Spring
2023

# boatwise

INFORMING RECREATIONAL BOAT OWNERS AND OPERATORS

- Bureau of Meteorology's Climate Outlook
- Tasmania Police Marine Services
- New Incident Reporting App for Tasmania
- Introducing the MAST Client Portal

MAST

MARINE and SAFETY TASMANIA

*making boating better*

# FROM THE CHIEF EXECUTIVE

If you are the registered operator of a recreational vessel, your boat registration renewal is enclosed in this edition of *Boatwise*. The annual renewal fee plays a vital role in providing safety programs and initiatives and upgrading marine facilities such as boat ramps, pontoons and VHF radio coverage. The infrastructure section of this *Boatwise* provides a great summary of the tangible benefits the recreational boater receives.

This issue also contains a flyer detailing the new legislative requirements for both the buyer and seller of a vessel to sign separate declarations about whether the boat is safe or unsafe. Please read this carefully as failure to complete the documentation correctly can delay the registration or transfer of registration of a boat.

MAST is the first jurisdiction in Australia to legislate to provide an option to carry Electronic Visual Distress Signals as an alternative to two hand-held red flares and two hand-held orange smoke flares provided:

- a GPS-enabled EPIRB and VHF radio is carried on a motor boat; and
- a GPS-enabled Personal Locator Beacon (PLB) and VHF radio is carried on a PWC.

This option embraces new technology without compromising safety and has a positive environmental impact by reducing the number of flares to be disposed of.

As a Statutory Authority, MAST has a Board of Directors drawn from the various sectors of the boating community. The Board is responsible to the Minister for Infrastructure for the performance by the Authority of its functions and for ensuring that the business and affairs of the Authority are managed and conducted in a manner that is in accordance with sound commercial practice. The Minister recently appointed one new Board member, Richard Fader, to join existing members Rod Sweetnam (Chair), Hughie Lewis and Carolyn Pillans. Richard replaces Rodney Treloggen who has made a valuable contribution over his three-year term.

Enjoy this edition of *Boatwise*, have a great Christmas and, most importantly, a safe and enjoyable boating summer.

**Lia Morris**
**Chief Executive**

# INNOVATIVE INCIDENT REPORTING FOR THE WATERWAYS ARRIVES IN TASMANIA

DECKEE has partnered with Marine and Safety Tasmania (MAST), The Environmental Protection Authority of Tasmania, and the Department of Natural Resources and Environment on an innovative crowdsourcing solution to report problems on the water through the Deckee app.

Users of the app are now able to share information about boating incidents and hazards including oil spills, navigational safety issues and marine farming debris in real time, allowing MAST and other government agencies to receive accurate and timely information to aid swift response efforts.

This new feature is easy to use. Users just press and hold on the map to drop a pin on the incident location, then select the type of incident to follow the prompts.

This unique multi-agency initiative will further boost public safety and waterway sustainability and will build on MAST's existing partnership with DECKEE.

The latest addition of incident reporting functionality complements the huge amount of Tasmania-specific boating safety information already available on the DECKEE app.

MAST encourages boaters to download the DECKEE app which is available for free on the Apple App Store and Google Play Store.

# MAST ENTERS THE PODCAST ERA!

During the last six months, MAST has been producing podcasts on a diverse range of topics with stories from people involved in the boating industry and MAST staff members.

There is also a podcast with Tasmanian participants in the 1998 Sydney-Hobart race.

Whether you own a 4-metre tinny, a 15-metre Riviera, a kayak or a canoe, there is something of interest in the podcasts for everyone in our fabulous boating community.

The podcasts will be available on Spotify in the coming weeks. Keep an eye on MAST socials and website.

COVER IMAGE: Deal Island

# THE REASON FOR THE SEASON

**By Jonathan Pollock, Senior Climatologist (Bureau of Meteorology)**

The outlook for a warmer and drier-than-average start to summer could be another reason to head out onto the water. But can we have confidence in rainfall and temperature predictions made so far ahead of time?

The Bureau of Meteorology's long-range forecasts, called Climate Outlooks, provide guidance on the likely rainfall and temperature patterns coming our way in the weeks, fortnights, months and seasons ahead.

