

Ships visiting Queensland coastal waters are also required to comply with the legislation. Temporary insurance cover may be necessary if existing insurance coverage does not meet the above requirements.

A current certificate of insurance must be carried onboard and be available for inspection by compliance officers. Penalties apply for noncompliance.

For those ships where insurance cannot be reasonably obtained, the ship owner may be able to seek an exemption to the insurance requirement. In such cases the ship owner must apply to Maritime Safety Queensland. For details on how to apply for an exemption go to the Registration link at www.msq.qld.gov.au. For further information contact a Maritime Safety Queensland regional office or Maritime Services Branch on 07 3120 7428.

Marine incidents

All marine incidents must be reported to a shipping inspector within 48 hours, unless there is a reasonable excuse. Shipping Inspectors include some Maritime Safety Queensland officers (located in regions), and officers of the Queensland Boating and Fisheries Patrol and Queensland Water Police.

Reportable incidents include:

- the loss of a person from a boat
- the death of, or grievous bodily harm to, a person caused by a boat's operations
- the loss or presumed loss or abandonment of a boat
- a collision with a boat
- the stranding of a boat
- material damage to a boat
- material damage caused by a boat's operations
- danger to a person caused by a boat's operations
- danger of serious damage to a boat
- danger of serious damage to a structure caused by a boat's operations.

Reports should be made by completing and lodging an approved marine incident report form. The form can be accessed under the Safety link at www.msq.qld.gov.au and is available from Maritime Safety Queensland and enforcement agencies offices.

Common marine incidents include groundings, capsize and swamping incidents, collisions with other boats, buoys, jetties and pontoons, fires, falls within a boat and persons overboard.

Incidents involving injuries to people must always be reported even if the boat does not sustain any material damage.

If in doubt about whether an incident is reportable — report it.

Why reporting is important

The reporting of marine incidents is not only a legal requirement, but the information is vital to the development of safety standards, education and on-water compliance programs that will benefit all waterways users.

In addition, reporting a marine incident may assist you if you decide to make insurance claims on any damage. Most insurance companies will not honour claims if the marine incident has not been officially reported. They may also require that you provide them with a copy of the lodged marine incident report form and acknowledgement letter.

Speed limits

Complying with speed limits is safe boating for yourself and shows courtesy to others.

See page 44 for more information on speed limits.

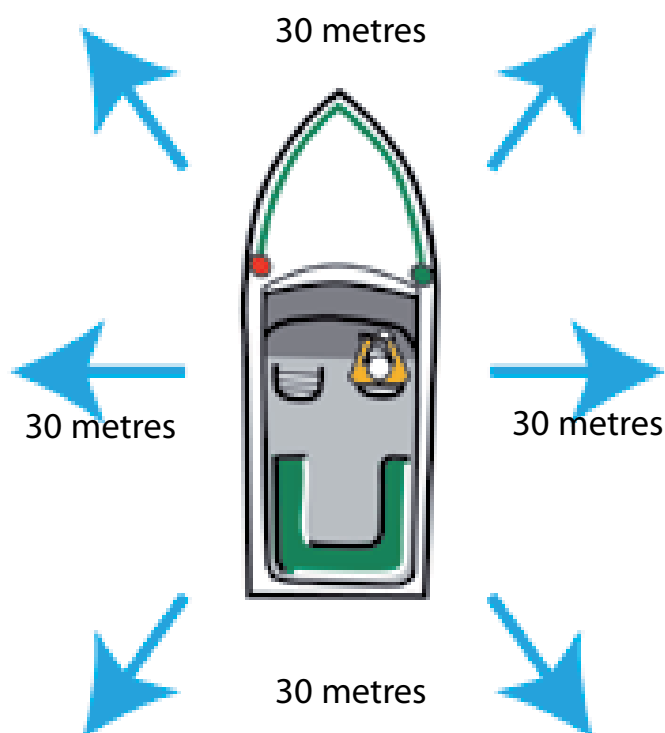
Distance off

Six knots within 30 metres of:

- boats anchored, moored to the shore or aground
- jetty, wharf, pontoon or boat ramp
- people in the water
- boat harbours and marinas

Six knots is equivalent to a brisk walking pace.

