



HARBOURS MARINE

*Caring for our coast*



ANNUAL REPORT 1988-1989





# Annual Report of the Department of Harbours and Marine 1988-89

LAI D UPON THE TABLE OF THE HOUSE  
AND ORDERED TO BE PRINTED.

THE CLERK OF THE PARLIAMENT

*1/3/90*

Dear Minister

I have pleasure in presenting  
this report of the activities of the  
Department of Harbours and Marine  
for the year ending 30 June 1989.



Yours faithfully

*J. Leech*

J. Leech  
Director  
Department of Harbours and Marine

Presented to Parliament by command



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*Harbours Marine provides support for special events on the Brisbane River to ensure the safety of lives and property.*

# Introduction

## Director's Report — Highlights of 1988–89



Director, Department of Harbours and Marine,  
John Leech.

The past year has been a period of progress as the Department has taken on the challenges of meeting the demands of our changing social and economic environment. The Department has taken a proactive rather than reactive approach to change through the adoption of a corporate approach to its operations. This corporate approach has created the environment where Harbours Marine has implemented increased financial accountability, program management, privatisation of services where appropriate, marine industry and resources development through the provision of services and support, and international marketing of the services provided by Harbours Marine and the marine industry.

### Corporate development

The corporate direction was formally implemented on 1 January 1989. The direction facilitated the identification of the roles of Harbours Marine in fostering Queensland's growth in the areas of industry, tourism, finance, recreation and quality of life. Harbours Marine roles were determined to be the promotion of an effective and competitive port system, of the safe use of navigable water in Queensland, of quality coastal management and of the development and expansion of Queensland's maritime and related industries. These roles established the blueprint for the provision of the highest standard of service through its operations in 1988–89 and in the future. Such a high standard of service by motivated and responsive officers has benefited both the maritime industry and Queenslanders in general.

### Financial management

The beginning of the 1988–89 financial year heralded a new and exciting development in Harbours Marine financial management with Harbours Marine becoming a trust-funded department on 1 July 1988.

All transactions previously conducted through the Consolidated Revenue Fund and Loan Funds are now transacted through a new fund, Harbours Marine Fund. This Fund forms part of the Trust and Special Funds. Harbours Marine continues to be subject to the provisions of the *Financial Administration and Audit Act* and the Treasurer's Instructions.

The new arrangements mean that funds available to meet recurring and capital expenditure are dependent on the revenue generated from Departmental activities. Therefore, financial decisions are now more closely aligned to the Department's clients and the market place. Harbours Marine is also now able to better use its income to help foster the development of the marine industry in Queensland.

### Program management

The adoption of program management provided a mechanism through which Harbours Marine could respond directly to the needs of its clients and the market place, reduce costs, enhance revenue and further improve efficiency.

Each Division has identified objectives for its programs to meet and prioritised them to ensure corporate goals are met. Each program's activities was evaluated in line with the responsibilities and accountabilities identified by those objectives.

Program managers are also now in a position where the full cost of programs and activities can be identified and monitored to ensure the best possible service is being provided at the most reasonable cost.

### International marketing

A high priority of the Department's corporate direction is to provide support for the development of commercial opportunities for Queensland's marine industry. A number of significant events have paved the way for greater overseas commercial opportunities for the marine industry and Harbours Marine through the sale of pleasure boats, marine engineering skills and navigation aids.

In October 1988, Harbours Marine combined with the Boating Industry Association to undertake a trade delegation to Japan and South-East Asia under the leadership of the Minister for Water Resources and Maritime Services, the Honourable Don Neal, M.L.A. The Minister headed a follow-up delegation to Indonesia, Thailand and Japan in March 1989. As a result of the trips, regular and close contacts have been established between officials involved in both port and small craft development in those countries.



Japanese agents have been active in seeking to expand the market for our luxury craft. There has also been great interest from the Malaysian and Indonesian Governments in importing Queensland-made navigation equipment, particularly solar-powered beacons.

A major achievement of the delegations was a memorandum of understanding for technical and trade exchange signed between Harbours Marine and the Public Port Corporation of Indonesia in June 1989 during the visit of a six-man Indonesian delegation. The agreement will place Queensland in a strong position of tender for contracts to supply solar-powered navigation beacons, and to advise and assist in the construction of new port and harbour facilities, dredging operations and marina developments.

During 1988–89, Harbours Marine formalised negotiations to form an independent company with private coastal consultants to combine skills to tender for international coastal consultancy contracts. The areas proposed for consultancy are: ports and harbours; river mouth development; ocean sewer outfalls; wharves and jetties; beach structures; coastal behaviour; near shore and estuary dredging; marinas, canal estates, ocean-front commercial, residential and leisure developments; and coastal flooding and inundation. South-East Asia and the Pacific Rim were selected as the focus of the marketing approach. In October 1988, a strategic plan to set up the company was implemented, with the view to having the company operating early in the 1989–90 financial year.

### Privatisation

Harbours Marine continued to examine its operations in line with the Government's policy to return functions to the private sector where they can be more effectively and efficiently run by that sector. A consultant was commissioned to examine a proposal that the Brisbane pilot service be privatised. As a result of the consultant's report and subsequent negotiations, the 22 pilots operating the Brisbane Port service became a private company, the Brisbane Marine Pilots Pty Ltd, on 1 January 1989. This privatisation has

reduced the costs and capital required from the Government while providing a more direct service to ship owners.

### Industry development

Trade is vital to the economic growth of Queensland and Harbours Marine plays a vital role in ensuring that the port system is effective in fostering sea trade. In carrying out this role, Harbours Marine's contribution to the State's economic status is considerable despite the Department's modest size. In 1988–89, exports through the ports administered by Harbours Marine under the corporate entity of the Harbours Corporation of Queensland generated more than \$3 billion of income.

Trade through the Queensland port system, including the port authority ports, exceeded 104 million tonnes, an increase of about 4 per cent over the 1987–88 figures. More than half of this increase was from exports. More than 51 per cent of the trade passed through the ports Harbours Marine operates. Improvement in the efficiency of Queensland's port system as a whole should continue and lead to even better international trade performance.

Queensland's tourism and boating industry continued to grow at a healthy rate with many multi-million dollar resort proposals being received. Harbours Marine continued to provide services and support to foster that development.

The Queensland Government Hydraulics Laboratory worked closely with the private sector to evaluate various development proposals to mutual advantage. Private consultants commissioned use of the Laboratory's physical hydraulic modelling facilities to conduct model testing programs on a number of key coastal developments, including the Woodside Supply Base Tug Harbour, the Barron River–Cairns Airport Extensions and the Rosslyn Boat Harbour Stage II. Access to these facilities provided considerable saving in cost and time for the consultants while generating revenue which Harbours Marine used to update these facilities.

Harbours Marine continued to provide high-quality support for safety on the water through provision of navigation aids. The navigation aids were sold or leased to many marina

and canal developments along the coast and to Papua New Guinea.

The private sector involvement in hydrographic surveying and cartographic production continued, with contracts to a total value of \$100,000 being awarded to consultants.

The Corporate Services Division received funding from a private company for a chart showing the navigation access to Sanctuary Cove from the Broadwater. The company, Discovery Bay Developments Pty Ltd, has agreed to pay for future reprints of the chart.

The performance of the waterfront industry has direct impact on the cost of Queensland's exports and imports. Harbours Marine has been actively involved in investigating and supporting waterfront reform to ensure that Queensland's port system is efficient and competitive. After the Queensland Government's first submission to the Interstate Commission's Waterfront Investigation in July 1988, Harbours Marine was given the role of chairing Queensland's Interdepartmental Committee which developed the State's response to the report. In November 1988, the Committee produced a second submission commenting on the report of Commission's preliminary findings. This submission was endorsed by Cabinet and resulted in two appearances before the Commission which received favourable comments. In early April 1989, the Commission released its final report, *Waterfront Investigation — Conclusions and Recommendations*. The report includes a waterfront industry plan providing for massive restructuring of an industry where inefficiency, excessive costs and restrictive work practices are clearly evident. The Interstate Commission's report noted that many of the recommendations concerning the operations of port authorities and their links with State Governments were the same as those already existing in Queensland. As a result of the Interstate Commission's report, State Cabinet established a joint public-private sector Waterfront Reform Task Force, which included Harbours Marine, to review the Commission's report fully and to promote the early implementation of efficiency improvement measures.

Harbours Marine provided secretarial functions for the Task Force whose report was accepted by Cabinet in late May 1989. The Task Force and the Interdepartmental Committee have been retained and will monitor the implementation of the reform process.

The Beach Protection Authority continued to work closely with outside organisations to provide advice on beach restoration and the establishment of coastal management procedures to protect our coast. The Authority joined with Caloundra City Council and the Port of Brisbane Authority to fund the trialling of new beach nourishment techniques. The results of the trials will provide valuable data for similar work in the future. A beach nourishment program was undertaken in co-operation with the Cardwell Shire Council. A dune management demonstration, jointly funded by the Authority and the Livingstone Shire Council, was proposed by the Council at Kinka Beach to reinstate damaged dunes. This project is continuing.

**Future prospects**

The corporate strategy taken by Harbours Marine has provided exciting developments for the marine industry in Queensland in 1988-89. Many of these developments are continuing and the outlook for additional opportunities, particularly in international marketing and industry development, is excellent. The further refinement of program management and its associated financial procedures throughout the coming year should ensure even greater success in meeting the needs of our clients. I would like to pay tribute to the enthusiasm of the highly motivated staff of the Department whose professional approach and enthusiasm for the corporate direction has contributed greatly to its success.

  
John Leech  
Director



Top: Indonesian Public Port Corporation II representative, Drs. Sabirin, and the Minister for Water Resources and Maritime Services, the Honourable Don Neal, signing a memorandum of understanding for trade and technical exchange.

Bottom: A bulk carrier loads bauxite for export at the Harbours Corporation of Queensland's Port of Weipa.



## Corporate Goals



Trade through Queensland ports exceeded 104 million tonnes in 1988–89.

**H**arbours Marine's roles are to promote an effective and competitive port system, the safe use of navigable waters in Queensland, quality coastal management and development, and to facilitate expansion of Queensland's maritime and coastal-related industries. It is responsible for administering the following Acts of Parliament:

- *Queensland Marine Act*;
- *Harbours Act*;
- *Queensland Marine (Sea Dumping) Act*;
- *Canals Act*;
- *Pollution of Waters by Oil Act*;
- *Port of Brisbane Authority Act*;
- *Gold Coast Waterways Authority Act*;
- *Nerang River Entrance Development Act*;
- *Groyne Construction (Palm Beach) Act*;
- *Cairns Airport Act*.

In order to carry out these roles, the Department has identified the following corporate goals to guide the implementation of Departmental projects and activities so they will enhance planning for the State's economic and social development.