While weather forecasts can tell you what the temperature will be tomorrow and how much rain to expect, long-range forecasts cannot be this specific. However, long-range forecasts of seasonal statistics, such as whether rainfall or temperature will be above or below average, are possible to accurately predict.

The latest Climate Outlooks are showing most of Australia, Tasmania included, is likely to be drier than average from October to December. In fact, most of Tasmania has more than double the normal likelihood of unusually low rainfall (in the lowest 20% of the historical range).

At the same time, maximum and minimum temperatures are very likely to be warmer than average for October to December overall (a greater than 80% chance across the mainland and most of Tasmania).

The long-range forecasts are consistent with what we might expect given the state of our major climate drivers.

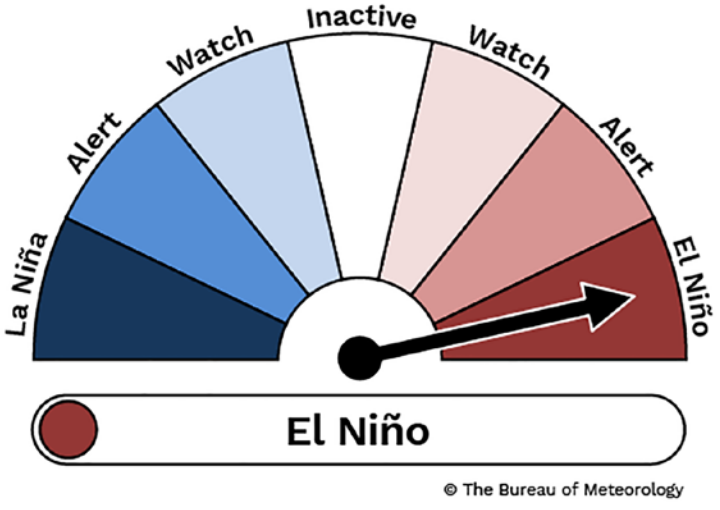
An El Niño is underway in the tropical Pacific and is likely to last until at least early 2024. El Niño typically leads to reduced spring rainfall for eastern Australia. Also, a positive Indian Ocean Dipole (IOD) is underway in the tropical Indian Ocean and is likely to last until the end of spring. A positive IOD typically leads to reduced spring rainfall for central and south-east Australia. When an El Niño and a positive IOD occur together, their drying effect is typically stronger and more widespread.

Because the tropical Pacific and Indian oceans have such a pronounced relationship with our weather patterns in parts of Australia during spring, and they tend to stay locked into wet or dry phases for months at a time, the past accuracy of the Climate Outlooks issued for Tasmania at this time of year is mostly high for rainfall.

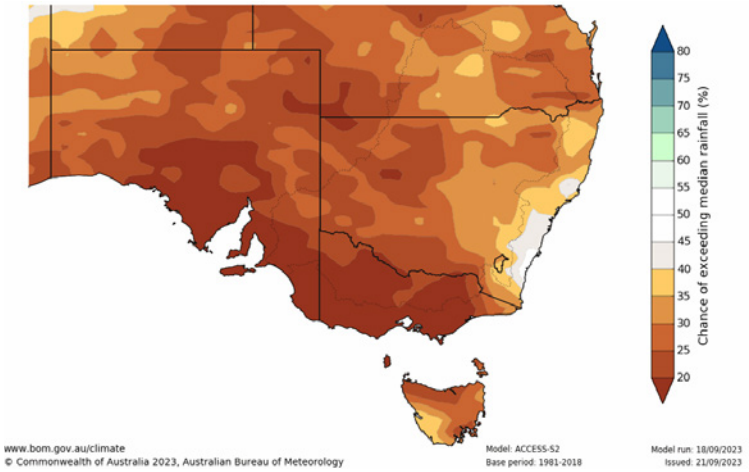
Climate change is also influencing our weather patterns. Observed Tasmanian maximum temperatures have increased by around 1°C over the last 113 years. The warming signal moved outside the typical range of variability (of the climate prior to human influence) in the 1980s. The past accuracy of the Climate Outlooks issued for Tasmania at this time of year is mostly very high for temperatures.

So now you know what to expect for the season, just make sure to take a look at the weather and any warnings on the day (www.bom.gov.au/tas/warnings), particularly marine and heatwave warnings.

