

COMMERCIAL BULLETIN

Welcome to Issue 6 of MAST's Commercial Bulletin

AREAS OF OPERATION

In late 2019 MAST commenced a review of the *Marine and Safety (Limits of Operational Areas of Vessels) By-laws 2013*.

As part of this review, an issues paper was released and feedback sought from industry. MAST assessed the feedback and identified that the majority of operators will not be affected by the proposed changes.

MAST then engaged with AMSA to better understand how the effect of potential changes could be mitigated. Consideration was also given to the current location of all marine farming leases in the state and how their operations relate to the currently defined limits.

The next step in the review will be to release a document detailing the exact changes proposed, as well as the measures that may be put in place to assist industry with transitioning to the new limits.

TAS MARITIME RADIO - CHANGES TO NEW VHF WORKING CHANNEL

Following changes made by the International Telecommunications Union (ITU), Tas Maritime Radio (TMR) has changed its ship/shore VHF working channel to CH66 because the ITU decided to split duplex channel 78 into two simplex channels.

New radios coming onto the market now include the new channels, CH1078, CH 2078, as well as the original CH78. This is a recipe for utter confusion, so TMR decided to move to a new Duplex working channel, CH66. TMR is often asked why they use a duplex channel as a working channel and the reasons are as follows.

When a ship makes a routine call to TMR on CH16, the distress and calling channel, TMR move them to a working channel. If that channel were a simplex channel, there could well be a couple of vessels currently using that channel and hence TMR would have to interrupt them to talk to their vessel.

However, if a duplex working channel is used, TMR know there will be nobody on that channel when they go to it because vessels cannot communicate directly with each other on a duplex channel. The second reason is that if a vessel needs to pass 'sensitive' information or private messages to TMR, no other boats will hear it. Of course, if a situation arises where TMR need other vessels to receive all transmissions, they will transfer the vessel to CH73, a simplex channel.

Article supplied by Tas Maritime Radio



MAST FACILITIES UPDATE

Triabunna Deepwater Jetty

MAST is currently undertaking significant repairs to the timber piles at the Deepwater Jetty at Triabunna. The jetty was constructed in 2006, incorporating some timber piles from the old jetty that existed on the same site.

Over the last few years, a number of piles have had petrolatum tape and a fibreglass wrap installed that is designed to protect the pile and prolong its life. The tape is wrapped around the pile by divers and the fibreglass overwrap is wrapped over the top to protect the petrolatum tape.

The fibreglass tape is an interesting product. The tape is pre-impregnated with resin and cures upon installation when exposed to the oxygen in the water.



Typical timber pile repairs – fibreglass wrap in the foreground and HDPE pile jacket with grout annulus in the background

Some of the other piles have degradation to the extent that they have lost a significant amount of structural integrity.

Whilst wrapping these piles would limit further degradation, it would not increase their level of integrity.

These piles will have a custom HDPE jacket fitted around the pile with carbon-fibre reinforcing installed in the annulus between the pile and the jacket. The annulus will then be filled with a cementitious grout which is mixed and poured from the jetty deck.

The result will be piles that have an increased load rating compared to their current condition that are also protected from future degradation.

Recently the old timber fenders and walers were replaced with new timber fender piles. This was a necessity as the old fender system was bolted to the piles and required removal so that the piles repairs could be undertaken.

Cygnet Jetty

The replacement of the Cygnet Jetty is due to commence shortly. The structural integrity of the existing jetty has degraded to the extent that it can no longer support vehicular traffic.

The new facility will be built approximately 100m further south of the existing structure, adjacent to the public boat ramp, where better vehicular access and more parking is available.

The new structure will provide a deck load sufficient for vehicles so that vessels can be loaded and unloaded satisfactorily.

It is hoped that some remedial work can be undertaken on the existing jetty before it can be divested to a third party, providing additional berthing space in Catos Bay.

AIDS TO NAVIGATION

In October 2020, MAST engaged Bridge Pro Engineering Contractors to re-establish a lit port marker at Sunken Rock in Port Sorell. The mark is comprised of an epoxy coated steel pile which has a black HDPE sleeve and is wrapped with red retro-reflective tape. The aid also has a FRP ladder, a Sealite top mark and Sealite SL70 flashing lantern.