### Goal 1

Increase the use of the present port system and anticipate future industry demand to ensure that port infrastructure is ready when needed as part of the State's overall transport and economic strategies.

### Goal 2

Create opportunities for responsible development and balanced usage of the coast's natural resources by Queenslanders generally, the private sector and tourists.

### Goal 3

Eliminate preventable injury and death and damage to property on the navigable waters of Queensland while encouraging their safe use.

### Goal 4

Supervise the usage of fishing resources, prevent and detect offences concerning exploitation of aquatic species and enforce regulations governing other areas of the Department's activities.

### Goal 5

Assist Queensland marine and coastal industries to operate in the world market place.

### Goal 6

Become an enabling Department by developing policies to facilitate Queensland's economic growth.

### Goal 7

Create an environment where client service and pride in what we do is actively encouraged.



## Corporate Organisation



*The boat ramp and pontoon at the Marlin Jetty, Cairns, provides small boat owners with access to Trinity Inlet.*

**H**arbours Marine has been divided into five divisions to ensure the Department achieves its goals. Each division has identified objectives and organised its activities into programs to ensure the Divisional responsibilities as set out following are met.

**Marine Operations Division** is responsible for facilitating and promoting the safe commercial and private use of the navigable waters of Queensland. The Division provides and maintains navigation aids, and provides accurate and timely hydrographic and tidal information for charting, safe navigation and public information. It maintains an efficient pilotage service, and provides harbour masters in each major port. The Division supervises and advises on the construction, outfitting and maintenance of vessels, and plans the construction and maintenance of vessels and facilities for Harbours Marine throughout the State. It sets standards for the certification and manning of vessels. The Division provides education, advisory and policing services for small craft through the Boating and Fisheries Patrol. It also combats and controls pollution by oil and noxious substances.

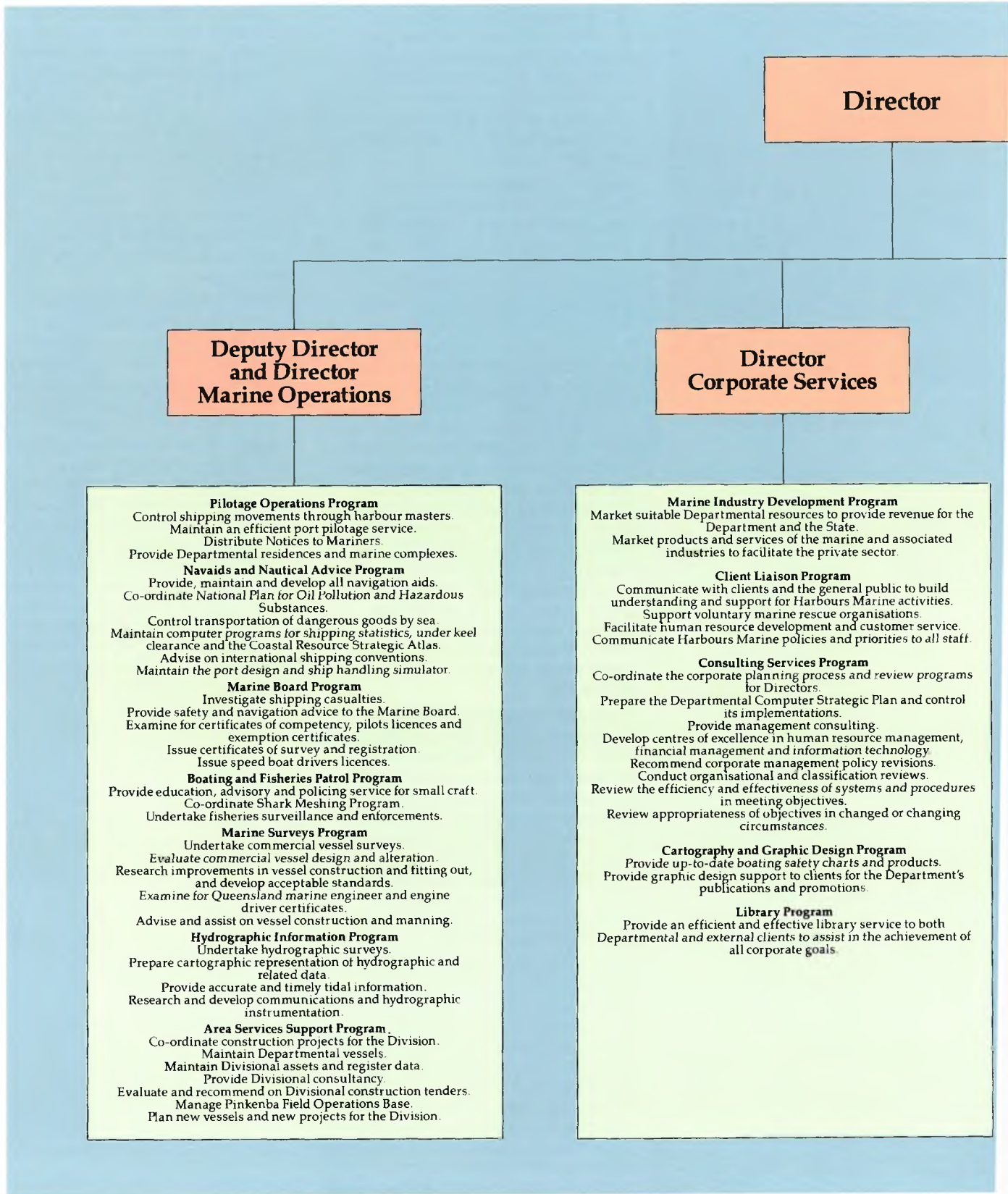
**Ports and Property Management Division** manages the operations of port and boat harbours under the control of the Harbours Corporation of Queensland. The Division also provides a co-ordinated planning service for Queensland's port system. It provides and maintains boating facilities throughout the State and deals directly with all property matters involving Harbours Marine and the port authorities.

**Engineering Services Division** supplies professional engineering and allied services to port and local authorities, the Harbours Corporation of Queensland and other Departmental programs. It provides technical advice on planning, development approvals and management of the coastal zone to individual developers, Government departments, and statutory authorities, including the Beach Protection Authority. The Division manages and operates the Queensland Government Hydraulics Laboratory.

**Administration Support Division** provides administrative support to the operational areas of the Department through executive, legislative, personnel, accounting, and office services. The Division deals directly with the public through the collection of monies, sale of publications and the provision of information during those transactions. Advice and service are also provided to statutory bodies such as Queensland port authorities on Government policy issues.

**Corporate Services Division** is responsible for marketing Queensland marine-based industries and services to achieve the greatest possible economic and social benefits to Queensland. It is also responsible for ensuring that the public is well informed of the services and facilities the Department provides. The Division increases coastal protection and personal safety of the boating public through information and education, support of voluntary sea rescue organisations and the provision of boating safety charts and products. It also plays a major role in enhancing the strategic management and planning of the Department and the efficiency and effectiveness of its operational systems.

Corporate Structure





## Director Ports and Property Management

## Director Engineering Services

## Manager Administration Support

### Corporation Ports Program

Manage major Harbours Corporation harbours at Weipa, Hay Point, Abbot Point, Lucinda, Mourilyan and Cape Flattery.  
Co-ordinate planning for the State's port system and preparation of the State Ports Strategic Development Plan.  
Prepare advice on all transport issues involving the State's port system.

### Boating Infrastructure Planning and Development Program

Manage all aspects of the public boating facilities program.  
Provide technical advice to facilitate privately-funded boating infrastructure.

### Corporation Boat Harbours Program

Manage the Harbours Corporation boat harbours at Mooloolaba, Snapper Creek (Tin Can Bay), Urangan, Rosslyn Bay and Bowen.

### Property Administration Program

Draft, issue and administer all Harbours Corporation leases, licences and permits.  
Vest land in the Harbours Corporation and port authorities.  
Advise in operational matters relating to port authority land.  
Create reserves for official purposes.  
Provide and/or co-ordinate Departmental advice on property matters.  
Provide the Divisional Director with executive support in specific property and other general matters.

### Approvals Program

Process specific applications for canal estate developments, reclamations, dredging and structures below high water mark.

### Coastal Management Program

Provide hydraulic investigation and advisory services.  
Provide technical services and advice to the Beach Protection Authority.\*  
Collect, interpret and disseminate data and information on coastal management.  
Conduct coastal studies using the facilities of the Queensland Government Hydraulics Laboratory.

### Contracts Program

Administer and supervise contracts for construction of engineering works, including buildings, wharves, jetties, boat and barge ramps, navigation aids, towers, roads, moorings, breakwaters, vessels, pontoons, dredging, reclamation and demolition of civil works.  
Administer other Departmental contracts, e.g. vessel construction.

### Harbours Works Program

Provide a design service to other divisions and external clients, including port authorities.  
Provide drafting services.  
Document and call tenders.  
Evaluate and recommend tenders.  
Investigate and prepare preliminary reports on proposed projects.  
Provide technical services.

\* The Beach Protection Authority produces a separate annual report.

### Executive Services Program

Prepare financial management and budgetary papers.  
Provide executive support to the Directorate.

Liaise with port authorities on Government policy issues, particularly on administrative and financial matters.

### Legislative Services Program

Review principal and subordinate legislation.  
Arrange gazettal of Orders in Council and notices.  
Provide a Department-wide consultancy on legislative matters.  
Store and control issue of regulations and by-laws.

### Personnel Services Program

Recruit personnel.  
Undertake industrial relations.  
Plan human resource management and job design.  
Provide employee assistance services.  
Counsel and discipline staff.  
Provide occupational safety advice.