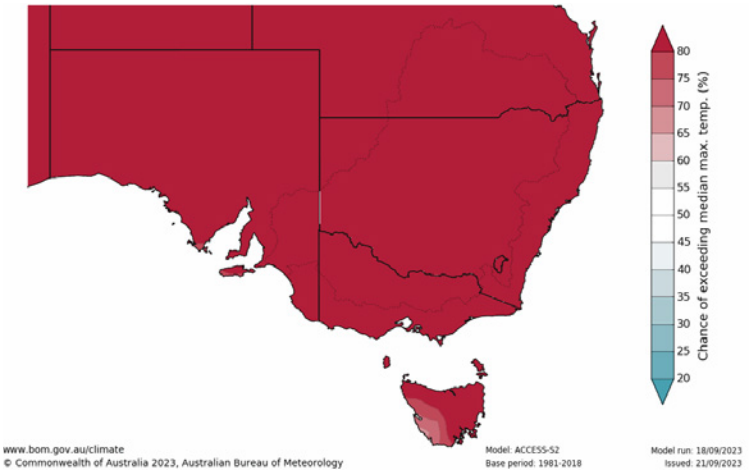
And check out the Bureau of Meteorology's Climate Outlooks for yourself at www.bom.gov.au/climate/outlooks




## CHANCE OF EXCEEDING THE MEDIAN RAINFALL FOR OCTOBER TO DECEMBER 2023




## CHANCE OF EXCEEDING THE MEDIAN TEMPERATURE FOR OCTOBER TO DECEMBER 2023



# TASPOL

**Thank you to Senior Sergeant Justin Lawson, Marine and Rescue Services, Tasmania Police for the following article.**

## TASPOL MARINE SERVICES

With another summer boating season almost upon us, it's timely to share the functions of the Tasmania Police Marine & Rescue Section, so Boatwise readers can get a feel for what we do.

While our main office is situated in Hobart, we have a Statewide responsibility for enforcing fisheries laws as well as making sure boaters comply with maritime safety regulations. Some officers are additionally situated at coastal stations, where they have access to vessels for both marine patrols and rescue functions. In a practical sense, what many of you may have experienced is a police vessel pulling up alongside and conducting the following checks – skipper licence checks, viewing the safety equipment necessary for the area being fished and measuring any fish onboard. While we like to apply an educational approach, other outcomes can include the issuing of a caution or Infringement Notice, the seizure of fishing equipment and at worst, the seizure of vessels. Thankfully, the latter doesn't occur very often. All these compliance efforts are applied to the commercial fishery, as well as recreational.

Inevitably, the weather conditions may deteriorate, or other incidents occur to place a vessel and crew at risk. This is where our Search and Rescue skills come in. The Police Rescue Helicopter is often used in the first instance to assist with medivacs or as a direct search mechanism for vessels in danger. Depending on the circumstances, this effort will be supported by our fast response vessel, Dauntless or for extended searches, any of our large patrol vessels (Van Diemen, Cape Wickham, Vigilant).

In addition to the standard reminders to heed weather conditions and ensure you are fully prepared from a safety equipment perspective before heading out, our broad message is of preservation – preservation of life through safe boating practices and preservation of our natural resources through sustainable fishing practices. Get these right and it will only be a passing conversation and friendly wave between us on the water. Wishing you all the best for a safe and enjoyable boating season.

## CHANGE IN FISHING RULES

The Department of Natural Resources and Environment Tasmania has recently changed several fishing rules.

Boat owners who love their fishing should make themselves aware of the changes this Department has made, as it is likely to affect you over the summer.

Further information including bag limits and sizes is available at https://nre.tas.gov.au/

# LIFE JACKETS ON TENDERS

A reminder that if you use a tender, you must wear a life jacket, irrespective of whether you are motoring or rowing the boat.

The requirement to wear a life jacket whilst under power has been in force since 2001 and while rowing a dinghy since 2013.

You don't need all the safety gear on board a tender unless you are more than 500 metres away from the mother ship.

Everyone on the tender must wear a life jacket and if you are under power, you will need a paddle and a bailer. If you intend to be further away than 500 metres from the mother ship, you must ensure that all the other gear required for a motor boat is on board the tender.

When you are cruising and using the tender, a useful tip is to have a handheld VHF radio turned on to Channel 16. This will enable you to communicate with those on board your boat if you are away from the mother ship.