Learn how to measure distance. For example, 30 metres is ten times longer than a three metre boat and five times longer than a six metre boat.



Wash

Many speed limits are in place to minimise the wash created by boats. Therefore it is essential as a boat owner or skipper to maintain a speed that creates minimal wash.

Wash can create serious safety hazards for other boats, especially in marinas and anchorages where there is an expectation of calm conditions.

Wash can also create damage to:

- pontoons
- jetties
- vessels moored to these structures
- vessels in shallow water or anchored on a foreshore
- shorelines and river banks.

Create a minimum of wash and show consideration to other boaters.

A six knot speed limit applies to all canals in Queensland.

Unlawful operations

A person who is the owner or master of a ship must not operate the ship within 30 metres of a diver in the water if a code A flag is displayed in the vicinity of the diver.

When navigating a boat you must consider:

- **Visibility:** Drive slowly in rain, fog, mist, smoke and glare. Take special care when travelling at night as potential hazards are harder to see.
- **Other boats:** Slow down in busy areas and when near moored or anchored boats, and remember — working boats and larger ships may have difficulty manoeuvring.
- **Navigation hazards:** Slow down in shallow areas and when boating in unfamiliar water. Water depth can vary and change quickly, particularly in freshwater.
- **Wind, waves and currents:** These may affect the boat's stopping and turning ability. The type of motor, hull and design will all impact on the boat's manoeuvrability.



Trip preparation

Boat care and maintenance

As part of the general safety obligation it is the owner/operator's responsibility to ensure the boat is in a seaworthy condition and suitable for the trip.

Motor care

Regular preventative maintenance and servicing by a qualified mechanic may avoid a breakdown at sea. Some of the causes for engine failure are minor, so you should be able to troubleshoot a problem. Learn how to change the filter and primer bowl; clean and change spark plugs; check for spark; check and replace fuses; and change the propeller. You should also carry spares on board whenever you go out.

Fuel system

- Check for fuel fumes before starting engine/s.
- Once a year the fuel tank should be cleaned

with suitable cleaning solvent.

- Inspect the fuel tank for any cracks or corrosion.
- Always replace old fuel with new fuel after periods of inactivity.
- Inspect fuel lines, manual priming bulb and connections for cracks and leaks.
- Clean out or replace the fuel filter.

Batteries

- Top up battery cells with distilled water and check each cell with a hydrometer.
- Ensure proper ventilation.
- If voltage is low, charge the battery at a rate that is suitable to the battery. The battery should never be overcharged.
- Batteries should always be secured in brackets.
- Terminals should be kept clean and greased regularly. Furthermore, conduct a general check of the boat before each trip.

Boat care

- Inspect the boat for corrosion, cracks and general wear and tear.
- Test steering gear for stiffness.
- Self draining holes must be kept clear – check drain flaps and lubricate if necessary.
- If LPG is fitted, ensure the system is regularly serviced.
- Ensure bilges are clean and dry.
- Check for water and fuel leaks.
- Inspect anchor, shackles and ropes for any sign of wear and replace if necessary.
- Inspect safety equipment for any deterioration or damage (including expiry dates).

Tell someone where you are going

Log your trip with your local Volunteer Rescue/ Coast Guard station (see page 61). You will be asked to advise the vessel name, registration details, number of persons on board (POB), your destination, and your estimated time of return. Other useful information you could provide includes a description of your vessel and radio channels you intend to monitor. You should also advise a family member or friend of your intended trip with an indication of when to advise authorities if you are not back. Failure to advise these details has contributed to a number of deaths in Queensland in recent years.

Weather – Make the safe call

Queensland's weather systems are changeable and unpredictable. Good weather is critical for a safe and comfortable trip. Forecasts should be obtained when planning a trip, before you leave

and updated while you are out on the water. Maritime Safety Queensland's Weather Service provides weather information from the Bureau of Meteorology at the cost of a local phone call.

All of Queensland	1300 360 426
Marine Warnings	1300 360 427
South-East Queensland	1300 360 428

Information on current wind, cyclone and tsunami warnings can also be found on the Bureau of Meteorology website at www.bom.gov.au.

Check for Notices to Mariners

Maritime Safety Queensland issues marine safety information in the form of Notices to Mariners.

