

2012-2013 Edition

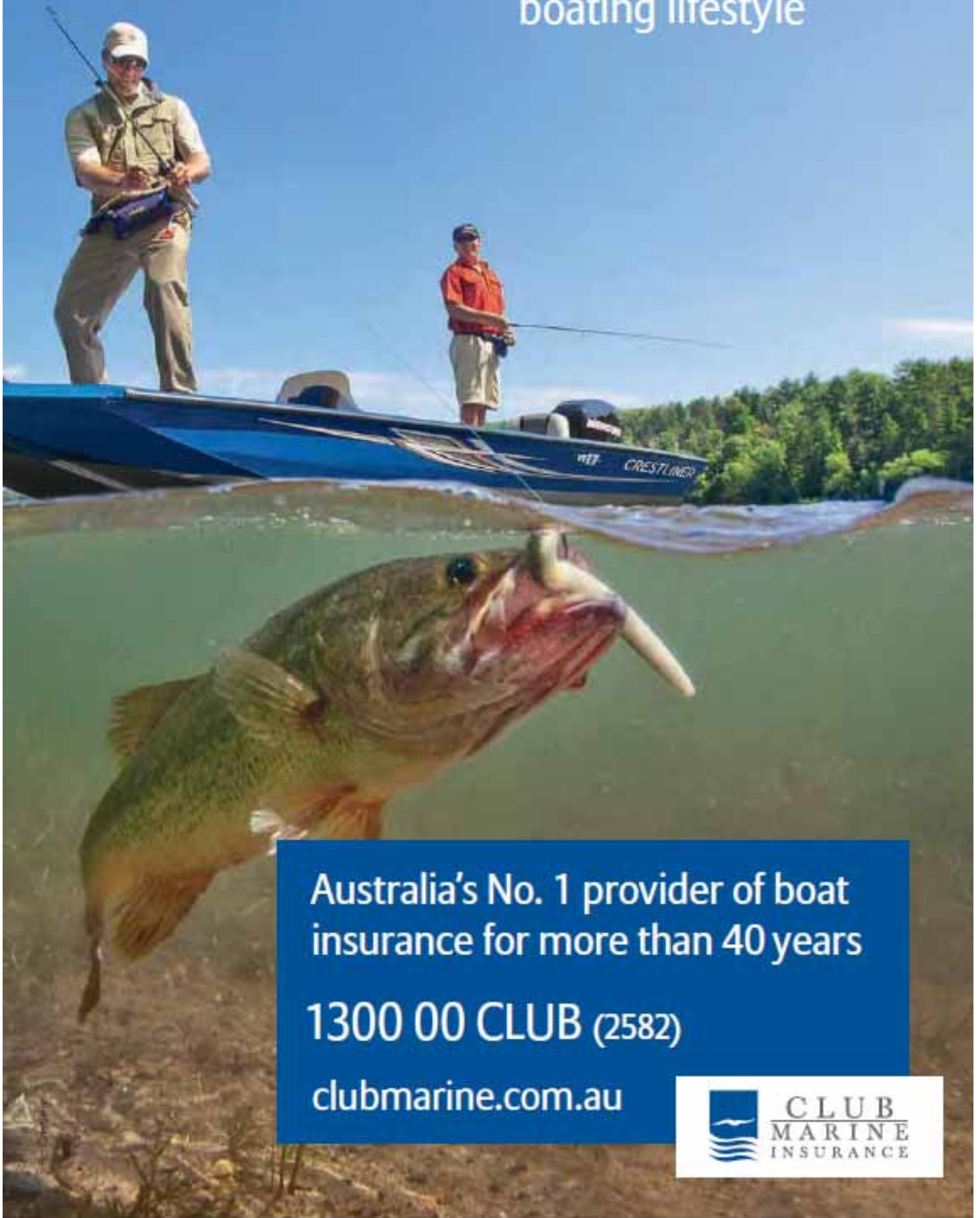
QUEENSLAND  
**Recreational  
Boating & Fishing**  
GUIDE



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*This handbook should only be used as a guide, and the legislation is determinant. You should review the law if you have any doubts. The information in this edition is current at the time of printing.*

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## Queensland Government

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Department of Transport and Main Roads

Call Centre 13 23 80

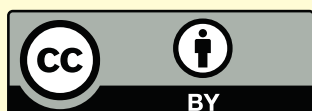
**Fisheries Queensland**

GPO Box 46, Brisbane 4001

Customer Service Centre phone: 13 25 23

Email: [callweb@deedi.qld.gov.au](mailto:callweb@deedi.qld.gov.au)

**Website: [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)**



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## Contact information

### Maritime Safety Queensland

#### Gold Coast

40-44 Sea World Drive, Main Beach 4217  
(07) 5539 7300 A/H (07) 5539 7373

#### Brisbane

MacArthur Avenue East, Pinkenba 4008  
(07) 3860 3500 A/H (07) 3305 1700

#### Sunshine Coast

Old Pilot Station, Parkyn Parade,  
Mooloolaba 4557  
(07) 5477 8425 A/H (07) 3305 1700

#### Gladstone

Level 2, Centrepoint Building,  
136 Goondoon Street, Gladstone 4680  
(07) 4973 1200 A/H (07) 4973 1208

#### Bundaberg

Floor 2, 46 Quay Street, Bundaberg 4670  
(07) 4131 8500 A/H (07) 4973 1208

#### Hervey Bay

Buccaneer Avenue, Hervey Bay 4655  
(07) 4194 9600 A/H (07) 4973 1208

#### Mackay

14 Discovery Lane, Mount Pleasant,  
Mackay 4740  
(07) 4944 3700 A/H (07) 4956 3489

#### Whitsundays

384 Shute Harbour Road, Airlie Beach 4802  
(07) 4946 2200 A/H (07) 4956 3489

#### Townsville

60 Ross Street, South Townsville 4810  
(07) 4726 3400 A/H 1300 721 263

#### Cairns

100-106 Tingira Street, Portsmith 4870  
(07) 4052 7400 A/H (07) 4052 7470 or  
1300 551 899

#### Weipa\*

1 Iraci Avenue, Weipa 4874  
(07) 4069 7165 A/H (07) 4052 7470 or  
1300 551 899

#### Karumba\*

Lot 75, Yappar Street 4891  
(07) 4745 9281 A/H (07) 4052 7470 or  
1300 551 899

#### Thursday Island\*

Hastings Street, Thursday Island 4875  
(07) 4069 1351 A/H (07) 4052 7470 or  
1300 551 899

\* These offices do not sell publications.

## Department of Transport and Main Roads

Department of Transport and Main Roads customer service centres handle recreational boat licensing and registration business. For your local centre and any enquiries contact:

**Local and Interstate callers.....13 23 80      Interpreting service.....13 14 50**

## Fisheries Queensland

**Customer Service Centre.....13 25 23**

**Email: [callweb@deedi.qld.gov.au](mailto:callweb@deedi.qld.gov.au)      Website: [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)**

## Boating interstate

If you are going boating interstate, you should check the rules for licensing, registration and safety equipment as there can be differences.

- Northern Territory – Department of Lands and Planning, Marine Safety Branch – [www.marinesafety.nt.gov.au](http://www.marinesafety.nt.gov.au)
- South Australia – Department of Transport – [www.transport.sa.gov.au](http://www.transport.sa.gov.au)
- Western Australia – Department of Transport – [www.transport.wa.gov.au/imarine](http://www.transport.wa.gov.au/imarine)
- Marine and Safety Tasmania – [www.mast.tas.gov.au](http://www.mast.tas.gov.au)
- Marine Safety Victoria – [www.marinesafety.vic.gov.au](http://www.marinesafety.vic.gov.au)
- New South Wales Maritime – [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au)

## Queensland Boating and Fisheries Patrol

**Report suspected illegal fishing to the  
Fishwatch Hotline: 1800 017 116  
Shark Safety Hotline: 1800 806 891**

### Airlie Beach

Combined Marine Operations Base, Shingley Dr,  
Airlie Beach  
(07) 4946 7003

### Bowen

6 Herbert Street, Bowen  
(07) 4786 3444

### Brisbane (Pinkenba)

Marine Operations Base, MacArthur Avenue East,  
Pinkenba  
(07) 3860 3502

### Bundaberg

Enterprise Street, Bundaberg  
(07) 4131 5817

### Cairns

100–106 Tingira Street, Portsmith, Cairns  
(07) 4035 0700

### Gladstone

Alf O'Rourke Drive, Gladstone Marina  
(07) 4972 0699

### Gold Coast

40–44 Sea World Drive, Main Beach  
(07) 5583 5500

### Hervey Bay

Buccaneer Avenue, Urangan  
(07) 4125 3989

### Ingham

7 Haig Street, Ingham  
(07) 4776 1611

### Karumba

8 Palmer Street, The Point, Karumba  
(07) 4745 9142

### Kingaroy

124 Goodger Road, Kingaroy  
(07) 4160 0700

### Mackay

Tennyson Street, Mackay  
(07) 4967 0724

### Mooloolaba

Parkyn Parade, Mooloolaba  
(07) 5444 4599

### Noosa

Russell Street, Noosaville  
(07) 5449 7555

### Port Douglas

Ashford Avenue, Port Douglas  
(07) 4099 5160

### Redland Bay

26-40 Delancey Street, Cleveland  
(07) 3824 9545

### Thursday Island

38 Victoria Parade, Thursday Island  
(07) 4069 1772

### Townsville

60 Ross Street, South Townsville  
(07) 4772 7311

### Warwick

604 Yangan Road, Warwick  
(07) 4660 3666

### Weipa

Kerr Point Road, Evans Landing, Weipa  
(07) 4069 8114

### Yeppoon

John Howes Drive, Rosslyn Bay  
(07) 4933 6404

## Queensland Water Police

Gold Coast.....	(07) 5509 5700
Brisbane.....	(07) 3895 0333
Redland Bay.....	(07) 3829 4129
Sunshine Coast.....	(07) 5457 6711
Hervey Bay.....	(07) 4125 3900
Gladstone.....	(07) 4971 3222
Yeppoon.....	(07) 4933 7990
Whitsunday.....	(07) 4967 7222
Townsville.....	(07) 4760 7812
Cairns.....	(07) 4057 3577
Thursday Island.....	(07) 4069 1520

The Water Police are responsible for crime prevention on the water and facilitate search and rescue activities in conjunction with the Australian Maritime Safety Authority.

Please note: All noise complaints must be directed to your local government.

For marine emergencies including search and rescue telephone 000.

## Queensland Parks and Wildlife Service

Ph. 13 QGOV (137468)

[www.nprsr.qld.gov.au](http://www.nprsr.qld.gov.au)

Report marine strandings on  
1300 ANIMAL (1300 264 625).



## General rules and requirements

Changes to improve boating safety may occur after printing of this guide.

Check the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au) for the most up-to-date information.

### Buying a new or used boat

#### What you should know

Does the boat meet your needs?

Will it carry the number of people you want without overloading it?

Will it operate safely in the waters where you usually fish or plan to fish?

#### A new boat

(a) Has it an affixed Australian Builders Plate?

If not check with the dealer as it should have a plate attached. The plate indicates the maximum horsepower for the vessel, maximum carrying capacity in passengers or weight and whether the boat is fitted with basic buoyancy or level buoyancy.



(b) Have navigation lights been fitted? If so are they fitted correctly? For small craft, the standard navigation lights are starboard and port sidelights and an all round white light. The sidelights must be fitted so they are parallel with the centre line of the boat, not aligned with the curve of the bow. The all-around white light must be visible from all directions and must be at least a metre above the side lights.

(c) If the dealer has fitted registration symbols, is each numeral or letter a minimum of 200mm high and legible from 30m away? Also are they dark numbers on a light background or light numbers on a dark background displayed on both sides of the vessel? You may be fined if the registration symbols do not meet these requirements. In the case of a non-displacement boat (in other words a boat that does not plane at speed), the symbols can be a minimum of



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**Mob: 0418 159 162**

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[www.boatlicence.net.au](http://www.boatlicence.net.au)

75mm in height and displayed on the stern of the boat, or both sides of the boat.

(d) Does it have safety equipment supplied? If so check the safety equipment table on **page 27** to ensure you have all the required equipment. Life jackets are important items – if you have purchased the boat with the cheapest life jackets available consider purchasing some life jackets of a reasonable quality or the inflatable type which can be worn with comfort most of the time. (Remember – children under 12 years must wear a life jacket in open boats under 4.8 metres when underway).

(e) Is the boat fitted with an under floor fuel tank? If so has a water trap fuel filter been fitted to the boat somewhere in the vicinity of the transom? It is recommended that all boats, even if portable tanks are used, have a water trap fuel filter fitted.

#### **A second hand boat**

If the boat was built before the Australian Builders Plate was required (2006), then you must have displayed a capacity label (see **page 12**) by which you have determined how many people the boat can carry safely. Instructions on how to determine a boat's capacity are on the back of the label.

All of the above are relevant to a second hand boat. Because the boat is older and may have been modified by previous owners, be sure to check:

- life jackets meet the current standard
- flares or EPIRB are in date; obtain a Don't Expire sticker and note the expiry dates on space provided
- if tiller steered, a safety lanyard is attached to the cut off switch for the motor
- registration symbols are the correct size and in contrasting colours with the registration label attached.



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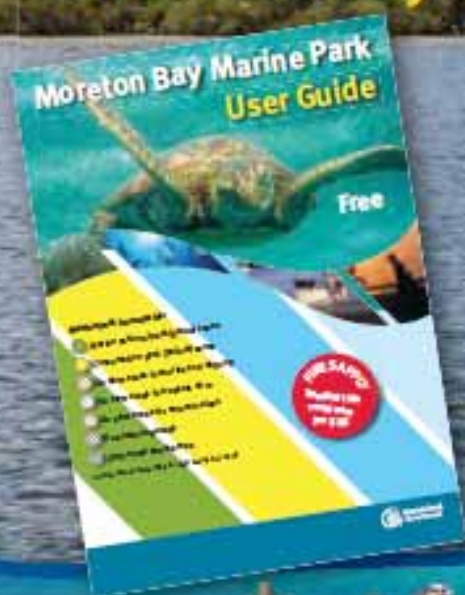
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# Know your zones in Moreton Bay Marine Park

Make sure you have the most current information, it could save you from significant fines.



## Marine national park (green) zones

These areas prohibit all extractive uses—including fishing and collecting.

**Penalties apply.**

## Go slow areas

Vessels must operate off-the-plane to help protect turtles and dugong from boat strike, and to avoid damaging vulnerable habitats.

**Penalties apply.**

## More information

Phone 13 QGOV (13 74 68) or visit [www.nprsr.qld.gov.au](http://www.nprsr.qld.gov.au).

Report marine strandings on 1300 ANIMAL (1300 264 625).

## Registering a boat

All boats fitted with a motor or auxiliary of 3kW (over 4hp) and over require registration when on the water in Queensland. Registration forms are available from, and must be lodged with, a Department of Transport and Main Roads customer service centre. Fees are calculated according to the boat length (exemptions and concessions do apply in some cases).

The registration label must be attached to the exterior of the boat in a conspicuous place above the waterline on the port (left) side.

Your boat will be allocated registration symbols. These must be clearly visible in plain characters in a contrasting colour to the hull of the boat. The size of the symbols depends on the type of boat and must be able to be read from a distance of 30 metres.

- Vessels capable of planing must have symbols a minimum of 200mm high on both sides.
- Personal watercraft (PWC) registration symbols must be displayed on both sides at least 100mm high, easily seen while the craft is underway.
- Vessels not capable of planing, (for example canoes with motors, yachts) must have symbols a minimum of 75mm high on both

sides or on the stern.

When a registered boat is sold it is the responsibility of the new owner to lodge an application for transfer of the registration within 14 days. Registration may be cancelled if the boat is no longer used in Queensland, is withdrawn from service or no longer meets registration requirements. **Interstate visitors** must comply with Queensland rules and may be required to register the boat while in Queensland.

Third party insurance is not included in the cost of registering your vessel. Independent advice should be sought about insurance if required.

### Tenders

Tenders to registered recreational boats are exempt from registration provided they are used within two nautical miles of the primary boat. The tender must be marked with the word 'tender' as well as the primary boat's registration symbols (at least 75mm high) on the exterior of the tender. If this is not possible, they must be marked on the inside of the boat in the largest characters possible. The tender may be marked with the owner's name, if it is used for more than one of the owner's boats.

See page 26-27 for information on registration and safety equipment requirements for tenders.

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Mike Halpin	0405 354 107	RMDL	Southport
Glenn Batchelor	0425 112 657	RMDL / PWC	Nerang
AJ Presto	0411 237 042	RMDL / PWC	Gold Coast, Broadwater
Shane Riley	0412 045 013	RMDL / PWC	Gold Coast, Broadwater
John Murphy	0407 145 397	RMDL / PWC	Gold Coast, Paradise Point
David Spethman	0403 484 690	RMDL	Bribie Island, Scarborough
Brendan McMahon	0434 330 660	RMDL / PWC	Caloundra
Charlie Hacker	0427 548 527	RMDL	Noosa, Lake Cootharaba
Trevor Brown	0408 192 071	RMDL / PWC	Hervey Bay
Mark Rosier	4958 3185		
	0428 583 185	RMDL / PWC	Mackay, Finch Hatton
Symon Chazan	0457 740 000	RMDL / PWC	Ingham
Greg Heath	0408 075 899	RMDL	Mission Beach
Brent Weston	0439 703 630	RMDL	Cairns
Andrew Denzin	0428 181 931	RMDL	Thursday Island



Phone: 07 3393 6788  
Mobile: 0459 903 050  
Email: [btp@qldyachting.org.au](mailto:btp@qldyachting.org.au)  
[www.qld.yachting.org.au](http://www.qld.yachting.org.au)



Beacons have an average battery life of 5-7 years but different models have different life expectancies.

**Do you know when your distress beacon will need a new battery?**

## **For safety's sake, Don't leave it too late, Check your battery expiry date.**

If your battery has passed its expiry date you have two options:

1. Have your beacon serviced by the manufacturer.
2. Upgrade to a new beacon - AMSA recommends GPS equipped 406 MHz beacons.

406 MHz beacons have their battery expiry date printed on the beacons label.

Please dispose of unwanted beacons responsibly, see your local Battery World store.



**[www.amsa.gov.au/beacons](http://www.amsa.gov.au/beacons)  
1800 406 406**



**Australian Government**  
**Australian Maritime Safety Authority**

## Marine driver licence

A valid licence is required to operate all recreational boats powered by a motor of more than 4.5kW (over 6hp).

Valid licences include:

- recreational marine driver licence
- recreational ship master's licence
- speed boat driver's licence
- current commercial marine licences – for example coxswain
- current interstate boating licences issued in other states (excludes junior licences)
- PWC licence.

To obtain a recreational marine driver licence you must:

- be aged 16 years or older
- demonstrate you are competent to navigate and manage a recreational boat by successfully completing an approved BoatSafe licence training course
- complete the Medical Fitness Disclosure Statement and present it to the BoatSafe training provider at enrolment for the BoatSafe course
- provide satisfactory evidence of identity – a

photographic Queensland driver licence (current or expired less than two years) is acceptable.

Licences are issued for a lifetime. A paper licence is not issued as details are attached to a person's details in the driver's licence database. Confirmation reports can be obtained for a fee and should be carried when boating interstate.

Unlicensed drivers may drive a boat (where a licence is needed) provided a licensed driver is on board and is able to take immediate control. Unlicensed drivers are not allowed to tow a person (such as a water skier).

Interstate visitors must comply with Queensland's licensing regulations. Queensland recognises other states' licences. If your home state does not have any licensing requirements, you should obtain a recreational marine driver licence before boating in Queensland.

## BoatSafe – How to obtain a licence

BoatSafe is a competency-based, uniform licence training and assessment scheme for recreational boat licences aimed to improve boating safety in Queensland.

Under BoatSafe, a candidate for a recreational marine driver licence must satisfactorily complete either an approved BoatSafe

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competency-based training and assessment program or a recognition of prior learning (RPL) with an approved BoatSafe training provider. This means that people applying for a licence must meet the minimum satisfactory level of skills and knowledge before they are successful in obtaining a licence.

For a list of training providers in your local area go to the Maritime Safety Queensland website.

### New Queensland driver licence cards

The Queensland Government has introduced more secure, more durable and more reliable licences, authorities and proof of age cards to replace the laminated cards and marine licence confirmation reports that have been used for the past 20 years.

Unlike the laminated cards, the new cards use smartcard technology and are extremely hard

to tamper with or duplicate. The Department of Transport and Main Roads began transitioning to the new cards in late 2010.

As the cards are introduced, a marine licence indicator will be put on the back of your driver licence if you hold one. A marine licence indicator card will be given to applicants who do not





**Ph: (07) 3399 6422**  
 A/H 0417 641 543  
 1/41 Steel Place, Morningside QLD 4170  
 Email: [dorach@bigpond.com](mailto:dorach@bigpond.com)  
 Web: [www.archiesboatlicence.com](http://www.archiesboatlicence.com)

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# BOAT & PWC

## LICENSING

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- [Book online](#)

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Gold Coast/Jacobs Well	5594 5653
Brisbane/Logan/	1300 934 440
Karana Downs/Cleveland	
Bribie Island/	1300 934 440
Scarborough	
Caloundra	0427 110 025
Maroochydore	
Noosa/Gympie	5474 1404
Townsville/Mackay	4755 1115
Cairns	4034 3688

[www.abcboating.com](http://www.abcboating.com)




hold a Queensland vehicle driver licence.

The cards are being introduced in a rolling program, with cardholders transitioning to the new cards when their existing licence or authority expires. Queensland driver licences are issued for a period of up to five years, so it will take approximately five years for all cardholders to replace their laminated licences or authorities with the new cards. During that time, both laminated cards and the new cards will be recognised licences, authorities and proof of age cards (provided they are current).

For more information go to [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au).

## Overseas licences

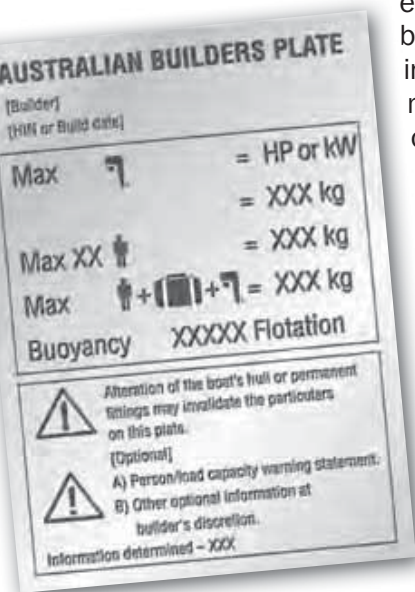
Overseas licences can be recognised in some situations. See the Recreational Licensing section of the Maritime Safety Queensland website [www.msq.qld.gov.au](http://www.msq.qld.gov.au) for more information.

## Australian Builders Plate

To enhance the safety of new recreational boats, the Australian Builders Plate is required for new and imported recreational boats built from 1 July 2006. It provides essential safety information on the uses and limitations of most new and imported recreational boats. It will assist people in the purchase and responsible use of a boat and

enhance safety by providing information on the maximum number of people and load of a boat, as well as buoyancy performance and engine weight and rating.

An Australian Builders Plate confirming compliance with the level of flotation (basic or level) requirements



will be permanently fixed and readily visible to the boat's operator.

The Australian Builders Plate is not a statement of positive flotation. This must be obtained from a manufacturer or accredited surveyor.

**Owners who are upsizing motors on recreational boats and/or altering the performance by design may not be meeting their general safety obligation if the engine power is greater than the manufacturers recommendation on the compliance plate.**

## Capacity labels

Note: If the vessel has an Australian Builders Plate fitted where it can be seen clearly from the steering position, a capacity label is not required.

Overloading your boat is one of the easiest ways to capsize it. By allowing more people onboard a boat than its maximum capacity, the risk of capsizing significantly increases. Overloading compromises the safety of everyone on board. Capacity labels have been designed to show operators how many people they can have safely on board. All registrable boats, except yachts with auxiliary motors, are required to have capacity label(s). Placing a capacity label adjacent to a boat's control areas means operators are constantly reminded of their boat's recommended loading capacity. Capacity labels must be fitted where they can be seen clearly from each steering position.



There are three different capacity labels available:

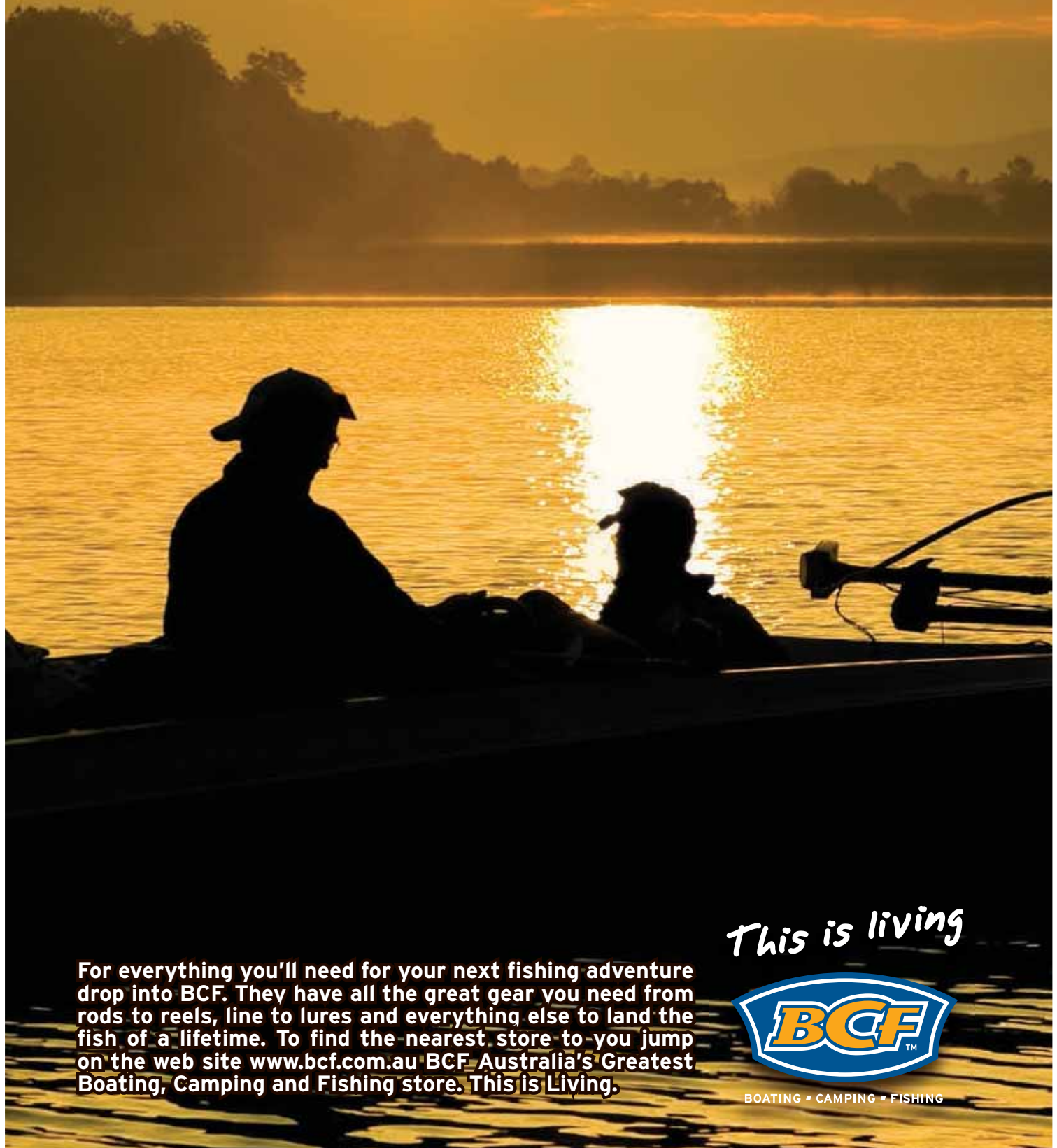
- Powered boats under six metres.
- Powered boats six metres and over.
- Powered boats with a flybridge.

The label indicates the number of people the boat can safely carry in good conditions (fair weather conditions in smooth waters). The onus of safety rests with the operator at all times.

When using the boat in exposed waters or in rough conditions, the operator should consider reducing the number of persons taken on the trip.

Labels are available from Department of Transport and Main Roads customer service centres or can be ordered from your local Maritime Safety Queensland office or website.

# Search Engine.



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Penalties apply for not having a label.

Know how to safely load your boat by:

- storing heavy items low and central in a place where they cannot move around
- distributing the weight, including passengers, evenly around the boat
- compensating for the weight of extra fuel.

## Alcohol

### Drink right – drink light

If the skipper is found operating with a blood alcohol limit of .05 or over, penalties will apply, including licence cancellation and a fine. The skipper is also responsible for the safety of passengers and should be responsible for their alcohol consumption. Remember that the effects of alcohol are exacerbated while on the water due to the sun, wind, and constant motion. Reflexes and response times to emergencies are slowed and swimming ability deteriorates considerably.

When on the water, your coordination, judgement, vision, balance and reaction time can decline up to three times faster when using alcohol. Waves, motion, vibration, engine noise, weather, wind and spray – can multiply the effects of alcohol.

People onboard need to take care because studies have shown that boat passengers are just as likely as operators to be involved in incidents such as capsizing the vessel or falling overboard as a result of drinking alcohol.

**Don't multiply the risks – go easy on the drink**

## Insurance for vessels over 15 m

Legislation requires all ships over 15 metres (for example 15.01 metres) in length to have insurance sufficient to pay for potential pollution clean up, salvage and wreck removal. The insurance policy must meet the following requirements:

- All recreational ships more than 15 metres but less than 35 metres in length must have an insurance policy that provides \$250,000 for pollution clean up and \$10 million for salvage and wreck removal.
- All commercial ships more than 15 metres but less than 35 metres in length must have an insurance policy that provides \$500,000 for pollution clean up costs and \$10 million for salvage and wreck removal.
- All ships 35 metres or more in length must have a policy that provides \$10 million for pollution clean up costs, salvage and wreck removal.