Many of the tenders these days are rubber ducks. These are great, but it is always worthwhile carrying the pump on board and making sure that you have some suitable patches and the correct adhesive for quick repairs. Punctures from sharp objects like fishhooks can happen when you least expect them.

There are a couple of effective methods to pinpoint the location of a hole. First, you can use a spray bottle filled with soapy water. Generously spray the mixture around the pontoons of the rubber duck and carefully observe for any tell-tale bubbles that reveal the puncture's position. Alternatively, you can head into shallower waters, remove the motor and submerge the pontoons, keeping an eye out for any escaping air bubbles.

Once you've identified the hole, it's important to clean the area thoroughly with fresh water to remove any soap residue and allow it to dry completely before applying a patch.

Enjoy the summer cruising and don't forget the life jacket!

# MAKING SAILING SAFER

Boat and yachting clubs around Tasmania have received a document *"Sailing Safety in Tasmania"* that has been a collaboration between Australian Sailing and MAST.

Sailors from clubs around the state regularly interact with commercial vessels, whether pilot boats, cruise ships, tugs, fishing boats or the Bruny Island ferries.

This document is a culmination of the regular meetings that MAST facilitates between Hobart-based yacht clubs and Tasports. The result of these meetings has been a greater understanding between Tasports staff, pilots, the VTS radio room and the race management teams from the yacht clubs.

The *Sailing Safely in Tasmania* document will give yacht clubs around the state information about safety equipment, navigation light requirements for coach boats and sailing dinghies, and the rights of piloted vessels and pilot-exempt vessels.

MAST wishes all sailors the best for the coming season and for those participating in Nationals or the offshore races stay safe, have fun and enjoy this wonderful sport.

# SCHOOLS PROGRAM

The safety of all Tasmanians on the water is a key goal for MAST – including our state's primary and high school-aged children.

The MAST School Education Program is provided to all students participating in the Department for Education, Children and Young People's Swimming and Water Safety Program (SWSP). MAST and DECYP have a letter of Agreement for MAST to be able to provide classroom sessions for students in grades 3 to 6.

The Boat Safety component of the SWSP has two parts. Stage 1 is conducted in the pool and uses one of the 15 dinghies that MAST has provided around the state to demonstrate the effect of overloading a boat and what to do if the boat tips over. This opportunity allows MAST to demonstrate the need for wearing a life jacket correctly, what decisions can be taken prior to going on the water and what to do if you end up in cold water. Stage 1 is taught during the in-pool sessions by the swim teachers.

Stage 2 is MAST's main involvement in the SWSP where classroom talks are provided by MAST staff to reinforce the lessons learned in the pool. Having a plan, telling someone where you are going and when you will return, checking the weather and most importantly, making sure the boat is capable of making the journey you have planned.

Educational resources are available for classroom teachers to continue the learning experience and are provided by the MAST presenters. This program is unique within Australia and has delivered consistent results since its inception in 2009.

By giving MAST the opportunity to talk to primary school students, so far 50,674 since 2015, the Department has enhanced the value of the swimming program. Tasmania has the highest per capita boat-owning population in the country and more coastline than Victoria and NSW combined, so the chances of these students being on the water in some form of a recreational vessel are very high.

To reinforce the primary school program, MAST has developed a presentation for high school students. The concept of this program is around making good choices and sits within the grade 9 curriculum.

MAST knows from the data we collect on boating accidents that the most likely cause of a boating fatality is due to capsizing into cold water. Recently the Coroner has made mention of the poor decision-making made by some people, making the MAST high school program even more relevant.

The two most vulnerable age groups who are overrepresented in the boating accident data are males either 30 to 40 years or over 60 years. The two educational programs are aimed at influencing these age groups with primary school-age children talking to their grandparents and high school students given a reminder before heading into the workforce.

It is vitally important that anyone heading out on the water makes good choices and by teaching our students these lifetime lessons, MAST is looking to embed a safety culture into the future.

