

COMMERCIAL BULLETIN

MAST
MARINE and SAFETY TASMANIA
making boating better

Welcome to the second edition of MAST's Commercial Bulletin.

GIS FISH FARM MARKERS

Marine and Safety Tasmania (MAST) has developed a web-based GIS (Geographical Information System). This map shows all the registered mooring permits around the State as well as navigation aids owned by MAST, Tasports and AMSA.

The GIS can be accessed by the public at any stage via <http://maps.mast.tas.gov.au/> or via the MAST website and is simple and easy to use.

Users can choose between a topographic map or aerial imagery view, as well as display either the mooring or navigation aid layer. The system has proved exceptionally useful with the issuing of new mooring permits, whereby applicants are able to obtain a position from the map and include this with the application.

Recently, the system has been further enhanced to include marine farm corner marks. These marks will be displayed in the system with a yellow triangle. Users can click on the triangle to display information including the position, an image of the mark, the lighting sequence (if applicable) and the company contact for the lease.

Design points have been added to draw the correct shape of the lease area. These points are not corner marks.

Operation of the site is straightforward. Users can zoom into areas of interest using controls similar to Google maps.

To view details of navigation aids, click on the information button to the top left of the display, as well as the arrow button, and click on the aid.

Details of navigation aid, including owner, structure type and light characteristics (if lit) will be displayed in the information panel. Click on the thumbnail photo to open an image of the aid.



GIS showing marine farm marks

WASTE MANAGEMENT AT MARGATE JETTY

Rubbish on the Margate Jetty has been a longstanding problem created by the popularity of recreational fishing. Waste from commercial fishermen has never been an issue, as the fishermen collect their rubbish and pay for its disposal.

For some time, commercial fishermen have cleaned up other users' waste from this facility and disposed of it. After some recent complaints about the level of waste present, MAST has been working with the Kingborough Council to address the issue. This has resulted in a secure bin being installed on the jetty that is to be emptied several times a week by the Council's waste management contractor.

MARINE FARM DEBRIS REPORTING - NEW HOTLINE AND APP 1300 DEBRIS (1300 332 747)

Reporting of marine farm debris is now a much simpler process with Tas Maritime Radio closely associated with the single point of contact hotline. If you see fish farm debris in the water – or on land – call the hotline any time day or night on 1300 332 747 to report it. Making it easier to remember, that's 1300 DEBRIS.

The hotline process is greatly improved from what it has been previously. The number has changed, making it easier to remember. More importantly, calls will be answered here in Tasmania and information will be relayed swiftly and directly to those who need to know. Once a call is received, the information will be relayed to other mariners as a Sécurité warning on VHF (if necessary), will be reported to MAST, will be reported to the Marine Farming Branch of DPIWPE for recording and will be sent to the closest fish farm for immediate recovery.

If you prefer to use a mobile telephone App, you can download the Marine Farm Tracker for both iOS and Android devices, allowing you to lodge information directly from your smartphone, including the GPS coordinates and photographs of the debris. The same reporting and recording process as for the telephone hotline will apply. If reported marine debris represents a navigation hazard, a Sécurité warning will be broadcast via VHF on channel 16. Monitoring that channel greatly increases your safety on the water.

Both the hotline and the App are paid for by the Tasmanian salmon industry through the Tasmanian Salmon Growers Association (TSGA). Whilst information will be sent to the company closest to the debris to arrange for its removal, the personal details of people reporting debris will not be sent to salmon companies. All reports will also be sent to both MAST and the Marine Farming Branch of DPIWPE for collection and action where necessary. It is the aim of the TSGA and salmon farmers to stop marine farm debris at its source.

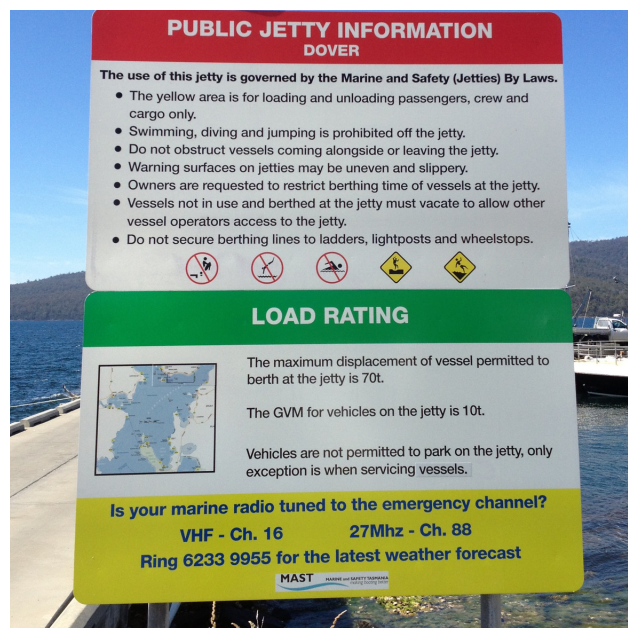
Your help in reporting debris will not only make our waterways safer, it will also allow the salmon industry to retrieve items and to understand how it happened so that they can work to make sure it doesn't happen again.