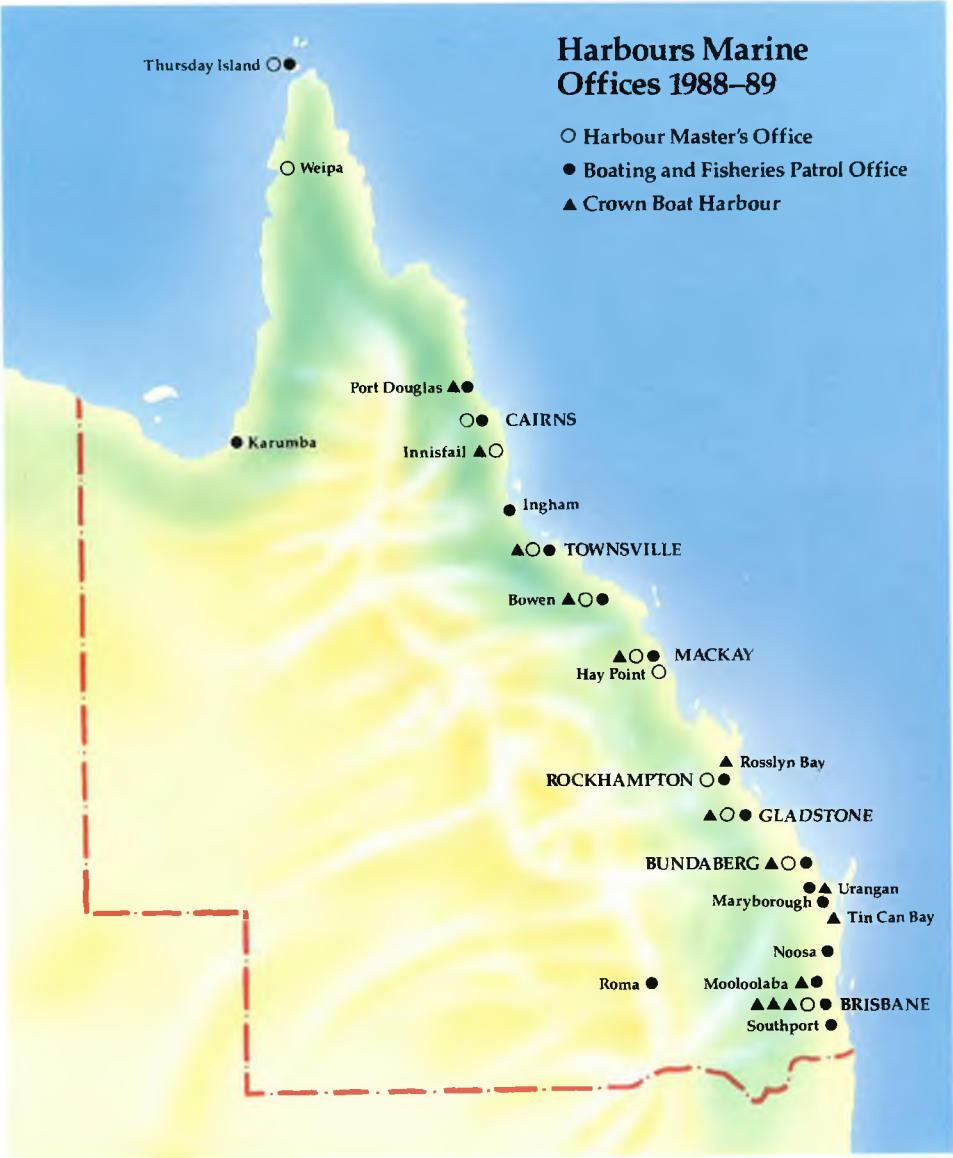
### Accounting Services Program

Manage revenue and expenditure.  
Pay accounts.  
Process salaries and wages.  
Register private pleasure vessels.  
Manage the finances of the departmental store at Pinkenba.

### Office Services Program

Answer general enquiries.  
Co-ordinate keyboard and reception services.  
Provide despatch, courier, car pool and copying services.  
Compile Departmental assets register.  
Control motor vehicles.  
Maintain office machines and furniture.  
Provide staff relief.  
Arrange accommodation (office and residential).  
Manage energy consumption.

*Location of Harbours Marine Offices*





**Head Office**

Mineral House,  
41 George Street, Brisbane.  
GPO Box 2595, Brisbane 4001.  
Ph.: (07) 224 2111.  
Fax.: (07) 229 5914.

**Gold Coast**

40-44 Seaworld Drive, Main Beach.  
PO Box 981, Southport 4215.  
Ph.: (075) 32 5933.

**Mooloolaba**

Parkyn Parade, Mooloolaba.  
PO Box 199, Mooloolaba 4557.  
Ph.: (071) 44 4599.

**Noosa**

Russell Street, Munna Point.  
PO Box 20, Tewantin 4565.  
Ph.: (071) 49 7555.

**Roma**

Roma Government Office,  
44 Bungil Street, Roma.  
PO Box 311, Roma 4455.  
Ph.: (076) 22 9755.

**Tin Can Bay**

No on-site office.  
Ph.: (071) 86 4194.

**Maryborough**

75 Lennox Street, Maryborough.  
PO Box 155, Maryborough 4650.  
Ph.: (071) 23 7722.

**Urangan**

Bucaneer Avenue, Urangan 4658.  
Ph.: (071) 28 9555.

**Bundaberg**

46 Quay Street, Bundaberg.  
PO Box 476, Bundaberg 4670.  
Ph.: (071) 53 8208.

**Gladstone**

Cnr Roseberry Street and  
Oaka Lane, Gladstone.  
PO Box 123, Gladstone 4680.  
Ph.: (079) 76 1631.

**Rockhampton**

M.M.I. Insurance Building,  
Fitzroy Street, Rockhampton.  
PO Box 370, Rockhampton 4700.  
Ph.: (079) 31 9716

**Roslyn Bay**

Vine Jones Memorial Drive,  
Roslyn Bay Boat Harbour.  
PO Box 717, Yeppoon 4703.  
Ph.: (079) 33 6812.

**Hay Point**

Horyu Maru Drive, Hay Point.  
PMB 7, Mackay Mail Centre 4741.  
Ph.: (079) 56 3109.

**Mackay**

Wellington House,  
Cnr Wellington and  
Victoria Streets, Mackay.  
PO Box 107, Mackay 4740.  
Ph.: (079) 52 2808.

**Bowen**

6 Herbert Street, Bowen.  
PO Box 889, Bowen 4805.  
Ph.: (077) 86 1933.

**Townsville**

Marine Operations Base,  
Cnr Lennon Drive and Ross Street,  
South Townsville.  
PO Box 1921, Townsville 4810.  
Ph.: (077) 71 5135.

**Ingham**

Haigh Street, Ingham.  
PO Box 1213, Ingham 4850.  
Ph.: (077) 76 1611.

**Innisfail-Mourilyan**

32 Edith Street, Innisfail.  
PO Box 34, Innisfail 4860.  
Ph.: (070) 61 1599.

**Cairns**

1st Floor, Centre 25,  
Lake Street, Cairns.  
PO Box 1787, Cairns 4870.  
Ph.: (070) 51 6155.

**Port Douglas**

Inlet Street, Port Douglas.  
PO Box 294, Port Douglas 4871.  
Ph.: (070) 99 5160.

**Thursday Island**

Main Wharf, Thursday Island.  
PO Box 238, Thursday Island 4875.  
Ph.: (070) 69 1405

**Weipa**

Lorim Point, Weipa.  
PO Box 489, Weipa 4874.  
Ph.: (070) 69 7170.

**Karumba**

The Point, Karumba.  
PO Box 70, Karumba 4891.  
Ph.: (077) 45 9142.

# Review of Activities

## Marine Operations



Deputy Director and Director Marine Operations Captain Kerry Dwyer.

### Objectives 1988-89

- Substantially reduce loss of life or injury due to marine casualties through education, policing and training of shipping and boating personnel, and ensuring the adequacy of structural and equipment standards.
- Undertake external marketing of skills and services and those of related private industries to gain export income.
- Encourage involvement of the private sector in areas of expertise where it can demonstrate its ability to provide these functions cost effectively.
- Modernise resources to ensure staff have the equipment and information needed to provide the best possible service.
- Review legislation to ensure its relevance to current needs.

The Marine Operations Division plays a vital role in ensuring Harbours Marine's clients are able to take full advantage of our coastline in safety and with due concern for the protection of aquatic resources. These clients use Queensland's marine resources for both commercial and recreational purposes, and their numbers continue to grow through the expansion of trade, tourism and recreation. The Division provides an extensive range of services which aid growth in those areas, thereby improving the State's economic development.

### Pilotage operations

The Queensland Pilot Service employed 46 marine pilots throughout the State during 1988-89 to ensure the safe passage of ships into our ports. The high standard of efficiency in pilot vessels and pilot transfer services contributed to an increase of 555 in the number of pilotages and removals over the number in 1987-88, with 6,737 port pilotages and 625 removals completed. The largest vessel piloted was the Australian-registered vessel *Iron Pacific* with a deadweight tonnage (DWT) of 231,851 tonnes. This vessel loaded a record single coal shipment of 200,053 tonnes from the Port of Hay Point.

In line with the Government's policy to encourage the private sector to operate in areas where it can provide functions more efficiently, the Department privatised the 22 pilots operating in the Port of Brisbane. This initiative, implemented on 1 January 1989, reduced the cost of pilot service to the Government while providing a more direct service to ship owners.



Above: The Boating and Fisheries Patrol vessel QG K.S. Murchison undertakes routine patrol work in the popular boating and fishing areas of Moreton Bay.

Below: Hydrographic surveyor Jim Huggett surveys the wharf area at Bamaga to gather data on sedimentation around the wharf to ensure adequate clearance for shipping.



The helicopter pilot transfer service at the Port of Hay Point continued with the awarding of a new three-year contract. This helicopter operation has proved to be efficient and cost effective. Arrangements commenced to call tenders for continuation of a similar helicopter service for the Port of Gladstone.

An increase in ship movements at the Port of Weipa led to the re-establishment of a pilot at the port. Because of a decline in shipping movements at the Port of Bundaberg, the harbour master was transferred and relocated to Gladstone.

Pilots received training to update their skills through the use of the ship simulator at the Australian Maritime College in Launceston for ship handling at Cape Flattery, and through the Radar Simulator Course at the Royal Melbourne Institute of Technology. Both courses proved most valuable and popular with pilots.

During 1988–89, pilot vessels were located at:

- Brisbane — QG *Embley and Boyne*
- Bundaberg — QG *John Beckinsale*
- Gladstone — QG *Thorpe Chambers*
- Rockhampton — QG *Booran*
- Mackay — QG *Daintree*
- Bowen–Abbot Point — QG *Philip Gibson*
- Townsville — QG *Joyce Hiley*
- Innisfail — QG *Roland Masterman*
- Cairns — QG *Borru*
- Thursday Island — QG *Tanu*
- Weipa — QG *Richard Hilderbrand*

A replacement program for the older class of pilot vessels will resume next year.

### Navigation aids

Harbours Marine continued to upgrade, maintain and service the navigation aids system throughout Queensland to ensure the safe passage of vessels through Queensland's waterways. This vital role was carried out by the Nav aids and Nautical Advice Program.

A newly dredged channel from the Southport Broadwater to Sanctuary Cove was marked with beacons, buoys and lights. Harbours Marine completed replacing buoys with pile beacons in the main shipping channels of the Port of Brisbane to make navigation of the channels in Moreton Bay easier and safer. The work included the installation of a P.E.L. sectored lead light as a reciprocal lead for the Spitfire Channel.