*Triabunna dredging*

# FACILITIES UPDATE

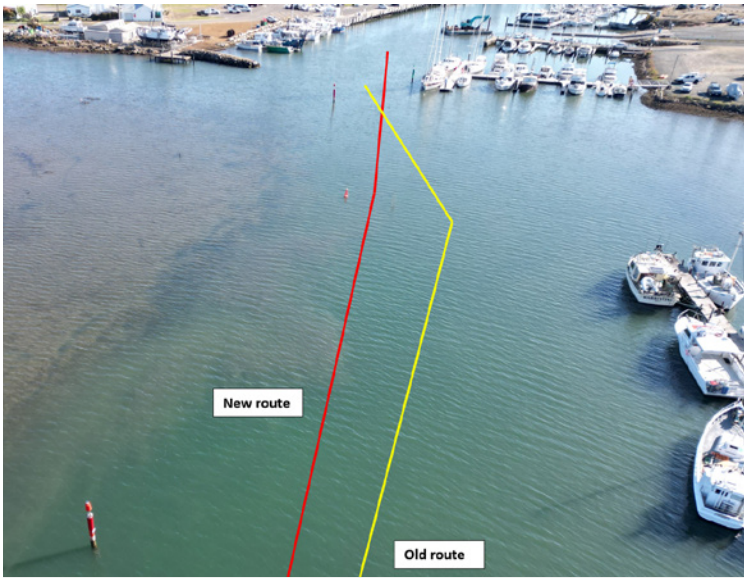
Projects completed over the winter months included an upgrade of the Lake Binney boat ramp in the Central Highlands and dredging at Triabunna, which takes out the "dog leg" near what is commonly known as Parkers Jetty coming into the port. In addition, sand dredging also occurred at the Prosser River in Orford. Some sandbags at the mouth of the river have been earmarked for replacement, which will be done at the end of the bird nesting season in April 2024.

Other projects that have started or are shovel-ready are the upgrade to the Burnie boating facility which includes a new concrete walkway at the outer ramp, an upgrade to the boat ramp at Corinna, a ramp upgrade and the installation of a landing stage at Eddystone Point and an extension to the jetty at the Pirates Bay boat ramp.

These projects will be carried out over the summer and early next autumn at a time that causes the least inconvenience to users.

## TRIABUNNA DREDGING

Contractors have recently completed dredging at Triabunna. The majority of the work was to straighten the approach channel into the port, making access safer and less congested by taking the sharp bend out of it. Most of the dredged material was sediment and cobbles that were removed by excavator and transported to the shore, where it was then deposited on a waterside parcel of land that requires raising in height.




*Triabunna dredge route*

Other works included the removal of rock near the ferry berth, several sections within the marina fairway and adjacent to the boat ramp where deep-draft vessels often run aground.

*Left to right: Ishmael, Willie and Bradley*

# ANZSBEG IN HOBART

In May this year, MAST hosted the Australian New Zealand Safe Boating Education Group (ANZSBEG) in Hobart.

This group is made up of all the state marine safety agencies as well as Royal Life, Surf Life Saving, Australian Sailing, Marine Safety New Zealand and AMSA. ANZSBEG has been meeting for almost 30 years and is well known and recognised for its work in Australia and New Zealand, as well as overseas in countries like Canada, the USA, France and the UK.

Issues from all members are discussed and it is a great way to learn about other safety programs that different states and organisations are developing. At the Hobart meeting, we were incredibly lucky to have three attendees from the National Marine Safety Agency in Papua New Guinea. Ishmael Kawi and Willie Kolip are well known to several MAST staff after separate meetings in Darwin and Sydney over recent years. They have now been joined by Bradley Morris. This safety unit has only been operating for a short period of time and these three are responsible for all recreational boating safety issues for the entire country. Ishmael is stationed in Port Moresby, Willie in Madang in the North and Bradley at Bougainville Island to the north-east.

Many of you may recall that MAST sent more than 4,000 life jackets to help with safety programs in PNG. Ishmael, Willie and Bradley have asked that their thanks be passed on to all those Tasmanians who participated in the program on behalf of the people of PNG, where boats are very widely used. They are most grateful for your support and as we have always said, if one of these life jackets saves just one life then the program was worthwhile.

It was a pleasure to host them, and they thoroughly enjoyed themselves and embraced the freshness of a Tasmanian autumn.

It is hoped that PNG will formally request to become a member of ANZSBEG and Tasmania would support any such request.