Notices to Mariners advise of:

- navigation warnings and hazards (such as aids to navigation that may have been destroyed, missing or unlit)
- changes to the uniform buoyage system (which assists with the correction and updating of marine charts)
- navigation depths (necessary when navigating in channels with depth restrictions)
- any other works that may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

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Notices to Mariners are available to all boaties from the Maritime Safety Queensland website under the 'Notices to Mariners' heading. Boaties can also register online to receive all new and updated Notices to Mariners directly to their personal email for their area of operation.

Is the boat safe?

- Remember your general safety obligation – as master/skipper you are responsible for the safety of the boat and the people on board at all times.
- Regular boat maintenance and motor servicing are essential.
- Don't overpower the boat; check the builder's plate for maximum horsepower.
- Know your boat's limits; stay within these limits.
- Know how to load and distribute the weight in your boat for maximum stability. Have the heaviest items placed centrally in a low position in the boat. Distribute passengers evenly around the boat.

Severe storms and cyclones

Queensland residents will know that each year during November-April, they can expect to be faced with the dangers and destruction caused by severe storms and cyclones.

Boat operators need to ensure that they make all possible preparations for severe storm activity coming into these high risk months. All boat owners are responsible for ensuring that their vessel and property is maintained and able to reasonably withstand the weather they may encounter.

Don't leave storm and cyclone preparation to the last minute, make sure your vessel is ready early for storm season.

Check the weather

See page 17 for more details.

Preparation is the key

To prepare for storm activity boat operators should:

- use suitable rope to secure your vessel as it has more 'give' than chain
- double up on mooring lines and check that they are sound and the right size
- check that all boat cleats and other mooring fittings are secure and consider adding anti-chafing gear to mooring/anchor lines
- store all loose gear such as boat hooks,

buckets, fishing tackle floats and life rings below deck

- remove all deck furniture
- secure hatches
- reduce wind loading to a minimum and remove furled sails and covers
- if possible, remove bimini covers and roll up or remove any clears around the vessel
- deflate and store inflatable dinghies
- disconnect shore power leads and water hoses
- check all bilge pumps are operational and ensure all self draining openings are clear
- ensure the watertight integrity of your vessel
- ensure all chains have been inspected before the storm season if your vessel is attached to a swing mooring
- advise appropriate authorities of your contact details if your boat is to be left unattended during the wet season
- leave contact details onboard your vessel so that emergency services can contact you if your vessel becomes adrift
- ensure that your insurance policy is current.

During severe weather

Personal safety is the number one priority at all times. Use common sense if you find yourself stuck in the middle of severe weather.

If you are travelling and are unable to get back to your usual mooring, seek shelter in rivers or creeks with heavy mangrove buffers. These can be identified by areas where creeks and rivers have a fringe of mangroves that provide a lee or buffer zone from the wind. Be mindful that heavy rain will increase the flow of the ebb tide in any creeks or rivers.

If you are in a marina or hardstand area, check with the manager for any specific instructions. Make sure you follow any evacuation advice provided by police or emergency services.

If you are away during the storm season

Where Coast Guard services are available, lodge a completed 'Authorisation to move vessel' form, and provide a key to access your vessel, to be used in the event of a harbour evacuation.

Alternatively, leave a key and contact details with a responsible person and provide a comprehensive explanation of when and where the vessel needs to be moved in the event of a warning being issued.

Cyclone preparation

Experience has shown that tropical cyclones in Queensland can exhibit more erratic paths than those in other parts of the world. They can also last from a few days up to several weeks.

Maritime Safety Queensland has published cyclone contingency plans to reduce the damage caused by cyclones and tidal surges in most harbours throughout the state.

Boat owners can refer to the cyclone contingency plan for the area in which they operate to make sure they know what action to take if a cyclone warning is posted and how to respond to the various levels of warning and/or alerts.

Boat owners should be familiar with their responsibilities under each level in order to take the best safety precautions for vessels and boating infrastructure in the conditions.

Cyclone contingency plans

Cyclone contingency plans vary from region to region. Ensure you are familiar with the warning and/or alert levels used in your area, as they can differ.

Some areas use a coloured alert system:

Yellow — destructive winds forecast within 24 hours.

Blue — destructive winds forecast within 16 hours.

Red — destructive winds forecast within 6 hours.