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- POPULAR FISHING KNOTS
- SPECIES IDENTIFICATION
- HOW TO MEASURE AND MORE!

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**SIZE LIMITS 300**

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---

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AUSTRALIAN BASS	BLACK JEWISH

**POPULAR KNOTS**

Half Blood Knot	Palomar Knot
-----------------	--------------

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**lawriesboatservices.com.au**

**07 5478 1350 or 0411 011 753**



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](http://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](http://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.

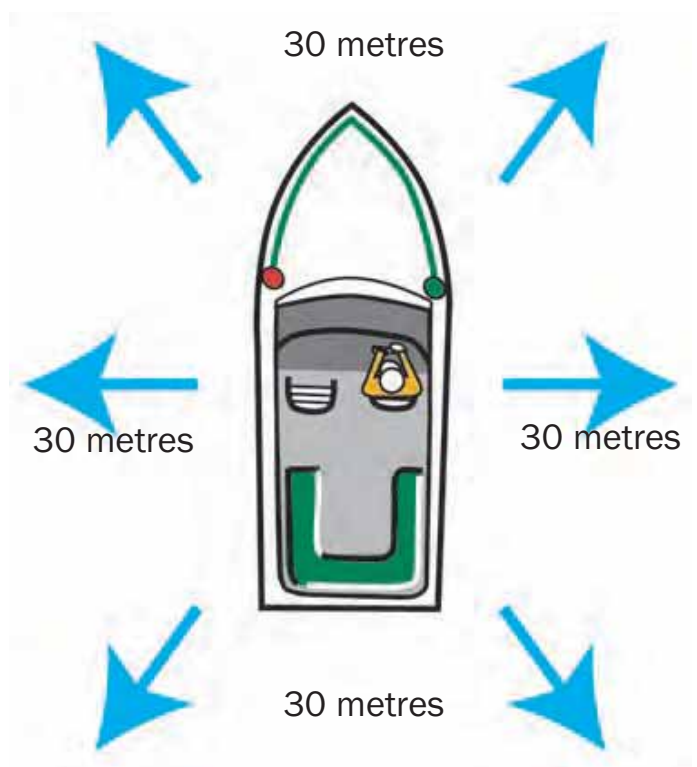
## Distance off

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.

<b>All of Queensland</b>	<b>1300 360 426</b>
<b>Marine Warnings</b>	<b>1300 360 427</b>
<b>South-East Queensland</b>	<b>1300 360 428</b>

Information on current wind, cyclone and tsunami warnings can also be found on the Bureau of Meteorology website at [www.bom.gov.au](http://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).

# Going fishing?

do the right thing  
protect the Reef

# Green Zones no fishing



**Australian Government**

**Great Barrier Reef  
Marine Park Authority**

Zoning exists in the Great Barrier Reef Marine Park to protect the Reef's plants, animals and habitats for the future. Penalties apply for not following zoning rules. Grab a free zoning map from bait and tackle shops, visitor information centres, ship chandlers, Department of National Parks, Recreation, Sport and Racing and Queensland Boating and Fisheries Patrol offices.

For more information call **1800 990 177**  
or visit **[www.gbrmpa.gov.au](http://www.gbrmpa.gov.au)**

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 18 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 extreme weather 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.

### Extreme weather contingency plans

Extreme weather 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 extreme weather contingency plans are available at Maritime Safety Queensland offices or at the website [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

### Extreme weather 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 an extreme weather 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 of at least \$15 000 can apply 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](http://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 27**). 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.

## Life jackets/personal flotation devices (PFDs)

There are different types of life jackets. Here are some important points to remember about life jackets to avoid getting a fine:

- Life jackets should be accessible at all times; if they aren't visible to passengers you must clearly sign where life jackets are stowed. The sign must have the words 'life jacket' in red text on a white background or white text on a red background.
- They must be kept in good condition.
- They must fit the wearer – ill-fitting life jackets won't meet the safety equipment requirement.
- Do not use life jackets as a cushion.
- Make sure you know how to put them on quickly.
- Life jackets should be marked correctly to ensure they comply with standards.

## Life jackets/PFDs must comply with standards

For a life jacket to comply with a particular standard, certain information required under that standard must be displayed.

The current standard for life jackets is Australian Standard 4758 (AS 4758). This standard has replaced Australian Standard 1512–1996, Australian Standard 1499–1996 and Australian Standard 2260–1996. You do not have to upgrade your current life jacket under the old

standards – they will still be acceptable for use as long as they are in good condition.

AS 4758 has a different rating system than the previous standards. Here is how they compare with current types:

Under standard AS 4758	Under previous standards
Level 275	Coastal life jacket
Level 150	
Level 275	PFD type 1
Level 150	(AS 1512–1996)
Level 100	
Level 50	PFD type 2
	(AS 1499–1996)
Level 50 special purpose	PFD type 3
	(AS 2260–1996)

### For use in smooth, partially smooth and open waters

- To comply with Australian Standard 4758 it must be marked 'Level 100', 'Level 150' or 'Level 275'.
- To comply with Australian Standard 1512–1996 it must be marked 'PFD type 1'.
- Not to be used by personal watercraft (PWC) riders, skiers or people being towed.



### For use in smooth and partially smooth waters

- To comply with Australian Standard 4758 it must be marked 'Level 50'.
- To comply with Australian Standard 1499-1996 it must be marked with 'PFD type 2'.
- Keeps you afloat but does not have a collar to keep the head above water.
- 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.



### For use in smooth waters

- To comply with Australian Standard 4758 it must be marked 'Level 50 special purpose'.
- To comply with Australian Standard 2260-1996 it must be marked with 'PFD type 3'.
- 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.

**Coastal and SOLAS**



These jackets have more flotation than a Level 100 life jacket under AS 4758 or a PFD type 1 under AS 1512-1996. They are bulky life jackets designed to keep the body afloat for long periods. They have reflective tape and a whistle to attract attention. These jackets are mostly carried by commercial boats and recommended to be carried by boats operating long distances offshore.

**Inflatable life jackets**

Inflatable life jackets are approved equipment and must comply with the same standards that

are applied to foam life jackets. They must be gas inflated and not rely on oral inflation only.

Inflatable life jackets used on a recreational boat must show an expiry date and be serviced by the manufacturer or authorised service centre according to the manufacturer's service requirements. 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.



**Compulsory wearing of life jackets**

It is compulsory to wear a life jacket:

- when crossing a designated coastal bar in an open boat that is less than 4.8 m in length. The designated coastal bars in Queensland are: Currumbin Bar, Tallebudgera Bar, Jumpinpin Bar, South Passage Bar, Caloundra Bar, Mooloolah River mouth, Noosa Bar, Gold Coast Seaway, Round Hill Creek, Wide Bay Bar
- if you are under the age of 12 (from 12 months and up to, but not including, 12 years of age) in an open boat that is less than 4.8 m in length, while it is under way.

# Marine Suppliers

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- Queensland Tide Tables

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## 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/UID 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 current sticker is



not affixed to a beacon during a safety equipment inspection.

For more information go to [www.amsa.gov.au](http://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 and PWCs (excluding tenders not requiring registration) operating beyond smooth water limits must carry orange smoke and red hand flares as part of their safety equipment. Packs of flares contain two orange smoke signals 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-based authorities using a marine radio or mobile phone.

Orange smoke signals can be seen in clear conditions at sea level from a distance of up to four kilometres and even further from an aircraft. Red hand flares can be seen at sea level at a distance of up to 10 kilometres.

Always read the instructions and familiarise yourself with them before storing your flares on board. Store the flares in a dry place where they will be readily accessible in an emergency.

**Remember – Flares have a lifespan of three years and must be replaced prior to the expiry date. Obtain a “Don’t Expire” sticker from Maritime Safety Queensland as a reminder to replace your flares.**

## Signalling devices

Signalling devices are compulsory for all boats operating between sunset and sunrise. A torch, fluorescent light, lantern or cyalume stick are all suitable as long as they generate enough light to be seen by other boats and prevent a collision and attract attention.



## Fire fighting equipment

Fire fighting equipment is required to be carried by all registered vessels over five metres in length. For tender requirements please see page 29. The most efficient piece of fire fighting equipment is a fire extinguisher, however it must be capable of extinguishing a fire quickly and effectively. Remember, fire extinguishers must be serviced at specified intervals.



## Navigation equipment

All boats operating in partially smooth waters and beyond should carry some form of navigation equipment for example, charts or *Beacon to Beacon*, compass or GPS. The *Beacon to Beacon Directory* is recommended for all boats operating in applicable areas.



You can purchase a copy of the latest *Beacon to Beacon Directory*, and other publications such as *Tide Tables* and charts, from the Maritime Safety Queensland website.

## Other equipment

### Pumping and bailing

It is recommended that all boats carry suitable bailing equipment. For boats under five metres, buckets are considered suitable bailing equipment. Boats five metres and over require a bilge pump (See safety equipment table on page 27 for more details).

### Anchoring

It is recommended that all boats carry a suitable anchor with a minimum of two metres of chain and a length of line suitable for the depth of water (See safety equipment table on page 27 for more details).

### Manual propulsion

Boats under six metres in length should carry oars or paddles in case of emergency. If the boat has fittings for rowlocks, carry the correct length oars with rowlocks securely attached. If not, the paddles should be long and of sufficient strength to do the job.



### Drinking water

All boats should carry sufficient drinking water for everyone on board for the duration of the trip.



# Stay on the water for *longer*



Century Marine Pro batteries are the ultimate in marine battery performance, perfectly adapted to life on the water. Incorporating advanced design features and specialist hardwearing internal components they are designed to deliver superior starting power and performance in the harshest of marine environments.

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Batteries that last and last

## Expired flare disposal bin locations

Gold Coast area	Location
Maritime Safety Queensland regional office	40-44 Seaworld Drive, Main Beach
Brisbane area	Location
Volunteer Marine Rescue	Council Reserve, Jacobs Wells/Pimpama Road, Jacobs Well
Coast Guard	Scarborough Harbour, 2 Thurecht Parade, Scarborough
Water Police	2 Howard Smith Drive, Lytton
Volunteer Marine Rescue	William Street, Cleveland
Coast Guard	Manly Boat Harbour, Trafalgar Street, Manly
Coast Guard	Scarborough Harbour, 2 Thurecht Parade, Scarborough
Maritime Safety Queensland regional office	MacArthur Avenue East, Pinkenba
Water Police	60 Hamilton Street, Redland Bay
Coast Guard	Boat ramp off Banana Street, Redland Bay
Sunshine Coast area	Location
Coast Guard	Munna Point, via Caravan Park, Russell Street, Noosaville
Coast Guard	Tripcony Park, off Maloja Avenue, Caloundra
Volunteer Marine Rescue	Marine Parade, off Sylvan Beach Esplanade, Bellara
Coast Guard	65 Parkyn Parade, Mooloolaba
Queensland Boating and Fisheries Patrol	Parkyn Parade, Mooloolaba
Queensland Boating and Fisheries Patrol	Russell Street, Noosa
Coast Guard	Norman Point, Tin Can Bay
Central coast area	Location
Maritime Safety Queensland regional office	Buccaneer Ave, Urangan
Midtown Marinas	Riverend Targo Street, Bundaberg
Bundaberg Marineland	95 Targo Street, Bundaberg
Tackle World	22 Quay Street, Bundaberg
Captain's Chandlery	Shop 2 Marina Drive, Burnett Heads
Coast Guard Sandy Straits	126 Eckert Road, Boonooroo
Queensland Boating and Fisheries Patrol	John Howes Drive, Rosslyn Bay
Coast Guard	299 Quay Street, Rockhampton
Coast Guard	John Howe Drive, Yeppoon
Coast Guard	Keppel Sands
Coast Guard	Banksia Street, Stanage Bay
Queensland Boating and Fisheries Patrol	Alf O'Rourke Drive, Gladstone Marina
Volunteer Marine Rescue	Goondoon Street, Gladstone
Water Police	Tenant 1, Marina Complex, Bryan Jordan Drive, Gladstone
Volunteer Marine Rescue	Mackay Harbour
Northern area	Location
Maritime Safety Queensland regional office	60 Ross Street, South Townsville
Queensland Boating and Fisheries Patrol	60 Ross Street, South Townsville
Water Police	55 Sixth Street, South Townsville
Coast Guard Ingham	Patterson Parade, Lucinda
Coast Guard Innisfail	Mourilyan Harbour, Mourilyan
Queensland Boating and Fisheries Patrol	7 Haig Street, Ingham
Queensland Boating and Fisheries Patrol	6 Herbert Street, Bowen
Coast Guard	Trinity Wharf, Cairns
Maritime Safety Queensland regional office	100-106 Tingira Street, Portsmith, Cairns
Queensland Boating and Fisheries Patrol	Ashford Avenue, Port Douglas
Coast Guard	36 Wharf Street, Port Douglas
Queensland Boating and Fisheries Patrol	38 Victoria Parade, Thursday Island
Maritime Safety Queensland regional office	Hastings Street, Thursday Island
Volunteer Marine Rescue	2 Tonkin Drive, Weipa

## Safety equipment for recreational boats and personal watercraft

All equipment must be in good working order, and not past the expiry date for replacement or service (EPIRB, fire extinguisher, flares and inflatable life jackets).

- Boats not requiring registration means recreational boats with an engine or auxiliary under 3 kW (4 hp). Requirements or recommendations listed also apply to international or interstate boats operating in Queensland.
- Boats requiring registration means recreational boats with an engine or auxiliary of 3 kW or more (over 4 hp). Requirements or recommendations listed also apply to international or interstate boats operating in Queensland.
- Tenders do not require registration if operated within 2 nautical miles (nm) of the primary boat. Tenders that do not require registration are not required to carry safety equipment other than a light for signalling. Operators should consider equipping a tender with safety equipment appropriate to the location of operation.
- PWC means personal watercraft for example a jet ski.
- Required means equipment that must be carried. Recommended means equipment that is suggested to be carried to meet the General Safety Obligation.

Item	Smooth water			Partially smooth waters			Beyond smooth and partially smooth waters		
	Not requiring registration	Registered*	PWC	Not requiring registration	Registered*	PWC	Not requiring registration	Registered*	PWC
<b>EPIRB* (406 MHz)</b> Emergency Position Indicating Radio Beacon. When operating more than 2nm from land. Must be registered with AMSA. Registration must be renewed every two years.							required	required	required
EPIRBs must have a printed expiry date and be replaced or serviced by the manufacturer (or authorised service agent) by this date; must comply with Australian Standard AS/NZ 4280.1:2003; and must be registered in the name of the owner/master with the Australian Maritime Safety Authority. The registration sticker must be affixed to the beacon.									
<b>Signalling device</b> For example a torch, or fluorescent light, or lantern or cyalume stick.	required	required	required	required	required	required	required	required	required
Required when operating between sunset and sunrise.									
<b>Personal flotation devices (PFDs)/life jackets</b> <ul style="list-style-type: none"> <li>One of the appropriate size for each person (12 months and over) on board, except if a person is wearing an inflatable diver jacket and the vessel is engaged in diving activities.</li> <li>Children under 12 must wear the PFD when underway in an open boat under 4.8 m.</li> <li>Skiers or people being towed + PFD type 2, 3 or level 50 or level 50 special purpose, or wetsuit with inbuilt flotation approved as PFD type 3 in smooth waters. + PFD type 2 or level 50 in partially smooth waters.</li> </ul>	PFD type 1, 2 or 3 or level 275, 150, 100, level 50 or level 50 special purpose recommended	PFD type 1, 2 or 3 or level 275, 150, 100, level 50 or level 50 special purpose required	PFD type 2 or 3 or level 50 or level 50 special purpose required	PFD type 1 or 2 or level 275, 150, 100 or level 50 recommended	PFD type 1 or 2 or level 275, 150, 100, or level 50 required	PFD type 2 or level 50 required	PFD type 1 or level 275, 150, or 100 recommended	PFD type 1 or level 275, 150 or 100 required	PFD type 2 or level 50 required
<ul style="list-style-type: none"> <li>If the boat has positive flotation**, and grab handles, lines or a secure hold for each person onboard, a lifejacket is not required in a river, creek or stream, or waters contained within breakwaters or revetments</li> <li>PFD not required for a registered* tender to a recreational boat if used within 1 km of the primary boat and tender has a positive flotation statement** in the approved form.</li> </ul>			<ul style="list-style-type: none"> <li>PFDs must be worn when crossing designated bars in open boats under 4.8m.</li> <li>PFD not required for a registered* tender to a recreational boat if used within 1 km of the primary boat and tender has a positive flotation statement** in the approved form.</li> </ul>			<ul style="list-style-type: none"> <li>PFDs must be worn when crossing designated bars in open boats under 4.8m.</li> <li>PFD not required for a registered* tender to a recreational boat if used within 500 m of the primary boat and tender has a positive flotation statement** in the approved form.</li> </ul>			
<b>V sheet</b>				recommended	required	required^	recommended	required	required^
<b>Flares</b> Two red hand flares and two hand held orange smoke signals.				recommended	required	required^	recommended	required	required^
<b>Fire fighting equipment</b> All boats over 5m. Must be capable of extinguishing a fire quickly and effectively.	recommended	required		recommended	required		recommended	required	recommended
<b>RideSmart sticker</b> The sticker must be visible from steering position.			required			required			required
<b>Capacity label</b> Must be visible from all steering positions (except sailing ships).		required	required		required	required		required	required
Capacity label can be either an Australian Builders Plate or a label issued by Maritime Safety Queensland. Not required for international or interstate boats operating in Queensland.									

Item	Smooth water			Partially smooth waters			Beyond smooth and partially smooth waters		
	Not requiring registration	Registered*	PWC	Not requiring registration	Registered*	PWC	Not requiring registration	Registered*	PWC
<b>Navigation</b> A chart and a liquid damped compass appropriate to the operational area, or other directional finding or positioning equipment. For a PWC without a chart or compass, an electronic navigation device appropriate to the operational area.				recommended	recommended	recommended^	recommended	recommended	recommended^
<b>Anchoring</b> For boats less than 5m, the cable can be chain or rope. For boats over 5m, the cable can be chain of at least 2m attached to anchor and rope. Length of chain/rope should be appropriate for the depth of water you are anchoring in. For a PWC, an anchor and cable appropriate to area of operation.	recommended	recommended		recommended	recommended	recommended^	recommended	recommended	recommended^
	<ul style="list-style-type: none"> <li>less than 5m, one anchor with 18m cable</li> <li>5-8m, one anchor with 27m cable</li> <li>over 8m, two anchors with 37m cable each</li> </ul>			<ul style="list-style-type: none"> <li>less than 5m, one anchor with 27m cable</li> <li>5-8m, one anchor with 27m cable</li> <li>over 8m, two anchors with 37m cable each</li> </ul>			<ul style="list-style-type: none"> <li>less than 5m, one anchor with 27m cable</li> <li>5-8m, one anchor with 27m cable</li> <li>over 8m, two anchors with 37m cable each</li> </ul>		
<b>Pumping/bailing equipment</b>	recommended	recommended		recommended	recommended	recommended^	recommended	recommended	recommended^
	<ul style="list-style-type: none"> <li>under 5m: suitable bailing equipment</li> <li>5-8m: bilge pump 45L/minute capacity</li> <li>over 8m: bilge pump 70L/minute capacity</li> </ul>			<ul style="list-style-type: none"> <li>under 5m: suitable bailing equipment</li> <li>5-8m: bilge pump 45L/minute capacity</li> <li>over 8m: bilge pump 70L/minute capacity</li> </ul>			<ul style="list-style-type: none"> <li>under 5m: suitable bailing equipment</li> <li>5-8m: bilge pump 45L/minute capacity</li> <li>over 8m: bilge pump 70L/minute capacity</li> </ul>		
<b>Manual propulsion</b> Oars or paddles (boats under 6m).	recommended	recommended		recommended	recommended		recommended	recommended	
<b>Drinking water</b> Enough for everyone on board for the trip.	recommended	recommended		recommended	recommended	recommended^	recommended	recommended	recommended^

\* Also includes boats/tenders that are required to be registered but are not.

\*\* A positive flotation statement is a certificate, in the approved form, from a manufacturer or an accredited marine surveyor. It is not required to be carried on board, but an enforcement agency may ask the owner to provide proof of its existence.

^ Does not apply to a PWC operating in an approved aquatic event or beyond partially smooth waters and within 0.5 nautical miles from land.

# Owners/masters must give each person on board information about where the safety equipment is kept. PFDs (or life jackets) must be clearly visible to passengers or readily accessible and indicated by a clearly visible sign with a white background marked with the word 'life jackets' in red letters or vice versa.



#### DANFORTH ANCHOR

Most commonly used by small craft as it has excellent holding power in mud and sand



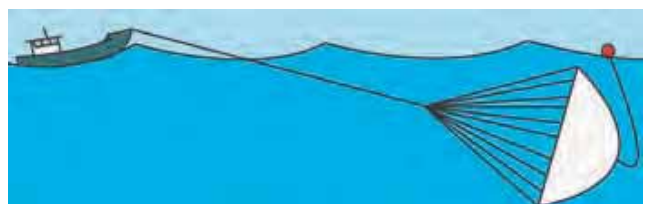
#### CQR OR PLOUGH ANCHOR

Used by larger, heavier boats



#### REEF ANCHOR

Designed for coral or rock by using prongs that can straighten out, creating less environmental impact



**SEA ANCHOR** – A small drogue acting like a parachute, dramatically slows the rate of drift.

## Safety equipment for tenders

See the below tables for information on registration and safety equipment requirements for tenders. In certain cases, tenders are subject to exemption from registration. There can also be some variances on the types of safety equipment that a tender is required to carry onboard. Please note: Skippers are expected to consider carrying the recommended safety equipment outlined in the table below under their general safety obligation.

**TABLE 1 – Registration requirements for 6 metre or less recreational tenders**

Engine Power	Operating radius from parent ship	Must be registered
less than 3kW	Any distance	No
3kW or more	Less than 2nm* (3.7km)	No
	2nm (3.7km) or more	Yes

\*A tender to a registered recreational boat must be appropriately marked. The tender must be marked with the word 'tender' as well as the primary boat's registration numbers (at least 75mm high) on the exterior of the tender. If this is not possible, marked on the inside of the tender in the largest characters possible. The tender may be marked with the owner's name or business, if it is used for more than one of the owner's boats.

**TABLE 2 – Safety and miscellaneous equipment for tenders to registered recreational ships**

Item	Smooth waters		Partially smooth waters		Beyond partially smooth waters	
	Registered*	Not requiring registration	Registered*	Not requiring registration	Registered*	Not requiring registration
<b>Personal flotation device (PFD)/life jacket for each person on board</b>	Required	Recommended	Required	Recommended	Required	Recommended
	PFD type 1, 2 or 3 or level 275, 150, 100, level 50 or level 50 special purpose	PFD type 1, 2 or 3 or level 275, 150, 100, level 50 or level 50 special purpose **	PFD type 1 or 2 or level 275, 150, 100, or level 50	PFD type 1 or 2 or level 275, 150, 100, or level 50 **	PFD type 1 or level 275, 150, 100	PFD type 1 or level 275, 150, 100 **
<b>PFD/life jacket not required</b>	<ul style="list-style-type: none"> <li>operating within 1 kilometre of the primary ship and there is a positive flotation statement in the approved form for the tender</li> <li>operates in a river, creek, stream, or the waters contained within breakwaters or revetments and is equipped with grab lines, grab rails or other permanent means of giving each person onboard a way of keeping a secure hold to the tender and there is a positive flotation statement in the approved form for the tender.</li> </ul>		<ul style="list-style-type: none"> <li>operating within 1 kilometre of the primary ship and there is a positive flotation statement in the approved form for the tender.</li> </ul>		<ul style="list-style-type: none"> <li>operating within 500 metres of the primary ship and there is a positive flotation statement in the approved form for the tender.</li> </ul>	
	Note: A positive flotation statement is a certificate, in the approved form, from a manufacturer or an accredited marine surveyor. It is not required to be carried on board, but an enforcement agency may ask the owner to provide proof of its existence.					
<b>Signalling device</b> Operating between sunset and sunrise	Required	Required	Required	Required	Required	Required
	Lighting device for signalling to attract attention at night (for example, a torch, or lantern or fluorescent light or cyalume stick). Tenders operating between sunset and sunrise must be equipped with navigation lights.					
<b>V sheet</b>			Required	Recommended	Required	Recommended

Item	Smooth waters		Partially smooth waters		Beyond partially smooth waters	
	Registered*	Not requiring registration	Registered*	Not requiring registration	Registered*	Not requiring registration
<b>Flares</b> two red hand flares and two orange smoke signals			Required	Recommended	Required	Recommended
<b>Fire fighting equipment</b>	Required	Recommended	Required	Recommended	Required	Recommended
	A registered* tender, more than 5 metres in length must be equipped with firefighting equipment capable of extinguishing a fire quickly and effectively. It is recommended that non-registrable tenders, more than 5 metres in length should also be equipped with firefighting equipment.					
<b>EPIRB (406 MHz)</b>					Required	Required
	Required when operating beyond partially smooth waters and more than 2nm (3.7 km) from land (that is, a part of the earth's surface (other than a reef) above the ordinary high-water mark at spring tides). AMSA registration sticker must be affixed to the beacon.					
<b>Navigation</b>			Recommended	Recommended	Recommended	Recommended
	A liquid damped compass and a navigation chart appropriate to the operational area.					
<b>Anchoring</b>	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended
	<ul style="list-style-type: none"> <li>• Less than 5m – one anchor with at least 18m of cable</li> <li>• 5m to 6m – an anchor with at least 27m of cable</li> </ul>		<ul style="list-style-type: none"> <li>• Less than 5m – one anchor with at least 27m of cable</li> <li>• 5m to 6m – an anchor with at least 27m of cable</li> </ul>		<ul style="list-style-type: none"> <li>• Less than 5m – one anchor with at least 27m of cable</li> <li>• 5m to 6m – an anchor with at least 27m of cable</li> </ul>	
	<ul style="list-style-type: none"> <li>• For a tender less than 5m, the cable can be a chain or rope</li> <li>• For a tender 5m or more, the cable can be a chain or a chain of at least 2m attached to the anchor and a rope</li> </ul> The type and weight of anchor and length and thickness of the cable should be appropriate for the type and weight of ship, the weather and sea conditions and the nature of the seabed.					
<b>Pumping/bailing equipment</b>	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended
	<ul style="list-style-type: none"> <li>• Less than 5m – bailing equipment appropriate for the type of ship</li> <li>• 5m to 6m – a pump or other bailing equipment with a minimum capacity of 45L per minute is recommended</li> </ul>					
<b>Manual propulsion</b>	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended
	A tender less than 6m should be equipped with a way of manually propelling the ship, for example oars or paddles.					
<b>Drinking water</b>	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended
	Enough drinking water for everyone on board for the duration of the intended voyage.					
<b>Capacity label</b>	Required		Required		Required	
	A capacity label must be permanently attached to the registrable tender in a place that is adjacent to each steering position in the tender and allows the capacity label to be seen clearly from the steering position. (Does not apply to a recreational ship that is not required to be registered.)					

Note: \*Also includes tenders that are required to be registered but are not.

\*\*In circumstances where Queensland marine safety legislation does not prescribe the safety equipment for a vessel, owners and operators of these vessels are reminded of their general safety obligation under legislation to operate their vessels safely. The Transport Operations (Marine Safety-Recreational Ships Miscellaneous Equipment) Standard 2006 provides vessel owners and operators with guidance to assist them with the discharge of this obligation.





## Personal watercraft

Cruising, wave jumping, surf riding and skiing are just a few fun ways to enjoy your personal watercraft (PWC). Whatever activity you choose, the best way to enjoy your sport is safely. Whether you own or just borrow a PWC, it is vital to understand the safety rules and regulations for a PWC in Queensland. Otherwise you risk getting an 'on-the-spot fine'.

More information about PWC regulations is available from Maritime Safety Queensland's website or contact your local regional office.

### Personal watercraft licensing

It is compulsory for all PWC operators to hold a personal watercraft licence (PWCL). This is a separate licence from the recreational marine driver licence (RMDL).

All licence applicants must complete an approved BoatSafe course for personal watercraft operations before being eligible for a licence. A valid recreational marine driver licence is a prerequisite for the PWC licence.

### Personal watercraft registration

All PWCs must be registered. Registration symbols must be:

- displayed on both sides
- at least 100mm high
- legible from 30 metres
- clearly visible in contrasting colour to your craft
- easily seen if your craft is underway.

The registration label must be displayed on the port (left) side of your craft, adjacent to the registration symbols.

- A supervised unlicensed driver is not allowed to carry passengers other than the supervising PWC licence holder.

- A supervising PWC licence holder must wear the kill switch safety lanyard when the PWC is being driven by an unlicensed driver.



### Ride Smart sticker

A Ride Smart sticker must be affixed to the PWC and visible to the operator at all times.

### Safety equipment for personal watercraft

#### Personal flotation devices (PFDs)

See Safety Equipment Table on page 27.

#### Navigation lights

PWCs travelling at night or at times of reduced visibility must show navigation lights – sidelights and either an all round white light or a stern and masthead light.

#### EPIRB

If you travel more than two nautical miles offshore, when beyond smooth and partially smooth waters, you must carry a 406 MHz digital EPIRB.

You must register your 406 MHz beacon with AMSA and display the registration sticker on the beacon. Registration must be renewed every two years. You must also advise AMSA of any changes to ownership and vessel details.