VESSEL BERTHING LIMITS

All of MAST's facilities have vessel berthing limits which are advertised at each jetty. In the case of new facilities, they are designed to a specific vessel tonnage and in the case of older existing structures, berthing limits are calculated by engineers after MAST's three-yearly audits.

The Triabunna Deepwater Jetty has sustained significant damage in recent months from several separate incidents that have occurred from vessels berthing that far exceed the 70 tonne berthing limit. Repairs after such events are costly.

Exceeding engineered limits carries the risk of substantial damage that could result in closure of a jetty for an extended period and worse still, could result in a catastrophic failure that would require demolition and replacement. Vessel operators are reminded to adhere to any advertised vessel limits as penalties apply under the *Marine and Safety (Jetties) By-laws 2017* for exceeding the limit and for causing any damage to a public facility, whether you have exceeded the limits or not.



NAVIGATION AIDS

In November last year, MAST established four starboard and six port buoys in the Swan River at Dolphin Sands. These buoys are numbered and mark the navigable channel for commercial and recreational operators in the area.



Swan River

In the last six months, planned and remedial maintenance on navigation aids in the following areas has been undertaken:

• Duck River, Smithton

Replacement of two starboard poles with two new tripod structures as well as installation of a new Sealite lantern on the front lead and battery changes to aids that required them.



Duck River, Smithton

• Robbins Island

The lit port buoy which was destroyed was replaced with a new lit buoy.



Robbins Island Buoy

• Port Sorell

Painting of structures occurred.

• River Tamar

Nine lanterns were replaced with new Sealites as well as battery changes and the installation of top marks and galvanised ladders.



River Tamar

• River Derwent

Replacement of the Sorell Creek buoy with a new port Sealite buoy and structures painted.

• D'Entrecasteaux Channel

The lanterns at Southport Jetty and Arch Rock were replaced with new Sealites and battery changes were undertaken on other navigation aids in the area.

FACILITIES MAINTENANCE UPDATE

- **St Helens Berthing Piers** - replacement of timber fenders and power outlets
- **Battery Point Jetty** - a new steel waler system has been installed
- **Triabunna Deepwater Jetty** - further replacement of walers and fenders
- **Pirates Bay** - replacement of missing tyre fendering
- **Victoria Parade** - major repairs to the pontoon and the establishment of higher concrete kerbs to prevent rocks washing onto the ramp and puncturing the pontoons.

NUBEENA JETTY

As part of the 2018 State Election, the government committed to providing funding to extend the Nubeena Jetty, understanding its increased usage which is partly as a result of the Port Arthur Jetty often being inaccessible due to a rise in cruise ship visitation.

MAST requested additional funding from Government so that the extension could be sufficient to provide at least an additional vessel to be berthed on either face. The result is an extension of 15 metres.

The works are being undertaken by Tas Marine Construction (TMC) commencing in mid-May 2019 and will be completed by 30 June 2019. The contractor will keep the majority of the existing jetty open to users during this time except when high risk work is being undertaken such as crane and barge operations. Vessel owners using the jetty during this time are asked to comply with any directions given by the contractor.

CCTV

In the coming months a CCTV camera will be established on the Dover Jetty.

The camera will enable MAST to monitor the berthing of vessels on loading and restricted areas of the jetty to ensure the fair and equitable use of the facility and will also give protection to vessels that berth at the jetty.

MAST is expected to roll out further CCTV cameras at commercial and recreational facilities.

RED LINES ON JETTIES



Loading/ unloading areas and restricted berthing areas are provided at many public jetties around the state in accordance with the *Marine and Safety (Jetties) By-laws 2017*. Restricted areas are marked with red lines and provide a time limit for berthing of vessels. These were introduced in 2018 after issues with some operators leaving vessels alongside for extended periods without any consultation with MAST, making it difficult for other vessels to use the facility. In general, these restricted areas are limited to a period of three days.

Restricted areas have been trialled now for over six months and the appropriateness of the time limit and locations are currently under review. Obviously all facilities are different as they vary in size and demand, which may require facilities to have varying time limits.

MAST would welcome feedback from public jetty users on the use of these restricted areas by providing comments to admin@mast.tas.gov.au by 30 June 2019.

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