The installation of a solar-powered day light on the front lead of the Wide Bay Bar leads increased visibility, particularly in the late afternoon when the sun is behind the line of leads. Radio-controlled day lights were fitted to the Mackay Harbour leads so the lights can be activated when required. A landfall light was installed at Karumba to guide vessels to the entrance of the Norman River.

Repairs commenced on damage done to beacons in the Whitsunday Passage in the Hayman Island area during cyclone Aivu.



*A Harbours Marine navigation aid guides a vessel safely through channels at dusk.*



*QG Yaran performs fisheries protection duties and marine surveillance.*

As the reliability of navigation equipment is particularly important, Harbours Marine works to develop more reliable and cost-efficient navigation aids by using new technology. The use of this equipment led to a very low breakdown rate during 1988–89. The conversion of navigation aids to solar, or where possible, mains supply power continued as a matter of priority. By the end of June 1989, a total of 98 per cent of navigation aids had been converted.

Considerable success was achieved in providing Harbours Marine clients, both local and overseas, with access to our navigation aids and expertise. A brochure was produced to inform clients of the range of equipment which is either sold or leased by the Department. Private enterprise organisations who either leased or purchased the equipment were Sanctuary Cove Development, Raby Bay Development, Rosslyn Bay Boat Harbour and Daydream Island Development. Harbours Marine supplied navigation aids for Maika Harbour on Misima Island in Papua New Guinea. Other overseas markets are being investigated.

### Marine pollution

Harbours Marine carried on its active role in prevention of pollution and in responding to pollution of coastal waters by oil and other noxious substances.

The Department provided field training in containing, recovering and cleaning up oil pollution and organised exercises throughout the State. Representatives from port authorities, local authorities, the oil industry and emergency services participated in these activities.

No major pollution incidents were reported during 1988–89. However, oil spills requiring a response occurred at Thursday Island, Cairns, Townsville, Bowen, Hay Point, Bundaberg, Brisbane and the Gold Coast.

Harbours Marine achieved substantial progress in identifying and charting sensitive environmental areas for protection from oil spills through continuing work on the production of a computerised Coastal Resource Strategic Atlas. When completed, the Atlas will identify and prioritise for protection all biological, commercial and amenity resources along the Queensland coastline.

### Marine Board

The Marine Board of Queensland is responsible for the preservation of life and property at sea, and the management and control of small craft at sea. In order to carry out these responsibilities, the Board makes recommendations on structures proposed for, on or over the State's waterways, with particular reference to the effects of the structure on navigation. The Board issues:

- certificates of survey and/or registrations for all classes of commercial and private intrastate vessels, where applicable;
- certificates of competency or licences for those who man and operate those vessels;
- licences for port and Queensland coastal pilots;
- pilotage exemption certificates.

During 1988–89, the Board sadly lost two of its members through death. Mr N. G. Lockyer had been deputy chairman and member from February 1970 to April 1989. Captain P. Dann was a member from May 1974 to June 1989 and had been appointed deputy chairman in May 1989. Both men will be remembered for their tremendous contribution to the Marine Board over an extended period.

As at 30 June 1989, the Board members were:

- Ex officio and Chairman  
Captain K. Dwyer, Deputy Director, Director Marine Operations and Portmaster of Queensland, Department of Harbours and Marine
- Members  
Mr K. Williams, C.M.G., Principal Executive, Hamilton Island Enterprises Pty Ltd, Whitsunday Passage  
Mr S. Schollay, F.I.Mar.E., C.E., S.M.A.M.E., Chartered Engineer, and General Manager, Gateway Building Company  
Mr I. Mathieson, Sales Manager, Health Care Products, Joyce Australia

There was one unfilled position.

A total of 23 Board meetings were held during 1988–89.

The Marine Board Program provides secretarial and operational assistance and advice to the Marine Board. In 1988–89, the Program



continued to provide a senior shipping inspector and other officers to conduct preliminary enquiries into shipping casualties on the Board's behalf. These officers advised the Board on the navigation and safety aspects of matters under Board consideration and conducted the examinations for certificates of competency for deck officers.

Statistical details of these activities are provided in the section 'General Statistics'.

## **Boating and Fisheries Patrol**

### **Field operations**

During 1988-89, the Boating and Fisheries Patrol continued to play a key role in boating safety and marine resource protection as recreational and commercial boating continued to grow and fisheries management developed. The Patrol stationed 84 officers at 17 districts throughout the State to undertake education, advice, surveillance and enforcement duties under the authority of:

- *Queensland Marine Act 1958-1985;*
- *Fisheries Act 1976-1984;*
- *Fishing Industry Organisation and Marketing Act 1982-1989;*
- *Torres Strait Fisheries Act 1984;*
- *Commonwealth Fisheries Act 1952;*
- *Continental Shelf (Living Natural Resources) Act;*
- *Great Barrier Reef Marine Park Act 1975;*
- *Fauna Conservation Act 1974-1985.*

These officers recorded 1,589 breach reports which, unfortunately, was a 7 per cent increase over 1987-88. The public advised 2,194 complaints, with 47 per cent related to marine safety matters, 41 per cent to alleged fisheries infringements and 12 per cent to other related matters. Where possible, boating and fisheries officers investigated these complaints. Many successful prosecutions resulted while guidance and advice was provided to other offenders.

The Boating and Fisheries Patrol allocated resources to 21 specialised marine and fisheries activities to enhance its educational, surveillance and enforcement functions. A major activity was the supervision of Expo 88 marine zones and activities on the Brisbane River associated with Expo 88. Six patrol officers were seconded from the Brisbane station to supervise and control water traffic. Their work involved monitoring ferry traffic,

aquatic entertainment, spectator craft, hovercraft and sea planes. The service was provided on a 18 hours-a-day, seven days-a-week basis. Additional officers from Brisbane and the near Brisbane region were required to assist with river traffic control on the closing day of Expo 88. On that day, there were approximately 600 craft on the South Brisbane reach of the Brisbane River.

Other special activities included:

- the supervision and control of vessels preparing for the Gulf of Carpentaria prawn season;
- the supervision of hand-line fishing on the Great Barrier Reef;
- the supervision of boating activities during the busy 1988 Christmas season and the 1989 Easter season;
- the supervision of vessels in the Whitsunday Fun Race in September 1988;
- education activities at the Brisbane Boat Show in September 1988;
- the supervision of the Barramundi Closed Season from 1 November 1988 to 31 January 1989.

Specific boating safety activities included supervision and control of water traffic at 72 major aquatic events throughout the State.

A total of 131 boating accidents were investigated, with 44 involving commercial vessels. Twelve fatalities resulted from these accidents, which was an increase of 100 per cent over the previous year.

Officers conducted 1,101 speed boat driver's licence tests, with 111 related to commercial operations.

The 17-metre vessel *QG Yaran* was active in offshore waters performing a major role in fisheries protection duties and marine surveillance, particularly in the prawn and scallop trawling industries. The vessel was refitted for patrol duties after having served as a pilot vessel. *Yaran* also conducted patrols of offshore netting, reef hand-line fishing and spanner crabbing. Greater demand on field services led to the allocation of new resources. The Patrol stationed two field officers at Urangan and commenced planning to arrange suitable long-term accommodation in the area. The Cairns office established a sub-depot at Weipa to allow quicker and more efficient response to enquiries and complaints. The depot consists of a new storage shed and a small portable accommodation block.

The number of field officers at the Gold Coast station increased by five to make a total of 11 officers.

During 1988-89, 12 probationary officers completed their training and were presented with their authorities by Mr M. D. Veivers, MLA, at a ceremony at the Gold Coast.

The experience, professionalism, and dedication of field officers combined with extended patrol facilities, brought many expressions of appreciation and support from the marine and fisheries industries and the community generally.

### **Enforcement and prosecutions**

The three officers of the Prosecution Section of Boating and Fisheries Patrol worked closely with field officers to deal with boating and fishing infringements.

During the year, officers within the Section processed a total of 3,354 offences, an increase of 20.5 per cent over the previous year. The offences were reported by field officers of the Boating and Fisheries Patrol, police officers, honorary rangers, and honorary shipping inspectors.

The non-permitted trawling area of Moreton Bay was formalised in 1974 to protect the valuable prawn fishery from overfishing. Since that time, numerous complaints of breaches of this closure by fishermen have been received from the marine industry and public. Therefore, continual surveillance of this area is required. During the year, 19 trawlers were seized and detained by field officers for alleged breaches of the Moreton Bay closure. This was the highest recorded number of vessels apprehended for some time.

Field officers co-operated with other State and Federal authorities to undertake fisheries surveillance and enforcement activities in the Torres Strait area of the Australian Fishing Zone. They accompanied Royal Australian Navy patrol boats on routine patrols and boarded foreign fishing vessels in the fishing grounds of the Arafura and Coral Seas. Four Indonesian boats were apprehended fishing in Australian waters. The masters were convicted and their boats forfeited. Three patrol officers assisted Northern Territory officers in Darwin in October and November 1988 after 31 Indonesian fishing boats were apprehended fishing illegally.



Marine Surveyor John Woolmer checks equipment on a commercial vessel to ensure it operates according to set standards.

Officers also inspected a number of Japanese long-line tuna vessels while the vessels were in the Ports of Brisbane and Gladstone.

Field officers at the Gold Coast and Mooloolaba and Gold Coast Water Police reported 123 juvenile offenders committing 228 alleged offences under the provisions and regulations of the *Queensland Marine Act 1958-1985*. In most instances, a letter of caution was issued to the offender and parents in an effort to educate the future users of our marine environment about safe boating.

A juvenile offender was convicted before a Children's Court and fined \$100 for two offences alleged under the provisions and regulations of the *Queensland Marine Act 1958-1985*. These offences were fraudulently using a licence to drive a speed boat and navigating a vessel in excess of the speed limit.

The taking and possession of protected sand and mud crabs continued to be a common offence detected by field officers. A licensed fisherman was convicted and fined \$3,400 for possession of 34 undersized mud crabs and an amateur fisherman was convicted and fined \$1,000 for possession of 20 parts of female mud crabs.

Details of the prosecutions, caution, seizures and fines are listed in the section 'General Statistics'.

#### **Shark meshing**

Boating and Fisheries Patrol officers supervise the Queensland Government Shark Meshing Program. The Program now provides protection to 62 well-known beaches from the Gold Coast to Cairns, involving 10 contracts for shark meshing. Since the commencement of the program in 1962, no shark attacks have been reported at beaches which the Program protects.

The Program aims to reduce the shark population so there is less competition for the available natural food.

The shark fishing season concluded on 30 June 1989, with 1,015 sharks and 277 pups being taken. Six hundred of the sharks, 59 per cent of the catch, measured 2 metres or more in length.

The amount expended on shark protection during 1988-89 was \$769,000.

Full details of the Shark Meshing Program are provided in the section 'General Statistics'.