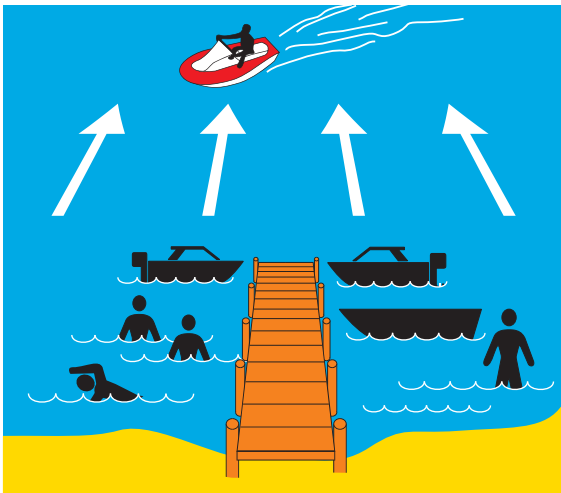
Safety equipment which carries a manufacturer's expiry date must be serviced by the manufacturer or authorised service agent by the expiry date and replaced if necessary.

## Personal watercraft distance and speed

It is important you do not exceed set speed limits for your safety and everyone else using the water. Do not travel at speeds where your wash can cause damage to the shoreline, other boats or injury to others. Consider the density of traffic in the area to determine a safe speed.

When riding a PWC the following distances must be adhered to; or reduce speed to 6 knots (approx 11km/hr) within 60 metres from:

- people in the water
- from anchored or moored boats, boat ramps, jetties or pontoons
- the shore
- boundary of bathing reserve.



Exceptions apply to '6 knots within 60 metres' from the shore under the following conditions:

- the waterway is less than 120 metres wide
- the PWC operator is operating the PWC in as close as practicable to a straight line to transit the area
- the PWC operator stays as close as is practicable to the centre of the waterway or a marker channel
- the PWC is being used in waterskiing/towing.

Remain under 10 knots within:

- 30 metres of another moving vessel (unless the PWC is involved in an approved aquatic event or where doing so would endanger the driver or another person).

In coastal waters, freestyling or wave jumping is restricted to:

- outside 200 metres of the shore if dwellings are within 100 metres of the shore line, and are in the vicinity of the waters where PWC is operating. Coastal waters do not include dams and inland waters.

## Noosa River Marine Zone

Restrictions apply for certain water-based activities on the Noosa River as part of the Noosa River Marine Zone.

The most significant changes apply to personal watercraft (PWC) activities, water skiing, freestyling, hovercraft and airboats.

Marine zones are about better managing our waterways at a local level to balance the needs of maritime users with local community concerns about amenity.

Before heading out, it is a good idea to check what restrictions are in place. All marine zones are outlined on the Maritime Safety Queensland website.

For more information on the Noosa River Marine Zone visit [www.sunshinecoast.qld.gov.au](http://www.sunshinecoast.qld.gov.au).



## Water limits

Because Queensland's waterways are so diverse there are designated water limits affecting the types of regulated safety equipment required. There are three types of limits:

- smooth waters include rivers, creeks, streams and lakes, waters within breakwaters or revetments and within half a nautical mile from land within partially smooth limits and other waters specified in legislation
- partially smooth waters are determined by Maritime Safety Queensland and are specified in legislation
- open waters are areas beyond these limits.

A complete list of maps showing these areas follows on page 34.

**Don't be DAM stupid** Dangerous behaviour affects everyone. **rethink it.**



**Be DAM smart**

- ▶ Know your distance
- ▶ Drive under .05
- ▶ Rangers and Police patrol our DAMS

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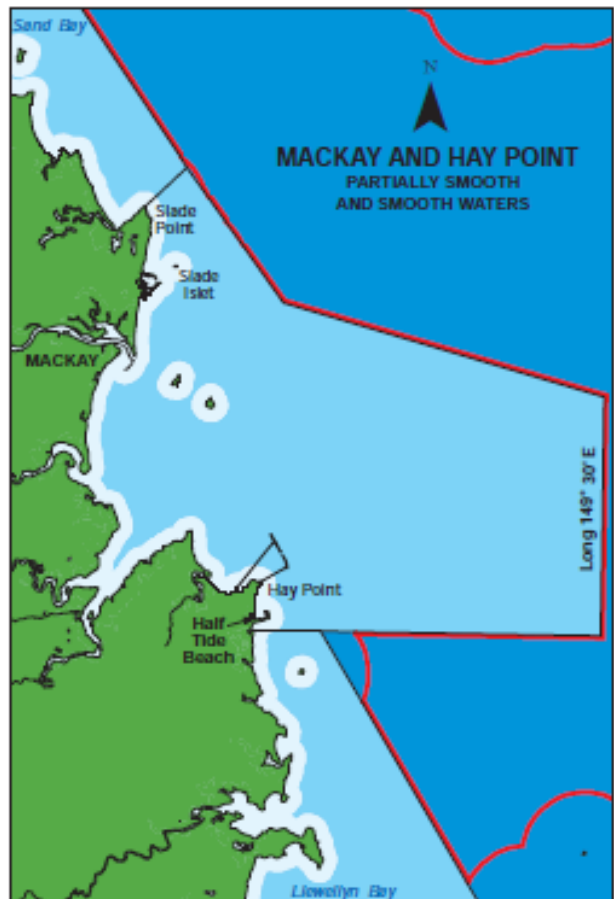
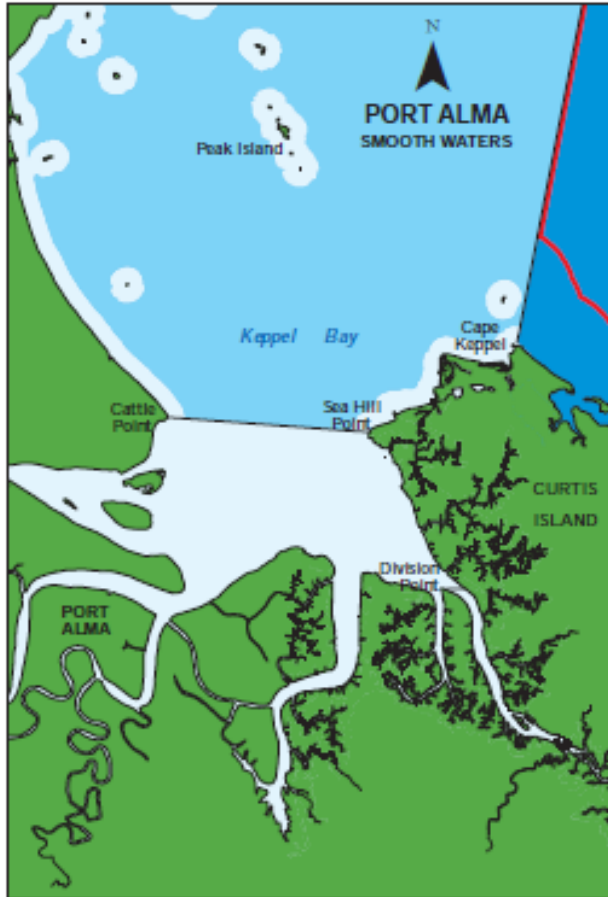
**Legend**

- smooth waters
- partially smooth waters
- open waters
- the red line designates limits beyond which EPIRBs must be carried.



**Legend**

- smooth waters
- partially smooth waters
- open waters
- the red line designates limits beyond which EPIRBs must be carried.



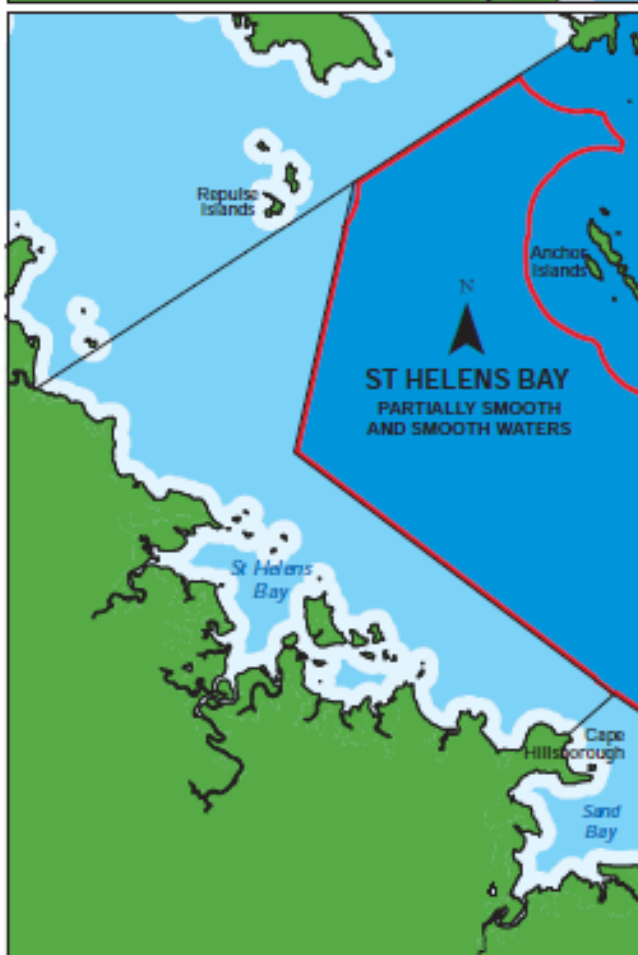
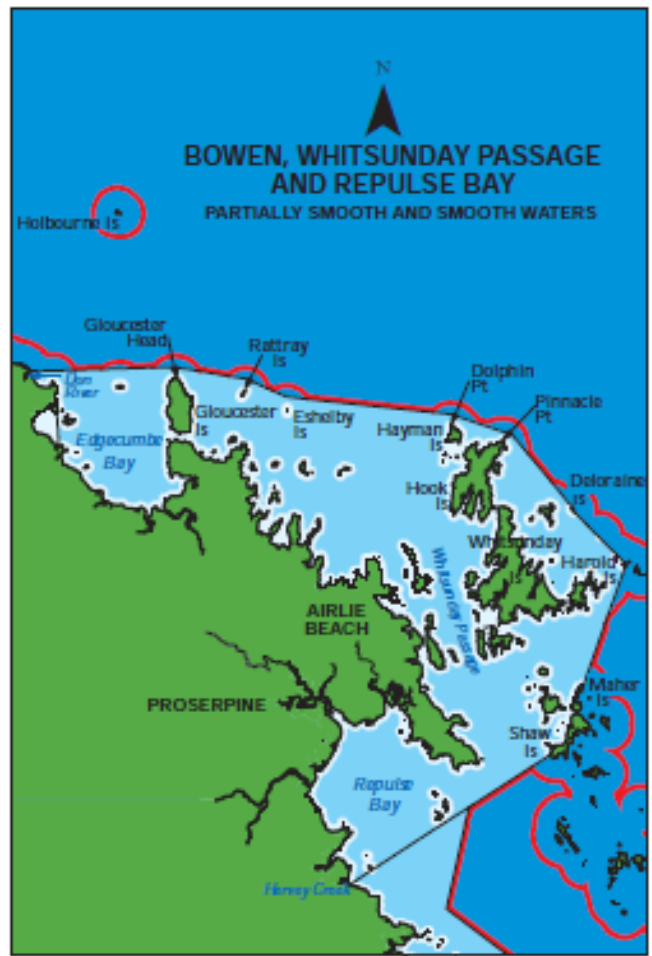
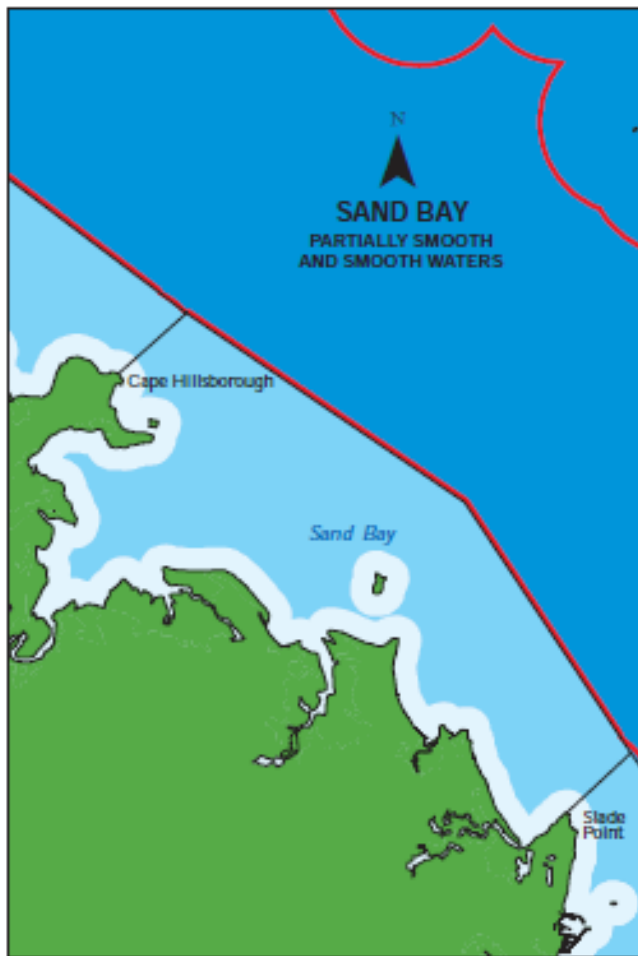
**Legend**

smooth waters

partially smooth waters

open waters

the red line designates limits beyond which EPIRBs must be carried.



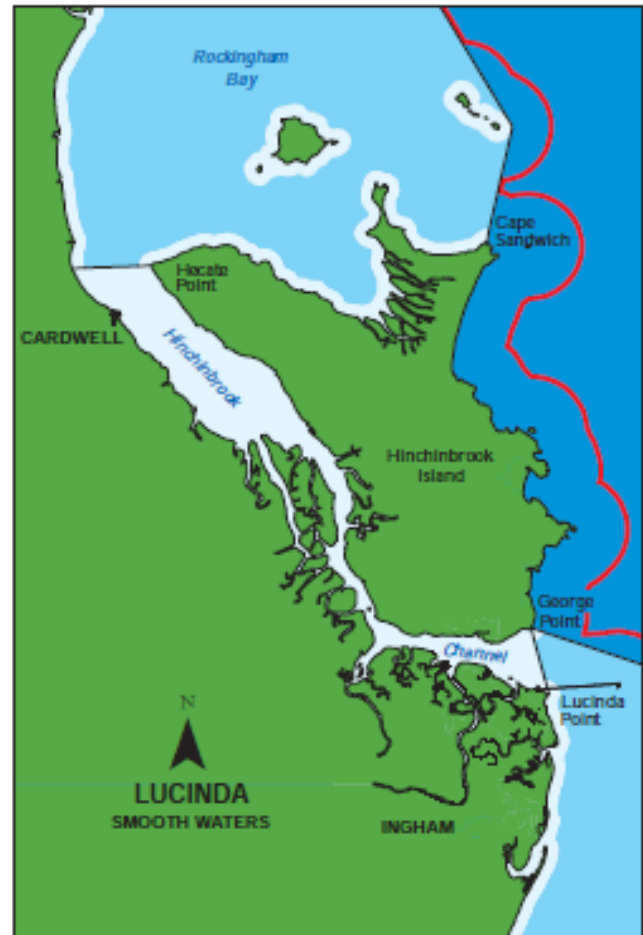
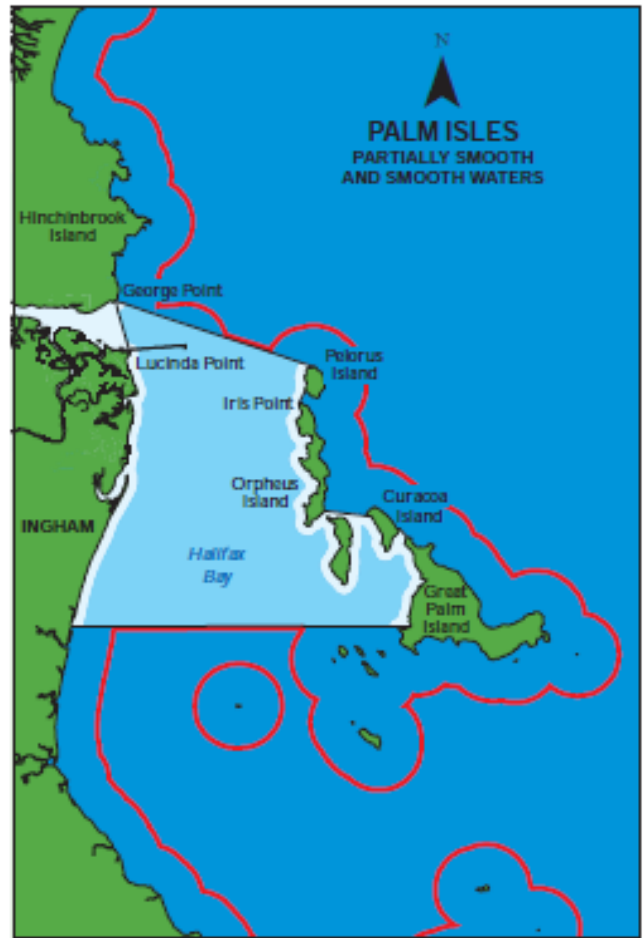
**Legend**

smooth waters

partially smooth waters

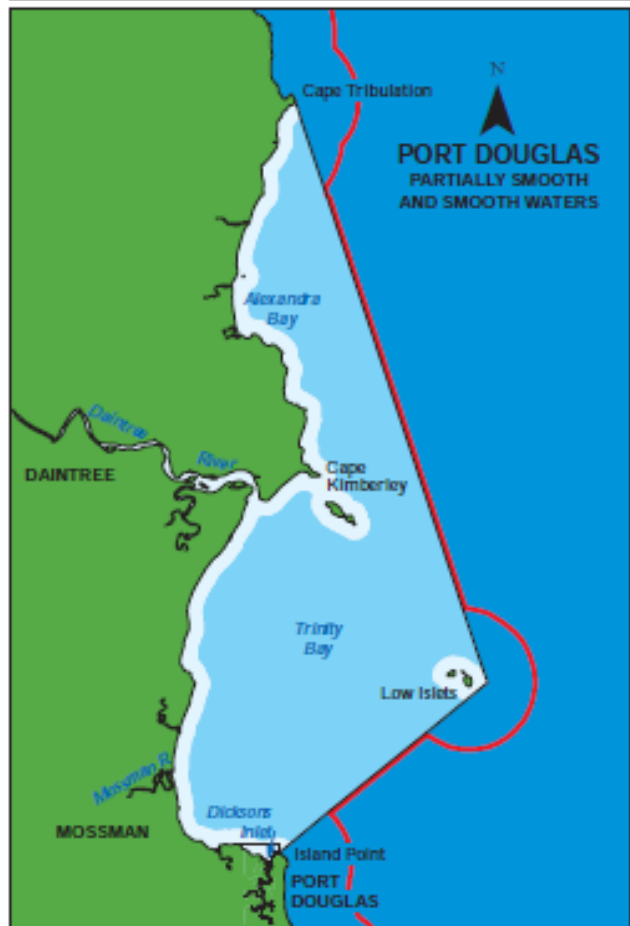
open waters

the red line designates limits beyond which EPIRBs must be carried.



**Legend**

- smooth waters
- partially smooth waters
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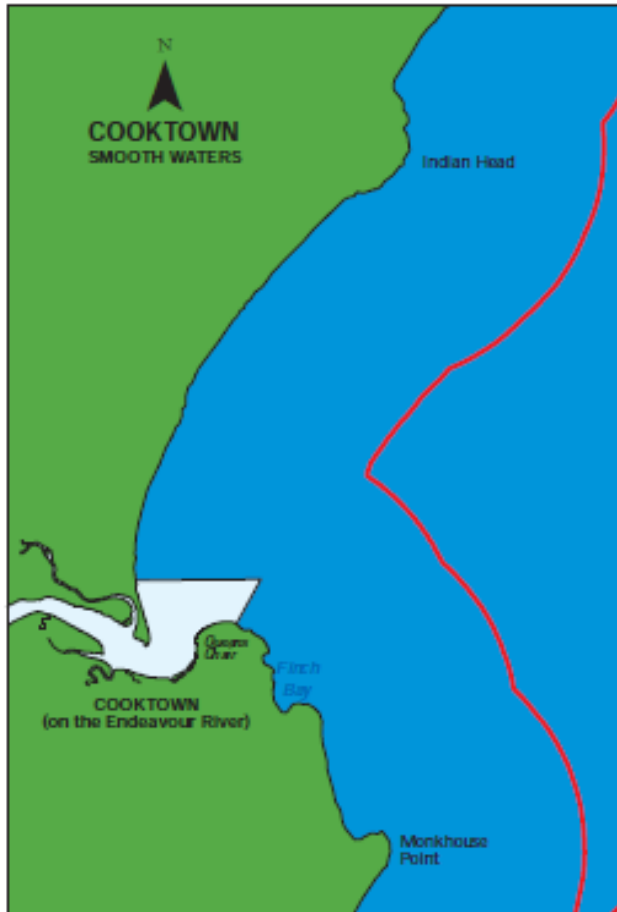
**Legend**

smooth waters

partially smooth waters

open waters

the red line designates limits beyond which EPIRBs must be carried.





## Recreational Boating Infrastructure in Queensland ... a growing demand

Queensland boasts some of the best recreational boating spots in the world.

At March 2012 there were over 240,000 registered recreational vessels in Queensland, continuing to make this state the nation's leader in registered recreational vessels.

The Department of Transport and Main Roads (TMR), in partnership with local government, port authorities and private developers, delivers recreational boating infrastructure to provide Queensland's recreational boaters with access to waterways.

The department owns \$369 million worth of recreational boating infrastructure assets, including 294 ramps (barge and boat) and, 112 pontoons, jetties, and floating walkways throughout the state. There are 11 government-owned state boat harbours (eight of which are managed by Transport and Main Roads) in

Queensland which were developed to promote small-craft activities and support marine-related industries along the Queensland coast.

Transport and Main Roads is delivering local boating projects all over Queensland:

- building new boat ramps to improve waterways access and efficiency for boat launching and retrieval
- maintaining, upgrading or widening existing ramps
- building and improving pontoon landings
- dredging harbours and navigation channels to maintain water depths and reduce siltation build-up.

In addition to servicing boater needs, these projects support local tourism, create jobs for Queenslanders, and promote our great outdoors lifestyle.





Queensland  
Government

## To see or not to see

If you can't see where you're going, you could be heading into danger. Whenever visibility is reduced such as at night, in poor weather, or bright glare – slow down. For more information visit [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

## Life jacket - wear it

Carrying life jackets is compulsory. It makes sense for you and your passengers to wear them whenever you think there's a heightened risk. Wear them in busy boat lanes, bad weather and always when boating alone or at night. For more information visit [www.msq.qld.gov.au](http://www.msq.qld.gov.au).



## Safe operation

It is the responsibility of every boat owner and skipper to operate the boat under their control in a safe manner. Operating safely combines the following:

- the boat is safe to operate
- crew and passengers are safe
- the right equipment is on board and can be used
- crew and passengers know what to do in an emergency
- the skipper is competent in operating the boat
- rules are followed so that other boaters are not injured by unsafe practices.

There are a range of rules that you must know as a boat owner or operator. Collisions make up the majority of reported boating accidents. Most of these could have been avoided through skippers being alert and aware.

Driving a boat is very different to driving a car. Being alert to what is happening around you is paramount for safety. Do not become complacent because of the perception of open water. Often narrow channels restrict boats to passing close to one another, and between beacons and shallow banks. There is plenty to hit when driving a boat.

## Driver safety

Most boats have a fixed throttle system. This means the driver can set the throttle for a specific speed and the engine will maintain revolutions until the throttle is altered unlike a motor vehicle which has a spring operated foot accelerator.



With a fixed throttle system, if the driver leaves or is thrown from the driving position, the vessel will maintain speed until the throttle is altered to reduce speed. It is strongly recommended that the drivers of all boats, but especially tiller steered boats, have a throttle lanyard attached to their wrist which will stop the motor instantly if

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the driver loses control of the boat.

There have been fatalities when the driver has been dislodged and fallen overboard in rough conditions or in the event of hitting an object or vessel wash. This may cause the boat to continue its course or turn in circles. This is an extremely dangerous situation for other boats in the area and the person in the water.

**Ensure you wear a throttle lanyard connected to the stop motor switch at all times when under way.**

## Collision rules

The 'International Regulations for Preventing Collisions at Sea' (Colregs) are the traffic laws of the sea. They give clear indication about passing, approaching, giving way and overtaking to avoid collisions with other boats. They apply equally to all boats afloat. All boat operators must thoroughly understand and apply the rules in all situations.

Collisions are the most common accident reported in boats. Boat operators must do whatever is necessary to avoid a collision.

## How to avoid marine incidents

Over 600 marine incidents are reported annually. Most of these incidents are avoidable and are often caused through inattention, lack of knowledge and experience, or complacency of the skipper.

Collisions are the most common form of marine incident, often caused by boats coming into uncontrolled contact with a fixed object such as a jetty or pontoon while berthing or leaving a marina. However, far too many collisions are with other boats which can result in disastrous consequences.

Skippers need to realise and be aware of the following:

### Make your intentions clear

Actions must be clear and deliberate so other skippers can see your intentions. Never assume the operator of another boat will observe the rules; always be prepared to take action to avoid a collision.

### Keep a proper lookout

A proper lookout, through sight and sound, must be kept at all times. Slow down and take extra precautions in bad weather, restricted visibility and the hours of darkness to assist with the early detection of other boats in the area.

### Assess risk of collision and take action

Use all means available to assess whether other boats pose a risk of collision. One early indicator

is to see whether the bearing of a closing boat is virtually steady (bearing unchanged, range closing). If it is, a risk of collision exists and early positive action (changing course and/or speed) must be taken to eliminate the risk.

Never assume the other boat will automatically 'give way'.

### Remember:

- Many waterways have narrow channels which confine traffic to a corridor like a roadway.
- Many skippers do not signal their intentions or direction of travel clearly.
- Some skippers think they can anchor or drift along in a busy waterway without posing any danger to themselves or others.
- Too many skippers do not fully understand the collision rules which apply to giving way, overtaking and keeping clear of vessels with limited manoeuvrability.

Other common marine incidents are groundings and capsizes.

### Groundings

Groundings can be avoided easily by following simple steps. Know your waterway and if unsure slow down. For south-east Queensland, purchase a Beacon to Beacon Directory which shows the marked channels and what beacons to look for. Pay attention – many groundings occur because the skipper misreads a beacon through inattention. Watch the weather and don't anchor where a change of weather can blow you onto a foreshore.

### Capsizes

Boats capsize or swamp mostly because of poor stability or rough conditions. Poor stability is caused by excess weight on board, whether it is people or cargo, and where the weight is positioned. It is essential to position weight as low as possible and ensure the bow or stern is not lower than the other. If the boat appears to be slow to respond to a roll or pitch then the boat is overloaded.

In rough conditions the boat relies on the bow to provide lift into the prevailing sea condition whether it is wind chop or ocean swell. When a boat breaks down or is drifting, the wind will turn the bow away from the wave direction and the stern will face into the waves. This is a dangerous situation as the stern or transom usually has the lowest freeboard and is subject to taking water.

If you break down or are adrift in rough conditions, anchor immediately if practical or deploy a drogue (a bucket can act as a drogue) to keep the bow into the sea. Never anchor your boat by the stern. Even the passing wake of a

boat can come over the transom and cause a swamping.

### Speeding

All boats must travel at a safe speed at which you can act to avoid a collision and can stop the boat in time to avoid any danger that arises suddenly. Wash created by speed must not cause any damage to the shoreline.

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:** These may affect the boat's performance and stability. In rough conditions, slow down to reduce impact on the hull and avoid travelling beam on to the waves.

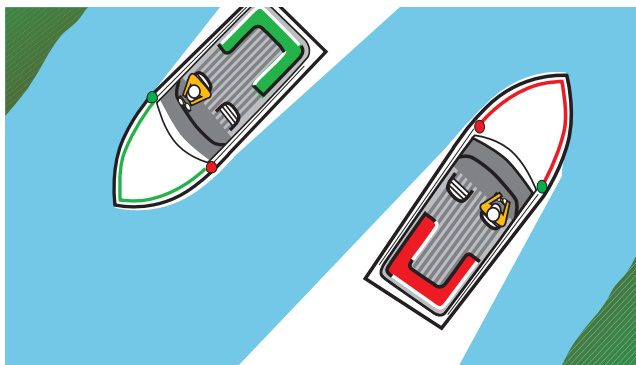
The skipper of a boat must operate the boat at less than six knots (about the same as a brisk walking pace) or the speed necessary to safely control and manoeuvre the boat if it is causing excessive wash.

### Report all marine incidents

See page 16 for information on reporting marine incidents.

### Channels

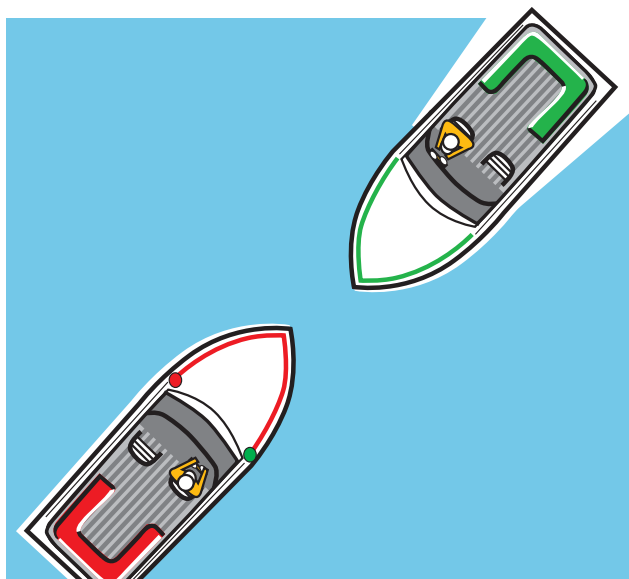
When navigating in narrow channels, all boats should travel on the starboard side or right hand side of the channel and pass oncoming boats on the port side.



If plenty of distance separates two passing boats, there's no need to deliberately alter course to pass to the right of the other boat. The rule is simply there to remove doubt in the event of a close situation.

Avoid anchoring in channels, especially near markers.

Small boats (including sailing boats) should keep clear of large boats that have limited room to manoeuvre in channels.



