

# COMMERCIAL BULLETIN

## Welcome to Issue 11 of MAST's Commercial Bulletin

### TRIABUNNA DREDGING

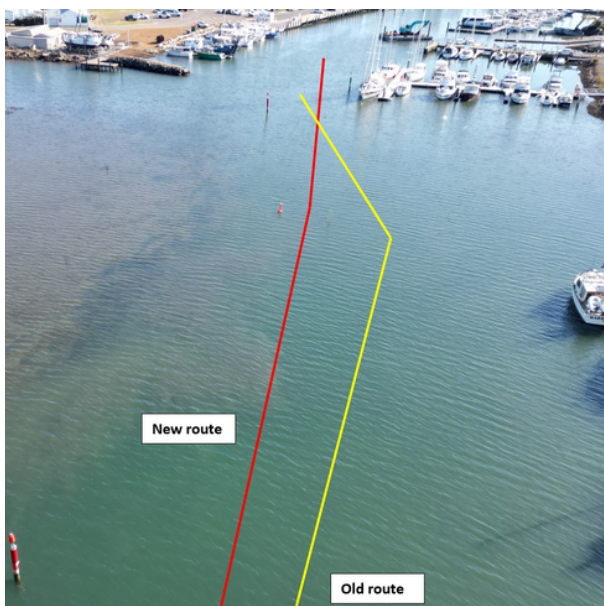
Contractors have recently completed dredging in the Triabunna port area.

The majority of the work consisted of straightening the approach channel into the port making access safer and less congested by removing the bend that existed immediately upstream of the No. 10 port lateral buoy.

Additional works included sediment and rock removal within the swing basin adjacent to the ferry berth and between the boat ramp and main wharf where most commercial vessels turn around when approaching or leaving the wharf.

Whilst most of the dredged material was sediment and cobbles that were easily removed by excavator, there was also a significant amount of rock removed from the northern part of the channel and within the wharf that required breaking with a hydraulic rock breaker and compressor.

All the sediment and rock that was dredged has been removed from the water and deposited on a waterside parcel of land that required raising in height.



*New route into Triabunna after channel straightening*



*Large sandstone boulder being removed from between the boat ramp and main wharf*

## CHANGES TO THE MAST OPERATIONAL AREAS BY-LAWS

On 23 December 2023, the *Marine and Safety (Limits of Operational Areas) By-laws 2023* will come into force. The by-laws define the declared areas of sheltered waters (Smooth and Partially Smooth) for commercial and recreational vessels. Changes to the new by-laws were undertaken to ensure the defined areas are reflective of the environmental design parameters that are articulated in the NSCV National Standard for Commercial Vessels Part B for the certification of commercial vessels.

These changes include increased areas defined as smooth waters, changes to the operational limits within Storm Bay and the removal of a number of historic port limits in other locations that clearly extended out into open waters. MAST commenced a review of the by-laws in late 2019 when an issues paper was circulated to all commercial vessel operators. MAST reviewed feedback that was received at that time and has since worked with AMSA and specific sectors of industry to assist with transitioning to the new limits. The changes will have no impact on the majority of commercial vessel operators.

Once the by-laws come into effect, AMSA will update the series of detailed maps on its website that display the specified restricted C, D and E waters in all areas in Tasmania.

## KEEPING WASH TO A MINIMUM

There are a number of locations around Tasmania that have defined 5-knot zones and are marked accordingly.

In addition to these marked areas, the *Marine and Safety Pilotage and Navigation Regulations 2017* determine that vessels must not operate at more than 5 knots when passing within 60 metres of the shore or another vessel, or when passing within 120 metres of a swimmer or a vessel displaying a dive flag. The purpose of these requirements is to reduce dangerous interactions with vessels and the effect that vessel wash may have on the shore or other vessels and operators.

Several issues have been recently reported to MAST that relate to wash from vessels. In some of these cases, the wash was likely caused by a commercial semi-displacement vessel slowing down very quickly prior to entering a 5-knot zone area. The sudden slowing down of vessels creates a pressure wave that then rolls into the 5-knot zone causing significant wash which affects marinas and other vessels moored within the area.

It is therefore important that all commercial vessel masters give consideration to the handling characteristics of their specific vessel and try to reduce any sudden changes of speed when approaching 5-knot zones to keep wash to a minimum in these sheltered locations.



