

COMMERCIAL BULLETIN

Welcome to Issue 7 of MAST's Commercial Bulletin

MAST FACILITY - STRUCTURAL AUDIT

MAST has recently completed its three-yearly audit of all its facilities.

These audits determine the program for remedial repairs for the next three years. The structural integrity of most facilities is high, so much of the programmed works will be preventative maintenance to prolong the life of facilities even further. A large number of jetties will have piles wrapped to exclude water and oxygen to prolong their life. So you will see divers active at a lot of our facilities over the coming few years.



AGITATION DREDGING

MAST regularly dredges the navigation channel at Pelican Point in Georges Bay, St Helens. The depth of the channel is regularly monitored and dredging is undertaken when the depth is less than -2.5m (CD). On average, the channel is dredged three times per year.

Dredging is undertaken by a vessel towing a scallop dredge. The dredge is used to slow the vessel's speed whilst the vessel's propwash agitates the sediment from the seabed into the water column, where it is then transported with the tide. Whilst some agitation occurs from the scallop dredge, the vessel's propwash is the main form of agitation. Therefore, the works are always planned to be completed on low tides so that the vessel propeller is as close to the seabed as possible.

Further dredging will occur in December 2021 or January 2022.

Agitation dredging is also planned for several sites within the Denison Canal and its approach channels in early to mid-2022, once the relevant approvals have been issued. The areas that require dredging include a section in the western canal approach in Dunalley Bay and a short section of the approach channel in Blackman Bay. Another short section within the canal itself, just east of the Tasman Highway bridge, will also be dredged using the same method.

MAST FACILITIES

MAST continues to monitor the use of our jetties and wharves around the state. Overall, most operators comply with the rules.

MAST facilities are there to be used, but not abused! If you are not using your vessel regularly, undertaking maintenance or unloading catch, the vessel should be relocated from the facility.

Each facility is different, with operators requiring berthing space for different uses and time frames. MAST understands this and merely asks that you be considerate of others and remember that the facility is there for everyone. Of course, certain times are busier than others and this requires patience and understanding from operators to ensure equitable use.

Please ensure that the load and unloading zones painted yellow, are not obstructed for longer than required. It is an offence to leave your vessel unattended on these lines. These areas must be always kept clear to ensure that a vessel can get to the wharf if required.

If you are berthed at a facility that has red lines, please contact MAST if you intend to stay longer than the 3-day maximum.



AMSA - LIFEJACKET WEARING REVIEW (DCV)

MAST currently places certain requirements on the wearing of life jackets on some commercial vessels. These are determined by the *Marine and Safety (General) Regulations 2012* and require that a person must wear a lifejacket on a commercial vessel that is proceeding under power and is less than 6 metres, or on a motor propelled auxiliary or tender vessel.

These requirements are consistent with the lifejacket wearing requirements placed on recreational vessels operating in Tasmanian waters.

AMSA is currently exploring practical options to increase life jacket wear on certain domestic commercial vessels, due to safety data and research strongly indicating that wearing a lifejacket significantly improves the chances of survival if you fall overboard.

AMSA's review is considering a series of options relating to increased requirements for the wearing of lifejackets. These include :

Option 1 – Mandate lifejacket wearing requirements on all domestic commercial vessels, at all times while on deck.

Option 2 – Mandate lifejacket wear on specified domestic commercial vessels.

Option 3 – Continue with lifejacket carriage requirements and do not introduce mandatory lifejacket wear requirements, however, mandate the requirement for a risk assessment and written procedure addressing lifejacket wear in safety management system.

Public consultation on AMSA's review is open until 17 December 2021, with details around providing feedback available on the AMSA website - <https://www.amsa.gov.au/consultation/lifejackets-domestic-commercial-vessels>

Any new requirements that AMSA introduces as a result of their consultation will be considered by MAST in future reviews of the *Marine and Safety (General) Regulations 2012*.

AIDS TO NAVIGATION

MAST continues to upgrade navigation aids on a biannual basis when planned maintenance is scheduled in various regions.

Aids were recently serviced on the East Coast and in the Dunalley region, with further servicing of aids scheduled for Georges Bay, Ulverstone, Smithton, Bluff Hill, Sandy Cape, Hunter Islands, Bridport, the Furneaux Group and South West regions, this financial year..

Recent upgrades have included:

Coles Bay Breakwater Light

A new blue SL70 lantern was installed to replaced existing lantern.