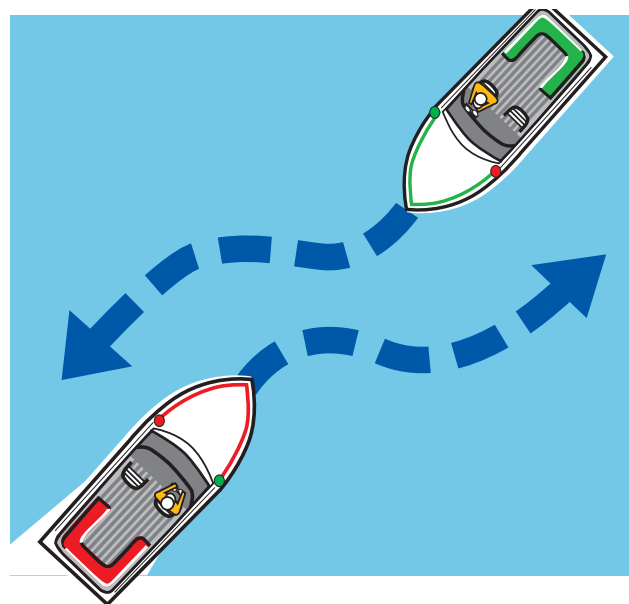
### Giving way

#### Power boats

**Golden rule:** 'look all around, give way to the right, turn to the right and stay to the right'.

#### Head on

When meeting head on, both boats are required to alter course to starboard (right), never to port (left). Any turn should be large enough to be obvious to the other boat.





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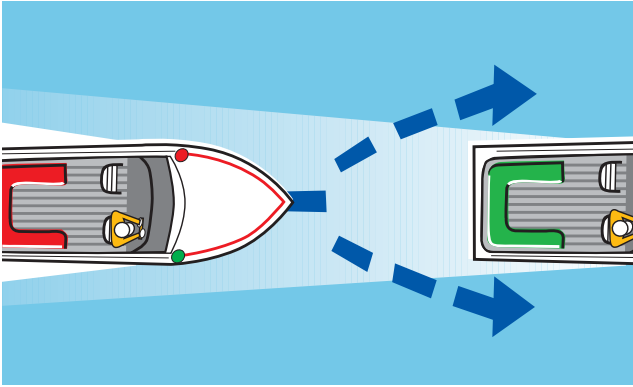


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## Overtaking

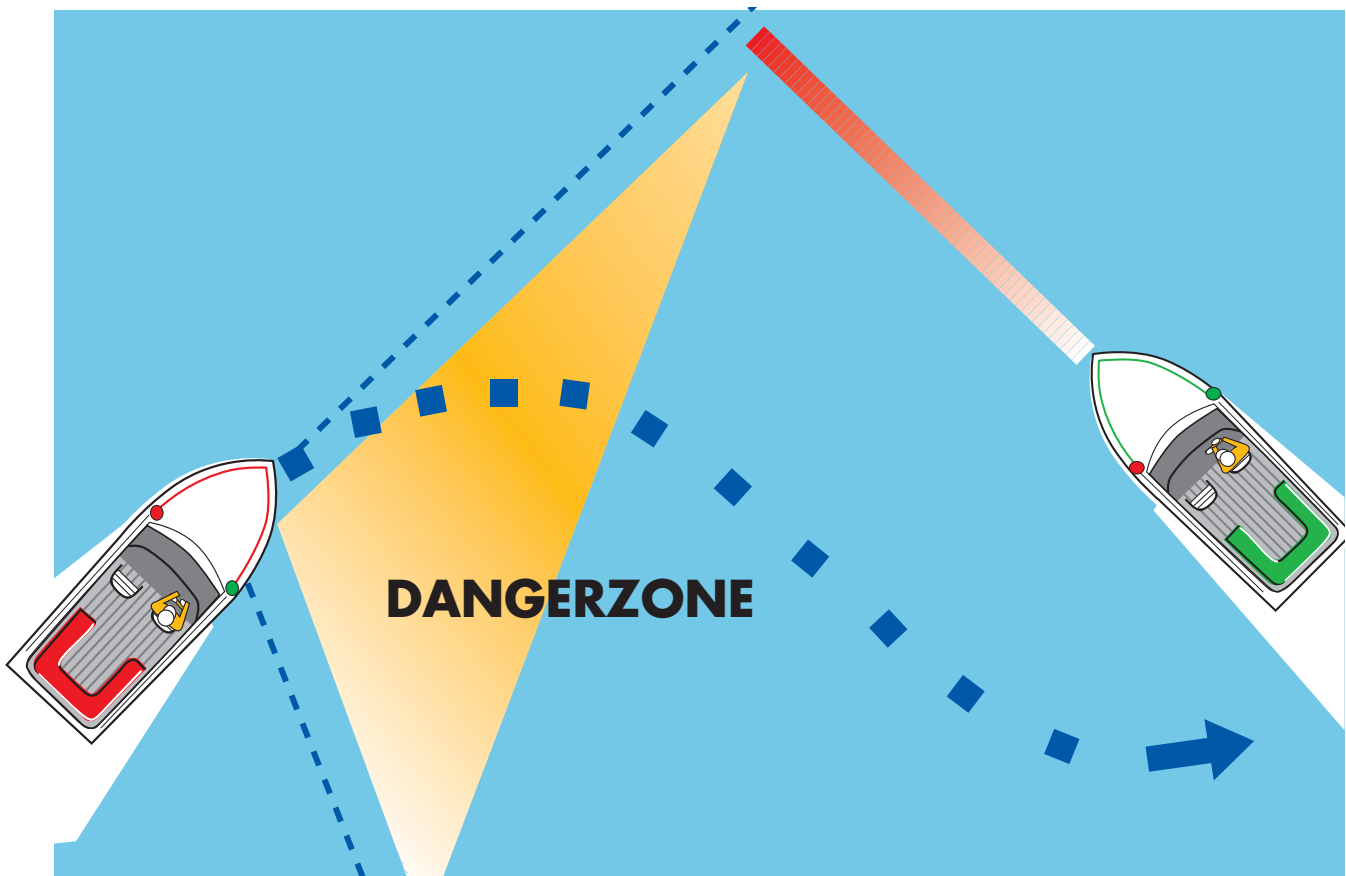
If you are overtaking a boat, you can do so to either side of the boat you wish to pass. However, you must keep well clear of the boat you are overtaking. This applies to both sail and powerboats. In narrow channels you must be particularly careful when overtaking. In all instances, make sure you do not cut in front of the boat you have overtaken.



## Crossing

When two boats are crossing, the boat on your right has right of way; you should keep clear, alter course or slow down to pass astern of the other boat.

If you have the right of way, be predictable – keep your course and speed. If the other boat does not give way, the boat with the right of way must take action to avoid a collision.



## Sailing boats

### Wind on different side

When each sailing boat has the wind on a different side, the boat with wind on the port side shall keep out of the way of the other.

If sailing a boat with the wind on the port side and you see a sailing boat to windward and cannot determine with certainty whether the boat has the wind on the port or starboard side, take action to keep clear.

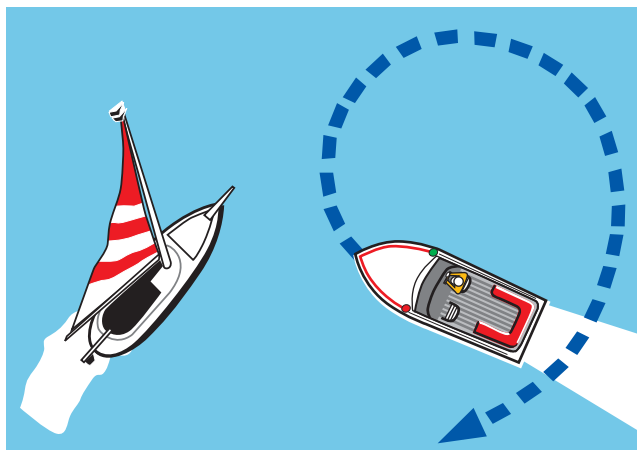




## Wind on the same side

When both sailing boats have the wind on the same side, the boat to windward shall keep out of the way of the boat to leeward.

**Note:** The windward side is the side opposite to that on which the mainsail is carried or, in the case of a square-rigged boat, the side opposite to that on which the largest fore and aft sail is carried.



## Power and sail

A power boat generally gives way to sail unless the sailing boat is in the process of overtaking it.

However, don't expect large, less manoeuvrable boats under power to give way. All small craft should give large boats a wide berth.

## Sound signals

Most recreational boats do not use sound signals. However, they are used by ships and larger vessels. Boats over 12 metres should carry sound signals, a whistle and a bell. Vessels under 12 metres should have some means of making an efficient sound signal. You should be aware of signals and what action you should take when you hear a signal. Sound signals may be accompanied by light signals.

All boats should use sound signals in restricted visibility to alert others of their position. Use common sense and slow your boat or stop, and be ready to take immediate action. Be extremely cautious when operating in restricted visibility.

### One short blast means

*'I am altering my course to starboard'.*

### Two short blasts mean

*'I am altering my course to port'.*

### Three short blasts mean

*'I am operating engines astern'*  
(the boat may be reversing or stopping).

### Five (or more) short blasts mean

*'I am unsure of your intentions'.*

## Navigation lights

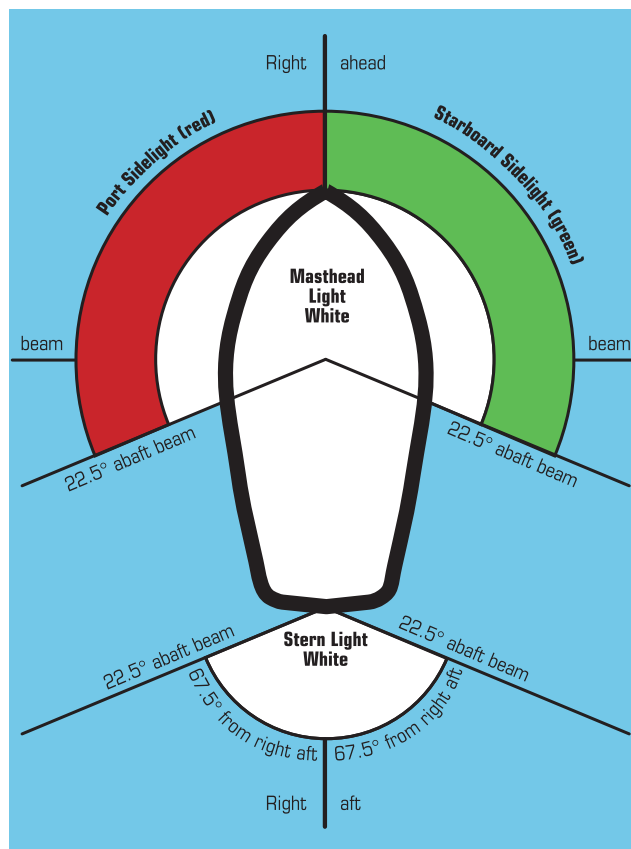
### Are your navigation lights fitted correctly?

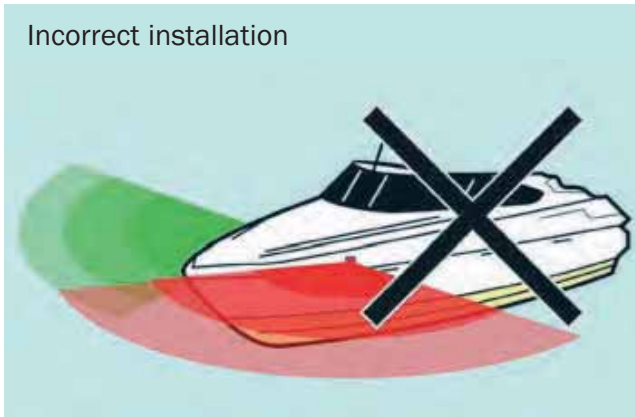
Some boats carry navigation lights that are fitted incorrectly. It is important that lights are fitted according to the collision regulations so that other boats can determine what type of boat you are and the course you are on.

A common mistake is the fitting of the red and green sidelights on the same angle of the curve of the bow of the boat. This results in the angles of light crossing over each other when seen from head on. This also affects the side view.

Side lights must be kept parallel to the centreline of the boat.

- By law, boats operating from sunset to sunrise, whether at anchor or under way, must display the correct lighting. A boat is 'under way' when it is not at anchor, made fast to shore or aground (this includes drifting).
- Navigation lights must also be used in daylight hours during periods of restricted visibility or in other circumstances when it is deemed necessary.
- Lights must be placed and displayed appropriate to the size and class of your boat. These lights tell other boat operators about the boat and what it is doing – whether it is at anchor, under sail or motoring.
- Navigation lights must be positioned so they are not obscured by the boat's superstructure





or interfered with by the deck lights. They should be fitted by the manufacturer or an authorised person.

- The masthead and/or all-round white light must be fitted (if practical) on the centre line (bow to stern) of the boat and positioned a minimum of one metre above the side lights. When operating at night, carry replacement bulbs.

- a) combined lantern at or near the top of the mast that incorporates sidelights and stern light or
- b) separate sidelights and stern light.

**Non-powered boats**

**On the Brisbane River, rowing sculls are required to display a flashing all-round white light while training or in competition, between sunset and sunrise.**

**Minimum required lights  
Boats under way**

**Power boats**

- Less than 7 metres in length with a maximum speed not exceeding 7 knots – a white light visible all round and, if possible, separate or combined sidelights.
- Less than 12 metres in length:
  - separate or combined sidelights, a masthead light and a stern light or
  - separate or combined sidelights, an all-round white light.

**Sailing boats**

- Less than 7 metres in length – the lights required for sailing boats over 7 metres in length. If not, a torch or lantern showing a white light ready to display to avoid a collision.
- More than 7 metres in length and less than 20 metres in length:

**Boats moored or at anchor**

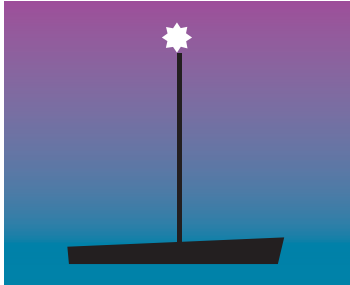
The *International Regulations for the Prevention of Collisions at Sea 1972 (COLREGS)* require vessels at anchor to display an all round white light, where it may be best seen, between the hours of sunset and sunrise and during times of restricted visibility. This requirement is also a condition of all buoy mooring authorities issued by Maritime Safety Queensland. Failure to display an anchor light on a vessel on a buoy mooring may result in the cancellation of the authority.

Under the COLREGS, the anchor light must be visible for two nautical miles for all vessels up to 50 metres in length.

**Lights on boats to keep clear of**

There are many other combinations of lights used on boats. The lights shown relate to the activity it is engaged in (for example fishing, dredging, not under command).





A simple rule of thumb for a small powerboat is to stay clear of any boats exhibiting additional lights.

### Navigation at night

The waterways are not like well-defined roads. It is unsafe to navigate a boat with lights illuminating the water directly ahead because it will deprive you and other boat operators of night vision.

Spotlights can be used to identify specific hazards, but this should be done only when operating at very slow speed and without affecting other waterway users.

The most important rules to remember when driving a boat at night are to slow down and keep a good lookout. The speed of travel should be much less than that travelled by day.

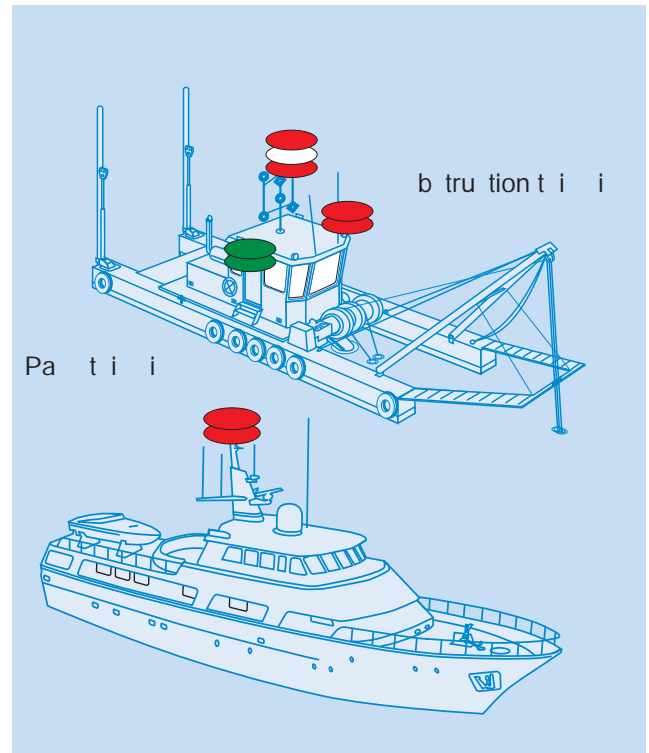
Remember:


- Not all navigation hazards have lights indicating their position (examples are shallow banks, oyster leases, and many navigation markers).
- It is difficult to judge distances at night.
- Background lighting on the shore can cause confusion.
- All boats are required to show some form of lighting.
- A safe speed is a speed at which sufficient action can be taken in time to prevent a collision.
- Keep an extra good lookout.

### Boats with limited manoeuvrability

Many work boats operate in Queensland waterways. The nature of the activities undertaken by these craft means that they are often stationary and not always noticed by


passing vessel traffic. The effects of wash on a stationary workboat can pose a considerable risk, as crew are often moving between the vessel and a fixed structure, for example, a marine aid to navigation. To protect vessels and their crew, internationally recognised marine





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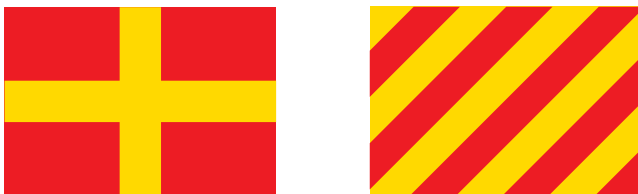
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signals are displayed. When a vessel displaying any of these signals is sighted, other traffic should stay clear and preferably slow down, to minimise wash.

Vessel situation	Day shapes	'Signature lights'
Restricted in ability to manoeuvre		
Not under command		

A vessel displaying the combination of flags shown, either separately or in conjunction with one of the above signals, is requesting that passing boats slow down.



### IALA buoyage system

A system of buoys, spars and lights, known as IALA Buoyage System 'A' is used to assist safe navigation. These are the equivalent of road signs on highways. Study a chart, as well as the buoys themselves, to familiarise yourself with their meanings. Each type of mark has a unique combination of colour, shape, topmark and light.

You must be able to recognise these and pass them safely on the correct side.

#### Lateral marks

Port and starboard marks are referred to as lateral marks. They indicate the port-hand and starboard-hand sides of navigable waters (channels).

When both a port and starboard mark are placed near to each other, travel directly between them.

Often lateral marks are not placed in pairs where the safe side to pass is generally determined by the direction of travel to or from the sea, or a predetermined local direction of buoyage.

#### When going upstream (away from the sea)

- Keep **red** (port-hand marks) on the **left-hand** side (to port)
- Keep **green** (starboard-hand marks) on the **right-hand** side (to starboard)

#### When going downstream (towards the sea)

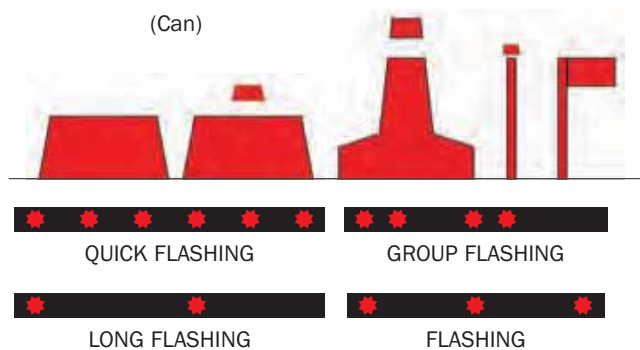
- Keep **red** (port-hand marks) on your **right-hand** side (to starboard)
- Keep **green** (starboard-hand marks) on your **left-hand** side (to port)

#### Local direction of buoyage

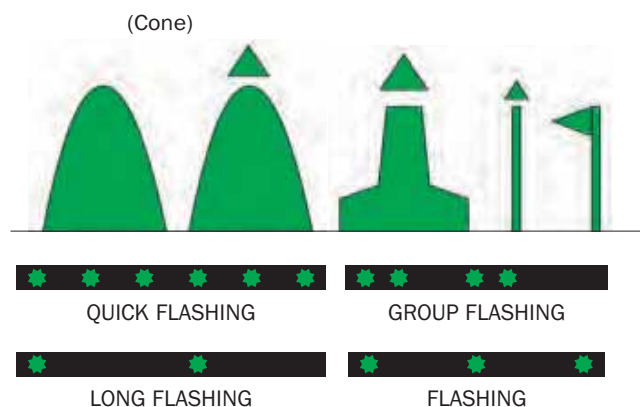
Where there is doubt, the direction of buoyage is indicated on charts by the symbol:



### PORT



### STARBOARD



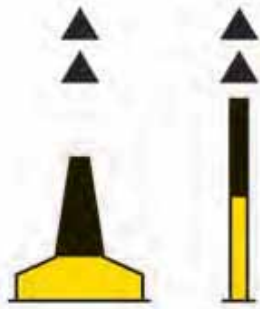
**Cardinal marks**

A cardinal mark indicates where the deepest and safest water can be found. That is, where the mariner has safe passage. It may also indicate the safe side on which to pass a danger and to draw attention to a feature in the channel such as a bend or junction.

**NORTH**

Safe water to the North of the cardinal

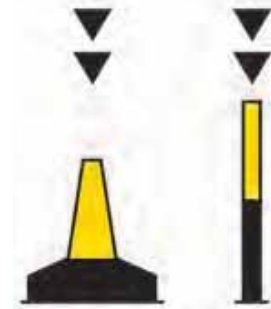
Top marks point 'up' toward the NORTH for safest water. At night the frequency of the flashes are an uninterrupted quick flash.



**SOUTH**

Safe water to the South of the cardinal

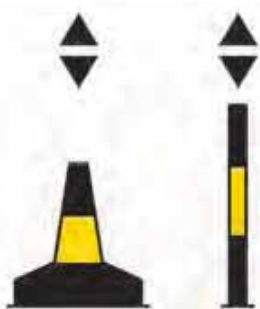
Topmarks both point 'down' towards the SOUTH for safe water. The frequency of flashes is 6 quick flashes in a group followed by a long flash.



**EAST**

Safe water to the East of the cardinal

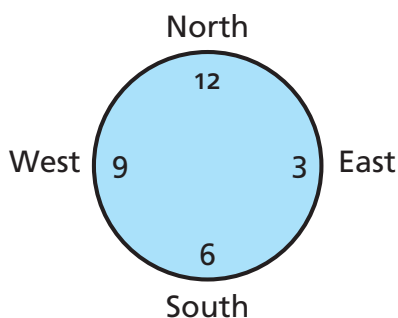
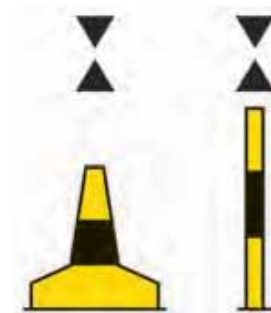
The topmarks are in the shape of an egg, so remember the e of egg is for safe water to the EAST. The frequency of the flashes is 3 quick flashes in a group.



**WEST**

Safe water to the West of the cardinal

The topmarks make the shape of a wine glass so remember the w of wine glass is for safe water to the WEST. The frequency of the flashes is 9 quick flashes in a group.



To remember the light flash rates for cardinal marks, the number of flashes for east, south and west agrees with a clock face.

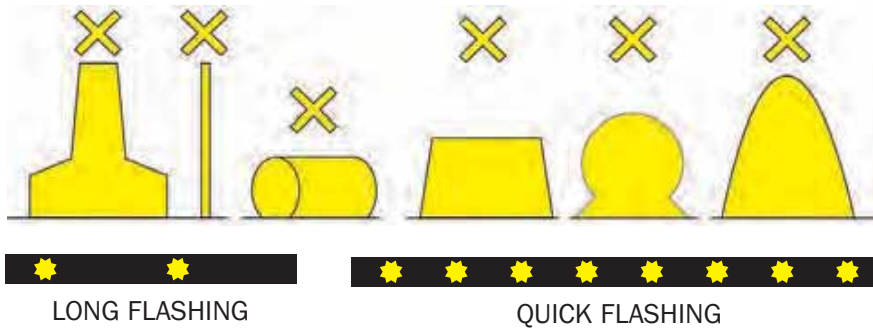
A north mark has a continuous flashing light.

**Special marks**

Special marks can be used to mark a specific structure or feature such as a cable or pipeline, or to indicate that a channel divides. The direction to navigate around a special mark is often obvious by using a chart.

At night the light is yellow and the rhythm may be

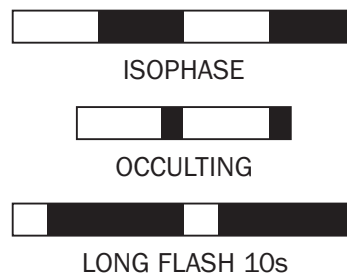
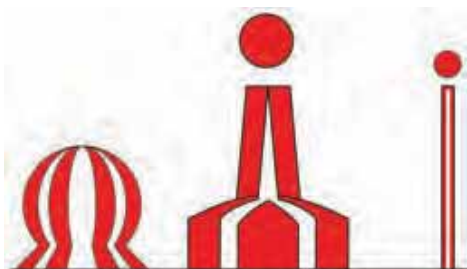
any other than those used for the white lights of a cardinal, isolated danger and safe water marks. Variations in the design of buoys will exist in many areas. Illustrations indicate the approved shapes, colouring and topmarks.



**Safe water marks**

Indicates that there is navigable water all around the mark – for example, mid channel.

At night a white light shows a single long flash every 10 seconds. To remember this, associate a single sphere with a single flash.



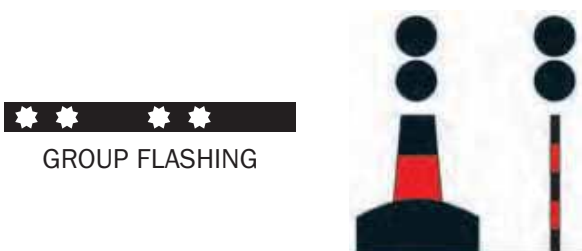
**Isolated danger marks**

Indicates there is an isolated danger with navigable water all around it – for example, an isolated shoal, rock or wreck.

At night a white flashing light shows groups of two flashes. The best way to remember this is to associate two flashes with two spheres as the topmarks.

**Emergency wreck marking buoy**

The emergency wreck marking buoy is designed to provide high visual and radio aid to navigation recognition.





## Shipping channels

### Interaction between ships and small craft

A combination of increased shipping movements and record numbers of recreational boats throughout Queensland is creating more congestion in and adjacent to shipping channels, raising the potential for interaction between ships and smaller vessels.

Recreational boats and commercial vessels operating and fishing in shipping channels place themselves in a high risk situation, particularly those who do not have or use a VHF radio to communicate with large ships and monitor local shipping movements.

Large ships often travel at speeds in excess of 20 knots and fully laden cargo ships or tankers can have a stopping distance equal to 28 football fields (2.5 nautical miles). When travelling in narrower channels, such as entering a port, a ship can have as little as 600mm under-keel clearance, and can neither turn nor slow-down.



A small boat within several hundred metres of a ship can be unseen from the helm of a ship, with the bow of the ship and sometimes cargo such as containers obscuring the view. This 'blind spot' (see above) can sometimes extend for several nautical miles, and smaller boats rarely appear on ship radar.

It only takes about 15 minutes from the time a ship is spotted on the horizon by a small boat to the potential time of impact. In the event of engine failure on a small boat this interval can prove fatally short.

### What precautions should recreational boaties take to increase safety?

- Whenever travelling across or alongside a shipping channel keep a constant lookout. From water level, large ships travel quietly.
- When near a shipping channel monitor the appropriate VHF channel for the area (for example channel 12 in Moreton Bay). Relying on a mobile phone for communications can be disastrous – the ship's captain or pilot won't know your number, and you don't know theirs!
- Cross a shipping channel at 90 degrees behind a ship, and never cross in front – small boats breaking down or running out of fuel has occurred with disastrous results.
- Avoid travelling within and along a designated shipping channel.
- Despite the fact that they attract fish, avoid anchoring near or fishing in the channels next to a navigation aid (buoy or channel marker) which marks a designated shipping lane. It is a common occurrence for small craft to drift unaware into the shipping channel while a ship is approaching.

## Navigating with a Global Positioning System (GPS)

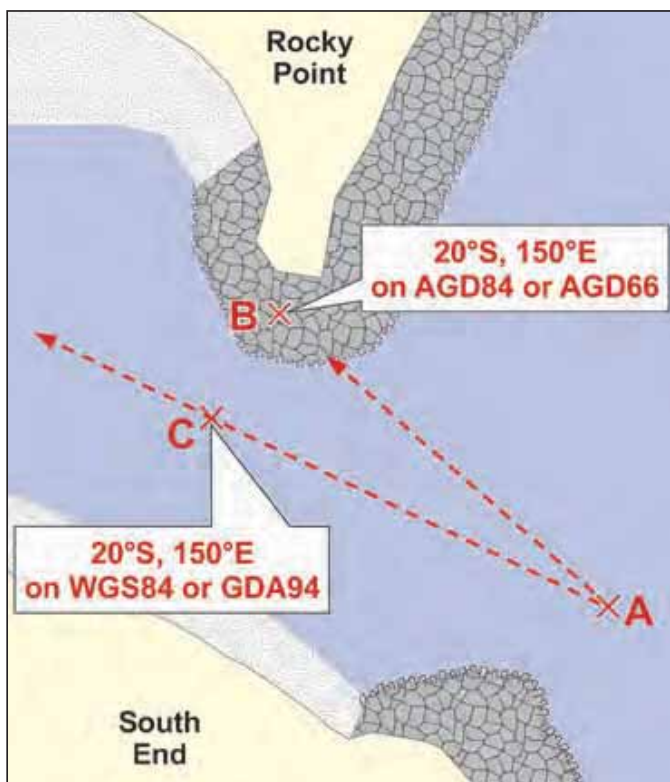
Global Positioning Systems (GPS) are commonly found on recreational boats, and while a good navigation aid, they should not be relied upon (like any other electronic equipment dependent on battery power). A GPS is able to provide a latitude and longitude, updated almost continuously. This can then be plotted on a chart and should be verified with a compass.