# THE "BLUE DINGHY" STORY

**Thanks to Geoff Davidson and Tony Ibbott for this article.**

The original surviving fibreglass dinghy made in Tasmania in 1954.

In 1950, Keith Davidson, The Power Engineer at the Hydro Electric Commission (HEC) and shack owner at East Shelly Beach went to the USA to trade new technologies of value for the HEC.

One innovation was metal galvanising, which led to the Moonah workshop's galvanising plant. This increased the life span of transmission towers and other metal structures.

The second was fibreglass, which was accidentally discovered by a young researcher for Corning Glass and patented in the USA in 1936. Research showed the glass to be very strong and on equal weight, a fibre of glass was shown to be stronger than a fibre of steel.

During World War II (1939-1945), Owens Corning made fibreglass and polyester aeroplane parts for the War effort from plastic laminates made from patented fibreglass cloth impregnated with resin.

Having investigated the fibreglass technology, together with his mate Bill Perkins and Mr Skeels (of Skeels and Perkins Engineering), Keith started experimenting with making moulds and laying up fibreglass objects. A then very young Andrew Perkins (of Apco Engineering, Bender Drive, Derwent Park – formerly Skeels and Perkins) remembers the three of them using oven baking trays as moulds and making fibreglass objects which they proceeded to drive over with the car to test the strength of the fibreglass.

Once they understood the qualities of fibreglass, they proceeded to make a hull mould, spraying layers of gel coat into the mould to form the outer layer of the hull. The hull was then laid up with a precise number of layers of glass, resin and various core materials.

All this took place in the Perkins Workshops at the bottom of the garden, at number 5 Lambert Avenue, Sandy Bay.

Thus was born the first fibreglass dinghy built in Tasmania. In fact, they built three – one for each of them. The Skeels dinghy, which was red, was stolen and never recovered. The Perkins dinghy was also stolen from their farm Fort Chimo at Oyster Cove and never seen again.

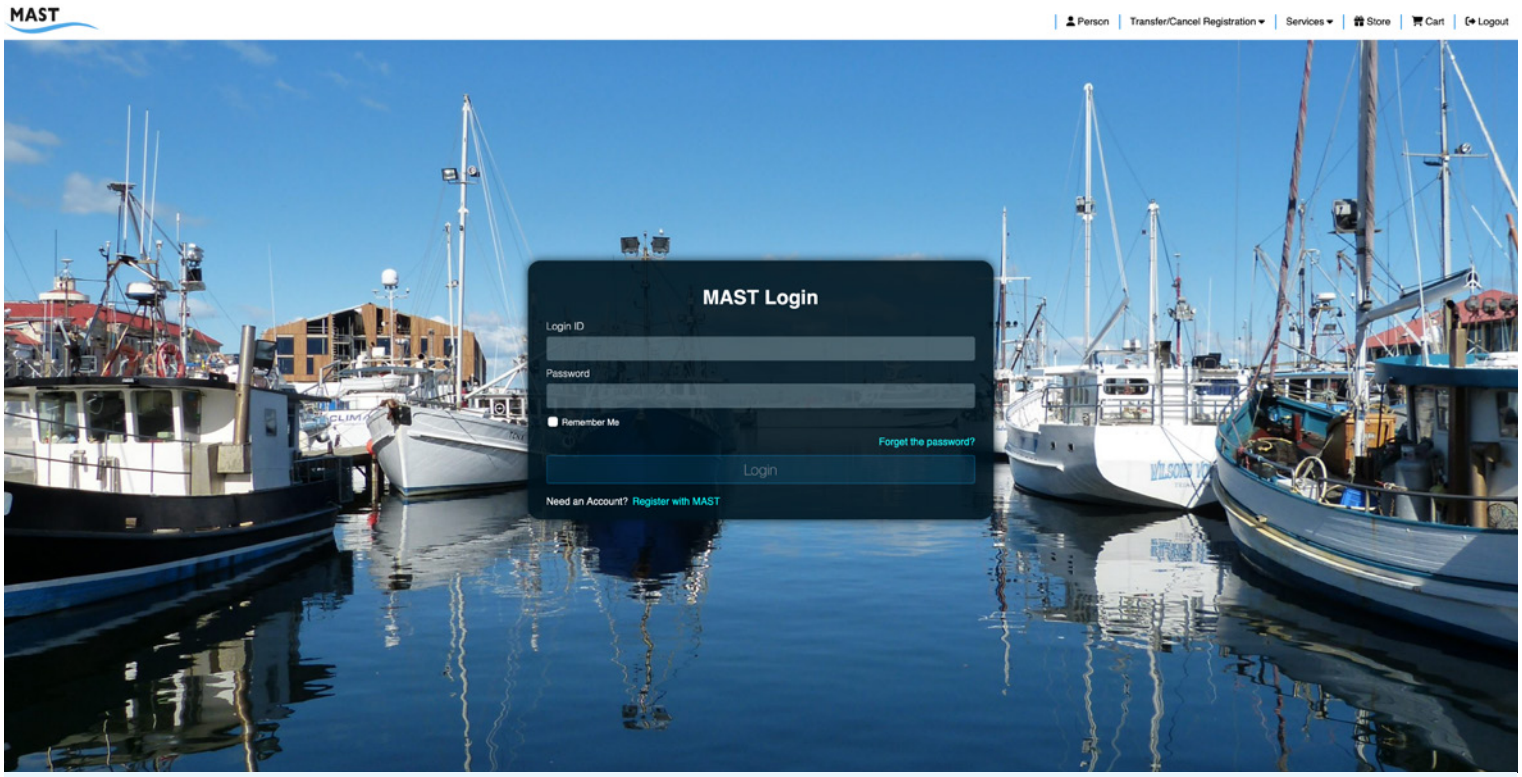
The Davidson dinghy affectionately known as "The Blue Dinghy" has spent its life on the East Coast of Tasmania, starting out at Coles Bay in the early 1950s, and spending the rest of its seventy years since the mid-1950s on Prosser Bay based at Shelly Beach.