Darlington Jetty

A reconditioned SL50 lantern replaced an existing lantern.

Marion Bay Narrows

A new white SL155-5D lantern with new power supply was installed to replace existing lantern.



Blackman Bay - Number 13, 16 and 18 Lights

New SL70 lanterns were installed to replace existing aged lanterns.

Blackman Bay and Norfolk Bay Canal Entrance Piles

New top marks were installed at 2 locations above and bird spikes were installed on 5 piles in the area.

Sloping Island

A new white SL155 lantern with new cable supply and bird rollers was installed to replace existing lantern.

Boomer Bay Jetty Light

A new SL70 blue lantern replaced existing lantern.

Mason Rock, Norfolk Bay

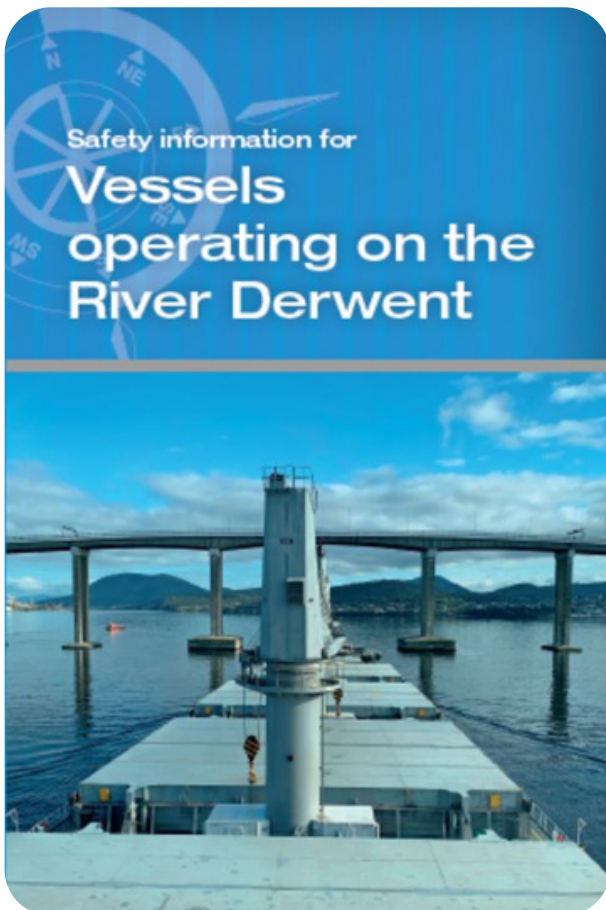
A new north cardinal buoy was established in position just off Dart Island marking the nearby reef.

OPERATIONS ON THE RIVER DERWENT

The River Derwent is an integral part of Hobart and is extensively used by both commercial and recreational waterways users.

With the introduction of a commercial ferry service between Bellerive and Sullivans Cove, along with continuing growth in recreational use of the waterway, MAST has been constructively working with all parties to try and ensure safe interactions on the River Derwent. This has included meetings with recreational clubs, as well as regular discussions around commercial shipping with TasPorts and ferry and charter operators on the River.

To assist with increasing awareness around the shared use of the River, MAST has developed a selection of material around safe operations on the River Derwent, including a brochure specifically relating to operations on the River, and a MAST TV segment on transiting the Tasman Bridge. These are provided on the MAST website mast.tas.gov.au/safe-navigation/tasman-bridge/



There has also been an increase in long distance swimming events on the River, with swimmers undertaking the Derwent River Big Swim, which involves a person swimming from the New Norfolk Bridge to the Tasman Bridge.

As this involves swimmers passing through areas that are regularly used by commercial operators, MAST has worked with the interested parties to develop a set of guidelines for the support vessel engaged in assisting the swimmers on the River Derwent.

These guidelines identify the need for clear communication with VTS as well as the importance of using AIS, so that commercial operators in the area can easily detect vessels involved in supporting long distance swimmers and dangerous interactions can be avoided.

NOTICES TO MARINERS

Marine and Safety Tasmania issues marine safety information to mariners, organisations and other interest parties as Notice to Mariners. Anyone interested in receiving Notice to Mariners by email can subscribe on the MAST website at <https://mast.tas.gov.au/notices-to-mariners/>

Requests for the issue of a Notice to Mariners can also be submitted through the MAST website.

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