There have been a number of navigational incidents, where boats have run aground and into obstructions, attributed to people using GPS data alone. Some positions given by GPS will need to be adjusted due to differing datum (see cautionary advice on charts). As with all fixes, the GPS position should be checked against something else.

A GPS is not a substitute for sound watchkeeping and navigational practices and should be used only in conjunction with other aids to navigation.

Consider the following when using GPS and/or chart plotters:

- Masters should still maintain a proper lookout while the vessel is underway to identify any approaching hazards.
- Zoom to the largest available accurate chart scale. If the zoom recommended exceeds the accuracy scale limit then a warning message is displayed on the screen.
- It is advisable to switch the unit on and select the correct chart datum before departing. GPS



units require time to initialise, and the master needs time to assess the accuracy of the position information prior to starting the voyage.

- The accuracy of GPS units can be compromised by power failures or poor electrical connections.
- Always ensure your electrical charts are updated with supplier upgrades.
- When going to a waypoint in a straight line, check what is in between your boat's initial location and the waypoint.
- Be aware of areas under construction or development as hazards may change regularly. A good way of maintaining safety information is through Notices to Mariners, which can be found on the Maritime Safety Queensland website.

Before using your new GPS, you are obligated to familiarise yourself with the strengths and weaknesses of the equipment. As a starting point, it is recommended that GPS users undertake navigation and GPS courses offered by Volunteer Marine Rescue, Australian Volunteer Coast Guard and registered training organisations.

### GPS verification marks

GPS verification marks are signs installed at selected boat ramps to be used by boaters to check the accuracy of onboard GPS navigation equipment.

Always ensure that your system is updated with the latest software, and is set to use the correct datum. This information should appear during system start up or on a system settings/information screen.

The signs display verified GPS coordinates and are currently being installed at boat ramps across Queensland. The signs have been installed in locations that are easy to access either on water or on land (for example, in rigging areas). When completed, the project will involve over 50 boat ramps between Southport and Port Douglas with approximately 100 signs being installed across the locations.

Visit the Maritime Safety Queensland website to for updated information on where signs have already been installed.





# Water sports

Queensland's waterways are shared by all types of boats used for water sports. Non-motorised craft such as sail boats, windsurfers, canoes, kayaks, surfskis and kitesurfs are classified as boats and must follow marine safety rules and regulations.

## Water skiing

Water skiing involves towing people behind a boat on skis, bare feet, inflatable toys, boards and parasailing. All kinds of boats are used for water skiing, mainly dinghies, skiboats and personal watercraft (PWC). If using a PWC to tow a skier you must obey PWC rules. However, you may be exempt from certain PWC distance rules when skiing, such as 60 metre from shore six knot rule. Go to Maritime Safety Queensland's website for more information.

The owner/driver of the boat or PWC is responsible for the safety of others and must be appropriately licensed. They have a general safety obligation to:

- make sure the boat is safe and is capable of towing skiers
- take all the right safety equipment for the skiers and passengers
- operate the boat as safely as possible and check the area is safe for skiing by noting the depth of water, width to make turns safely and any hazards.

## Life jackets for skiers

When water skiing, the skier must wear a life jacket at all times:

- Level 50 or Level 50 special purpose, or PFD type 2, 3 or a wetsuit with inbuilt flotation approved as a PFD type 3 in smooth water limits.
- Level 50 or PFD type 2 in partially smooth water limits. It is compulsory for all children under 12 years, in open boats under 4.8 metres whilst underway, to wear an appropriately fitted life jacket at all times. (See safety equipment table on page 27 for more details).

### Water ski areas

Water skiing is prohibited:

- in certain areas usually designated by signs
- in all six knot zones including harbours and marinas
- within 30 metres of people in the water, anchored boats, diver's flags, jetties, pontoons or boat ramps
- within 60 metres of people in the water if operating a PWC.

Water skiing is permitted in all other areas. However, it is the responsibility of the driver to ensure the area is safe and suitable for skiing.

The Gold and Sunshine Coasts have some designated water ski areas and times for operation. These are clearly marked by signs.

Restricted areas are outlined in the Waterways section of the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

### Observers

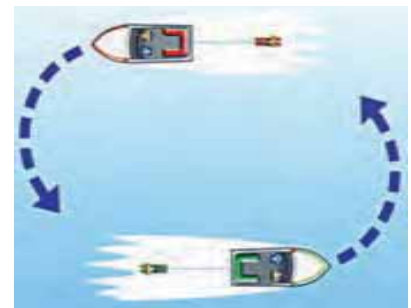
A person must not operate a boat (including a PWC) towing a skier unless there is another person (an observer) on board. The observer must be older than 12 years and competent to watch the skier at all times.

They must immediately tell the operator if:

- there is a danger, or potential danger, to the skier
- the skier signals the observer
- the skier has a fall or mishap.

### Direction of travel

When skiing in lakes, rivers and creeks, boats should travel in an anticlockwise pattern (see right). In a few locations local customs and



conditions may dictate the direction of travel. Always check before skiing.

### Skiing or towing on a personal watercraft

When towing a skier on a jet ski you must obey personal watercraft rules. The operator of the PWC must ensure there is an observer on board, and that there is sufficient seating capacity for both the operator and the observer. For information on personal watercraft and their operation see page 32 or go to the Maritime Safety Queensland website.

## Divers' flags

Divers can surface at any time, sometimes a significant distance from where they enter the water. In the interest of diver safety, any boat is excluded from operating within 30 metres of a diver in the water if a Code A flag is displayed (see above). It is legal for the boat tending the diver to operate within the 30 metres. Breach of this regulation can incur a penalty.



## Water skiing safety tips

- The tip of the ski must always be showing before the boat starts.
- After a fall, a skier should always clasp hands over head if unhurt until seen by the observer and boat driver.
- No signal from a fallen skier calls for immediate action by the observer and driver.
- A fallen skier getting into a boat should leave their skis in the water and swim towards the boat.

- The driver should always stop the engine(s) before picking up the skiers in the water.
- Skiers should enter a boat over the stern whenever possible.

## Recognised water ski signals

The following signals are suggestions only. The observer and skiers should agree to the signals beforehand.



**Start:** Nod the head.



**Faster:** Open palm facing up – motion upwards or nod head if both hands in use.



**Slower:** Open palm facing down – motion downwards or shake head if both hands are in use.



**Speed required:** Use the number of fingers for km required. For example, 23 – first two fingers then three fingers.



**Speed OK:** Arm upraised with thumb and forefinger making an 'O' – OK signal.



**Turns:** Palm vertical, curving motion of hand in direction required.



**Whip off:** Point to direction and then give quick circular motions with hand.



**Stop:** Hand up with fingers outstretched.



**Back to dock:** Point with downward swing of the arm.



**Cut motor:** Finger drawn across throat in cutting motion.



**OK after fall:** Skier should clasp hands over head if unhurt, until seen by the boat driver.

## Sail boats and sail boards

Sail boats and boards are propelled by the wind, requiring special skills to control direction and speed. When learning to sail, choose a quiet area away from anchored boats and activity. To practice, it is essential to wear protective clothing and for safety an appropriate life jacket or PFD. Like all other boat users, sailors have a responsibility to take all action to avoid a collision and should follow the rules.

## Rowing

Rowing is popular on Queensland waterways. Like canoes and kayaks, rowing boats are difficult to see and can be swamped easily. As a general rule, keep the starboard side close to the shore of busy rivers. An all-round white flashing light is highly recommended between sunset and sunrise.

**All boats engaged in training or competition rowing activities on the Brisbane River must be fitted with an all-round white flashing light if they are on the water before sunrise or after sunset.**

## Canoes, kayaks and surf skis

Canoes and kayaks create little or no noise and have a small profile on the water, often making them difficult to see, and they often appear stationary. It is essential to be seen all the time as speedboats and larger boats can create wash capable of capsizing the boat. Travel close to banks to avoid high traffic areas. Where possible travel in a group, keep the group together and adopt a one/all stop attitude. Life jackets or PFDs are recommended.

## Kitesurfing

Kitesurfing involves a surfboard with 30 metres of line attached to a kite. The kite acts as a sail and propels the rider through the water. The kites have air pockets built in, so they don't sink when landing.

Kitesurfs work best in windy conditions and reach speeds up to 30 knots. Sailing rules apply to kitesurfers and other boats should give them a wide berth. If a kitesurfer drops the kite, other boats should travel upwind of the surfer and the kite to avoid becoming tangled in the line.

Kitesurfers should steer clear of powerlines, trees and navigation beacons and should stay at least 30 metres from swimmers and boats. Kitesurfing is a highly skilled watersport and training is highly recommended. For more information log onto [www.kitesurf.com.au](http://www.kitesurf.com.au).

## Tow-in surfing

The safe operation of watercraft in Queensland's waters is a priority for state and local government authorities, commercial operators, and sport and recreational organisations.

A code of conduct has been developed in consultation with Maritime Safety Queensland, Gold Coast City Council and Surfing Queensland to promote the safety of tow-in surfing operations.

Guidance is provided to tow-in surfing enthusiasts on a number of important safety aspects, including:

- general rules relating to proceeding at a safe speed, keeping a proper lookout and avoiding collision
- specific rules of operation for personal watercraft (PWC) in relation to speed and distance off requirements
- rules governing the operation of vessels in and near Gold Coast City Council bathing reserves
- requirements to be met to qualify for the tow-in surfing observer exemption
- specific requirements for tow-in surfing operations within Currumbin Alley and Tallebudgera Creek mouth.

Download the code of conduct from the Waterways section of the Maritime Safety Queensland website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

## Marine radio

### Licences and certificates

Under federal regulations, operators of VHF and MF/HF radios are required to hold an operating certificate. The operating certificates are a Marine Radio Operator's VHF Certificate of Proficiency (for VHF radio operations) – MROVCP or Marine Radio Operator's Certificate of Proficiency (for VHF and MF/HF) – MROCP. Many Coast Guard and Volunteer Marine Rescue stations provide these courses or may advise where a local course is available. Operators of 27 MHz equipment are not required to hold a certificate but are strongly encouraged to obtain one for their own and other users' safety. Station (equipment) licences are no longer required for 27 MHz or VHF radios but are still necessary for MF/HF long-range radio equipment.

### Equipment

Marine radios are essential and in most cases the only method of lifesaving by communicating with other boats, marine rescue groups and to receive navigational warnings and weather

updates. There are many factors for you to consider including:

- the area of operations
- location of local volunteer marine rescue group
- the number of boats in the same area
- your budget
- size and type of boat.



There are four main types of marine communications equipment.

1. VHF – this is the preferred radio for shortrange communications. All large boats and an increasing number of smaller boats monitor channel 16. Areas with large boating populations have marine rescue stations monitoring channel 16 and 67 on a 24-hour/7-day basis. Weather information is regularly broadcast on channel 67. Channel 16 is for emergencies or initial calls and should not be used for routine messages or ‘chat’. Most areas throughout Queensland have a local ‘chat’ frequency or a common use rebroadcast frequency. The local marine rescue station can advise on this practice.
2. 27MHz – this has very limited range and, although better than no radio, you should check that a limited coast station is in your immediate vicinity before relying on this equipment for your safety. Most marine rescue groups monitor channel 88 but larger boats at sea do not listen to this radio.
3. HF – these radios have a greater communication range if travelling long distances from shore although they are reliant on atmospheric conditions and to some extent on hull material. They can be difficult to operate without training and practice. All states and territories operate 24-hour/7-day monitoring on the frequencies 4125, 6215 and 8291 kHz from ‘Coast Radio’ stations Cairns, Gladstone, Sydney, Melbourne, Adelaide, Hobart, Perth, Port Hedland and Darwin. Queensland HF services cover coastal waters to a minimum of 200 nautical miles seaward from sites located at Cairns (call sign: coast radio Cairns) and Gladstone (call sign: coast radio Gladstone). Weather broadcasts are

made on frequency 8176 kHz. Navigational warnings are also broadcast on this frequency at the scheduled times. All operators should be competent in the operation of radios, know the frequencies dedicated to distress and safety and be able to properly format and transmit distress and safety messages.

4. Satellite equipment – although relatively expensive, the range of satellite equipment and telephones provides excellent coverage and are the preferred long-range communications devices. Training and operator certification are necessary before operating this type of equipment. As the long-term future of HF monitoring by coast stations is uncertain, investment in this type of equipment is recommended for boats on offshore voyages.

#### **Equipment check**

- Is the correct frequency/channel selected?
- Is the volume adjusted correctly?
- Is the squelch adjusted correctly?
- Is the RF gain set to maximum sensitivity?
- Power supply – is the battery fully charged?
- Antenna – are the leads and whip intact, not corroded, have proper earthing and connections in good order?

#### **Mobile phones**

Although commonly carried on boats, mobile phones can be considered only as a backup device.

They should not be seen as a substitute for emergency radio communications as:

- The cellular system does not provide for distress priority alerting.
- Mobile phones may be out of range, have low batteries or become water-damaged.
- Marine radios are used to broadcast so that all parties involved in an incident can listen. Mobile phones call only point to point. If you don’t know a number, you can’t call for assistance even if the boat is in sight.
- Rescue organisations cannot use a radio direction finder to trace a mobile telephone call.
- Few volunteer rescue boats are equipped with mobile phones, resulting in delays (and misinterpretation) while calls are relayed from shore.

In an emergency the most vital link between the rescuers and the rescued is radio communications.

## Operating procedures

Standard radio procedures are used internationally.

### Routine calls

Queensland has a large number of volunteer marine stations which, as limited coast stations, provide an invaluable service to the boating public. Boats are strongly encouraged to log on/off with their local station and update changes to location and intentions. Recent fatalities in Queensland highlight the disadvantages of not using this service.

When making a routine call to another boat or limited coast station, state clearly:

- The boat/group you are calling (spoken three times if communications are difficult).
- This is – name of your boat (*spoken three times if necessary*).
- Message.
- Over.

### Distress calls

The distress call 'mayday' may be used only if the boat is threatened by grave and imminent danger and immediate assistance is required. For example, the boat is sinking or on fire. This distress call has absolute priority over all other transmissions and may only be transmitted on the authority of the skipper or the person responsible for the safety of the boat. Calls are made on distress frequencies (VHF 16, 27.88 MHz or HF 4125, 6215, 8291 kHz).

*Call procedure:*

- **Mayday Mayday Mayday.**
- This is – name and radio call sign of boat in distress (*spoken three times*).
- **Mayday.**
- Name and radio call sign of boat.
- Details of boat's position.
- Nature of distress and assistance required.
- Other information including number of people on board, boat description and intentions.

### Urgency calls

The urgency call 'pan pan' should be used when use of the distress call cannot be justified but a very urgent message concerning the safety of your boat or the safety of a person needs to be transmitted. For example, your boat is disabled and drifting onto a lee shore or a crew member is seriously ill. You may make an urgency call only on the authority of the skipper or person responsible for the safety of your boat. Distress call frequencies (above) may be used for these calls.

*Call procedure:*

- **Pan pan, pan pan, pan pan.**
- Hello all stations hello all stations hello all stations.
- This is – name and radio call sign of boat (*spoken three times*).
- Details of the boat's position.
- Details of assistance required and other information.

### Safety calls

The safety call 'securité' should be used if you wish to broadcast an important navigational warning to other stations. For example, you have sighted a large floating object that could damage the hull of a boat.

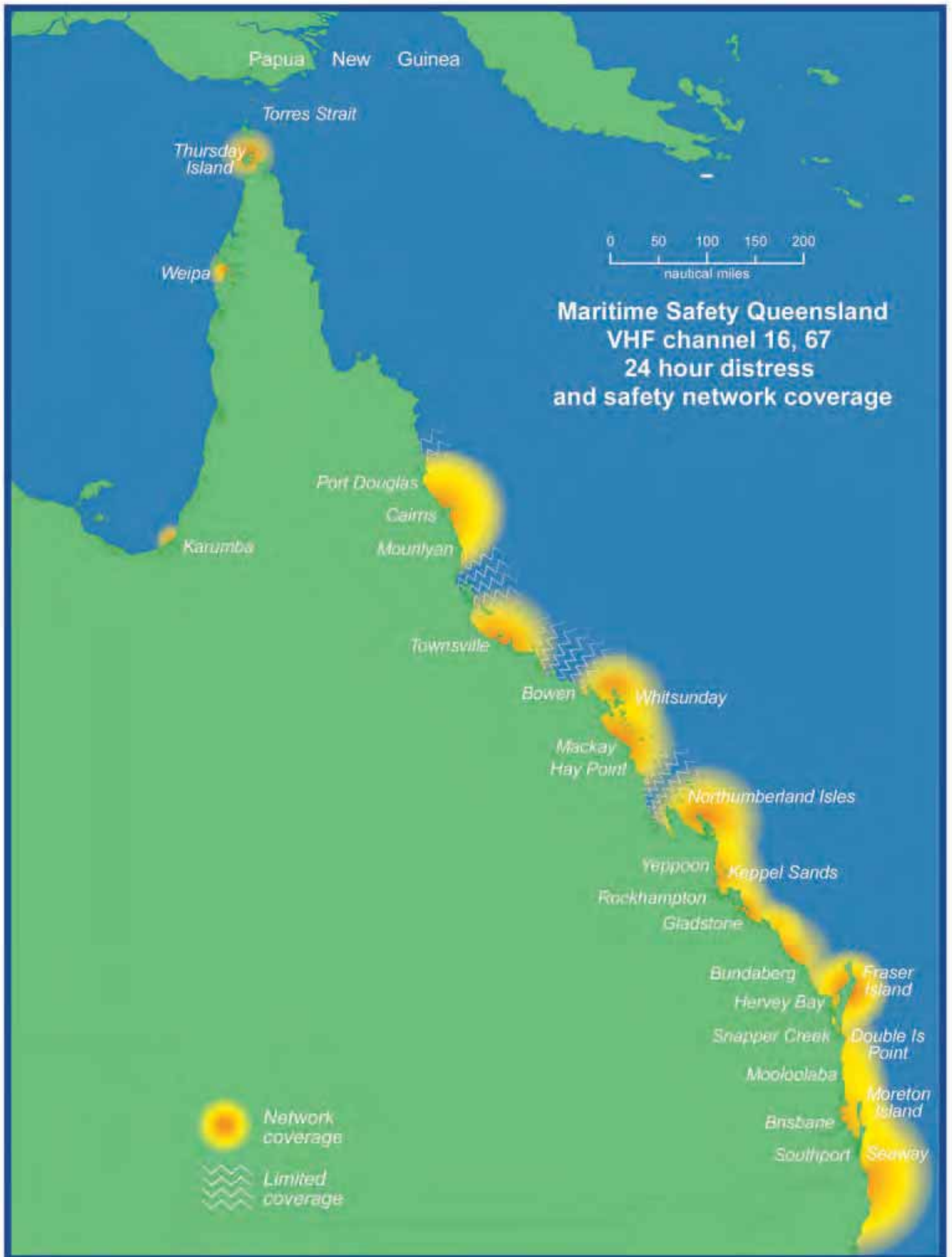
A safety call is more likely to be made by a coast station or a limited coast station operated by a marine rescue group and may include important weather warnings such as severe thunderstorm, gale and cyclone warnings.

*Call procedure:*

- **Say-cure-e-tay say-cure-e-tay say-cure-e-tay.**
- Hello all stations hello all stations hello all stations.
- This is – name and radio call sign of boat or shore station (*spoken three times*).
- Details of the warning.

You may make the initial safety call to all stations on a distress frequency. However, you should change to a working frequency to make the broadcast of the safety message.





## Marine rescue stations (listed in order from South to North)

Primary distress frequencies in red

Call sign	Hours	FREQUENCIES MONITORED			Phone
		27 MHz	VHF	HF	
VMR Point Danger	24/7	88, 90	16, 67, 22, 73	4125, 2182, 2201, 2524	07 5536 9333
VMR Currumbin	0530-1200 Mon-Fri 0430-1230 w/e-p/h	88, 91	16, 67, 73	–	07 5534 1000
VMR Southport	24/7	88, 86, 91	16, 67, 22, 73, 82	4125, 2182, 2524, 4483	07 5591 1300
Coast Guard Southport	24/7	88, 86, 91	16, 67, 21, 22, 73, 81, 82	4125, 6215, 8291, 2182, 2524	07 5531 1421
Seaway Tower	0500-2200 7 days	88, 86, 91	16, 67, 22, 73, 82	–	07 5591 2948
VMR Jacobs Well	24/7	88, 91	16, 67, 73, 82	4125, 6215, 2112, 2182, 2201, 2524	07 5546 1100
VMR North Stradbroke	0730-1630 w/e-p/h	88, 90	16, 67, 12, 13, 80, 81, 82	–	07 3409 9338
Coast Guard Redland Bay	0600-1700 w/e-p/h	88, 90, 94	16, 67, 13, 21, 63, 73, 81	–	07 3206 7777
VMR Victoria Point	0700-1700 w/e-p/h	88, 90	16, 67, 63, 73, 81, 82	2182	07 3207 8717
VMR Raby Bay	0600-1800 w/e-p/h	88, 90	16, 67, 21, 73, 81, 82	–	07 3821 2244
Coast Guard Brisbane	0600-2200 Sat 0600-1800 Sun	88, 90, 91	16, 67, 21, 73, 81	4125, 6215, 8291	07 3396 5911
VMR Sandgate	0600-1700 w/e-p/h	88, 91	16, 67, 63, 72, 73, 81	–	07 3269 8888
Coast Guard Redcliffe	0600-2100 Mon-Thurs 24 hrs w/e (Fri 0600-Sun 2100)	88, 90, 91	16, 67, 21, 73, 81	4125, 2182, 2524	07 3203 5522
VMR Bribie Island	0600-1800 7 days	88, 86, 90	16, 67, 21, 63, 73, 81	–	07 3408 7596
Coast Guard Caloundra	0800-1200 Mon-Fri 0700-1200 w/e p/h	88, 91	16, 21, 73, 80, 81	–	07 5491 3533
Coast Guard Mooloolaba	0600-2200 7 days Night watch: 2200-0600 7 days	88, 90 88	16, 67, 21, 73, 80 16	2182, 2524 –	07 5444 3222
Coast Guard Noosa	24/7	88, 91	16, 22, 80	–	07 5474 3695
Coast Guard Tin Can Bay	0600-1800 7 days	88, 90	16, 67, 80, 82	4125, 2182, 2524	07 5486 4290
Coast Guard Sandy Straits	0700-1800 7 days	88, 90	16, 82	–	07 4129 8141
VMR Hervey Bay	0600-1800 7 days	88, 86, 91	16, 67, 22, 73	2182, 2524	07 4128 9666
VMR Bundaberg	0700-1800 7 days	88, 90	16, 22, 80, 81	4125, 2182, 2524	07 4159 4349
VMR Round Hill	0630-1800 7 days	88, 91	16, 81, 82	2182, 2524	07 4974 9383
VMR Gladstone	0630-1800 7 days	88	16, 82, 80	4125, 2182, 2524	07 4972 3333
Coast Guard Keppel Sands	0600-1800 Tues-Thurs	88, 86	16, 21, 22	4125, 2182, 2524	07 4934 4906
Coast Guard Yeppoon	0600-1700 Fri-Mon	88, 86	16, 21, 22	4125, 6215, 8291, 2182, 2524	07 4933 6600
Coast Guard Rockhampton	0800-1600 w/e	88	16, 22, 81	–	07 4921 2266
Coast Guard Thirsty Sound	24/7	–	16, 79, 81	–	07 4937 3155
VMR Mackay	0800-1800 7 days	88	16, 21, 80	4125, 6215	07 4955 5448
VMR Midge Point	As required	–	16, 21	–	0408 946 940
VMR Whitsunday	0700-1700 w/e	–	16, 22, 74, 82	–	07 4946 7207
VMR Bowen	0800-1700 w/e-p/h	88	16, 21, 22, 73, 80	–	07 4786 1950
VMR Burdekin	0800-1700 w/e-p/h	88	16, 80	4125, 2182, 2524	07 4783 1014
Coast Guard Townsville	0800-1700 Mon-Fri 0700-1900 w/e-p/h	88, 90	16, 67, 22	4125, 4483	07 4771 4831
Coast Guard Ingham	0800-1700 w/e-p/h	88, 86	16, 22, 81	4125, 2182	07 4777 8110

## Marine rescue stations (listed in order from South to North)

Primary distress frequencies in red

Call sign	Hours	FREQUENCIES MONITORED			Phone
		27 MHz	VHF	HF	
Coast Guard Cardwell 0800-1700 w/e-p/h		88	16, 82	–	07 4066 8792
Coast Guard Tully 0800-1700 w/e-p/h		88, 86	16, 80	2182, 2524	07 4066 9300
Coast Guard Innisfail 0800-1700 w/e-p/h		88, 91	16, 21	4125, 2182	07 4063 2396
Coast Guard Lake Tinnaroo 24/7		88, 90	16	–	07 4091 4225
Coast Guard Cairns 0900-1800 Mon-Fri 0700-1800 w/e-p/h		88, 91	16, 67, 81	6215	07 4051 2192
Coast Guard Port Douglas 0900-1800 Sun		88	16, 81	2524	07 4099 5392
Coast Guard Cooktown 0600-1800 w/e-p/h		–	16, 21	–	07 4069 5655
Coast Guard Cape York w/e-p/h		88	16, 82	–	07 4747 9000
VMR Mornington Island As required		–	–	–	07 4745 7478
VMR Burketown As required		–	16	–	07 4745 5177
VMR Karumba As required		–	16	–	07 4745 9999
VMR Aurukun As required		–	16	–	07 4060 6800
VMR Weipa As required		–	16	–	07 4069 7535
VMR Thursday Island 0900-1700 7 days		–	16, 67, 22, 82, 81	–	07 4069 2444
VMR Saint Pauls As required		91	16	–	07 4069 4124

**Marine Emergencies and Search and Rescue.**  
Call 000 for marine emergencies including search and rescue.

Gold Coast ..... (07) 5509 5700  
Brisbane..... (07) 3895 0333  
Redland Bay .....(07) 3829 4129  
Sunshine Coast .....(07) 5457 6711

Hervey Bay.....(07) 4125 3900  
Gladstone ..... (07) 4971 2561  
Yeppoon ..... (07) 4933 7990  
Whitsunday..... (07) 4967 7222  
Townsville.....(07) 4760 7812  
Cairns.....(07) 4057 3577  
Thursday Island..... (07) 4069 1520

## Bar crossings

A bar is an accumulation of sand or silt at the entrance of a river, creek, lake or harbour like the Gold Coast Seaway, Jumpinpin, South Passage Bar, Wide Bay Bar, Noosa, Caloundra, Maroochydore and Mooloolaba.

### Bar crossing rules (under 4.8m)

**If you cross the bar without a life jacket on, you cross the line**

Everyone in open boats under 4.8 metres, while crossing a designated coastal bar, must be wearing a life jacket. Designated coastal bars include Currumbin Bar, Tallebudgera Bar, Jumpinpin Bar, South Passage Bar, Caloundra Bar, Mooloolah River mouth, Noosa Bar, Gold Coast Seaway, Round Hill Creek, Wide Bay Bar.



### Bar crossings can be dangerous

Conditions prevailing on a bar can cause steep and often breaking seas. For this reason it is important to take a number of precautions and manoeuvre the boat with extreme caution. Crossing a bar is a job for an experienced boat handler.

Conditions on a bar change quickly and without



warning. The skipper's experience and boat type should be taken into account when considering a bar crossing. No amount of experience or boat type makes crossing a bar safe when the conditions are adverse. Don't take a risk – if in doubt, don't go out.

All sand bars are different. You need to learn about each bar by seeking advice from groups who may cross it on a regular basis or local commercial boating operators, maritime authorities, marine rescue groups, Boating and Fisheries Patrol or the Water Police. Immediately prior to crossing a bar always contact the local marine rescue group for an update on conditions at the bar.

Boat operators must assess conditions on a bar and be aware that a rapid change in conditions might prevent a safe return. Boats unable to withstand adverse sea conditions outside the bar should not leave port. Obtain a weather report for the time of crossing the bar and a weather forecast of conditions expected on your return.

### Preparing to cross a bar

- Effective communication must be established with the local marine rescue group.
- Obtain up-to-date tide and weather information.
- It is always preferable to cross on an incoming tide.
- Stay at a safe distance until a report on the prevailing bar conditions has been obtained.
- Ensure that all deck openings, hatches and doors are securely battened down or closed.
- All loose gear must be secured.
- All persons must wear an approved life jacket.
- Ensure all lifesaving equipment is accessible and ready for immediate use and everyone knows how to use it.

### Crossing a bar

- While approaching the bar keep a close lookout for depth of water, smallest waves, where the breakers are and where gaps appear.
- Check where other boats are crossing the bar. This will be the most likely spot you too will cross the bar.

*Monitor the:*

- prevailing wind direction and force
- sets – wave pattern and timing
- course to follow
- bar traffic
- alternative routes.

- Ensure any preceding boat is well clear of the bar before attempting to cross.
- Approaches should be made at a moderate speed so the operator is capable of increasing or decreasing speed.

### Outbound – Heading out to sea

- Motor slowly to the breaking waves looking for the area where waves break last or, preferably, not at all. Wait for a flatter than usual stretch of water and motor through.
- If there seems no break in the waves slowly power through each oncoming wave.
- Ensure you are not going too fast over each wave as this could cause the boat to 'bottom out' if it dives heavily.
- If possible, make the crossing with the waves slightly on the bow so the boat rolls gently over the crest of each wave.

