boating?**
 0-2 hours 3-5 hours 6-10 hours
 11-20 hours over 20 hours
- How far away from your launch/mooring site do you usually travel when boating?** (1.852km is 1nm)
 < 0.5nm 0.5-2.49nm 2.5-5nm over 5nm
- Who do you usually inform about where and when you are going out on the water?**
 family/friends club
 volunteer rescue group nobody
 other (write in)
- Which boat ramps and/or jetties do you use most often and how long do you wait to use them?** If not applicable go to Q14.
 Please write in name/street and location and tick the appropriate wait time.

| location of boat ramp or jetty | average wait time | | |
|--------------------------------|--------------------------|--------------------------|--------------------------|
| | <3 min | 3-10 min | >10 min |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- Tick the safety equipment you carry on your vessel.**
 PFD (lifejacket) flares V-sheet
 EPIRB spare fuel
 other (write in)
- In relation to safety equipment rate your knowledge of when and how to use the following.** (circle the relevant response - 1=not confident, 3=adequate knowledge, 5=very confident)

| | knowing when to use equipment | | | | | knowing how to use equipment | | | | |
|---------|-------------------------------|---|---|---|---|------------------------------|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 4 | 5 |
| PFD | | | | | | | | | | |
| Flares | | | | | | | | | | |
| EPIRB | | | | | | | | | | |
| V-sheet | | | | | | | | | | |
| Other | | | | | | | | | | |
- Do you check your safety equipment expiry dates?**
 flares yes no EPIRB yes no
- Which type of communications equipment do you use to contact shore based facilities or other boats?** Tick all appropriate
 VHF CB/27MHz mobile phone
 HF none
 other (write in)

- Do you use any of the following?**
 charts (MSQ) yes no
 charts (RAN AUS) yes no
 Beacon to Beacon directory yes no
 GPS yes no
 digital chart plotter yes no
 observation/markers yes no
 other (write in)
- Do you check the weather forecast before going boating?**
 always sometimes never - go to Q21.
- How do you usually check the weather forecast?** Tick all appropriate
 newspaper radio internet television
 phone-Maritime Weather Service
 volunteer marine rescue organisations
 other (write in)
- Have you seen or come into contact with any enforcement or education officers while on the water over the past 12 months?**
 Qld Boating & Fisheries Patrol yes no
 Jet Ski Patrol yes no
 Water Police yes no
- Who would you report marine pollution to?**
 Marine Parks local council port authority
 AMSA Water Police Maritime Safety Queensland
 Environmental Protection Agency
- How do you dispose of your rubbish when out on the water?**
 store all garbage and dispose of back on land
 store plastics and paper to dispose of in a bin, but I throw food scraps overboard
 nowhere to store it I have to throw it overboard
- Are you aware that new vessel sewage legislation came into effect in Queensland on 1 January 2004?** yes no
- Do you generate sewage onboard?** yes no - go to Q30.
- How do you dispose of your toilet waste?**
 use onboard holding tanks and discharge at sea
 use onboard holding tanks and discharge using onshore pump out facilities
 use onboard portable toilet and empty contents at sea
 use onboard portable toilet and empty contents in onshore facilities (for example dump station, public/private toilet)
 use onboard sewage treatment system
 discharge untreated waste directly into the water
 no toilet onboard, use onshore facilities (for example - public/private toilets)
- Would you use onshore vessel sewage disposal facilities if they were provided/available?** (for example onshore pump out facilities or a portable toilet dump station) yes no - go to Q28.
- What type of onshore vessel sewage disposal facilities would best suit your needs?** onshore pump out portable toilet dump station
- Would you be prepared to pay a fee to use vessel sewage disposal facilities?** (such as those mentioned above) yes no
- When you go boating, how often do you drink alcohol?**
 always most of the time sometimes
 rarely never
- During the past 12 months do you recall ever seeing or hearing information about the risks of mixing alcohol and boating?**
 yes no
- A number of boating safety and pollution messages have been promoted through areas of the media. To assess the recall of these messages please complete the following statements:**

