



Queensland
Government

Department of
Transport and Main Roads

HARBOUR MASTER'S DIRECTION

Direction to master about operations of ship in relation to pilotage area

Transport Operations (Marine Safety) Act 1994, sections 86, 86A and 88

I, **Glenn Hale, Regional Harbour Master (Brisbane)**, am appointed as a harbour master under part 7 of the *Transport Operations (Marine Safety) Act 1994* (the Act).

I HEREBY GENERALLY DIRECT THAT:

A master of a larger ship (the ***stated class of ship***) must not navigate or otherwise operate the larger ship on waters of the Mooloolaba Harbour, until further notice.

For the purpose of my direction, a larger ship is one with any of the following characteristics:

- length greater than 35 metres
- beam more than 15 metres
- under keel clearance less than 0.5 metres within the harbour channel.

I give this general direction to ensure marine safety, and to enable the effectiveness and efficiency of the Queensland maritime industry.

My direction does not apply to a stated class of ship authorised to navigate or operate within the Mooloolaba Harbour in writing by me.

FOUNDATIONS

I am concerned that a larger ship may not be able to navigate safely within the Mooloolaba Harbour, because of the boat harbour's confined nature and the level of other ship traffic.

The Mooloolaba Harbour is a state boat harbour on the Mooloolah River with the Brisbane pilotage area. The entrance to the river is defined by schedule 148 of the *Transport Operations (Marine Safety) Regulation 2004* as a coastal bar. The coastal bar can become treacherous, depending on prevailing conditions.

The navigable waters of the boat harbour's entrance and main channels are approximately 50 metres in width with a least depth, generally, of approximately 2.5 metres at LAT, marked by a series of aids to navigation. These channels are confined waters that require careful navigation. Ships must operate within these channels to avoid the risk of stranding or grounding.

The Mooloolaba Harbour is home port to a large fleet of domestic commercial vessels. The public boat ramps at Mooloolaba, Buddina and Minyama are also regularly utilised by large numbers of recreational ships.

The navigation of a larger ship within the boat harbour is likely to cause that ship to become stranded, collide with another ship, or cause material damage to an aid to navigation. There is also the risk that operations of a larger ship could cause serious damage to other marine infrastructure or some other kind of marine incident.

CONTRAVENTION OF MY DIRECTION

A person commits an offence against section 88 of the Act if that person contravenes my direction without a reasonable excuse. The maximum penalty for such offence is \$22,000 for an individual and \$110,000 for a corporation.

Further, pursuant to section 93 of the Act, if a person contravenes my direction, then I may, to the extent necessary to ensure safety, carry out my direction by boarding the stated class of ship and operating it, including for example, by moving or navigating it.

If a harbour master incurs expense in exercising a power pursuant to section 93 of the Act because a ship's master did not comply with my direction, then the State may recover that expense from the owner and master of the ship pursuant to section 94 of the Act.



Captain Glenn Hale
Regional Harbour Master (Brisbane)

DATED AT BRISBANE THIS THIRTY-FIRST OF JANUARY 2014