### Inbound – Heading back to port

- Approaching from sea, increase power of the boat to catch up with the bigger set of waves.
- Position the boat on the back of the wave (do not surf down the face of the wave).
- Adjust the boat's speed to match the speed of the waves – but do not attempt to overtake the waves.

## Carbon monoxide and confined spaces

You can't smell it, see it or taste it, but it could be surrounding you right now! Carbon monoxide is a hazardous gas that, in a confined space may initiate an onboard emergency.

Appropriate procedures need to be in place for safe entry into confined spaces such as sealed void spaces, fuel tanks, sullage tanks, battery storage compartments and compartments where explosive gases may accumulate.

Failure to adopt a systematic and carefully managed approach can result in injury or death. Risks that need to be managed are:

- excessive noise
- unguarded belts, shafts and other moving machinery parts
- high temperatures, especially around exhausts
- gas leakages and accumulation
- high pressure hydraulic lines
- corrosive and toxic chemicals and fumes
- good housekeeping, proper servicing and maintenance, proper clothing and personal safety devices.

Carbon monoxide is a deadly gas that can make you dangerously sleepy. Early symptoms of carbon monoxide poisoning are headache, nausea and fatigue. These symptoms can be mistaken for the flu because the deadly gas goes undetected. They can be a warning that a dangerous concentration is being inhaled. Prolonged exposure can lead to brain damage and at worst death, especially if children are onboard.

If you have confined spaces onboard your boat ensure you understand the risks and follow the correct safety procedures.

## Pollution

Whether your boat is large or small, it is an offence to deliberately discharge pollutants into Queensland coastal waters.

### Litter

Everyday items such as cigarette butts, plastic bags, bottles, cans and discarded fishing gear are common causes of marine pollution. These objects, whether discarded intentionally or simply blown overboard, contribute to increasing pressures on marine ecosystems.

Marine animals and sea birds can mistake plastic material for food and often end up dying a slow and painful death from starvation or strangulation.

Simple measures can help protect marine wildlife and save you the embarrassment and cost of a fine.

- Don't throw anything overboard.
- Have secure bins or garbage bags to store garbage onboard until you return to shore.
- Use crockery or re-useable plates and cutlery.
- Make the effort to retrieve lost or damaged fishing gear.
- If garbage does end up in the water, take the time to pick it up.
- Don't abandon crab pots, as floats and lines can entangle wildlife and foul boat propellers.



### Vessels 12 metres and over

All vessels measuring 12 metres or more are required by law to display a placard with the following information. Fines of up to \$2,000 apply.



### Changes in 2013

Garbage management plans will be required for vessels of 100 gross tons and above (generally vessels of 12 metres or more) or with the capacity to carry 15 or more persons. This is an international requirement arising from the International Convention for the Prevention of Pollution from Ships, which is given effect in commonwealth and state/territory legislation. More information will be provided on the Maritime Safety Queensland website [www.msq.qld.gov.au](http://www.msq.qld.gov.au) late in 2012.

### Paint scrapings

Harmful chemicals and compounds found in paint scrapings and wood preservatives are found to have long-term effects on numerous plant and animal species. Paint scrapings and residues that enter the water from hull maintenance activities are classed as garbage pollution. If not properly controlled, hull maintenance activities including scraping, sanding, pressure washing and painting can put toxic pollutants into the marine environment, which is an offence under Queensland legislation. Although hull-maintenance activities are not specifically administered by Maritime Safety Queensland, best practice suggests the following tips to minimise your potential impact on the marine environment:

- Conduct major maintenance activities on land or in a commercial slipway.
- Use less toxic substitutes such as phosphate-free and biodegradable soaps for cleaning.
- Use alternatives to antifouling paints.
- When conducting vessel maintenance that will generate sawdust, scrapings, paint chips, debris or drips and so on, use drop cloths to catch these by-products.
- Mechanical sanders/scrapers equipped with vacuum bags are effective at removing paint in a way that prevents the spread of dust, debris and residue into the air and into the marine environment.
- Dispose of all waste products and materials into appropriate receptacles.

## Fuels, oils and chemicals

Most oil and chemical pollution results from activities such as refuelling, boat maintenance and bilge discharges.

Oils including petrol, hydraulic oil and gear box oil and chemicals such as degreasers and paints contain a range of toxins harmful to both marine animals and humans.

Boat operators need to help reduce oil and chemicals entering our waterways.

- Do not overfill your tank.
- Watch the breathers for signs of blow-back or overflow.
- Ensure your bilges are clean before discharging them.
- Use phosphate free biodegradable detergents.
- Carry absorbent material onboard to clean up any accidental spills.
- Repair oil and fuel leaks when first noticed. If you accidentally spill oil or chemicals into the water, or see a spill, do your bit for the marine environment and contact your local harbour master, marina manager or Port Authority, so it can be contained and cleaned up as soon as possible.

## Sewage

The discharge of sewage into the marine environment poses serious health and environmental issues.

Pathogens such as viruses, parasites and bacteria found in sewage can potentially be passed on to other waterways users while swimming, surfing or diving or by consuming contaminated shellfish such as mussels and oysters.

Given the right conditions excess nutrients entering the water from sewage discharges can also lead to algal blooms. As blooms die off and decompose, they release toxins and deplete the oxygen in the surrounding water.

To reduce the impacts associated with vessel sourced sewage, Maritime Safety Queensland imposes restrictions on the locations where different types of sewage can be discharged. Sewage is categorised as either treated or untreated.

### Untreated sewage

Untreated sewage is sewage that has not passed through an on-board sewage treatment system. In areas where the discharge of untreated sewage is allowed, the effluent must pass through a macerator before being discharged, in order to assist with dispersion and improve visual amenity for all waterways users.

**Macerated sewage is not classed as treated sewage. Macerated sewage is untreated sewage.**

Untreated sewage is prohibited from being discharged in the following areas:

**1. Prohibited discharge waters** – canals, marinas, boat harbours, the Noosa River and designated areas of state marine parks.

### 2. Smooth waters

**3. Hervey Bay and Northern Moreton Bay waters** – within 1852m (1 nM) of reefs, for example oyster lease or fish farm, the mean low water mark of the mainland, or if the ship is a declared ship, all Hervey Bay and Northern Moreton Bay waters. (A declared ship is a Class 1 commercial passenger-carrying vessel with a fixed toilet).

**4. Open waters** – (a) within 926m (½ nM) of a wharf or jetty other than a jetty that is a marina (b) within 1852m (1 nM) of

– aquaculture fisheries resources

– if a vessel has 7–15 people on board: a reef, or the mean low water mark of an island or the mainland.

**Please note: If you have 16 or more persons onboard, the discharge of untreated sewage is not permitted anywhere in Queensland coastal waters.**



**ADDRESS:**  
Scarborough Boat Harbour,  
Bird O'Passage Parade,  
Queensland Australia

**COORDINATES:**  
27° 11'53S 153° 06'50E

**OTHER FACILITIES:**  
Restaurants in the area,  
community facilities,  
sewage pump out,  
bilge pump out, power,  
internet, laundry,  
parking, security

Email: [info@compassmarinas.com.au](mailto:info@compassmarinas.com.au) or  
[redcliffemarina@compassmarinas.com.au](mailto:redcliffemarina@compassmarinas.com.au)  
Phone: 3897 3600 or 3008 4353  
Web: [www.redcliffemarina.com.au](http://www.redcliffemarina.com.au)

## Treated sewage

Treated sewage is sewage that has passed through an onboard sewage treatment system and is categorised as either grade A, B or C depending on the level of treatment it has received.

Treated sewage can be discharged subject to the following restrictions:

**For all treated sewage:** nil discharge in prohibited discharge waters such as canals, marinas, boat harbours, the Noosa River and designated areas of state marine parks.

**Grade A treated sewage (highest level of treatment)**  
No further restrictions.

**Grade B treated sewage (moderate level of treatment)**  
Nil discharge in Hervey Bay waters, Northern Moreton Bay waters, open waters and smooth waters within 700m of the following:

- a person in the water
- aquaculture fisheries resource
- a reef.

**Grade C treated sewage (lowest treatment)**  
Nil discharge in Hervey Bay waters, Northern Moreton Bay waters, open waters and smooth waters within 926m ( $\frac{1}{2}$  nM) of the following:

- a person in the water
- aquaculture fisheries resource
- a reef.

Refer to Maritime Safety Queensland's website for up-to-date requirements.

## Boating offshore

Every year more recreational boats are travelling offshore to fish. With more reliable motors and the introduction of technology like GPS, boat owners feel more confident about heading into open waters and moving further afield.

Boating in offshore waters brings with it a new range of safety issues which the skipper must be aware of in order to be a responsible skipper.

The number one criterion is to have a boat that is suitable to handle offshore conditions and is capable of travelling extended distances in rough conditions. Dinghies are not suitable offshore craft. While conditions in the morning might look ideal, these can change rapidly and become rough and dangerous.

Offshore boats should have an enclosed foredeck to prevent water coming on board, or if the craft is an open boat with centre console configuration, a self-draining deck.

Flotation is a must and many new boats will have a level of buoyancy built in and specified on the Australian Builders Plate. However, the aim is to prevent water coming on board, and if it does, to be able to offload it as quickly as possible.

? Is your boat over 8 metres long?

? Is it fitted with an on-board toilet?

? Do you regularly use it in 'smooth' or 'partially smooth' waters?

## Do you need an on-board Marine Sewage Treatment System?

If the answer is 'yes', contact Barry at **Nautical Waste Solutions** at Unit 1, 7 India Street Capalaba Qld 4157.

We manufacture and supply marine sewage management and treatment systems ranging from simple holding tanks and small Grade C systems, to large Grade A recreational and commercial systems.

If you would like further information, please contact Barry on **0411 598 306** or visit our website at [www.nwsa.com.au](http://www.nwsa.com.au)



# 24<sup>HR</sup> FUEL



## SOUTHPORT YACHT CLUB

### ALL WELCOME

07 5591 3500 / [marina1@southportyachtclub.com.au](mailto:marina1@southportyachtclub.com.au)

Gold Coast, Queensland, Australia

[www.southportyachtclub.com.au](http://www.southportyachtclub.com.au)



Supporting boating safety



**YOU'RE THE SKIPPER  
YOU'RE RESPONSIBLE!**

### Boating safety – your general safety obligation

The Transport Operations (Marine Safety) legislation imposes a general safety obligation on operators, skippers and owners of boats to ensure the boat is:

- safe
- properly equipped and crewed
- operated in a safe manner.

Make sure you:

- carry the correct safety equipment and know how to use it
- keep a proper lookout by all available means at all times
- watch your speed and wash.

Find more information about boating safety on the Maritime Safety Queensland website, [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

## Safety equipment

Safety equipment for offshore boating is the same as that required to be carried for smooth and partially smooth water operations. In addition, a 406 MHz EPIRB must be carried if operating more than two nautical miles from land when outside partially smooth waters. PFD type 1 or level 275 or level 150, or level 100 life jackets must be carried.

### Bilge pump

Consider installing a second high volume bilge pump which will offload water quickly. Always have at least two heavy-duty buckets ready for use, as a bucket is an extremely efficient method of bailing water.

### Batteries

Consider carrying two batteries, one for starting and one for running accessories. This way you will always be able to start the motor.

Make sure they are marine batteries which can handle rough conditions, have a high-cranking power and are deep-cycle which means they can charge faster.

A normal car battery is not a suitable battery for a boat. Remember, large HP modern outboard motors cannot be pull started. Battery power is often sapped by the multiple electronics boats now carry such as GPS, sounders or bait tank aerators.

### Marine radio

A marine radio is not compulsory equipment but it is strongly recommended that all boats operating in partially smooth and offshore waters carry one, preferably a VHF radio. Use the marine radio to:

- advise rescue groups of your location and estimated arrival time at the ramp
- receive updated weather reports
- maintain a listening watch for vessels in need of assistance – do not rely on a mobile phone.

For more information on marine radio see **page 57**.

### Safety tips when boating offshore

- Keep a weather watch – receive regular weather updates for changes.
- Keep a fuel watch – ensure the boat is fully fuelled before leaving the ramp or marina and be aware that you may travel further than planned. If rough weather is experienced for the return trip, more fuel will be used than on the outward trip. Always ensure you have a reserve supply.

### Accessing offshore waters

In many locations in south-east Queensland, a

coastal bar will need to be crossed to access fishing grounds. Bar crossings are not for the inexperienced so learn from others before you attempt a bar crossing or use other access points. (See bar crossings on **page 62**).

## Boating on freshwater

Queensland has many inland waterways ideal for fishing, boating and water sports. Operating on freshwater lakes and dams, however, can be quite different to estuary boating. Freshwater boating requires a new set of skills and knowledge.

Most freshwater boating is conducted on dams or impoundments which are water storage facilities for either agricultural irrigation or town water supply. Other freshwater boating is conducted on the various rivers throughout western Queensland or the upper reaches of coastal rivers. These rivers are predominantly waterholes except when in flood.

Boat registration and licensing requirements are no different to any other boating requirements throughout Queensland. Some freshwater impoundments do have restrictions imposed by the authority which manages the dam. These restrictions range from what activities can take place, access to the water and whether outboard motors are permitted.

While there is no tidal flow in freshwater, the height and depth of water can vary dramatically depending on the season and rainfall received. These variations do not change overnight but as the dam capacity becomes lower and waterholes dry up, hazards such as old trees and fences become exposed, as do rock bars and sand banks.



## Freshwater boating tips

As a skipper, what are the differences and skills you should be aware of?

- Freshwater does not necessarily mean calm water. Some freshwater dams are located in mountainous areas which funnel winds through valleys, increasing speed. Large dams like the Fairbairn Dam at Emerald measure miles across, and strong winds can create conditions not unlike open ocean waters.
- Some of Queensland's dams are exposed areas of water which offer no shelter until you reach the shore. In some dams the shore could be several miles away, not like saltwater estuaries which are dotted with mangrove islands and shallow channels. Be aware of this when preparing for a day out on the water.
- Take extra care to look out for and be aware of submerged objects.
- Freshwater is less buoyant than salt water so if you fall overboard, it is harder to stay afloat. Also freshwater is often extremely cold only a few feet below the surface. Falling into cold water can be a shock to the body and reduce the ability to function.
- Freshwater dams and rivers are often littered with underwater hazards originating from trees and submerged fences. The water level in these dams fluctuates with the seasons and as water levels drop, unknown hazards can appear in areas previously used by water skiers. Unlike salt water estuaries, freshwater is usually discoloured and water clarity can hide many of these hazards.
- Wearing a life jacket, especially in the early morning or late afternoon, might mean the difference between survival and drowning if you fall overboard into very cold water.
- Don't underestimate the weather – take heed of forecasts and be aware that encountering bad weather on a freshwater dam is dangerous.
- Slow down when boating close to shore to avoid hitting underwater hazards. Never ski close to the shoreline.
- Keep at least 100 metres clear of dam walls and spillways at all times.

## Essential safety equipment

Boats operating in fresh water are required to carry the same safety equipment as specified for smooth water.

# Recreational fishing rules for Queensland

## A brief guide

### Recreational fishing in Queensland waters

Recreational fishing is a favourite pastime for many Queenslanders. However, we all have a part to play in ensuring current and future generations are able to enjoy the pleasures of recreational fishing and abundant seafood that are hallmarks of the Queensland lifestyle.

Fisheries Queensland (part of the Department of Agriculture, Fisheries and Forestry) manages the state's fishing resources through reforms that protect valuable fish stocks, surveillance of Queensland's fishing waters, the enforcement of fishing and boating safety laws, and by educating and informing Queenslanders about responsible fishing.

This guide provides recreational fishers with important information about responsible fishing. It covers size and bag (take and possession) limits; explains how to measure catch; describes appropriate fishing gear and bait; outlines seasonal fishing requirements and closed waters (regulated waters); and provides information on noxious, non-indigenous and no-take fish species.

Fishers should consult the Fisheries Regulation 2008 for the latest recreational fishing rules or visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

Recreational fishers should also be aware that other local, state and federal regulations may apply—you will need to check with the relevant authorities.

For marine park boundaries, contact the Department of National Parks, Recreation, Sport and Racing or the Great Barrier Reef Marine Park Authority. For more details visit [www.npsr.qld.gov.au](http://www.npsr.qld.gov.au) or [www.gbrmpa.gov.au](http://www.gbrmpa.gov.au) before you go fishing.

Recreational fishing is for personal enjoyment and consumption. Taking fish to sell is illegal without an appropriate licence. Illegal marketing of fish poses a threat to the legitimate seafood market and can pose a threat to food safety.

To report illegal selling of fish or illegal fishing, call the Fishwatch hotline on **1800 017 116**.

## Size and bag limits

### Why do we have size limits?

In Queensland, there are limits on the size (length) of fish that can be legally taken for many species. There are minimum size limits and also some maximum size limits.

### Handy hint

If you require someone to translate this information for you please visit [www.qld.gov.au/languages](http://www.qld.gov.au/languages)

Size limits are typically, though not always, based on biological research into each species' reproductive cycles. Minimum size limits generally allow fish to spawn at least once and contribute to the population before they are taken.

However, in some species larger individuals contribute more to the population, which is why some maximum size limits apply. For example, most barramundi begin their lives as males and later, as they grow larger, become females. A maximum size limit is applied to protect large females and to allow them to spawn.

### Why do we have bag limits?

A bag limit (take and possession limit) is the total number of fish that one person can legally take and keep at any one time. These limits aim to:

- conserve heavily exploited species
- conserve species that are susceptible to capture
- share the catch more equitably among anglers
- reduce illegal marketing of fish
- promote ethical and responsible behaviour when using a limited natural resource.

### Handy hint

#### Bag limit?

A 'bag limit' refers to the total number of fish an individual can legally take and have in their possession at any one time—it does not apply on a per day basis. This includes the fish you have caught previously that are in your freezer at home.

### Check your limits

For a complete list of size and bag limits, see the back section of this guide.

All information in this guide is correct at time of printing. For the most up-to-date information and changes to regulations, visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

Fisheries Queensland recommends that anglers carry a good fish identification guide when fishing. Guides can be purchased from most bait and tackle stores. Remember, fish that look similar may in fact be different species with different size and bag limits.

## Measuring

### Measuring fin fish

Fin fish are measured from the tip of their snout to the end of their tail (see the following illustration).

### What if you catch an undersized fish?

If you unintentionally take a fish (including fin fish or crustaceans) that is not legal size, return it to the water immediately, taking as much care as possible to avoid causing any injury to the fish.

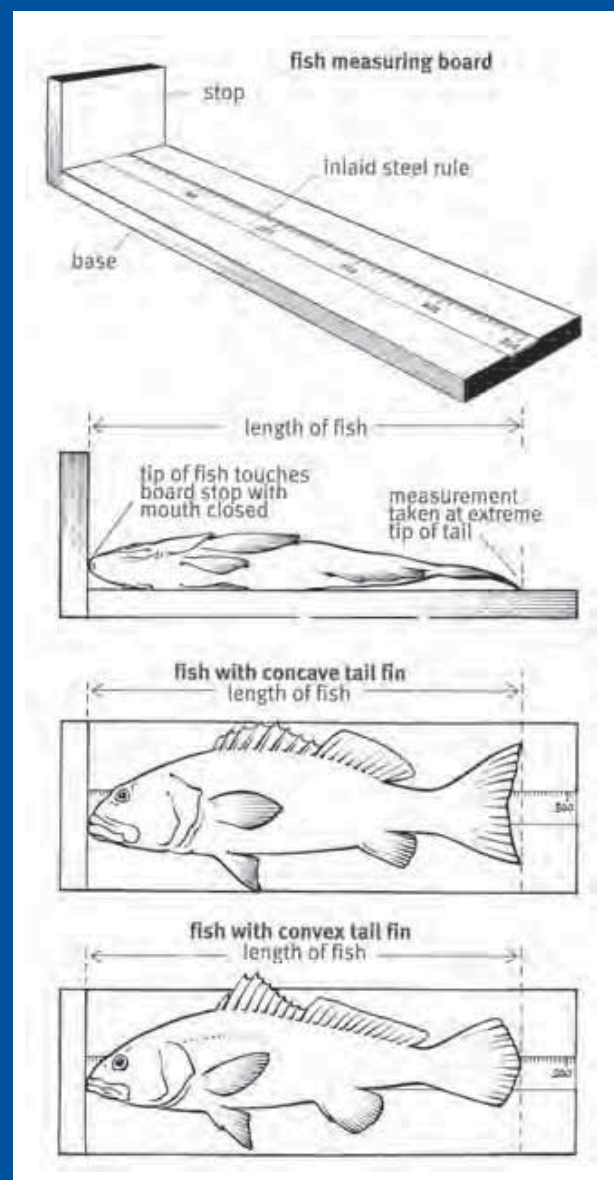
### Measuring crabs

For guidelines on how to measure crabs see page 83. You can also view our YouTube videos on how to measure fish and crabs at [www.youtube.com/fisheriesqld](http://www.youtube.com/fisheriesqld)

### Handy hint

#### Measuring device

Fisheries Queensland recommends using a sturdy ruler with an end stop to measure the length of catch.





## Compliance

Queensland Boating and Fisheries Patrol (QBFP) administers the recreational fishing rules and regulations. QBFP is responsible for enforcing fishing and boating safety laws, surveillance and providing educational resources.

To report illegal fishing activities in Queensland call the Fishwatch hotline on **1800 017 116**.

A list of QBFP offices is provided in the front of this guide.

## Fishing ethics

### Code of practice

Fisheries Queensland supports fishing responsibly, sustainably and in a way that respects the environment and the rights of others. Approximately 700,000 Queenslanders go fishing each year and it is vitally important that we look after our fisheries for future generations. This is why a national code of practice for recreational fishers was developed by Recfish Australia.

The code addresses four main areas:

- treating fish humanely
- looking after our fisheries
- protecting the environment
- respecting the rights of others.

For more information, visit [www.daff.gov.au](http://www.daff.gov.au)

### Gently does it

When a fish is hooked, avoid playing it on the line for too long. The stressed fish will become exhausted quickly and have less chance of surviving when released. Releasing undersized or no-take species should be done carefully to ensure the fish has the best chance of survival. For more information on the 'Gently does it' program, and handling and releasing fish, visit [www.info-fish.net](http://www.info-fish.net)

## Get involved

### Volunteer monitoring programs

If you enjoy recreational fishing, you can get involved in a Fisheries Queensland volunteer monitoring program. You can help ensure a sustainable future for our fisheries by providing valuable monitoring information.

## Handy hint

### Take only what you need

While bag limits must not be exceeded, Fisheries Queensland recommends taking only what you need to help ensure the sustainability of Queensland's fisheries.

Visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) to learn more about the following programs:

- the Keen Angler Program—donate your fish frames to science
- the online diary program—record your recreational fishing activities using the Fisheries Queensland online diary
- boat ramp surveys—let our scientific staff measure your fish email: [fisheriesmonitoring@deedi.qld.gov.au](mailto:fisheriesmonitoring@deedi.qld.gov.au)
- Fishcare volunteers—work to raise community awareness about preserving fisheries resources (call 1800 659 861 toll free or email [fishcare@deedi.qld.gov.au](mailto:fishcare@deedi.qld.gov.au)).

### Fishing clubs

Fishing clubs are a great way to get to know other people who are passionate about fishing. Those involved in clubs and associations contribute a tremendous amount to our community by volunteering for events and educating the public about responsible fishing. For referral to a club in your region, visit the Sunfish Queensland website at [www.sunfishqld.com.au](http://www.sunfishqld.com.au)

### Tagged fish

Research projects involving the tagging of fish are often conducted throughout Queensland by scientists at universities, state and federal agencies, and community groups to improve our understanding of fish movement, growth and survival rates.

If you want to be involved in a fish tagging project contact:

Bill Sawynok  
Suntag coordinator  
PO Box 9793  
Frenchville Qld 4707  
Tel: 1800 077 001 (toll-free)

You can keep a tagged fish if it is within the size and bag limits. If you catch a tagged fish and decide to release it, please phone the number on the tag or the toll-free number above with the following information:

- the tag number (if the fish has two tags, record both tag details)
- the date and place of capture
- the fork and/or total length
- details of where the fish was released. Alternatively, if you keep the fish you can phone the number on the tag with the information or post the tag and the information to the tagging coordinator.

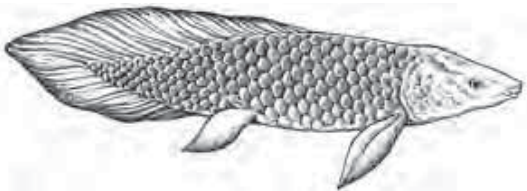
If the tag has 'Keep Frame' on it, fisheries officers may wish to examine the fish. If you keep the fish (rather than releasing it), please freeze the fish frame and contact the tagging coordinator on the toll-free number or your local QBFP office (see the 'contact information' section at the front of this guide) to arrange for collection.

### Boat safety

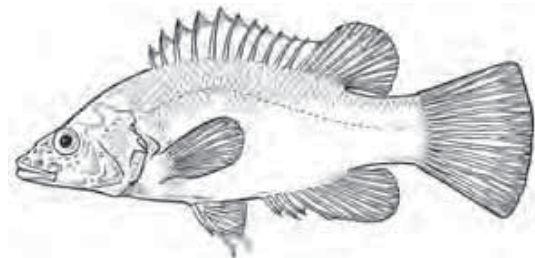
Fishing and boating usually go hand in hand. Fisheries Queensland recommends that boaters brush up on the rules and regulations for safe boating enforced by Maritime Safety Queensland. For more information visit [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

## Fresh waters

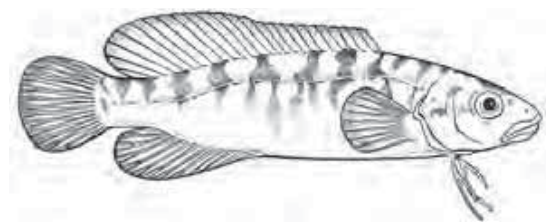
### No-take species



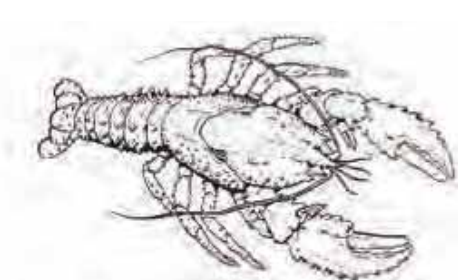
Australian lungfish



Bloomfield River cod



River blackfish



Spiny crayfish

Freshwater sawfish are also a no-take species. A complete list of size and bag limits can be found in this guide.

## Freshwater fishing gear

### Why are there restrictions on fishing gear?

A number of restrictions apply to fishing gear in Queensland to protect fish stocks from overfishing.

### General conditions

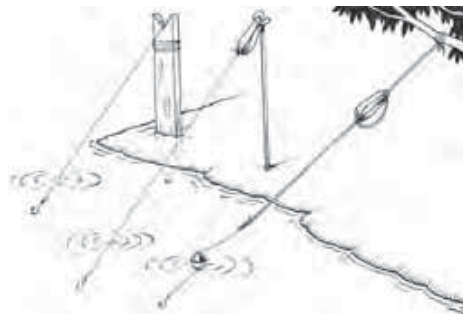
While fishing in fresh water, a person must not possess or use at one time more than four canister traps, four collapsible traps, four dillies, four funnel traps or four round traps; or more than four of these traps in any combination. No age limit applies to people using freshwater fishing gear.

In freshwater areas, fish may only be caught using:

- a fishing line that consists of a handheld line with or without a pole, reel or rod
- a trap that can be a canister trap, collapsible trap, dilly net, funnel trap or round trap
- a scoop or dip net (cast nets and bait nets **cannot** be used)
- a set line.

### Marking traps and set lines

Anyone who uses a trap or set line for freshwater fishing must have a tag on the trap or set line showing the owner's surname and address. If a trap is not fixed to something stationary (i.e. a branch or boat) above the water level while being used, it must have a lightcoloured float attached that is clearly visible on the surface of the water. The float must feature the owner's first name and surname, and be at least 15 cm in each of its dimensions.



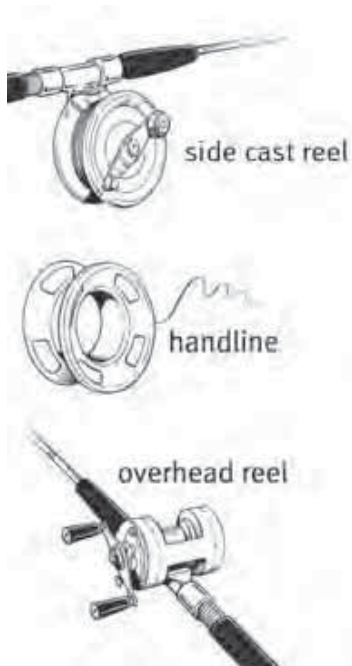
## Handy hint

### Set lines

Set lines should be checked regularly and not left unattended, to allow any undersized or non-target species to be released safely.

### Fishing lines

A person must not set a fishing line as a cross-line, or use more than six fishing lines or set lines alone or in combination. Only one hook or an artificial fly or lure can be attached to a fishing line. Anyone using a set line must be no more than 200 m from the line.



### Scoop or dip nets

A scoop or dip net must not exceed 1 m in any dimension, with a handle no longer than 2.5 m and a mesh size of no more than 25 mm.



### Canister traps

A canister trap must be no longer than 60 cm and no more than 50 cm in width, height or diameter. The trap must be open at one end. The width, height or diameter of the trap—measured anywhere along its length—must not be more than the width, height or diameter of the trap's open end. If the trap does not have a mesh made of rigid material, the size of the mesh must be no more than 25 mm.



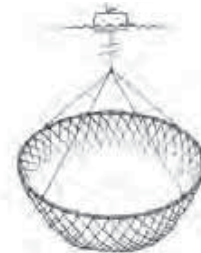
### Collapsible traps

A collapsible trap must be made of rigid material with one or more collapsible sides.



### Dilly nets

A dilly net must have a diameter of no more than 125 cm and a mesh size of no more than 25 mm.