It too was stolen, however, Shelly Beach shack owner Andrew Hurburgh who was familiar with the design and colour of the 'blue' dinghy, accosted the thieves in the act and appealing to their better nature they returned it.

Recently Geoff Davidson (Keith's son), under the watchful eye of shipwright Malcolm Ferguson and their mates at the Spring Bay Men's Shed, has renovated the old girl and the time has come to share the story of The Blue Dinghy with a wider audience. Oh, and you should have seen the size of the fish we caught!

These included cod in the (then) macrocystis kelp beds at Luther Point, flathead on the sandy bottom of Prosser Bay, bastard trumpeter in the net across Hurburgh's reef, and the odd rock lobster in the craypot.

If the 'blue' dinghy could talk it may also tell us some untellable 'blue tales'. Who knows?




# THE MAST CLIENT PORTAL

The new Portal is now available to MAST clients to access their licence and boat registration information and undertake several transactional services. The one-stop online portal streamlines several administrative tasks which makes doing business with MAST easier and more convenient.

Before you can access the system, users will need to register with MAST by completing the registration form.

The portal offers clients the convenience of securely accessing their information or submitting applications via mobile, tablet or laptop/desktop 24 hours a day, 7 days a week.

## BOAT REGISTRATIONS

- Check that your registration is current
- Pay your registration renewal
- Lodge new registration applications
- Transfer existing vessels
- Update and change vessel details
- Update vessel details including engine/radio/EPIRB details

## LICENCE RENEWALS

- Check that your licence or PWC endorsement is current
- Pay your licence renewal
- Access a copy of your licence
- Request and pay for a plastic licence card

## MOORING PERMITS

- Check your permit is current
- Apply to vary your mooring permit location or permitted length
- Update moored vessel details if your vessel changes
- Pay your mooring renewal

## PERSONAL DETAILS

By accessing the MAST Client Portal, you will be able to update your personal information such as change of address and email. It is also a requirement to notify MAST of a change in details within 14 days, which is now very easy to do by accessing the Portal.

MAST has also introduced an Online Store as part of the portal where clients can request various safety-related items such as replacement capacity labels and safety equipment stickers. Most of these items are free. The Safe Boating Handbook can be purchased along with various cruising guides.

The portal can be accessed at www.mast.tas.gov.au


# DO YOU PADDLE?

MAST has received a number of reports from ferry operators that kayakers are paddling too close to commercial vessels on the River Derwent.