Sunken Rock was previously marked with port buoys which were constantly being destroyed and washed away. In 2009 a new pile was driven and within 12 months it disappeared. Since then, a mooring buoy marked the position of the rock until the new marker was established last year.

MAST is very hopeful that the marker will remain in position as the steel pile has been driven 6 metres into the seabed.



Sunken Rock - Port Sorell

A new round of planned preventative maintenance and remedial maintenance will commence on navigation aids as from 1 July 2021.

MAST navigation aids are maintained every two years, except for Smithton where aids are serviced every 12 months due to the number of navigation buoys which require cleaning annually in the Duck River.

The areas that will be covered during the next financial year will be Smithton, Ulverstone, Wynyard, Bridport, North East, Furneaux Group of Islands, Ansons Bay, St Helens, East Coast, Tasman Peninsula and South West which includes Port Davey, Actaeon Island, Sandy Cape and Low Rock Point.

The remedial maintenance requires the replacement of batteries and lanterns that have come to the end of their useful life on aids.

The maintenance on navigation buoys requires the replacement of chains and dumps, as well as pulling them up to clean the bases of buoys where there is apparent growth.

VESSEL TRAFFIC SERVICES - (VTS)

On 7 December 2020 TasPort's Vessel Traffic Services (VTS) received accreditation from AMSA.

VTS is the primary tool used by TasPorts to manage the safe and efficient movement of vessels approaching and operating within Tasmanian port limits and pilotage areas.

The service also provides information to vessel masters and pilots to effectively manage ship traffic and scheduling functions at the state's primary ports.

All vessels greater than 35 metres length overall (LOA) are required to participate in VTS when operating within a TasPorts VTS area. Additionally, some classes of vessels less than 35 metres may be required to participate in VTS.

Information on TasPorts VTS areas and operational requirements can be found on TasPorts Website at

<https://www.tasports.com.au/vts>

MARY KAY - SMITHTON RADIO

As the sole operator of Smithton Radio, Mary Kay has been the voice of marine radio in the north west of Tasmania for over 25 years.

With her decision to retire in April this year, commercial fishermen (affectionately known as "her boys") will no longer hear Mary's familiar voice on the airways from 0600 hours each day where she would broadcast weather reports and warnings, pass on marine safety information and take position reports.

Commencing in 1996, Mary's volunteer service has provided a lifeline for commercial fishermen and other waterways users from her home base in Smithton. Mary has assisted marine police with many search and rescue operations in the area and across Bass Strait and surrounding waters.

In 2003, Mary was instrumental in having the Channel 21 VHF repeater established on Three Hummock Island and, more recently, the multi-channel base station that filled the void in Channel 16 coverage that existed in North-West region. This infrastructure will continue to serve the marine community well into the future as a result of her foresight and efforts to secure funding to establish the radio site.



Mary Kay

The MAST Board and staff pass on our sincere gratitude for her service over the years and wish her a happy retirement.

To cover the void in coverage in the North West created by Mary's retirement, the VHF Base Station on Three Hummock Island is now monitored by Tas Maritime Radio (TMR).

WATERWAYS MANAGEMENT

MAST continues to be responsible for waterways management in Tasmania, such as the provision of navigation aids, marine radio services, facilities, ports and pilotage and recreational vessels.

The annual Infrastructure administration fee is the mechanism through which commercial vessels contribute to MAST for the use of these services.

Last year, due to the impact that COVID was having on many operators, MAST waived this fee.

At the time, operators were required to review the details of their vessels and advise MAST of the vessel's AMSA UVI number. The majority of operators undertook this in a timely manner, allowing administration labels to be sent out.

The payment notice for this years' annual infrastructure administration fee is included with this newsletter. To comply with MAST regulations, payment is required to receive an administration label that must be affixed to the vessel.

MAST is aware that some operators continue to be affected by COVID and other associated issues. Therefore, if you are in a situation where payment of the annual infrastructure administration fee may be difficult, then please contact MAST directly to discuss payment plan options.

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