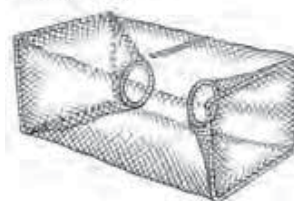
hoop/dilly

### Funnel traps

A funnel trap must be no longer than 70 cm or no more than 50 cm in width or height. It must have no more than four entrances, with each hole measuring no more than 10 cm in any dimension.

The trap entrance must be made of rigid material. If the trap does not have a mesh made of rigid material, the size of the mesh must be no more than 25 mm.

funnel trap



funnel (opera house) trap



### Round traps

In fresh waters, round traps must be no longer than 70 cm in diameter or no more than 50 cm in height. Traps must have no more than four entrances and each hole must not have a diameter, height or width measuring more than 10 cm. If the trap does not have a mesh made of rigid material, the size of the mesh must be no more than 25 mm.

## Handy hint

### Check your traps

Traps should be checked regularly to improve the quality of your catch and ensure any non-target species (such as freshwater turtles) that are accidentally caught can be released safely.

## Prohibited fishing gear

All other forms of fishing apparatus other than those mentioned above are prohibited, including:

- floatlines
- all forms of nets (except landing nets, scoop or dip nets, and dilly nets)
- fish traps
- drum nets
- cross-lines
- spears and spear guns (spear fishing is prohibited in all fresh waters)
- cast nets.

## Bait

The use of fish and crustaceans such as spangled perch, redclaw (redclaw crayfish), freshwater prawn (shrimp) and yabbies (blueclaw crayfish) as bait (dead or alive) is prohibited outside their natural environment or range. This is to prevent species from becoming established in foreign habitats and causing environmental damage.

### Handy hint

#### Catch local bait

The easiest way to prevent movement of fish species is to catch your bait at the location where you are fishing. But remember, any noxious or non-indigenous fish are not to be put back into the water or used as bait, even if caught at that location.

Any fish caught to be used as bait must comply with all recreational fishing regulations (such as size and bag limits, and closed seasons). No-take species cannot be used as bait. Any fish that are not native to the area (non-indigenous and noxious—see page 77 of this guide) must not be put back in the water even as bait.

Natural ranges for some commonly used live bait species are listed below:

- **Redclaw** or redclaw crayfish (*Cherax quadricarinatus*) are native to the Gulf of Carpentaria Drainage Division and some river basins in the far northern portion of the East Coast Drainage Division. Redclaw can be used as bait only in these areas.
- **Freshwater prawn** or shrimp (*Macrobrachium australiense*) are found throughout Queensland and can be used as bait in all areas of the state.
- **Yabby** or blueclaw crayfish (*Cherax destructor*) are found naturally in the Murray–Darling, Lake Eyre and Bulloo–Bancannia drainage divisions,

and some river basins in the East Coast Drainage Division. Yabbies can be used as bait only in these areas.

Contact Fisheries Queensland for more detailed information about the river basins in which particular species can be used as bait.

## Freshwater closed seasons

### Why do we have closed seasons?

Closed seasons (regulated periods) prevent people from taking particular species at certain times of the year. This protects these species at vulnerable times in their life cycle, such as during spawning seasons.

### Australian bass

A closed season applies to Australian bass throughout Queensland from 1 June to 31 August except in and from waterways upstream of:

- Baroon Pocket, Bjelke-Petersen, Boondooma, Borumba, Cania, Cressbrook, Fred Haigh (Lake Monduran), Gordonbrook, Hinze, Lenthalls, Maroon, Moogerah, North Pine, Somerset, Wuruma and Wivenhoe Dams
- Claude Wharton and Jones Weirs
- Isis Balancing Storage (Lake Gregory), Lake Dyer (Bill Gunn Dam) and Lake MacDonald.

### Barramundi

Throughout the Queensland east coast, a closed season applies to barramundi from midday 1 November to midday 1 February, except in and from waterways upstream of Awoonga, Burdekin Falls, Callide, Eungella, Fairbairn, Fred Haigh (Lake Monduran), Kinchant, Koombooloomba, Lenthalls, Peter Faust, Teemurra, Tinaroo and Wuruma Dams.

### Handy hint

#### To fish or not to fish?

You can't fish for Australian bass from 1 June to 31 August, but you can fish for other species that don't have a closed season at that time.

The dates for the Gulf of Carpentaria closed season for barramundi are:

- midday 7 October to midday 1 February (but possession on boats allowed to midday 17 October).

These closures do not apply in East Leichhardt Dam and Belmore, Corella, Julius and Moondarra Lakes, and to waterways upstream of these impoundments.

Contact your local QBFP office for more details on the timing of the closed seasons.

A **bag limit of one barramundi** applies during the closed season in all of the 18 lakes and dams mentioned previously.

The barramundi may be greater than 120 cm. Recreational fishers may continue to fish in the 18 dams and lakes once they have reached their limit of one barramundi.

Outside of the closed season, in the 18 dams and lakes mentioned previously, a bag limit of five applies to barramundi (can include one greater than 120 cm).

It is also prohibited to deliberately target barramundi for catch and release during these closed seasons, as the stress of capture may prevent a fish from spawning.

### **Murray cod**

Murray cod cannot be taken from the Barwon, Macintyre or Dumaresq Rivers from 1 September to 30 November.

## **Freshwater closed waters**

### **Why do we have closed waters?**

Closed waters (regulated waters) prevent people from fishing in certain areas and these may be:

- where a population of endangered or threatened species lives
- where fish congregate during or before spawning
- where fish may aggregate or get trapped near artificial barriers and be susceptible to overfishing
- to separate incompatible uses (e.g. fishing from a bathing area)
- to enable successful migration of fish through fishways.

### **Waters closed to line fishing**

A person must not possess or use a fishing line in the following area:

**Obi Obi Creek:** between the Baroon Pocket Dam wall and the shortest line across the creek at the southern bank of Skenes Creek.

### **Waters closed to all forms of fishing**

Fishing, which includes collecting, is not allowed in the following areas:

**Albert River:** from Luscombe Weir to 120 m downstream of the weir.

**Balonne River:** 100 m upstream to 75 m downstream of Surat Weir; 100 m upstream to 200 m downstream of the Beardmore Dam wall; and 100 m upstream to 115 m downstream of Jack Taylor Weir.

**Barwon River:** from 100 m upstream to 100 m

downstream of Mungindi Weir.

**Boyne River** (in the Auburn River basin): from 200 m upstream to 400 m downstream of the Boondooma Dam wall.

**Boyne River** (Boyne River basin): 200 m upstream to 400 m downstream of the Awoonga Dam wall.

**Brisbane River:** Old Mount Crosby Weir to 50 m downstream of the weir; 200 m upstream to 400 m downstream of Mount Crosby Weir; and Wivenhoe Dam wall to 600 m downstream of the dam wall.

**Burdekin River:** from 400 m upstream to 400 m downstream of Clare Weir.

**Burnett Creek:** from 200 m upstream to 400 m downstream of the Maroon Dam wall.

**Burnett River:** 400 m upstream to 400 m downstream of Burnett Barrage; 100 m upstream to 100 m downstream of the Kirar Weir; 50 m upstream to 200 m downstream of Ned Churchward (Walla) Weir; 200 m upstream to 150 m downstream of Claude Wharton Weir; and 500 m upstream to 500 m downstream of the Paradise Dam wall.

**Condamine River:** 200 m upstream to 200 m downstream of Chinchilla Weir; 400 m upstream to 200 m downstream of Loudon Weir; 200 m upstream to 400 m downstream of Lemon Tree Weir; Yarramalong Weir to 200 m downstream of the weir; 150 m upstream to 150 m downstream of Cecil Plains Weir; and from 27° 02' 24" S 149° 57' 12" E (approximately 14 km upstream of Reilly's Weir) to 150 m downstream of Reilly's Weir.

**Dawson River:** 100 m upstream to 150 m downstream of the Glebe Weir; Gylanda Weir to 200 m downstream of the weir; Orange Creek Weir to 150 m downstream of the weir; 100 m upstream of the Theodore Weir to the downstream side of the Leichhardt Highway (from Taroom to Theodore) bridge on the river; 100 m upstream to 100 m downstream of the Moura Weir; and 400 m upstream of Neville Hewitt Weir to the downstream side of the bridge across the river on the road from Baralaba to Woorabinda.

**Dogwood Creek:** from 90 m upstream to 100 m downstream of Gil Weir (formerly Miles Weir).

**Dumaresq River:** from 100 m upstream to 100 m downstream of Bonshaw Weir.

**Fitzroy River:** 400 m upstream to 400 m downstream of the Fitzroy River Barrage; 200 m upstream to 400 m downstream of Eden Bann Weir; and 200 m upstream to 200 m downstream of Wattlebank Control Weir.

**Kolan River:** from 400 m upstream to 400 m downstream of Kolan Barrage.

**Logan River:** from 100 m upstream to 100 m downstream of Cedar Grove Weir; and 100 m upstream to 100 m downstream of South Maclean Weir.

**Macintyre Brook:** 100 m upstream to 100 m downstream of the Coolmunda Dam spillway wall; 100 m upstream to 50 m downstream of Whetstone Weir; and 100 m upstream to 50 m downstream of Bendor Weir.

**Macintyre River:** from 150 m upstream to 150 m downstream of Goondiwindi Weir.

**Mary River:** from 400 m upstream to 400 m downstream of Mary River Barrage.

**Nerang River:** from Hinze Dam wall to 400 m downstream of the dam wall.

**Nogo River:** from 200 m upstream to 400 m downstream of the Wuruma Dam wall.

**Nogoa River:** from 200 m upstream to 400 m downstream of the Fairbairn Dam wall.

**Pike Creek:** from 200 m upstream to 400 m downstream of the Glenlyon Dam wall.

**Pioneer River:** 200 m upstream to 200 m downstream of Marian Weir; 200 m upstream to 200 m downstream of Mirani Weir; and 400 m upstream to 250 m downstream of Dumbleton Weir.

**Quart Pot Creek:** from 200 m upstream to 400 m downstream of the Storm King Dam wall.

**Reynolds Creek:** from 200 m upstream to 300 m downstream of the Moogerah Dam wall.

**Sandy Creek:** from 200 m upstream to 400 m downstream of the Leslie Dam wall.

**Severn River:** the part of the Severn River commonly known as Queen Mine waterhole, about 6 km west of Ballandean.

**Six Mile Creek:** from the dam wall at Lake MacDonald to 100 m downstream of the dam wall.

**Stuart River:** from 750 m upstream to 200 m downstream of the Gordonbrook Dam wall.

**Three Moon Creek:** from 200 m upstream to 400 m downstream of Cania Dam wall.

**Thomson River:** from 50 m upstream to 200 m downstream of Fairmount Weir.

**Tinana Creek:** from 400 m upstream to 400 m downstream of Tinana Creek Barrage.

## Stocked Impoundment Permit Scheme (SIPS)

### What is SIPS?

SIPS raises funds for stocking groups throughout Queensland to purchase native fish fingerlings and for other activities aimed at enhancing the fishery. There are 32 dams involved in the scheme.

These are: Bill Gunn Dam (Lake Dyer), Bjelke-Petersen Dam, Boondooma Dam, Borumba Dam, Burdekin Falls Dam, Callide Dam, Cania Dam, Connolly Dam, Cooby Dam, Coolmunda Dam, Cressbrook Dam, Eungella Dam, Fairbairn Dam, Glenlyon Dam, Gordonbrook Dam, Isis Balancing Storage (Lake Gregory), Kinchant Dam, Lenthalls Dam, Leslie Dam, Maroon Dam, Moogerah Dam, Lake MacDonald, Lake Monduran (Fred Haigh Dam), North Pine Dam, Peter Faust Dam, Somerset Dam, Storm King Dam, Teemurra Dam, Theresa Creek Dam, Tinaroo Falls Dam, Wivenhoe Dam and Wuruma Dam.

### Who needs a permit?

Any person aged 18 or over needs a permit to fish in any of the 32 dams listed above. People under 18 do not need a permit.

The permit only applies to the use of a fishing line or set line. Permits are not required if you are only using permitted traps (e.g. for redclaw).

Permits are issued to an individual but also cover the person's spouse (married or de facto) if the spouse is nominated on the permit.

### How much does a permit cost?

A yearly permit costs \$36.05, which allows the holder to fish in any of the dams involved in the scheme. There is a 10% discount for holders of particular concession cards. A weekly permit costs \$7.20 and again covers all SIPS dams. Paying for a permit means you are contributing to the cost of restocking the state's dams and helping to sustain fish stocks.

### Where can I apply for a permit?

Permits are available online at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) or by calling **13 25 23**. Payment can be made with a credit card. Permits purchased by telephone need at least five working days to be issued.

Permits are also available from small business outlets near the dams. For details of the locations, call 13 25 23 or visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

### Do I need to carry my permit with me?

Yes. The permit must be carried with you at all times when fishing. Failure to produce a permit may result in an on-the-spot fine.

## Handy hint

### Keep it dry

Why not keep your stocked impoundment permit and rules guide dry by keeping them in a zip-locked bag? Some fishers also laminate the size and bag limits flyer.

### Fish stocking

Several fish species are available for stocking farm dams and other artificial water bodies on private land. It is important to stock these waters with fish that occur naturally in the area. It is an offence to stock them with fish that do not occur naturally in the area. For more information about stocking fish, visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

### Noxious fish

People must not possess noxious fish or keep, hatch, rear, sell or consign them. Tilapia, carp and gambusia are some of the declared species of noxious fish. Along with other noxious and non-indigenous fish, they must not be released into Queensland waters or be used as bait, either live or dead. After they are caught, all noxious fish must immediately be killed and must not be returned to the water.

The recommended method for killing a noxious fish involves stunning the fish via a sharp blow to the back of the head just above the eyes. When applied correctly, this causes brain destruction—the fish's gill covers should stop moving and its eyes should remain still. The fish should be buried well away from the water or disposed of in a rubbish bin.

Noxious fish compete with native species and could greatly reduce native fish numbers and affect their habitat. For a complete listing of declared noxious fish in Queensland, visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

### Non-indigenous fish

Non-indigenous fish must not be released into Queensland waters or be used as bait either alive or dead. Non-indigenous fish are any species that are not native to a particular area. Non-indigenous fish include:

- species that are not native to Queensland, such as goldfish
- species that are native to certain parts (or catchments) of Queensland but have been introduced to areas outside of their natural range. For example, redclaw are only native to north Queensland and the Gulf of Carpentaria but are now found in waters in central, western and south-east Queensland. Redclaw are therefore considered non-indigenous in these catchments as they are outside of their original natural distribution.

## Miscellaneous prohibitions

The following activities are illegal throughout Queensland:

- jaggging or foul-hooking fish
- using explosives, poisons or electrical devices to take fish
- interfering with authorised aquaculture activities
- obstructing lawful netting operations, damaging or interfering with fishing apparatus (including removing fish from the apparatus)
- possessing or carrying prohibited apparatus in closed waters unless the apparatus is dismantled, stowed and secured
- removing, damaging or interfering with markers or signs erected under the authority of fisheries legislation
- using underwater breathing apparatus (other than a snorkel) to take fish.

## Sale of fish

The taking of fish for sale, other than by licensed fishers, is prohibited in Queensland.

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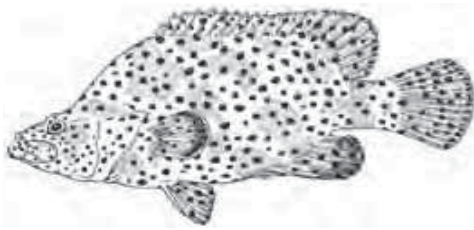
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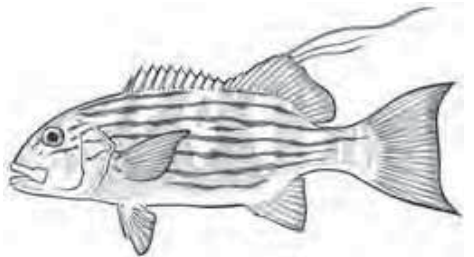
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# Tidal waters

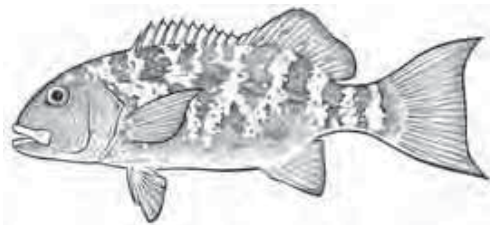
## No-take species



Barramundi cod



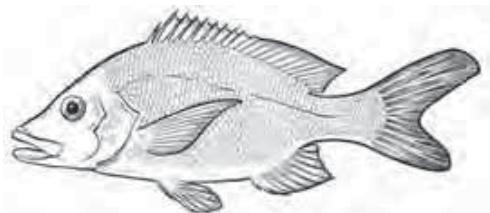
Chinaman fish (juvenile)



Chinaman fish (adult)



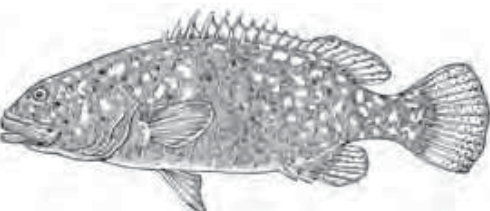
Humphead Maori wrasse



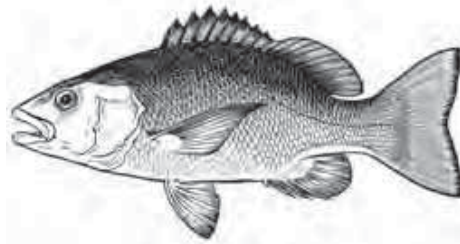
Paddletail



Potato rockcod



Queensland grouper



Red bass

Other **no-take** species include:

- female mud and blue swimmer crabs
- egg-bearing spanner crabs, three-spot crabs, slipper lobsters and tropical rocklobsters (tropical spiny rock lobsters)
- tropical rocklobsters with tar spots attached (tar spots are sperm packets)
- all sawfish
- great white sharks, grey nurse sharks and spartooth sharks
- clams in the family Tridacnidae, helmet shells and trumpet shells
- black teatfish (species of sea cucumber).

Note: Whales, porpoises, dugongs, turtles and dolphins are all protected under the *Nature Conservation Act 1992*.

## Tidal fishing gear

### Why are there restrictions on fishing gear?

A number of restrictions apply to fishing gear in Queensland to protect fish stocks from overfishing.

### Fishing lines

In tidal waters, up to three fishing lines with up to six hooks in total (in any configuration) are permitted. An artificial fly or lure is deemed to be equal to one hook. Fishers should be in attendance at all times when using this equipment.

A fishing line does not include the following:

- a cross line
- a drum line
- a free-floating line
- a set line.

### Scoop or dip nets

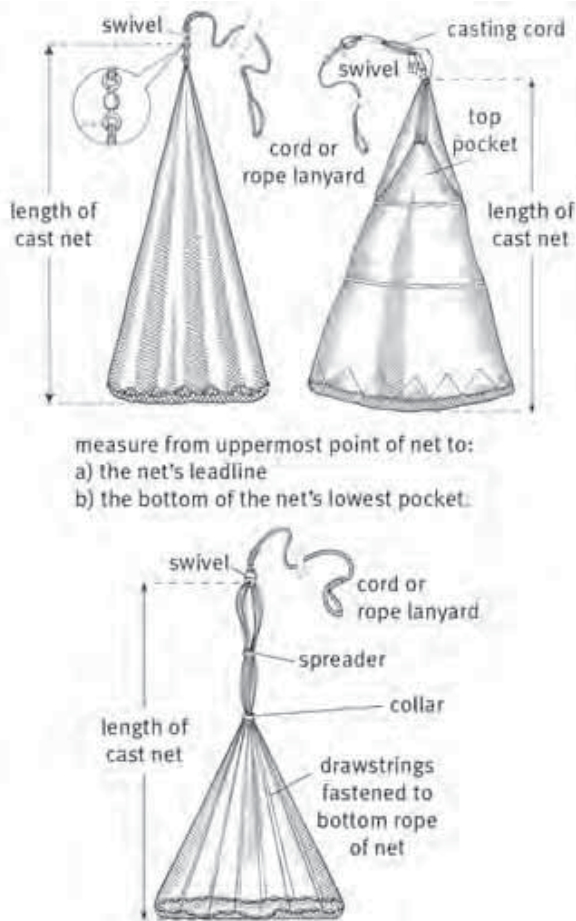
A scoop or dip net must not exceed 2 m in any dimension, with a handle not longer than 2.5 m and a mesh size of at least 25 mm. A gaff or landing net may be used to secure line-caught fish.





## Cast nets

Cast nets can be no more than 3.7 m when measured from the point of attachment of the cord or rope to the rest of the net, to the net leadline or bottom of the lowest pocket of the net, whichever is greater (see the illustration below). Mesh size must be no greater than 28 mm.



## Handy hint

### Know your limits

Cast nets are used to catch prawns for bait or to eat. Remember that a take and possession limit of 10L per person applies to all species of prawns.

## Seine nets

Seine nets (commonly known as bait nets or drag nets) can be used in tidal waters but must not exceed 16 m in length, 3 m in drop and must have a mesh size no greater than 28 mm. The net must not contain a bag, pocket or similar device. The use of the net is subject to the following conditions:

- It must not be anchored, staked or fixed.
- No part of the net containing fish must be out of the water other than to immediately remove fish from the net for release.
- All regulated fish, and fish not intended to

be taken, must be released into water deep enough to allow the fish to escape.

## Handy hint

### Aquarium fishing

Remember, if you are fishing for live fish for an aquarium, your net must also comply with the regulations.

## Shell dredges

For amateur shell collecting, conditions apply. The mouth of the dredge can be up to 60 cm across, with teeth no longer than 7.5 cm. Check the details in the Fisheries Regulation 2008 at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

## Hand pumps

A hand pump may be used on foreshores in tidal waters to take yabbies.



## Worm digging forks

A worm digging fork may be used on foreshores in tidal waters to take worms.

## Crab pots and dillies

See the 'Crabbing gear' section on page 83.

## Spearfishing, spear guns and underwater breathing apparatus

Spearfishing and spear guns are permitted in some tidal waters (for waters closed to spearfishing see page 82). A powerhead is not permitted other than for defence against sharks.

The use of underwater breathing apparatus other than a snorkel is not permitted when taking fish, whether by spear, spear gun, hand or any other means.

Spearfishing for barramundi is prohibited between 6 pm and 6 am.

## Collecting bait

Recreational worm digging is banned on the foreshores between **Lota Creek and the rock groyne near the northern end of Wynnum North Esplanade for a distance of 100 m from the foreshore rock wall**. Between **Cedar Street and Charlotte Street** the closure extends from the foreshore rock wall to the low water mark.

## Skin and fillet removal

In relation to coral reef fin fish, a recreational fisher:

- must not possess on board a boat a fish other than in any of the following forms—whole, gilled, gutted or filleted
- may possess on board a boat a fillet of a fish other than a blue spotted coral trout (Chinese footballer) as long as the length of the fillet is at least 40 cm, and the skin and scales of the fillet are attached to the fillet
- must not return fish to a boat that have been taken ashore from a boat and filleted, unless the length of the fillet is at least 40 cm and the skin of the fillet is attached to the fillet
- must not possess a live coral reef fin fish unless the person or fisher intends to immediately return the fish to the sea or to display the fish in an aquarium.

In relation to **fin fish (other than coral reef fin fish)** a recreational fisher must not:

- remove the skin from a fish on a boat until the fish is brought to shore
- bring a fish ashore and remove its skin and return the fish to the boat
- divide a fish into portions other than in a way that allows an inspector to easily count the number of fish possessed by the fisher.

In relation to **barred javelin (spotted grunter)** taken in the Gulf of Carpentaria, in addition to the above, a recreational fisher may fillet or process the fish as long as:

- the fillet is at least 26 cm in length and has the skin left on;
- a whole fish or one that has been processed into a form other than fillets is at least 40 cm in length.

*Note: For information applying to recreational fishers on commercial fishing tours, consult the fisheries legislation at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)*

## Handy hint

### To fish or not to fish?

You can't fish for Australian bass from 1 June to 31 August, but you can fish for other species that don't have a closed season at that time.

## Closed seasons

### Why do we have closed seasons?

Closed seasons (regulated periods) prevent people from taking particular species at certain times of the year. This protects these species at vulnerable times in their life cycle, such as during spawning seasons.

### Australian bass

A closed season applies to Australian bass throughout Queensland from 1 June to 31 August. See the freshwater 'Closed seasons' section on page 74 for information on taking bass from some fresh waters during the closure.

### Barramundi

Throughout the Queensland east coast, a closed season applies to barramundi from midday 1 November to midday 1 February.

Throughout the Gulf of Carpentaria and adjoining waterways west and south of the intersection of longitude 142° 09' E with the shore at high tide, a closed season applies to barramundi. The timing of the closed season varies each year according to lunar and tide cycles coinciding with spawning peaks.

The dates for the Gulf of Carpentaria closed season for barramundi are:

- midday 7 October to midday 1 February (but possession on boats allowed to midday 17 October).

It is also prohibited to deliberately target barramundi for catch and release during these closed seasons, as the stress of capture may prevent a fish from spawning.

See the freshwater 'Closed seasons' section on page 74-75 for information on taking barramundi from some fresh waters during the closure.

### Coral reef fin fish

Two five-day periods have been implemented as closed seasons to the taking of coral reef fin fish in October and November.

The closure dates for 2012–13 are as follows:

- 12 to 16 October 2012, and 11 to 15 November 2012
- 2 to 6 October 2013, and 31 October to 4 November 2013.

*Note: For information on closed seasons for spanner crabs and tropical rocklobsters see page 84.*

## Handy hint

### Reef fish identification guide now online

Visit the species identification section at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) and make sure you know your coral reef fin fish species. Print relevant species guides and keep them with your guides in a ziplocked bag.

## Closed waters

### Why do we have closed waters?

Closed waters (regulated waters) prevent people from fishing in certain areas, and these may be:

- where a population of endangered or threatened species lives
- where fish congregate during or before spawning
- where fish may aggregate or get trapped near artificial barriers and be susceptible to overfishing
- to separate incompatible uses (e.g. spearfishing in a bathing area).

## Handy hint

### Check closure information online

Visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) for all the latest closure information, including boundaries.

### Waters closed to all forms of fishing

Note: For precise boundaries consult the Fisheries Regulation 2008 at

[www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) or contact your local QBFP office. For marine park boundaries contact the Queensland Parks and Wildlife Service or the Great Barrier Reef Marine Park Authority.

Fishing is totally prohibited in the following areas:

### Certain areas within state and Commonwealth marine parks.

**Coomabah Lake** and tidal waters of **Coomabah Creek** upstream from the lake.

**Swan Bay** and tidal waters of the unnamed creek joining the bay's northern end.

**Mary River:** from 400 m upstream to 400 m downstream of the Mary River Barrage.

**Tinana Creek:** from 400 m upstream to 400 m downstream of the Tinana Creek Barrage.

**Fraser Island:** eastern foreshore waters and waters within 400 m out to sea from the eastern shore at low water, between 400 m north of Waddy Point and 400 m south of Indian Head. Closed from midday 1 August to midday 30 September every year (fin fish only).

**Burnett River:** from 400 m upstream to 400 m downstream of the Burnett River Barrage.

**Kolan River:** from 400 m upstream to 400 m downstream of the Kolan Barrage.

**Fitzroy River:** from 400 m upstream to 400 m downstream of the Fitzroy River Barrage.

**Keppel Bay:** within a 150 m radius of the Middle Island Underwater Observatory.

**Hook Island Observatory:** waters within a 100 m radius of the observatory.

**Orpheus Island:** waters under or within 100 m of Yanks Jetty.

**Centenary Lakes:** Saltwater Creek, Lily Creek and lakes joining the creeks, between Greenslopes Street and Collins Avenue, Cairns.

**Barron River:** at the place commonly known as Barron Waters, between F↑B signs on opposite sides of the river near its junction with Stony Creek and its junction with Camp Oven Creek.

**Mission Bay:** south of a line between Cape Grafton and False Cape and waters flowing into that part of the bay.

**South Mitchell River (and waterways joining it):** between F↑B signs near opposite banks of the river and F↑B signs where it joins Surprise Creek.

**Bizant River and German Bar Lagoon:** from the road crossing commonly known as German Bar downstream for 2 km.

**Torres Strait:** waters within the following boundary—from Turtle Head, Hammond Island, to Hammond Rock; to 1 nautical mile east of Menmuir Point, Hammond Island; to the northern tip of Kapuda Island; to Bruce Point, Hammond Island; along the eastern shore of Hammond Island to Turtle Head.

### Waters closed to taking fish

In Queensland there are a number of areas closed to taking some fish or all fish, or the use of certain fishing apparatus. For more information refer to fisheries legislation at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

## Spearfishing

Note: For precise boundaries consult the Fisheries Regulation 2008 at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) — some areas are marked by an SFB sign. Other local, state and federal regulations may also apply—check with the relevant authority.

Spear guns and spears must not be used to take fish while using or wearing underwater breathing apparatus other than a snorkel.

Spearfishing for barramundi is prohibited between 6 pm and 6 am. Spearfishing is prohibited in all fresh waters.

Note: For details of spearfishing areas managed by the Great Barrier Marine Park Authority visit [www.gbrmpa.gov.au](http://www.gbrmpa.gov.au)

Spearfishing is prohibited in the following tidal areas:

**South East Queensland:** within 100 m of all public jetties in and south of the Noosa River.

**Tallebudgera Creek:** upstream of a straight line between the eastern extremity of Burleigh Heads and the seaward end of the rock groyne near its southern bank of the creek end.

**Southern Moreton Bay:** Jumpinpin and the Southport Broadwater (including the seaway) Moreton Bay south of 27° 42' S (Logan River).

**Moreton Island:** waters between Bulwer and Tangalooma Point out to the shipping beacons.

**Pumicestone Strait:** between a line from Elimbah Creek to Gallagher Point, Bribie Island, and a line from Ninghi Creek to Dux Creek, Bribie Island.