It appears that some paddlers are putting themselves at risk by trying to cut in front of ferries and forcing them to alter course. Some paddlers have been reported trying to surf the wake and others have been paddling between the hulls when the ferry is alongside.

Please remember that the ferry service is now well and truly established, and efforts must be made by all recreational boats and paddlers to give these vessels plenty of sea room and the ability to stick to their courses back and forth across the river between Kangaroo Bay and Sullivans Cove. MAST has even had a complaint raised by a paddler that the ferry did not alter course in Sullivans Cove to avoid a collision so the paddler had to alter course! We should all work together to enable clear passage for the ferry on the route.

There is a 5-knot zone in Sullivans Cove already for powered craft. MAST could, if required prohibit Sullivans Cove for paddlers, but we certainly do not wish to do this, so please give some thought to the commercial boats operating in and out of the Cove. A meeting has been held with the paddling peak bodies, Rowing Tasmania and commercial operators, including Tasports, to ensure safety is paramount around commercial shipping movements.

# EVDS - SOS

SOS is the international distress signal for ships and all other maritime craft.

SOS was chosen as the preferred signal as the three short, three long, three short signal was easily recognisable.

It is this same "signal" that is the basis of the new Electronic Visual Distress Signal (EVDS).

MAST has introduced this option as an alternative to the two red and two orange handheld flares Tasmanian boaties are required to carry in sheltered waters and coastal waters if they are carrying a GPS-enabled EPIRB and a VHF radio.

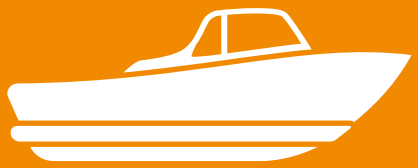
Hand flares last for 60 seconds. An EVDS must operate for at least six hours and be visible up to five nautical miles.

Flares need to be replaced every three years and since MAST has taken over the disposal of old flares, around $30,000 has been spent every year in disposal costs. Most EVDS models operate on standard alkaline batteries and the boat owner can test the unit before heading out to sea. Once the unit has been purchased, it is only a matter of replacing the batteries annually to be compliant with MAST By-Laws. With the introduction of EVDS, boaters will need to familiarise themselves with the SOS signals in case they spot the three short, three long, three short light signals on the water.


MAST believes that the six-hour operational life of an EVDS is a superior option to 60 seconds for a pyrotechnic flare.

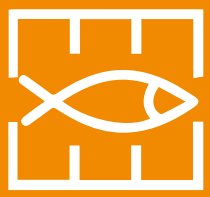
With the requirement to carry a GPS-enabled EPIRB and a VHF radio for daytime signalling, along with your EVDS, we also think safety bases are well and truly covered.

# FUN FACTS

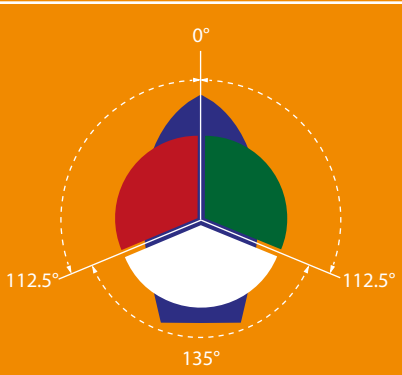


If buying or selling a boat, the owner and purchaser MUST declare the boat is not unsafe.

An EVDS will last for 6 hours; a pyrotechnic flare will last 60 seconds, and you hope it has been seen!

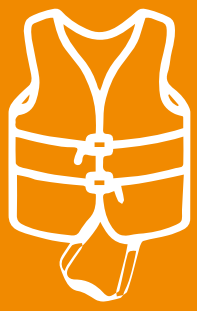


On a nautical chart this means a Marine Farm Zone.




Did you know that these are the arcs of a navigation light? Do yours conform?

It's a great idea to have a thermos with hot water on board when fishing to use for stings from fish.



Using a crotch strap greatly improves the efficiency of a life jacket

Tas Maritime Sched times are VHF 16 at 0745, 1345 and 1733 for weather. Log On and Off with Tas Maritime Radio.


Remember,
one nautical mile = 1.852 km.


Electronic Visual Distress Signals use SOS lighting sequence – 3 short, 3 long and 3 short flashes of light.

## MAST CONTACT DETAILS:

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