#### **Marine surveys**

Harbours Marine is responsible for the maintenance of standards for commercial vessels operating or intending to operate in Queensland waters. Marine surveyors evaluate the construction, equipment and manning of such vessels according to appropriate regulations. The process starts when the vessel plans are approved for adequacy by the Marine Surveys Plan Examinations Section.

During 1988-89, an 11 per cent increase in vessels under survey indicated the continued satisfactory growth rate of the marine industry in Queensland. The Department's marine surveyors assessed 320 hull construction plans. When machinery installation, stability, sub-division, tonnage and equipment assessments are included, a total of 968 sets of plans were assessed.

The increase in the number of surveys, combined with revised accounting procedures, resulted in a 10 per cent increase in revenue. This was a significant step towards achieving the self-funding goal for marine surveying within three years, instead of the five years originally planned, while maintaining the cost of commercial vessel marine surveys at among the lowest available in Australia.

Continuing liaison with the Marine Industry Smallcraft Advisory Committee (M.I.S.A.C.) and other relevant bodies helped the marine industry achieve its own goals. Marine surveying officers organised discussions with the marine industry and the Justice Department on a register for encumbered vessels. As a result, a green paper has been prepared and is under consideration by the industry bodies. The implementation of these recommendations will ensure prospective owners have reasonable safeguards and checks as to the ownership of and encumbrances on vessels.

Industry liaison and performance monitoring within the Department led to the opening of additional marine survey offices at Mooloolaba, Gladstone, and Shute Harbour. These new offices provided the marine industry with greater access to marine surveys, allowing an 80 per cent drop in the number of long term permits to operate issued. These changes were well received by the industry.



Marine survey officers worked with various standards and marine industry bodies to examine legislation for vessel construction and equipment to evaluate the effectiveness of standards in ensuring safety of life at sea. A review to simplify the construction standards set out in the Uniform Shipping Laws Code was commenced with the Standards Association of Australia. Updating of the examinations and vessel manning sections of the Code also commenced.

Harbours Marine began a review of its own vessel regulations with a view to updating them.

The maintenance and improvement of general boating safety standards was also a focus of regular contact between marine survey officers and marine organisations, including the Marine Industry Smallcraft Advisory Committee (M.I.S.A.C.), Queensland Commercial Fishermen's Organisation (Q.C.F.O.) and the Boating Industry Association (B.I.A.).

Engineer examiners conducted 270 marine engineer and engine driver examinations and 10 tests for proficiency in aluminium welding during 1988-89.

A program of staff training was implemented to ensure staff in marine survey branch offices had the skills needed to provide a responsive and effective service to clients. A training manual, *Small Ships — Marine Survey Guide*, was produced to assist new and part-time marine surveyors carry out their role effectively.

The updating of computer software completed the computerisation of the marine survey plan examination system. The new computerised system now includes the Uniform Shipping Laws Codes, the Classification Society's Rules and the vessel plan indexing system. The system allows for faster processing of plans and greater accuracy in vessel sufficiency checks.

Phase II of the computerisation of marine survey records and issuing of certificates commenced. The focus of phase II is the transferring of the current system to the new Departmental minicomputer. The new system will incorporate on-the-spot issuing of certificates for vessels with nil or minor defects. The new system will come on-line by January 1990.

Statistics on the marine surveying activities during 1988-89 are contained in the section 'General Statistics'.

### Hydrographic information

During 1988-89, marine industry and public use of the coastal area of Queensland continued to grow and put greater demand on hydrographic services to provide geographic information on the coastal environment.

Harbours Marine provided relevant advice, data and services to meet user and client requirements through the Hydrographic Information Program. The Program used professional and technical hydrographic staff, including cartographers, computer programmers and data processors, electronic technicians, surveyors, tidal analysts, ship's masters and ship's engineers and survey support personnel to provide this service. These staff members were also active in marine industry and general public education programs through involvement in boat shows, exhibitions, seminars, congresses and committees related to hydrographic information.

The acceleration of technology is changing the role and structure of the hydrographic information industry. Harbours Marine organised field days for consulting surveyor firms to promote expertise and technology interchange.

The increased involvement of the private sector in carrying out surveying and cartographic production was encouraged through the contracting of projects worth in excess of \$100,000. This initiative has allowed Harbours Marine to develop its role as a facilitator and advisor on hydrographic technology, standards and information dissemination to industry.

During 1988-89, the Hydrographic Information Program was actively involved in a wide range of projects and services in five major areas: survey operations, cartographic information, tidal information, electronic support and hydrographic technology.

### Surveying operations

Harbours Marine hydrographic surveyors carry out surveys for coastal and port navigation, charting, boat harbour development, coastal analysis and public information.

During 1988-89 hydrographic surveys undertaken included:

- ship's entrance channel dredging support at Weipa, Hay Point, Gladstone and Abbot Point;
- boat harbour dredging at Bowen, Scarborough, Cairns and Mooloolaba;
- navigation aid surveys in the Whitsundays and at Thursday Island, Lucinda, Port Alma and Brisbane;
- boat ramp development throughout Queensland;
- coastal monitoring and beach nourishment surveys at the Gold Coast Seaway, Kings Beach, Woorim and Bowen.

The surveyors and support staff used survey vessels ranging from the survey launch QG *Trigla* to catamarans and dinghies to carry out those surveys. These specialised staff have developed into a unit which has the required skills to overcome the wide range of logistical and unique environmental problems in providing this service along the Queensland coast.

### Cartographic information

The information collected from all surveys is presented in plan form for use by the Department and its clients. Harbours Marine cartographers and contract staff used computerised GDS/CAD equipment and systems to produce a variety of cartographic products.

Specialised projects were completed to satisfy the requirements of clients such as other Government departments and port authorities. This allowed diversification and the subsequent entry into a wider range of information services which directly impact on the general public.

Projects commenced or completed during 1988-89 included:

- registers of prescribed areas and boating facility locations for use in publications and relevant legislation;
- pilot exemption and examination charts;
- a navigation aids register;
- Hydrographic Information Plan Location Index (Queensland);
- Notice to Mariners chartlets for inclusion with normal advice for special events, including the Tall Ships Parade and the zones for vessel control at Expo 88;
- base information for the revision, production and planning of Queensland boating safety charts.



Senior Radio Technician Peter Menear tests communications equipment.

#### **Tidal information**

Harbours Marine continued to provide the basis of the tidal predictions at selected ports in Queensland by collecting tidal readings from those ports.

New predictions for the standard ports of Noosa Head, Waddy Point (Fraser Island), Mooloolaba and Shute Harbour catered for recreational users of the Noosa and Fraser Island Beaches and the small craft owners using the boat harbours at Mooloolaba and Shute Harbour respectively. *Queensland Tide Tables* 1989, a popular publication with the boating public, included the new predictions.

Increasing use of electronic tide gauges and automated transfer of data enabled greater volumes of data to be collected and analysed. New software on a computer graphics digitising system validated and processed that data to provide more accurate information.

Harbours Marine provided this data to the Flinders Institute for Atmospheric and Marine Science for the inclusion in a National Tidal Data Base, to environmental committees such as those investigating the Greenhouse Effect, and to the general public.

#### **Electronic support**

The upgrading of the Harbours Marine's UHF communications system continued, with access to the Telecom telephone network through the UHF system now available from all vehicles and vessels operating in the coastal region from Rockhampton to Noosa. Work commenced to extend this facility south to the border.

Purchase of HF radio equipment was the first step in establishing HF base stations at all district offices north of Rockhampton to service vehicles and vessels in those areas. Installation commenced at Roma and will be undertaken at Mackay and Bowen when the installation at Roma is complete.

The Weipa Tidata tide gauge was upgraded to record data from three remote telemetry units.

A complete alignment and testing of survey equipment brought all instruments on the *QG Trigla* up to factory specifications prior to her deployment to Weipa for the 1989 dredging program.

Harbours Marine technicians provided their expertise in the maintenance of hydrographic surveying instruments to the following marine industry organisations: Australian Dredging Company, Mapping and Hydrographic Surveys, Brisbane Port Authority and Bundaberg Port Authority.

#### **Hydrographic technology**

New technology had a marked effect on the overall operations and future directions of Harbours Marine hydrographic information work. In anticipation of the future demands of the marine industry, the Hydrographic Information Program allocated personnel and resources to deal with the range of specific areas related to new technology.

These included industry facilitation, marketing, consulting contracts, training, quality assurance, computer technology, standards and specifications, and systems design related to the hydrographic information industry.

The unit commenced a pilot study to analyse and design an integrated, computerised hydrographic information system. The project is due to be completed early in the next financial year.

#### **Support services**

The Area Services Support Program is concerned with supplying certain services and expertise to the Marine Operations Division to promote and facilitate its goals and operations. It provides the Division with consultancy services and engineering advice on projects, planning and maintenance of its buildings, vessels and facilities throughout the State. The Program manages the Field Operations Base at Pinkenba.

During 1988–89, Area Services Support provided maintenance services and supervised repairs through private contractors to keep the 24 Harbours Marine major craft throughout the State in service.

Consultancy services provided during 1988–89 included:

- liaison with other divisions on contract and planning matters and assistance to other programs;
- preparing briefs for, commissioning, liaising with and monitoring private consultants carrying out work for Marine Operations;



- initiating and carrying out new minor designs for, and consulting on construction techniques for projects, including administering small contracts for those projects;
- providing on-site building and structural advice throughout the State to harbour masters and district officers on maintenance and proposed developments;
- planning and facilitating novel designs of craft, buoys and navigation aids and reviewing existing standards;
- researching and testing new products and anti-corrosive systems;
- representing the Marine Operations Division on committees and teams dealing with relevant Government initiatives, e.g. the *Occupational Safety Act*, contract administration and those resulting from Government policies outlined in the document *Quality Queensland*;
- preliminary planning for establishing a computer-based assets register for the Division and developing maintenance programs for assets;
- administering legal actions concerning the Program's activities;
- planning, managing and implementing the Program's projects by day labour.

A major project during 1988-89 was the establishment of a Departmental store at the Field Operations Base at Pinkenba in order to provide complete stock purchasing, management and control; freight and handling services; servicing for small tools and equipment; and a disposal service. This involved the relocation of the Department's paper store at Bowen Hills and incorporating the paper store in the new Departmental store staffed by an experienced store administration officer and two storemen. This work was planned, designed and implemented with the co-operation and support of the Manager of the Pinkenba Field Operations Base and the Corporate Services Division. The move was completed before the expiration of the lease of a rental property at Bowen Hills, as planned and within budget. The project required the relocation of six staff groups. The staff relocation necessitated additional storage space, new mezzanine floors, offices and facilities to meet fire regulations.