**Pumicestone Strait:** north of a line from Bells Creek to the northern tip of the most northern island of a group of islands east of Bells Creek, to the western side of Bribie Island.

**Mooloolah River:** downstream of the Nicklin Way Bridge and Brisbane Road.

**Maroochy River:** waterways joining it downstream of, and including, the Cod Hole.

**Lake Weyba** (Noosa River) and waterway adjoining the lake and river downstream of Parkyns Jetty at Tewantin and the western tip of Goat Island.

**Woodgate:** in the vicinity of the artificial reef, Hervey Bay.

**Woody Island:** waters adjacent to the eastern side of Big Woody Island including the artificial reef, Hervey Bay.

**Bargara Beach (Bundaberg):** the Basin.

**Great Keppel Island:** the north-western, western and southern sides.

**North Keppel Island:** the western and southern sides.

**Brampton and Carlisle Islands:** waters between the islands.

**Seaforth Island.**

**Lindeman Island:** the western and southern sides.

**Long Island:** the western side.

**South Molle Island:** the northern side.

**West Molle Island (Daydream Island):** surrounding waters.

**Hook Island:** the eastern, south-eastern and southern sides.

**Hayman Island:** the southern and western sides.

**Port Dennison:** waters under, or within 100 m of, the main wharf at Port Dennison, Bowen, and a structure attached to the wharf.

**Cape Edgecumbe:** the foreshores and waters seaward 50 m from low water mark from the boat ramp in Greys Bay around Cape Edgecumbe to the eastern headland of Horseshoe Bay.

**Dungeness and Lucinda Point:** within 100 m of the public jetties.

**Richards Island (Bedarra Island):** the north-western and northern sides.

**Dunk Island:** the north-western and western sides.

**Cooktown:** within 100 m of the main wharf and pontoons.

#### **Closed areas to taking gastropods or bivalve molluscs (e.g. pipis and cockles)**

Note: Foreshores are defined as the area between the high and low water mark.

**Deception Bay:** Foreshores between the public ramp at Emerald Avenue, Deception Bay, and the seaward end of Reef Point Esplanade, Castlereagh Point, Scarborough, but not including a waterway flowing into the area upstream of a line between its banks.

**Nudgee Beach:** Bramble Bay foreshores at Nudgee Beach between the eastern bank of the main channel of Nudgee Creek and western bank of the main channel of the Kedron Brook floodway, but not including the foreshores of Nudgee Creek upstream of a straight line between its banks or Kedron Brook floodway upstream of a straight line between its banks.

**Wynnum:** Foreshores of Moreton Bay and the boat passage, between the southeastern tip of Fisherman Island and the northern breakwater of the Manly Boat Harbour, but not including foreshores west of the road bridge over the boat passage or upstream of a line between the banks of a waterway.

**Bramble Bay:** Waters within the following boundary—from the seaward end of the Sandgate Pier to the mainland shore at high water mark; along the foreshore at high water mark to Haughton Highway Bridge; in a straight line to seaward end of Sandgate Pier.

#### **Waters closed to netting**

**Burnett River:** Closed to all methods of recreational netting including castnetting, within the town-reach waters of the Burnett River at Bundaberg. This area includes all waters of the

Burnett River upstream from its junction with Bundaberg Creek (but excluding Bundaberg Creek itself) to a boundary line near the intersection of the most western point of Harriet Island and the banks of the Burnett River.

**Water Park Creek:** Water Park Creek flowing into Corio Bay and waterways joining it, upstream of the shortest line across the creek at the place known as Kelly's Landing (approx. 2.6 km from the creek's banks).

**Rodds Harbour:** Waters within the boundary from the eastern tip of Blackney Point to the eastern tip of Bird Island, to the western bank of Mort Creek, Rodds Peninsula and along the shore to Blackney Point. For a map of this closure visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

**Hervey Bay:** From the eastern tip of Point Vernon to the seaward end of the Scarness Jetty to the seaward end of the Urangan Pier to the seaward end of the rock wall of the Urangan Boat Harbour then west to the mainland shore. For a map of this closure visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

## Crabs, prawns and lobsters

### Crabbing gear

Crab pots and dillies

In tidal waters, when fishing for blue swimmer, mud and spanner crabs, no more than four crab pots or dillies (or a combination of pots and dillies) may be used per person. Also a person must not possess more than four crab apparatus per person, on a boat on the water.

### Handy hint

#### Size matters

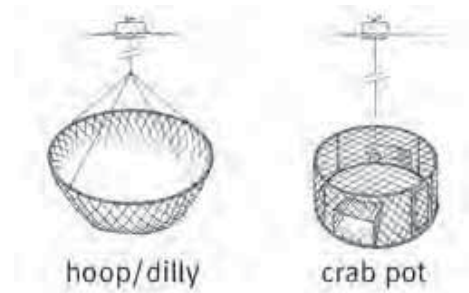
Consider the size of your crab pot openings and restrict them to a size that allows the entry of crabs, but prevents the entry of small or juvenile turtles that could otherwise become trapped in the pot.

Crab pots and dillies must be marked by an identifying tag bearing the surname and address of the owner.

In addition, the pot or dilly must be attached by a rope to either:

- a float that is at least 15 cm in all its dimensions and marked with the owner's surname, or
- a fixed object above high water (e.g. a jetty or tree). The rope must have a tag attached to it above the high water mark with the owner's surname on it.

The use of inverted dilly apparatus (witches hats) is prohibited.



If a collapsible trap is used for taking spanner crabs it must be made of rigid material and have one or more collapsible sides.

### Handy hint

#### Best practice

It is important to make sure your pot is a sufficient weight and has enough rope attached to the float so that it is not lost in strong tidal currents. Lost pots can harm marine animals.

*Note: The age limit for the recreational use of crab apparatus has been removed.*

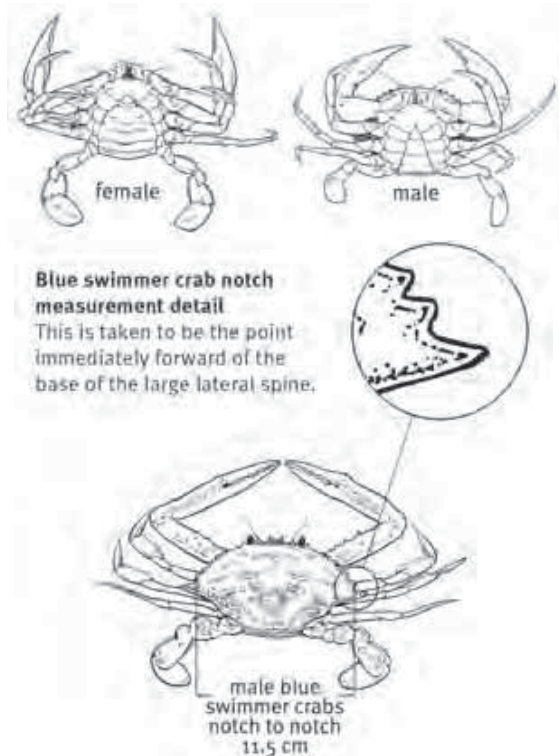
Collapsible traps

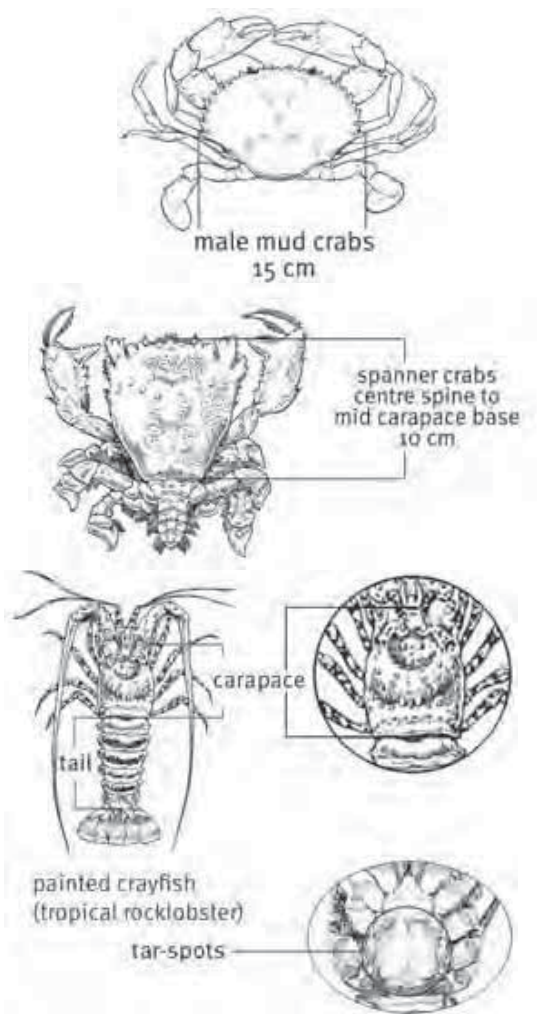
In tidal waters, a collapsible trap used for crabs must be made of rigid material with one or more collapsible sides.

### ID and measurement

Crab gender identification and crustacean measurement

Determine crab gender from the underside of the crab.





### Possessing crabs and crabmeat

A person must not possess:

- mud or blue swimmer crabs with the carapace (shell) missing (this includes possessing claws without the rest of the crab)
- crabmeat—unless the crab with a missing shell or the crab meat is for immediate consumption.

The size limit applies regardless of the condition of the carapace.

### Prawns

A person must not possess prawns with the heads or any other part removed, unless the removal was to process the prawns for immediate consumption.

### Tropical rocklobster

A recreational fisher:

- must not possess live tropical rocklobsters
- must remove the central flap of the tail or puncture the flap with a hole of at least 10 mm in diameter.

### Closed seasons

Spanner crabs

Throughout Queensland a closed season (regulated period) applies to spanner crabs from

midnight 20 November to midnight 20 December inclusive.

Tropical rocklobster

A closed season applies to all species of tropical rocklobster (family *Panuliridae*) from midnight 1 October to midnight 31 January in Queensland tidal waters:

- north of latitude 14° S and east of longitude 142° 31' 49" E
- in the Gulf of Carpentaria, shoreward of the 25 nautical mile line and south of latitude 10° 48' S.

### Size and bag limits

See the section at the end of this guide for a complete list of size and bag limits for crabs, prawns and lobsters.

### Grey nurse shark protection areas

The grey nurse shark is now listed under Queensland's *Nature Conservation Act 1992* as an endangered animal. This is the highest threat category for animals surviving in the wild. The maximum fine for unlawfully taking, possessing or selling a grey nurse shark or its parts is \$300 000. The maximum fine for unlawfully fishing in a grey nurse shark protection area is \$100 000.

There are four grey nurse shark protection areas in Queensland:

- Wolf Rock
- Flat Rock
- Henderson Rock
- Cherubs' Cave.

For more information, visit

[www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) or call **13 25 23**.

### Noxious fish

People must not possess noxious fish or keep, hatch, rear, sell or consign them. Tilapia, carp and gambusia are some of the declared species of noxious fish. Along with other noxious and non-indigenous fish, they must not be released into Queensland waters or be used as bait, either live or dead. After they are caught, all noxious fish must immediately be killed and must not be returned to the water.

The recommended method for killing a noxious fish involves stunning the fish via a sharp blow to the back of the head just above the eyes. When applied correctly, this causes brain destruction—the fish's gill covers should stop moving and its eyes should remain still. The fish should be buried well away from the water or disposed of in a rubbish bin.

Noxious fish compete with native species and could greatly reduce native fish numbers and affect their habitat.

For a complete listing of declared noxious fish in Queensland, visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

## Marine plants

In Queensland, mangroves and all other marine plants are completely protected under the *Fisheries Act 1994*.

The protection extends to seagrasses, saltcouch and plants such as melaleuca that grow adjacent to tidal lands. Any disturbance (such as trimming, mowing or removal) of marine plants requires an approval from Fisheries Queensland.

## Miscellaneous prohibitions

The following activities are illegal throughout Queensland:

- jaggging or foul-hooking fish
- using explosives, poisons or electrical devices to take fish (divers may use a powerhead on a spear gun only in defence against sharks)
- interfering with authorised aquaculture activities
- taking oysters from any oyster ground; however, a person may consume oysters on the spot where taken in any public oyster reserve or on unlicensed oyster grounds
- obstructing lawful netting operations, damaging or interfering with fishing apparatus (including removing fish from the apparatus)
- possessing or carrying prohibited apparatus in closed waters unless the apparatus is dismantled, stowed and secured
- removing, damaging or interfering with markers or signs erected under the authority of fisheries legislation
- using underwater breathing apparatus (other than a snorkel) to take fish
- interfering with marine life in a Fish Habitat Area—line fishing is allowed in certain areas of marine parks, and there is no specific prohibition on fishing in a Fish Habitat Area. The collecting of yabbies (with a hand pump only), or worms captured by hand, is also allowed in Fish Habitat Areas
- using fishing apparatus, including nets, across a waterway or navigation channel in a way that makes more than half of its width impassible to a boat or fish.

## Handy hint

### Room with a view could cost you a fine

Protection of marine plants, including mangroves, applies over all tenures, including privately owned land, leasehold and state lands. Fines apply for hedging, trimming, lopping or spraying with herbicide; removing marine plants for river views or other aesthetic reasons; removing mangroves or saltcouch from a beach or foreshore; running machinery over marine plants; filling of tidal lands; or dumping garden waste (e.g. grass clippings and pruning) onto tidal areas.

## Sale of fish

The taking of fish for sale, other than by licensed fishers, is prohibited in Queensland.

## More information

For more information about fisheries regulations and other fisheries issues or programs, call **13 25 23** or visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

To access complete copies of the *Fisheries Act 1994* and other fisheries legislation, visit [www.legislation.qld.gov.au](http://www.legislation.qld.gov.au)

Information on other relevant legislation may be found at [www.afma.gov.au](http://www.afma.gov.au) (federal), [www.gbrmpa.gov.au](http://www.gbrmpa.gov.au) (Great Barrier Reef Marine Park) and [www.nprsr.qld.gov.au](http://www.nprsr.qld.gov.au) (Queensland marine parks).

You can protect Queensland's fisheries resources by reporting any suspected illegal fishing activities to the 24-hour, toll-free Fishwatch hotline on 1800 017 116. This number is not to be used for general enquiries.



# Get hooked up at a SIP dam

Stocked Impoundment Permit (SIP) scheme dams offer an enjoyable and sustainable fishing experience, with 75 per cent of funds raised used to stock native fish in 32 dams throughout Queensland.

Catch iconic Australian fish species including:

- Australian bass
- Barramundi
- Golden perch
- Mary River cod
- Murray cod
- Saratoga
- Silver perch
- Sooty grunter



If you are over 18 and line fishing in any SIP dam, you will need a permit.

To purchase a permit and find your nearest dam,  
call **13 25 23** or visit [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)



## Size and bag limits

# Tidal waters

The following legal limits apply to fish taken in Queensland waters. A bag limit (take and possession limit) is the total number of fish that one person can legally take and keep at any one time.

These size and bag limits are part of the *Queensland Recreational Boating and Fishing Guide*. To get your copy, call 13 25 23 or ask at your local bait and tackle shop. The rules and regulations are accurate as at 1 July 2012. Fishers should consult the Fisheries Regulation 2008 or [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au) for updates.

Coral reef fin fish*		
Species	Size limit (cm)	Bag limit
All cods and groupers	38 min	Combined limit of 5 in total of all cod and grouper species
<b>Cod and grouper exceptions</b>		
Camouflage grouper	50 min 70 max	
Flowery rockcod	50 min 70 max	
Greasy rockcod	38 min 100 max	
Maori rockcod	45 min	
Barramundi cod		<b>No take</b>
Potato rockcod		<b>No take</b>
Queensland grouper		<b>No take</b>
All coral trout	38 min	Combined limit of 7 in total of all trout species
<b>Coral trout exceptions</b>		
Blue spotted coral trout (Chinese footballer)	50 min 80 max	
All emperors	25 min	5 per species
<b>Emperor exceptions</b> (see also <i>Grass emperor (sweetlip)</i> in <i>Other tidal species</i> )		
Redthroat emperor (sweetlip emperor)	38 min	8
Long nose emperor	38 min	5
Spangled emperor	45 min	5
All fusiliers	No limit	No limit

\* Coral reef fin fish closures apply. Please refer to page 80 for more information.



Coral reef fin fish*		
Species	Size limit (cm)	Bag limit
All parrotfishes	25 min	5 per species
All surgeonfishes	25 min	5 per species
All sweetlips	25 min	5 per species
All tropical snappers and sea perches	25 min	5 per species
<b>Tropical snappers and sea perch <i>exceptions</i></b>		
Rosy snapper (jobfish) and lavender snapper (jobfish)	38 min	Combined limit of 8 in total of both species
Chinaman fish		<b>No take</b>
Crimson snapper (small mouth nannygai) and saddletail snapper (large mouth nannygai)	40 min	Combined limit of 9 in total of both species
Flame snapper	38 min	5
Goldband snapper	38 min	5
Hussar	25 min	10
Green jobfish	38 min	5
Paddletail		<b>No take</b>
Red bass		<b>No take</b>
Red emperor	55 min	5
Ruby snapper	38 min	5
Smalltooth jobfish	38 min	5
Miscellaneous jobfish	38 min	5 per species
All wrasse	25 min	5 per species
<b>Wrasse <i>exceptions</i></b>		
Humphead Maori		<b>No take</b>
Tuskfish (all species)	30 min	Combined limit of 6 in total of all tuskfish species

\* Coral reef fin fish closures apply. Please refer to the contents of this guide for more information.

In addition to individual bag limits for each coral reef fin fish species listed, they all have a combined bag limit of 20. Please refer to the contents of this guide for more information. For a complete list of coral reef species, download the Fisheries Regulation 2008 at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)



<b>Other tidal species</b>		
<b>Species</b>	<b>Size limit (cm)</b>	<b>Bag limit</b>
Amberjack	50 min	Combined limit of 2 in total of amberjack and samsonfish
Australian bass <sup>†</sup>	30 min	2
<b>Barramundi<sup>†</sup></b>		
East coast	58 min 120 max	5
Gulf of Carpentaria	58 min 120 max	5
<b>Bêche de mer (sea cucumber)</b>	No limit	5
<b>Bêche de mer <i>exception</i></b>		
Black teatfish		<b>No take</b>
<b>Bream</b>		
Pikey	25 min	Combined limit of 30 in total of pikey and yellowfin bream, and tarwhine
Yellowfin		
<b>Blacklip pearl oyster</b>	9 min	No limit
<b>Cobia (black kingfish)</b>	75 min	2
<b>Cod and grouper</b>		
Blackspotted rockcod (estuary cod)	38 min 120 max	Combined limit of 5 in total of all cod and grouper species
Goldspotted rockcod (estuary cod)	38 min 120 max	
<b>Crab</b>		
Blue swimmer	11.5 min	No limit
Mud	15 min	10
Spanner <sup>†</sup>	10 min	20
Three-spot	10 min	No limit
<b>Eels</b>		
Longfin	30 min	Combined limit of 10 in total of all species
Pacific shortfin (south Pacific)	30 min	
Southern shortfin	30 min	
<b>Flathead</b>		
All flathead (except dusky flathead)	30 min	Combined limit of 5 in total of all species (except dusky flathead)
Dusky flathead (mud flathead)	40 min 75 max	5
<b>Garfish</b>	No limit	50
<b>Giant queenfish</b>		
East coast	50 min	5
Gulf of Carpentaria	50 min	5

<sup>†</sup> A closed season applies to these species. Please refer to the contents of this guide for more information.

<b>Other tidal species</b>		
<b>Species</b>	<b>Size limit (cm)</b>	<b>Bag limit</b>
<b>Golden snapper (fingermark)</b>		
East coast	35 min	5
Gulf of Carpentaria	35 min	5
<b>Goldlip pearl oyster</b>	13 min 23 max	No limit
<b>Grass emperor (sweetlip)</b>	30 min	10
<b>Javelin</b>		
Barred (spotted grunter) East coast	40 min	10
Barred (spotted grunter) Gulf of Carpentaria	40 min (whole or partially processed length) or 26 min (fillet length)	10 whole fish or 20 fillets
Silver (small spotted grunter)	30 min	10
<b>Jewfish</b>		
Black (east coast)	75 min	2
Black (Gulf of Carpentaria)	60 min	2
Scaly jewfish (jewel fish)	45 min	No limit
<b>Luderick</b>	30 min	10
<b>Mackerel</b>		
Grey	60 min	5
Spanish	75 min	3
School	50 min	10
Shark	50 min	10
Spotted	60 min	5
<b>Mahi mahi (dolphin fish)</b>	50 min	5
<b>Mangrove jack</b>	35 min	5
<b>Mullet</b>		
Diamondscale	30 min	20
Sea	30 min	20
<b>Bivalve molluscs and gastropods (including pipis, mud whelks and cockles)—excluding oysters</b>	No limit	50
<b>Mulloway</b>	75 min	2
<b>Pearl perch</b>	35 min	5
<b>Prawns</b>	No limit	10 litres <sup>†</sup>

Other tidal species		
Species	Size limit (cm)	Bag limit
Samsonfish	50 min	Combined limit of 2 in total of amberjack and samsonfish
Sharks and rays	1.5 m max	1
<b>Sharks and rays exceptions</b>		
Great white sharks Grey nurse sharks Sawfish Spertooth sharks		<b>No take</b>
Snapper	35 min	4 with no more than 1 over 70 cm
Swallowtail dart	30 min	30
Tailor	35 min	20
Tarwhine	25 min	Combined limit of 30 in total of pikey and yellowfin bream, and tarwhine
Teraglin	38 min	5
<b>Threadfin (salmon)</b>		
King	60 min	5
Blue (east coast)	40 min	10
Blue (Gulf of Carpentaria)	40 min	20
Trevally	No limit	20
Trochus	8 min 12.5 max	50
Tropical rocklobster <sup>‡</sup>	No limit	Above 14° south latitude and in Gulf waters: combined limit of 3 per person/6 per boat in total of all species Below 14° south latitude: combined limit of 5 per person/10 per boat in total of all species
<b>Tropical rocklobster exceptions</b>		
Painted crayfish <sup>‡</sup> ( <i>Panulirus ornatus</i> )	11.5 tail min 9 carapace	As above

‡ A person must not possess prawns with the heads or any other part removed, unless the removal was to process the prawns for immediate consumption.

† A closed season applies to these species. Please refer to the contents of this guide for more information.

# Recreational fishers must not possess live tropical rocklobsters.

Other tidal species		
Species	Size limit (cm)	Bag limit
Wahoo	75 min	2
<b>Whiting</b>		
Summer/sand, goldline and northern whiting	23 min	Combined limit of 30 in total of these whiting species
Trumpeter (winter whiting)	No limit	50
<b>Wolf herring</b>	No limit	10
<b>Worms (including part thereof)</b>		
Beach	No limit	30
Blood (all worms of the family <i>Eunicidae</i> )	No limit	50
<b>Yellowtail kingfish</b>	60 min	2

No-take species			
Barramundi cod	Chinaman fish	Humphead Maori wrasse	
Paddletail	Potato rockcod	Queensland grouper	Red bass

**Other no-take species include:**

Female mud and blue swimmer crabs	Egg-bearing spanner crabs, three-spot crabs, slipper lobsters and tropical rocklobsters
Tropical rocklobsters with tar spots attached (tar spots are sperm packets)	All sawfish
Great white sharks, grey nurse sharks and speartooth sharks	Clams in the family Tridacnidae, helmet shells and trumpet shells
Black teatfish	

**Note:** Whales, porpoises, dugongs, turtles and dolphins are all protected under the *Nature Conservation Act 1992*.



## Size and bag limits

### Fresh waters

The following legal limits apply to fish taken in Queensland waters. A bag limit (take and possession limit) is the total number of fish that one person can legally take and keep at any one time.

These size and bag limits are part of the *Queensland Recreational Boating and Fishing Guide*. To get your copy, call 13 25 23 or ask at your local bait and tackle shop. The rules and regulations are also available at [www.fisheries.qld.gov.au](http://www.fisheries.qld.gov.au)

Species	Size limit (cm)	Bag limit
Australian bass*	30 min	2
Australian lungfish		<b>No take</b>
<b>Barramundi*</b>		
East coast	58 min 120 max (1 greater than 120 cm from some dams)	5 (1 during closed season for some dams)
Gulf of Carpentaria	58 min 120 max (1 greater than 120 cm from some dams)	5 (1 during closed season for some dams)
<b>Cherabins</b>	No limit	Combined limit of 10 in total of both species: <i>Macrobrachium lar</i> and <i>M. rosenbergii</i>
<b>Cod</b>		
Bloomfield River cod		<b>No take</b>
Mary River cod—upstream of the walls of Cressbrook, Hinze, Maroon, Moogerah, North Pine, Somerset and Wivenhoe dams, and lakes Dyer (Bill Gunn Dam) and Clarendon	50 min	1
Mary River cod—elsewhere in Queensland		<b>No take</b>
Murray cod** (Queensland part of Murray–Darling Drainage Division)	60 min 110 max	2

\*A closed season applies to these species. Please refer to the contents of this guide for more information.

\*\* Murray cod cannot be taken from the Barwon, Macintyre or Dumaresq Rivers from 1 September to 30 November.



Species	Size limit (cm)	Bag limit
<b>Eels</b>		
Longfin	30 min	Combined limit of 10 in total of all species
Pacific shortfin (south Pacific)	30 min	
Southern shortfin	30 min	
<b>Freshwater catfish</b> (eel-tailed catfish) ( <i>Tandanus tandanus</i> )	35 min	Combined limit of 5 in total of fish in the genera <i>Neosilurus</i> , <i>Tandanus</i> and <i>Neosiluroides</i> (e.g. black, Cooper Creek, eel-tailed, false spine, short-finned catfish and Hyrtl's tandan)
<b>Freshwater sawfish</b>		<b>No take</b>
<b>Garfish</b>	No limit	50
<b>Mangrove jack</b>	35 min	5
<b>Molluscs any—excluding oysters</b>	No limit	50
<b>Perch and grunter</b>		
Golden perch (yellowbelly)	30 min	10
Jungle perch	35 max	Combined limit of 1 in total of jungle perch and spotted flagtail
Spotted flagtail (northern jungle perch)	35 max	Combined limit of 1 in total of jungle perch and spotted flagtail
Silver perch	30 min	Combined limit of 5 in total of silver perch, Welch's grunter and Barcoo grunter Silver perch in Paroo and Warrego River basins are catch and release only
Barcoo grunter	30 min	Combined limit of 5 in total of silver perch, Welch's grunter and Barcoo grunter
Welch's grunter	30 min	Combined limit of 5 in total of silver perch, Welch's grunter and Barcoo grunter





Species	Size limit (cm)	Bag limit
<b>Perch and grunter (cont.)</b>		
Sooty grunter	28 min	Combined limit of 10 in total for sooty grunter and khaki grunter
Khaki grunter (khaki bream)	No limit	Combined limit of 10 in total for sooty grunter and khaki grunter
<b>Rainbowfish</b> ( <i>Melanotaenia</i> sp.)	No limit	Combined limit of 50 (banded, blackbanded, chequered, crimsonspotted, desert, eastern, Lake Eacham, McCulloch's and Murray River rainbowfish)
<b>Redclaw</b> (redclaw crayfish) in its natural range		
Gulf of Carpentaria Drainage Division and from the Jacky Jacky River basin south to the Normanby River basin on the east coast of Queensland	No limit	40 (females carrying eggs or young must be returned to the water within their natural range)
<b>River blackfish</b>		<b>No take</b>
<b>Saratoga</b>		
Northern	50 min	Combined limit of 1 in total of northern and southern saratoga
Southern	50 min	Combined limit of 1 in total of northern and southern saratoga
<b>Sea mullet</b>	30 min	20
<b>Spiny crayfish</b>		<b>No take</b>
<b>Yabby</b> or blueclaw crayfish ( <i>Cherax destructor</i> )	No limit	100 (females carrying eggs or young must be returned to the water within their natural range)



**The following freshwater species have a bag limit of 20:**

Aggassiz's glassfish (perchlet)	Aru gudgeon	Australian smelt
Banded grunter (barred grunter)	Blackmast (strawman)	Blue catfish (lesser salmon catfish)
Bony bream	Boofhead catfish (triangular shield catfish)	Cairns rainbowfish
Celebes flathead goby	Coal grunter	Concave flathead goby
Delicate blue eye	Desert goby	Elongate glassfish (yellowfin perchlet)
Empire gudgeon	Fimbriate gudgeon	Firetail gudgeon
Flagtail glassfish (flagtail perchlet)	Flathead gudgeon (bigheaded gudgeon)	Flyspecked hardyhead
Freshwater longtom	Gilbert's grunter	Golden flathead goby
Golden goby (dwarf goby)	Highfin catfish (Berney's catfish)	Lake's carp gudgeon
Leathery grunter	Lorentz's grunter	Macleay's glassfish (reticulated perchlet)
Marjorie's hardyhead	Midgley's carp gudgeon	Mueller's glassfish
Mulgrave goby	Northern purplespotted gudeon (trout gudgeon)	Obbes' catfish
Ornate rainbowfish	Pacific blue eye	Penny fish
Poreless gudgeon	Rendahl's catfish	Roman nose goby
Sailfin glassfish (sailfin perchlet)	Scaleless goby	Sevenspot archer fish (common archer fish)
Silver catfish (silver tandan)	Silver cobbler (shovel nosed catfish)	Sleepy cod
Small headed grunter	Snakehead gudgeon	Southern purplespotted gudgeon
Spangled perch	Speckled goby	Spotted blue eye
Square blotch goby	Striped gudgeon	Tank goby (flathead goby)
Threadfin rainbowfish	Western carp gudgeon	

**No-take species**

Australian lungfish	Bloomfield River cod	Freshwater sawfish
Mary River cod <sup>†</sup>	River blackfish	Spiny crayfish

<sup>†</sup> Except upstream of some dams—see 'Cod' section



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