Other areas use the Bureau of Meteorology cyclone warning system:

Cyclone watch — means that gale force winds are likely to affect the area within 24 to 48 hours.

Cyclone warning — means that gale force winds are likely to affect the area within 24 hours.

Whichever alert system your area uses, make sure to familiarise yourself with it and the actions required at each level.

Copies of the cyclone contingency plans are available at Maritime Safety Queensland offices or at the website www.msq.qld.gov.au.

Cyclone contingency plans are available for

Abel Point, Bundaberg, Cairns, Cape Flattery, Cooktown, Innisfail, Karumba, Mackay, Mourilyan, Port Douglas, Port Kennedy, Townsville and Weipa.

What do I need to do?

Plan

If there is a Cyclone Contingency Plan for your area, collect a copy from your local Maritime Safety Queensland office.

If your vessel's usual mooring is assigned by Maritime Safety Queensland, ensure your contact details are updated.

Organise options to allow relocation of your vessel if you will be away during cyclone season.

Take the time to move your vessel to a sheltered location before a cyclone affects the area.

Know how and where the alerts are communicated (for example, VHF channel 16).

Keep a record of emergency phone numbers handy.

Prepare

Use the checklist inside under the 'Preparation is the key' heading as a guide to preparing your ship.

Obey

Make sure you comply with all directions issued by the regional harbour master or others as delegated.

Do not leave your cyclone mooring until the regional harbour master has given the all clear.

Prepare, plan and obey these simple rules and you could prevent damage to your boat and others. A penalty up to a maximum of \$15 000 is applicable for not following the directions of a harbour master.

Where can I get further information?

Visit the Maritime Safety Queensland website or for further information related to cyclones go to www.bom.gov.au.

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Safety equipment

Safety equipment under the GSO

The general safety obligation requires all boat owners and operators to make sure the boat is safe, appropriately equipped and crewed, and operated in a safe manner.

Boats requiring registration must carry the regulated safety equipment (refer to the safety equipment table on **page 28**). Additional safety equipment recommended in the Standard should also be carried to satisfy the general safety obligation. This allows boat owners and operators to choose the equipment best suited for the type of boat and intended voyage.

Boats not requiring registration do not have to carry the regulated safety equipment, but the skipper still has a general safety obligation. When deciding what to take on board, remember your obligation – if you fail to carry a piece of equipment that could have helped to prevent an accident, you could be prosecuted.

Compulsory wearing of PFD

Under 12, under 4.8, underway

Please note: Under 12 – children from 12 months and up to, but not including, 12 years of age. It is not recommended that babies under 12 months travel on boats unless necessary. When they do, they must be held securely by a parent or other responsible adult.

Children under the age of 12 in open boats under 4.8 metres must wear properly fitted life jackets while underway. A boat is underway when it is not at anchor, made fast to the shore or aground (underway includes drifting). This applies to commercial, fishing and recreational boats.

In circumstances of heightened risk the chances of survival are greater in the event of an incident if a life jacket is being worn.

Experience has shown that even if there are life jackets nearby, there is often not enough time to put them on when faced with a life threatening situation. Emergency or high risk situations can happen very quickly on the water, even if conditions look calm. Once in the water it is extremely difficult and in some instances impossible to put your life jacket on. So while most people know that life jackets save lives “It is not a life saver if you’re not wearing it”.

Crossing a designated coastal bar

Everyone in open boats under 4.8 metres, while

crossing a designated coastal bar, must wear a life jacket. Designated coastal bars include Wide Bay Bar, Noosa Bar, Maroochydoore Bar, Caloundra Bar, South Passage Bar, Jumpinpin Bar, Tallebudgera Bar and Currumbin Bar.

Life jackets/personal flotation devices

There are five different types of personal flotation devices (PFDs). They should be accessible at all times and kept in good condition. Do not use personal flotation devices as a cushion and be sure you know how to put them on quickly. Life jackets should be marked correctly to ensure they comply with standards. Carrying life jackets that are not marked correctly as part of your safety equipment could cost you a fine.