In order to reduce costs, the project involved the reuse and recycling of partitioning, racking and shelving, including all that from Bowen Hills which was converted to a Compactus Storage System. Tradesmen from the Base and the Government Hydraulics Laboratory completed the bulk of the work. Specialist tradesmen on contracts were used when particular expertise was required.

In 1988-89, a manager was appointed to the Field Operations Base to oversee administration support service at the Base, including typing, reception, clerical work, security, maintenance, gardening and day-to-day operations in the Departmental store. The appointment released field staff from routine responsibilities in those areas so they could concentrate on their operational functions.

## Ports and Property Management



Director Ports and Property Management  
Greg Martin.

### Objectives 1988–89

- Ensure Queensland's port system provides capacity to meet present and future demand.
- Ensure Queensland's port system is accepted by port users and potential users as providing an efficient low-cost link in the transport chain.
- Provide the recreational boating public with high-quality facilities which have been developed in accordance with responsible ecological and environmental principles.
- Plan for and facilitate the responsible development of privately funded marina developments along the Queensland coastline.
- Provide specialist property management and property administration services to the Harbours Corporation, the Department and the port and waterways authorities.

The Port and Property Management Division operates in two important operational areas in the development of the Queensland economy: the port system and boating facilities. Queensland's port network is a vital link in the overall development strategy for the State. The continuing efficiency and effectiveness of the 19 ports in handling import and exports are essential to ensure a sound economic return from trade. The Division co-ordinates the activities of the ports to ensure they are operated to their maximum potential.

As Queensland's tourism and recreation industries continue to grow, public demand for access to our waterways increases. The Division plays a major role in meeting that demand and fostering that growth by providing public boating facilities and facilitating the responsible development of privately funded marina developments.

### Port system

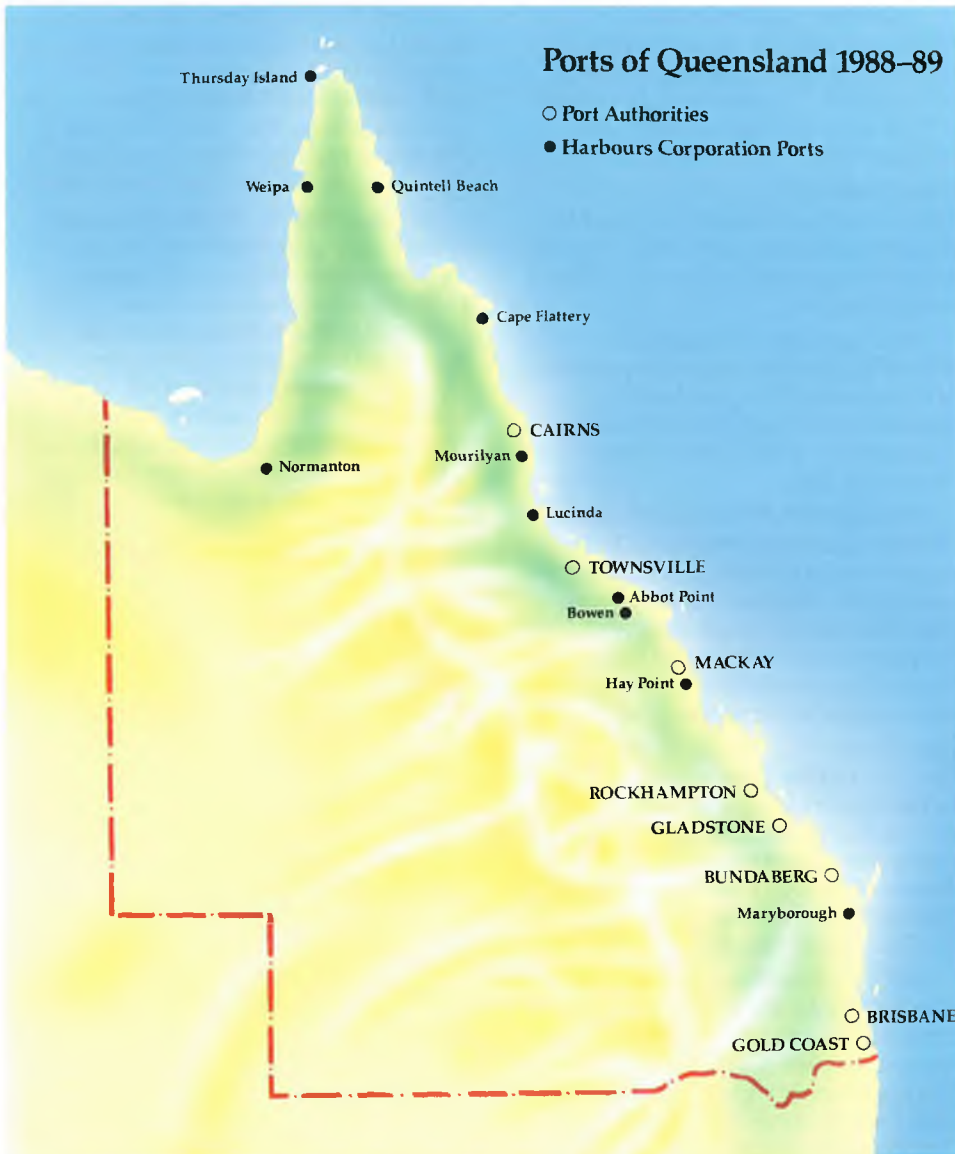
The decentralised port system is administered by two different management port authorities. The Harbours Corporation of Queensland is constituted as a corporation sole under the provisions of the *Harbours Act* for the purposes of managing those ports and harbours for which a port authority has not been constituted. Harbours Marine administers the Corporation. The Harbours Corporation is responsible for 11 ports of which six are bulk export ports specialising in the export of a single commodity. Harbours Marine co-ordinates the activities of the remaining eight ports which are under the direct control of individual port authorities. These authorities manage their ports to serve the interests of the region they serve and port users, such as shipping companies and small craft users.

As the port system interacts with the commercial shipping, changes are being made continually to ensure the system meets the demand of the market place. A number of events which will impact on the port system in the next financial year, and will have far reaching effects on the whole waterfront system, are the implementation of the recommendations of the Interstate Commission's Waterfront Investigation, and the outcome of the findings from the Royal Commission into Grain Storage, Handling and Transport, and the Industries Assistance Commission's inquiry into coastal shipping.



## Ports of Queensland 1988-89

- Port Authorities
- Harbours Corporation Ports



### Corporation ports

The Corporation Ports Program manages ports on behalf of the Harbours Corporation of Queensland. The Harbours Corporation is Queensland's largest port authority in terms of tonnage handled. The Corporation is responsible for major international ports at Weipa, Cape Flattery, Mourilyan, Lucinda, Abbot Point and Hay Point, as well as domestic ports at Karumba, Thursday Island, Quintell Beach, Bowen and Maryborough.

The major objective of the management of the ports is to provide sufficient cargo handling capacity to allow the ports to operate as efficient, low-cost links in the overall transport chain.

Each of the Corporation ports is self-funding, with funds for operations, maintenance and development being raised from port charges and the rental of harbour lands.

### Abbot Point

The Port of Abbot Point, north of Bowen, is Australia's most northerly coal port. It handles both coking coal and steaming coal from the Bowen Basin.

Although the facility is owned and administered by the Harbours Corporation of Queensland, the management, operation and maintenance of the terminal is undertaken by Abbot Point Bulkcoal Pty Ltd.

The facility can handle 10 million tonnes per annum, with 4,997,689 tonnes being exported last year. The capacity can be expanded in stages to 24 million tonnes as demand requires.

The largest single shipment through the port during the year was 176,106 tonnes on the vessel *Mineral Nippon*. This was a record shipment for the port.

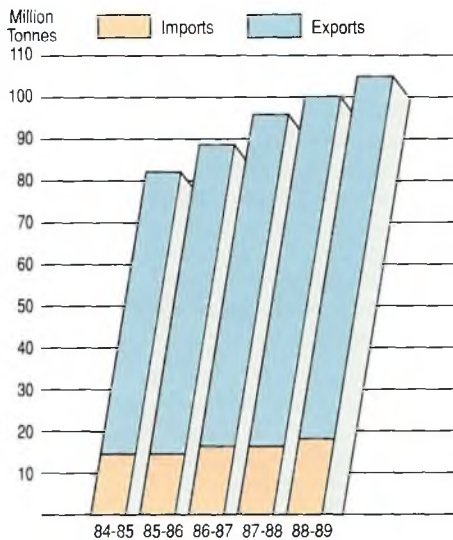
### Bowen

There was no cargo exported or imported during the year. The wharves used for the berthing of tugs for use at Abbot Point and for the berthing of fishing trawlers.



The bulk coal carrier MV *Mineral Nippon* loads a record shipment of steaming coal at the Harbours Corporation of Queensland's Port of Abbot Point.

Cargo through Queensland Ports



A contract was let for the replacement of the power supply on the wharves at an estimated cost of \$290,000.00. The new supply system will service the tug company and trawler fleet.

#### **Cape Flattery**

The Port of Cape Flattery is used for the export of silica sand and is capable of handling vessels up to 60,000 dead weight tonnes.

The Cape Flattery facility is owned by the Harbours Corporation of Queensland, but has been constructed by and operates on a lease arrangement with Cape Flattery Silica Mines Pty Ltd.

During 1988-89, 1,290,385 tonnes of silica sand were exported. This represented an increase of 267,000 tonnes over the previous financial year. The largest single shipment from the port was 68,825 tonnes loaded aboard the vessel *Oriental Venus*. This was a record shipment for the port.

#### **Hay Point**

The Port of Hay Point handles the largest export tonnage of coal for any port in Australia. The port has two terminals — Dalrymple Bay Coal Terminal (D.B.C.T.) and Central Queensland Coal Associates (C.Q.C.A.) terminal.

D.B.C.T. was developed as a multi-user facility for the export of coal and currently handles the product of four companies: Capricorn Coal Management Pty Ltd, Oakey Creek Coal Joint Venture Pty Ltd, Thiess Dampier Mitsui Coal Pty Ltd, and Blair Athol Coal Pty Ltd.

The Terminal has a throughput capacity of 15.5 million tonnes per annum. During 1988-89, work commenced to upgrade the annual capacity of D.B.C.T. to 18.5 million tonnes per annum. The estimated cost of this work is \$3.2 million. Future expansion of the facility can be undertaken in stages as required to increase the capacity to a total of 37 million tonnes per annum.

D.B.C.T. is owned and administered by the Harbours Corporation of Queensland. The management, operation and maintenance of the terminal is undertaken by Dalrymple Bay Coal Terminal Pty Ltd.

The C.Q.C.A. terminal was originally developed for the export of coal from company mines. The coal loading and wharf facilities are operated by Hay Point Services Pty Ltd, a fully owned subsidiary of Central Queensland Coal Associates.