## BRIDPORT JETTY SEDIMENT REMOVAL

Removal of sediment from around the finger pier at the Bridport Jetty has been completed. This sediment had accumulated over a number of years since it was last removed, to the extent that many vessels needed an abnormally high tide to move. An increase in depth of approximately 1.5 metres has been achieved on the main berthing face and an increase of 1.0 metres behind the jetty, allowing smaller vessels to berth here.

Whilst the depths achieved do not allow vessels to float at low tide, they cannot transit the river and the entrance into Anderson Bay during low tides anyway.

The greater length of the jetty now available for berthing will reduce the demand on the adjacent loading/unloading section.

Most of the sediment was transported off site, retaining some capacity for further sediment removal in the future.



*Sediment removal from behind jetty, with main berthing face already completed*

## FREEMANS JETTY - COLES BAY

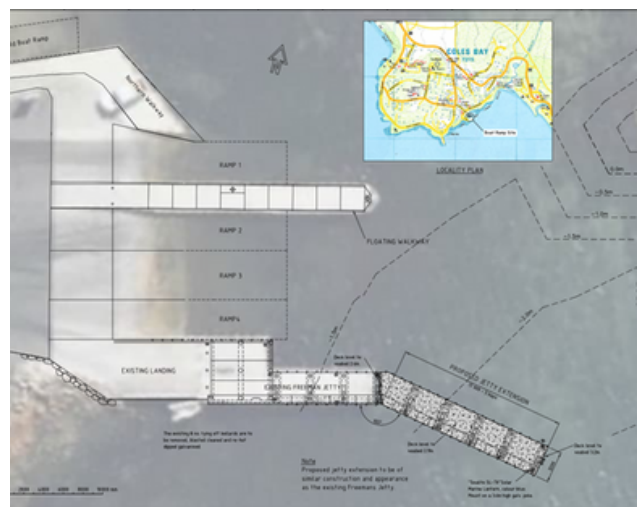
MAST has appointed a Tasmanian contractor to extend the existing Freemans Jetty on the Esplanade at Coles Bay.

This is a Glamorgan Spring Bay Council asset and the extension works have a budget of \$660,000, funded from allocations and commitments from MAST and Tasmania Parks and Wildlife Service to cater for the demand of commercial and recreational boating in the Coles Bay community.

Design and construction of precast concrete components commenced in October 2023, with site construction starting after Easter 2024 and continuing for a 14-week period.

Outcomes for the project will be reduced commercial and recreation vessel congestion at the existing Freemans Jetty, with the provision of additional berthing space. Commercial vessels, including charter vessels, will have an additional 17 metres extension to the finger pier which will have an angle of ~25° to the south.

You can keep up to date with progress on the MAST website - [www.mast.tas.gov.au](http://www.mast.tas.gov.au) - News.



*General Arrangement*

## PADDLERS ON THE RIVER DERWENT

The River Derwent is an integral part of Hobart and is extensively used by commercial and recreational waterways users. Commercial vessel operators have been reporting an increase in dangerous interactions with kayakers, including kayakers trying to cut in front of ferries and forcing course alterations. There have also been reports of some paddlers trying to surf the wake of moving ferries, or paddling between the hulls of ferries when they are berthed.

In October MAST facilitated a meeting with rowing clubs, paddling peak bodies and TasPorts to discuss the risks associated with interactions of this nature and the stress that this places on the masters of commercial vessels.



## INDEPENDENT REVIEW OF NATIONAL LAW

On 26 September 2023, the Independent Review Panel released its final Safety (Phase 1) Report. The Safety Report has been supplied to the Australian Government for consideration and response, with further industry consultation anticipated as part of this process. The second phase of the review has been absorbed into the Australian Government's Australian Transport Safety and Investigation Bodies Financial Sustainability Review, which was announced in the 2023-34 Budget.

## PIRATES BAY, EAGLEHAWK NECK

Over the spring, MAST contractors have been busy building a 12-metre extension to the jetty at the boat ramp.

This is a popular facility for several commercial vessel operators. With trailer parking becoming a premium close to the ramp, the jetty extension will provide more temporary berthing for vessels while trailers parked further away are being retrieved.

Through the upgrade undertaken to this facility, line markings at the ramp have been refreshed and "cats eyes" installed to help with visibility and access during use outside of daylight hours.



*Pirates Bay, Eaglehawk Neck*

### Marine and Safety Tasmania

#### Contact Details:

Port Tower Building,  
18 Hunter Street, Hobart  
Phone: 1300 135 513  
Web: [www.mast.tas.gov.au](http://www.mast.tas.gov.au)  
Email: [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)