PFD type 1

- Must comply with Australian Standard 1512-1996 and must be marked with ‘PFD TYPE 1’.
- Has sufficient flotation to support the body mass (weight) of the wearer. Designed to maintain the person in an upright, buoyant position. PFDs fitted with a flotation collar assist the wearer to keep their face clear of the water.
- For use in smooth, partially smooth and open waters for recreational boating.
- Not to be used by personal watercraft (PWC) riders, skiers or people being towed.
- SOLAS (Safety of Life at Sea) and coastal type PFD type 1 life jackets are required for commercial offshore operations.



PFD type 2

- Must comply with Australian Standard 1499-1996 and must be marked with ‘PFD TYPE 2’.
- Keeps you afloat but does not have a collar to keep the head above water.
- For use in smooth and partially smooth waters.
- Can be used by skiers or people being towed in smooth or partially smooth waters.
- Can be used by PWC riders in smooth and partially smooth waters or beyond those waters



PFD type 3

- Must comply with Australian Standard 2260-1996 and must be marked with ‘PFD TYPE 3’.

LIFE JACKET - WEAR IT

- Has the same buoyancy as PFD type 2 although colours are not as visible. May be a specified buoyancy wet suit.
- For use in smooth water and only where the user is likely to be in the water for a short time.
- Can be used by skiers or people being towed in smooth waters.
- Can be used by PWC riders in smooth waters.



Inflatable PFDs (life jackets)

Inflatable life jackets are approved equipment and can be used as a PFD type 1.

The advantage of an inflatable life jacket is that it can be worn while onboard with a degree of comfort and minimal restrictions.

Inflatable PFDs used on a recreational boat must show an expiry date and be serviced by the manufacturer or authorised service centre annually. Alternatively, where the manufacturer has established a documented servicing program the owner or master can service the PFD themselves, providing they can produce documentary evidence showing adherence to the servicing program.

Coastal and SOLAS

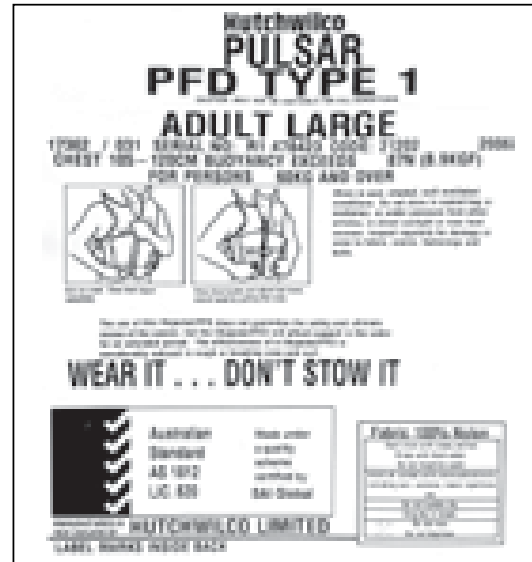
These jackets have more flotation than PFD type 1 and are recommended to be carried by boats operating long distances offshore. Regulation sets Coastal and SOLAS specifications as the minimum requirements for life jackets on commercial vessels. They are bulky life jackets designed to keep the body afloat for a long period. They have reflective tape and a whistle to attract attention. There are additional acceptable standards for coastal life jackets. Contact Maritime Safety Queensland for details.



PFDs – Are yours up to standard?

All PFDs, or life jackets must comply with Australian Standard AS 1512 for PFD 1, AS 1499 for PFD 2 or AS 2260 for PFD 3.

To meet the requirements, all PFDs must have the



following markings:

- Manufacturer's name, trade name or trademark.
- The words PFD TYPE 1 , PFD TYPE 2 or PFD TYPE 3 in block letters not less than 6 mm high, with the words below: 'CAUTION: May not be suitable for all conditions' (or for a child's PFD, the words CHILD'S PFD TYPE 1 and a caution advising that a child wearing the PFD should be under competent supervision).
- Manufacturer's model identification, batch identification and year of manufacture.
- Intended body mass range.
- Illustrated instructions for donning the PFD.
- Instructions for storage and care.
- Information related to replacement or checking of gas cylinders of inflatable PFDs.

Note: A PFD with a Standards Australia mark, including the number 1512 must also have a marking identifying it as a PFD Type 1.

Also check the condition of your PFD to ensure:

- Parts which are visible when the wearer is submerged (from the armholes up) are high visibility in colour.
- It is in good working order, and elements such as stitching and colour have not deteriorated with age.