During 1988-89, 35,224,715 tonnes of coal were exported from the two facilities in the Harbour. This was 757,000 tonnes more than was exported in the previous financial year. C.Q.C.A. terminal handled 19,900,318 tonnes and the D.B.C.T. handled 15,324,397 tonnes. The largest single shipment from the harbour was 200,053 tonnes on the Australian vessel *Iron Pacific* from the C.Q.C.A. terminal. This represented the largest single coal shipment ever made from an Australian port.

Upgrading of the Hay Point caravan park is expected to commence in September 1989.

#### **Lucinda**

The Port of Lucinda primarily handles sugar for both local and overseas markets.

During 1988-89, the inshore berth, previously used for the importing of aqua ammonia and the export of molasses, was closed. The escalating cost of dredging the berth and maintaining the wharf structure made use of the berth economically unviable. The final shipment from the berth was on 14 April 1989 aboard the vessel *White Atlas*. This brought the total amount of molasses handled during 1988-89 to 5,883 tonnes.

The offshore berth at Lucinda is used to export raw sugar to Australian and overseas ports. A total of 432,868 tonnes of sugar was exported. This was an increase of 53,284 tonnes over the previous financial year.

#### **Maryborough**

There was no cargo exported or imported during 1988-89.

#### **Mourilyan**

The Port of Mourilyan is used to export sugar from the Innisfail district. During the year, exports included: 399,895 tonnes of sugar, an increase of 38,949 tonnes over the previous financial year; and 116,659 tonnes of molasses, an increase of 19,545 tonnes.



In order to accommodate larger vessels in Mourilyan Harbour, the Harbours Corporation of Queensland began investigations into the feasibility of deepening the entrance channel by 1 metre to a depth of 9.5 metres.

#### ***Normanton-Karumba***

The Port of Normanton extends from the mouth of the Norman River to the head of navigation. The town of Karumba is situated at the mouth of the river while the town of Normanton is situated approximately 48 kilometres upstream. The Port handles general cargo for a small community in the immediate vicinity, for commercial fishing vessels operating in the area and for small trading vessels servicing other ports in the Gulf of Carpentaria.

#### ***Quintell Beach***

The Port of Quintell Beach allows the residents of the Lockhart River Mission and surrounding district to receive and send general cargo.

#### ***Thursday Island***

The Port of Thursday Island serves the Island's inhabitants and is also the transshipment port for the supply of goods to small ports through the islands of the Torres Strait and the Gulf of Carpentaria.

Total cargo handled by the Port during 1988-89 was 27,290 tonnes. A large proportion of the cargo related to regional mining developments and tourism.

#### ***Weipa***

The Port facilities at Weipa are owned by the Harbours Corporation and leased to Comalco Ltd for the export of bauxite and kaolin to Australian and overseas ports.

During 1988-89, the tonnage of cargo handled through the Port totalled 10,828,474 tonnes. This represented an increase of 1,314,982 tonnes over the previous year. The amount of bauxite exported was 10,680,027 tonnes, an increase of 1,256,623 tonnes over the previous year. A total of 66,724 tonnes of kaolin

was also exported. This was an increase of 38,455 tonnes.

In May 1989, the Harbours Corporation of Queensland commenced a dredging program costing \$3 million to maintain navigable channel depths. Tenders were called for two wharf upgrading projects to improve facilities at Lorim Point and Evans Landing.

#### ***Port strategies and development***

Facilitating the development of the port system and its infrastructure in a way that will meet future demand is a high priority of Harbours Marine. The Port Strategy Program was established to provide expertise in that area to port authorities and the Harbours Corporation of Queensland and to provide a co-ordinated approach on issues involving the port system as a whole. In order to achieve this aim, the Program is currently involved with the preparation of the State Ports Strategic Development Plan for all Queensland ports. The Plan is due to be completed by



*The Port of Cape Flattery exports silica.*



The Port of Normanton provides facilities for commercial fishing vessels and small trading vessels servicing the communities in the Normanton-Karumba area.

December 1990. This project will be carried out in close consultation with the various port authorities.

In 1988-89, Harbours Marine had major inputs into port-related matters by providing specific advice to the Ports of Cairns, Mackay, Townsville, Weipa, Mourilyan, Gladstone and Brisbane.

The Government's submissions to the Interstate Commission's Waterfront Investigation included the viewpoints of all ports on waterfront reform to ensure that the interests of all ports were represented. The effectiveness of this co-ordinated approach can be seen in the parallels between the recommendations contained in the Commission's report and those in the Queensland Government's submissions. Harbours Marine continues to play a major role in the analysis of the recommendations of the Commission and in providing advice on the implementation of the decisions of that inquiry.

An active role was also taken in the Industries Assistance Commission Coastal Shipping Inquiry; the Royal Commission into Grain Storage, Handling and Transport; and the Senate Inquiry into the Federal Airports Commission and Civil Aviation Authority.

The Department published information on trading performance in 1987-88 from Queensland ports in *Trade Statistics for Ports of Queensland*. A revised edition with the 1988-89 figures will be available from October 1989. The publication *Trading Ports of Queensland* was prepared and will be published early in the 1989-90 financial year. These two publications will provide invaluable information for prospective and existing port users.

Harbours Marine continued to foster the development of Queensland's port facilities while protecting the natural beauty and resources along the coast. Assessment of environmental impact of the port usage and development increased in line with increased usage and development. In the case of the proposed reclamation at the Port of Gladstone, Harbours Marine became the responsible authority for the assessment of the environmental

impact of that project. Considerable advice was given to assist in the establishment of the boundaries of the Great Barrier Reef marine parks and the State marine parks. The new provisions regarding dredging under the *Federal Environmental Protection (Sea Dumping) Act* led the Port Strategy Program to take a major role in assisting the port authorities to negotiate with Federal authorities on this matter.

#### **Port authority ports**

##### ***Brisbane***

The Port of Brisbane again had another successful trading year during 1988-89. The total throughput of cargo for the Port was in excess of 15 million tonnes. This represented an increase of more than 1 million tonnes over the previous year.

The composition of the Board changed during the year. The Honourable A. M. Hodges retired from the position of Executive Chairman and Mr A. J. W. George M.B.E. was appointed to the post. Captain J. Taylor and Mr D. Pye also retired from the Board. They were replaced by Mr B. M. Woods and Mr. N. J. Shepherd. A further appointment will be made following the untimely death of Captain P. Dann in June. He will be sadly missed.

Work on the building of the operations base at Whyte Island was at an advanced stage. On completion, the base, comprising an administration building and a workshop-store complex, will house the Authority's port services, field and dredging personnel, associated trades services and central store.

The dredger *Sir Thomas Hiley* was used in a number of experimental roles. She began placing sand off eroded ocean beaches in a program designed to build up sand on those beaches. At Weipa, the *Sir Thomas Hiley* trialled techniques aimed at reducing the cost of dredging.

The construction of a common user wharf (general cargo facility) on the Fisherman Islands commenced and a contract for the supply of piling was let.

The Port's pilots — formerly employed by the Department of Harbours and Marine — accepted a proposal to privatise their services and are now operating as Brisbane Marine Pilots Pty Ltd.



### **Bundaberg**

During the 1988-89 financial year, Bundaberg Port Authority activities predominantly centred on maintenance. Dredging was the principal activity using both Authority plant and hired equipment.

Capital expenditure was on the purchase of minor equipment only, including a new dredging bucket and the construction of a new venturi dredge. The dredge will be used for dredging under berths and other confined areas. Authority staff designed and constructed the new unit.

Approximately 584,000 tonnes of cargo was handled through the Port during 1988-89. A decrease in the amount of sugar shipped led to a slight decrease in cargo handled in relation to the previous financial year.

The Authority was pleased to note the granting of an investigation lease by the Land Administration Commission and the Department of Harbours and Marine, through their respective Ministers, for the development of the Burnett Heads Boat Harbour.

The Authority received enquiries for land and facilities to cater for new export trades through the Port of Bundaberg. These enquiries are being considered by the Authority. A project aimed at making the waterfront of the Burnett River more accessible to the public was the subject of further endeavours by the Authority during 1988-89.

### **Cairns**

Major seaport works by the Cairns Port Authority involved the expenditure of \$0.7 million to complete the Marlin Marina ancillary facilities, including a bund wall, services and approach walkways. A coach station and car park complex valued at \$1.4 million was completed to service the Marina.

Smiths Creek Stage 3 industrial subdivision was completed at a cost of \$437,000. The dredging of a mooring basin, an extension of Tingira Street and the installation of services cost a total of \$1.17 million.

Installation of hydraulic quarter winches upgraded the Authority's grab dredge at a cost of \$91,000. The purchase of a second hopper barge at a cost of \$176,000 provided additional service to the dredge.

The Authority further expanded its electrical distribution system at a cost of \$0.4 million.

The 1988-89 trading year was successful with approximately 1,140,800 tonnes of cargo being handled. This represented an increase of approximately 80,000 tonnes over the previous year.

### **Gladstone**

Transfield Pty Ltd continued work on a second berth at the Clinton Coal Facility for the Gladstone Port Authority. Work is due for completion in late 1989 and is expected to cost approximately \$17 million.

Planning commenced for an extensive environmental study to assess a proposed expansion of Port lands by up to 2,200 hectares to the west of the Calliope River. If the project is found to be environmentally acceptable, it will provide sufficient land for future industrial expansion which can take advantage of Gladstone's natural harbour.

In 1988-89, the Port handled a record tonnage of cargo. A total of 575 vessels handled approximately 28,963,000 million tonnes of cargo. This was 800,000 tonnes more than exported during the last financial year.

The growing popularity of the Gladstone Marina as a boating and tourism centre demanded an extension of services costing \$1.2 million.

Part of this cost included construction of a third finger of 50 pens. Moorings available to the general public now total 150, with 30 pens to meet the needs of charter boat operators. Extensions commenced to the service jetty to provide for expansion of the charter fleet and Heron Island Ferry Service.

Other costs were expended on servicing the industrial area of the Marina.

### **Gold Coast**

The Gold Coast Waterways Authority operates as a harbour authority for the waterways from the Queensland-New South Wales border to just north of the Logan River. Highlights of the Authority's operations are detailed in its separate annual report.

### **Mackay**

The Mackay Port Authority continued to expand and diversify its activities during 1988-89. The Authority is to take over the Mackay Airport in October 1989 following completion of negotiations with the Federal Government in June 1989. Substantial upgrading works will be funded by Commonwealth grants totally more than \$9 million, including the building of a new terminal on the opposite side of the runway and other works designed to enhance Mackay's status as a tourist destination. An industrial precinct is also proposed at the Airport.