 Boat..... From the Start
 What kind of do we want?
 Are you ready for a ski?
 Go easy on the
- If you were able to recall any of the above messages where did you see or hear them?** Tick all appropriate
 television advertising boat shows
 newspaper advertising/articles internet
 sponsored television programs radio advertising
 magazine advertising/articles
 publications (handbook /brochures/posters)
 other (write in)
- Are you aware that unlike vehicle registration, your boat registration does not include Compulsory Third Party (CTP) insurance?** yes no
- Do you have insurance for your boat?** yes no
- Have you heard of BoatSafe?** yes no
- Are you aware that from 1 July 2005 successful completion of a BoatSafe course is the only way to obtain a Recreational Marine Driver Licence?** yes no
- Are you aware that from 1 September 2005 a Recreational Marine Driver Licence is required to operate a recreational boat powered by a motor of more than 4.5KW (over 6hp)?** yes no
- Have you heard about changes to jet ski laws?** yes no

40. Are you aware that you now need to hold a personal watercraft licence to operate a personal watercraft?
 yes no

41. New laws regarding the wearing of life jackets were introduced earlier this year. Are you familiar with when and where you need to wear a life jacket?
 yes no

42. Please indicate whether you agree with the following statements:

I am familiar with what the term "general safety obligation" means under maritime safety laws. yes no

When it's not in use, I am always looking over my boat to make sure it is in a safe condition. yes no

Provided the skipper remains under 0.05, I consider it is safe for passengers on recreational boats to drink alcohol in excess of 0.05.
 yes no

I carry the required safety equipment when boating.
 yes no

43. Compared to two years ago please indicate whether you agree with the following comments:

Information on boating safety is more accessible. yes no

Information on weather is more accessible. yes no

On-water enforcement of boating safety has increased.
 yes no

I have been adequately communicated with about relevant marine safety information. yes no

44. Please rate the quality of the following maritime services / products in Queensland (1=poor, 3=adequate, 5=excellent or tick if not used)

| | | | | | | |
|----------------------------------|---|---|---|---|---|-----------------------------------|
| boat ramps / facilities | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| charts (MSQ) | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| Beacon to Beacon directory | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| Notices to Mariners | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| safety information | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| Tide tables | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| weather service | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| toilet waste pump out facilities | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |
| MSQ website | 1 | 2 | 3 | 4 | 5 | <input type="checkbox"/> not used |

45. How would you prefer to be communicated to by Maritime Safety Queensland? Please give the options a score from 1 to 5 with 5 being most preferred and 1 least preferred or indicate if you do not use a particular method of communication.

| | | |
|---|-------|-----------------------------------|
| | score | |
| website | | <input type="checkbox"/> not used |
| brochures on specific subjects | | <input type="checkbox"/> not used |
| one information booklet reprinted regularly with advertising | | <input type="checkbox"/> not used |
| direct mail out | | <input type="checkbox"/> not used |
| on-water education/personal communication at a boat show or boating event | | <input type="checkbox"/> not used |
| television | | <input type="checkbox"/> not used |
| radio advertising | | <input type="checkbox"/> not used |
| newspaper advertising | | <input type="checkbox"/> not used |
| editorial in popular boating/fishing journals | | <input type="checkbox"/> not used |
| <input type="checkbox"/> other (write in) | | |

Demographics

gender male female
 age group under 25 25-34 35-44 45-54
 55 years and over

What is your residential postcode?

Please use this space to make any comments

.....

Once you have completed the survey please refold the survey, moisten the glue strip and press down to seal, so the reply paid panel is on the outside. No stamp is required, just seal it and post it.

THANK YOU FOR YOUR TIME

For entry into the prize draw, please fill out your details below.

Name

Address

..... Pcode

Phone.....

All responses are confidential and for research only. Only authorised Maritime Safety Queensland and Queensland Transport officers will have access to this information. Your personal details will not be disclosed to any third party without your consent unless required to do so by law or for purposes mentioned in the Queensland Government's Information Standard 42, Information Privacy.



No stamp required if posted in Australia

Brisbane Queensland 4001
 Reply Paid 2595
 Maritime Safety Queensland

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