New PFD/life jacket standard

Standards Australia has introduced a new standard, AS 4758, for PFDs.

From 1 February 2010, PFDs made under this standard are accepted for use in Queensland as part of your safety equipment requirement. You will start to see PFDs made to the new standard

appearing in retail outlets.

PFDs made to the standards AS1512, AS1499 and AS2260 are still acceptable for use as long as they are in good condition. You do not have to upgrade your current PFD.

The standard AS4758, has a new rating system for personal flotation devices.

Here is how they compare with the current types:

Current standard **Under standard AS4758**

Coastal life jacket Level 275
Level 150

PFD type 1 Level 275
Level 150
Level 100

PFD type 2 Level 50

PFD type 3 Level 50 special purpose

Check the Maritime Safety Queensland website to ensure the markings on your AS4758 life jacket meet the requirements.

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over 8 metres
long?

? Is it fitted with
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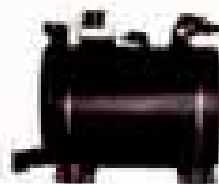
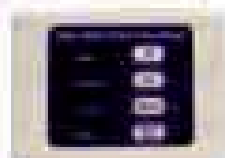
? Do you
regularly use
it in 'smooth'
or 'partially
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or visit our website at www.nwsa.com.au



EPIRBs

All boats, including tenders, operating beyond smooth and partially smooth waters must carry an Emergency Positioning Indicating Radio Beacon (EPIRB) if more than two nautical miles from land.

EPIRBs should be used only as a last resort if the boat or crew are in grave danger. Use other communications or signalling equipment first, such as marine radio, flares, V sheet or a mobile phone.

Search and rescue authorities respond to all activations, therefore it is important to let them know immediately if assistance is no longer required. There is no penalty for accidentally activating an EPIRB but remember to either radio the local volunteer marine rescue organisation or call Rescue Coordination Centre's 24-hour emergency number on 1800 641 792. To avoid accidental activations store EPIRBs in an



accessible place away from gear and passengers.

EPIRBs have expiry dates, and if past or near this date, the unit must be serviced or replaced by the manufacturer or an authorised agent.

To ensure you comply with Queensland legislation you must:

- carry a 406 MHz EPIRB if you operate beyond smooth or partially smooth waters and more than two nautical miles from land (fines will apply)
- ensure that your EPIRB complies with the Australian/New Zealand standard 4280.1:2003
- ensure your 406 MHz beacon is registered with the Australian Maritime Safety Authority (AMSA) – registration is free and must be renewed every two years
- advise AMSA of any change to ownership and vessel details.

Registration stickers are issued by AMSA and provide EPIRB owners and marine inspectors with proof of current registration. The sticker will note the HexID/UIN of the beacon, its registration expiry date (two years from date of issue) and boat name or owner's name depending on type of beacon and use. This registration sticker must be affixed to the beacon. A fine may result if a

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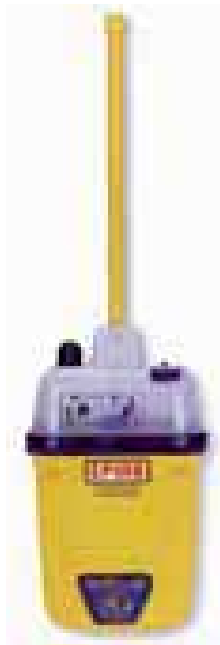
current sticker is not affixed to a beacon during a safety equipment inspection.

For more information go to www.amsa.gov.au.

Disposal

Boaties are reminded to dispose of old EPIRBs at Battery World stores around Australia. This is a free service.

Note: Do not dispose of your beacon in general waste as it will end up in landfill and could be activated inadvertently.



Distress flares

All vessels (excluding PWCs and tenders not requiring registration) operating beyond smooth water limits must carry orange and red hand flares as part of their safety equipment. Packs of flares contain two orange smoke flares for daytime use and two red flares for use in the dark.

Flares are a way for a boat in trouble to attract the attention of other boats or aircraft in the area. A distress flare should only be used when other methods of alerting others to a problem have failed. First try contacting other boats or shore-



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For more information call **1800 990 177**
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