Upgrading of Number 4 Berth (Langdon Container Berth) to a 120-metre long wharf face with a 20-metre wide apron commenced at an estimated cost of \$2.1 million. The upgrading is part of the program to replace Berths Number 2 and Number 3 (North and South Pier). The new facility will handle dry bulk cargoes using the existing 33.5-metre radius wharf crane. Pile driving and reinforced concrete decking work is being carried out by the Authority's day labour workforce.

Work also commenced on a \$70,000 upgrade of water mains in the vicinity of the oil terminals as a fire protection measure.

The grab dredge crane was replaced at a cost of \$537,000.

The grain export loading facility which was completed in the previous financial year was officially opened by the Premier, the Honourable Mike Ahern, M.L.A. on 13 September 1988.

The Port Authority continued to develop small craft facilities by seeking expressions of interest from developers in the proposed Coral Sea Haven Marine Project located 1.2 km north of Mackay Harbour. The Project attracted two expressions of interest from developers. It is hoped to have work on this 200-berth marina and associated tourist destination project underway in 1989-90.

Approximately 1,613,000 tonnes of cargo was handled through the Port of Mackay during the year. This represented an increase of more than 176,000 tonnes over the previous year.



The jetty at Palm Cove, north of Cairns, provides landing facilities for commercial and private small craft.

### **Rockhampton**

Cool Carriers Pty Ltd continued to increase the amount of frozen beef cargo handled through Port Alma during 1988–89. A total of 13,500 tonnes of beef was exported. This was an increase of 4,000 tonnes over the previous year. Bulk salt shipments to overseas and interstate destinations totalled 170,000 tonnes.

The amount of both calcium nitrate and petroleum products handled increased over the previous year. The former increased by 6,000 tonnes and the latter by 8,500 tonnes.

Total cargo handled by the Authority generally reflected volumes obtained during the previous year with an excess of 312,000 tonnes of cargo being shipped during the 1988–89 financial year.

### **Townsville**

The Authority did not undertake any major new works in the 1988–89 year. However, the Authority began negotiations with Queensland Nickel Pty Ltd on lease and licence agreements. When the lease and licence agreements are completed in the next financial year, Number 4 berth will be upgraded to handle the import of nickel ore.

Dredging was undertaken by the *Sir Thomas Hiley* to remove approximately 120,000 cubic metres of material from Platypus Channel. The total cost of dredging Platypus Channel, the swing basin and the wharf area amounted to \$1,315,000.

Wharves operating and maintenance tasks cost \$484,000 which included \$44,000 for concrete repairs and \$108,000 to upgrade freshwater and fire mains.

The Townsville Port Authority produced a strategic development plan focusing on the development of the eastern side of the Port of Townsville. The Authority also accepted a concept development plan for Ross Creek prepared by Mr L. Helber.

During the 1988–89 financial year in excess of 2,876,000 tonnes of cargo was handled through the Port. This represented an increase of approximately 400,000 tonnes over the total handled in the previous year.

## **Boating facilities planning and development**

The provision of waterfront facilities for small vessels is a major goal of Harbours Marine as there are nearly 100,000 registered private pleasure vessels and a significant number of small commercial passenger vessels operating in the State. Harbours Marine, through its Boating Infrastructure Planning and Development Program, undertakes a wide range of activities to improve and develop boating infrastructure to serve both the current and future needs of the owners of these vessels and the public generally.

### **Boating facilities development**

Harbours Marine contributes directly to the development of boating infrastructure through the Government-funded Boating Facilities Program. This Program constructs new boat launching ramps, jetties and pontoons, and maintains existing ramps, landings and navigation channels.

### **Boat launching ramps**

During 1988–89, 10 new boat launching ramps were completed and another five were upgraded. A summary of the numbers of boat launching ramps maintained and constructed in 1988–89 is listed in the section 'General Statistics'.

### **Public landings**

Two new public landings were constructed and a further two existing landings were accepted for ongoing maintenance at the Department's expense.

Harbours Marine continually works to rationalise the system of public landings throughout the State to improve the effectiveness of these facilities to the boating public. During 1988–89, rationalisation resulted in the removal of one jetty from the stock of facilities maintained at the Department's expense. Details of public landing facilities in Queensland are listed in the section 'General Statistics'.

### **Boat harbours**

The Department's program of providing boat harbours along the coast of Queensland has effectively been terminated, with the completion of a major dredging contract at Scarborough and the entering into of agreements with developers at Rosslyn Bay and Urangan to complete the public infrastructure for those harbours.



The large number of private marinas being planned along the State's coastline means that private funding has replaced the need for public funding of such facilities.

#### **Boating facilities planning**

In addition to the direct funding of works, Harbours Marine actively encourages and facilitates the development of boating infrastructure by other authorities and organisations. In line with the Government policy stated in the document *Quality Queensland* of facilitating 'private sector led economic development', the Department continued to encourage local authorities, port authorities and private firms to contribute to the provision of boating infrastructure. The Department continued to foster this process through the provision of planning advice and statistical data and by assisting where possible in obtaining approvals. As a result, there are an estimated 6,000 marina berths in 50 marinas throughout the State which have been provided by the private sector and port authorities, and many more projects are under consideration.

The most significant example of Government-private sector co-operation in the provision of boating infrastructure is the work commenced in 1988-89, and currently still in progress, at Rosslyn Bay Boat Harbour. A lessee is carrying out major development of both public and private boating facilities as the result of an agreement with Harbours Marine for the Department to contribute \$4.6 million to the overall scheme. During 1988-89, other significant events to make way for private sector development of boating facilities were the issue of a development lease to Sailport Pty Ltd for the construction of a tourist and marina development at Boathaven Bay, Airlie Beach, and the issue of a development lease to Shute Harbour Marina Pty Ltd for the development of a marina and associated facilities at Shute Harbour. Investigation commenced on a number of other proposals for leases to develop marinas and associated facilities. It is likely that many of these proposals will be approved.

While Harbours Marine is concerned to ensure that boating infrastructure is developed to meet demands where appropriate, the impact of developments on the natural habitat was also particularly important in 1988-89. The Department co-operated with and contributed to the Government's initiative announced in April 1989 to implement a coastal management program for the coast of Queensland, and the Department will continue to contribute actively to the implementation of such a management regime. In this, as in other matters, the Department will continue to implement the Government's policy of ensuring that development is carried out where appropriate and in line with responsible ecological and environmental principles to ensure the continued economic and social development of the State.

#### **Corporation boat harbours**

The Corporation Boat Harbours Program controls the Crown boat harbours situated at Mooloolaba, Snapper Creek, Urangan, Rosslyn Bay and Bowen for the promotion and benefit of recreational, tourist and associated business interests.

The major objective of the Program is to ensure that these harbours are managed and developed to provide the facilities and services necessary to cater for the needs, safety and benefit of harbour users. This includes the co-ordination of development, the leasing of both wet and dry lands and the rental of vessel moorings.

The harbours are self-funding. Income from by-law fees, from charges for the use of facilities and from land rentals received from businesses occupying harbour lands meets the cost of management, maintenance and minor development works. Major harbour works are funded through the Small Craft Facilities Program or from loans.

#### **Bowen**

The Harbours Corporation assumed management and control of the Bowen Boat Harbour when the Bowen Harbour Board was abolished in March 1985. Located at the northern end of the Whitsunday Island group in Edgumbe Bay, the Harbour is conveniently located within reach of the main town shopping area. A boat harbour controller supervises the Harbour.

The public facilities provided include two boat ramps, a jetty, 123 moorings, careening logs and motor vehicle parking. Services provided by harbour lessees include a slipway, ships chandlery, and fish receiving, processing and sales. The North Queensland Cruising Yacht Club opened a 32-berth marina during the year which adds to the mooring facilities provided by the Harbours Corporation.

Work commenced on a major tourist development in Magazine Creek, adjacent to the Boat Harbour. The development will include 335 marina berths, a hotel-motel, retail outlets and associated commercial facilities, and hotel units and tourist village accommodation.

#### **Mooloolaba**

The Mooloolaba Boat Harbour is situated 100 kilometres north of Brisbane and was established in 1968 along with the pilot station for the Port of Brisbane. The trained entrance of the Mooloolah River provides an all weather access to and from the Harbour.

The defined limits of the Harbour extend upstream from the Mooloolah River entrance to the mouth of Tuckers Creek. An on-site controller, located at the harbour's public jetty, supervises harbour activities.

The public facilities comprise river moorings, maintenance berths, boat ramps on opposite sides of the river and car trailer parking areas. The commercial operations in the Harbour consist of four fish receiving depots, slipway facilities and a 190-berth yacht club providing associated marina facilities and other boating services.

A wharf and marina complex opened in December 1988 and is part of a \$28 million harbour-side development conveniently located within walking distance of the Mooloolaba town centre and surfing beach. As well as providing high-standard berths for 108 vessels and associated services, the complex offers a range of restaurants, licensed facilities and 40 specialty shops. Construction commenced on an \$8 million underwater aquarium within the complex, with completion due in September 1989.



The Urangan Boat Harbour provides mooring and boat facilities for small craft owners.

During 1988–89, uncharacteristic shoaling in the Mooloolah River entrance developed. The Queensland Government Hydraulics Laboratory constructed a model of the River to study ways of overcoming the shoaling and navigation problems. The results of this study will also ensure that any new entrance works do not add to the erosion problems on the Mooloolaba Beach.

For the third year, the Harbours Corporation co-sponsored the Mooloolaba Yacht Club Australia Day Regatta held on the waters off Mooloolaba. The Regatta catered for a record number of vessels ranging from sabots to offshore keel vessels.

Harbours Marine initiated an investigation into the establishment of a maritime college within the former pilot station reserve to offer courses both within the State and overseas. The proposal which is based on guidelines established in the Government's *Quality Queensland* document is still under investigation.

#### **Rosslyn Bay**

The Harbours Corporation took over the management and control of the Rosslyn Bay Boat Harbour in July 1980. The Harbour is situated approximately 45 kilometres north east of Rockhampton and 7 kilometres south of Yeppoon. Many tourists travelling to the Keppel Group of Islands and the Great Keppel Island tourist resort pass through the Harbour. An on-site controller, located near the public landings, supervises harbour activities.

The public facilities provided include landings, moorings, a boat ramp and extensive motor vehicle parking areas. Lessees provide fuel sales, a tourist ferry terminal, a barge terminal, a yacht club, Coast Guard facilities, and fish receiving, processing and sales. A resort complex currently under construction will provide visitors with a motel, a restaurant, undercover parking and retail shops.

A joint Government–private enterprise project for the construction of new tourist and boating facilities was approved. The development will include a 350-berth marina, commercial cruiser facilities, vessel

repair facilities, a hotel, harbour-side villas and associated retail and service outlets. The cost of the project is estimated at \$25 million. Work commenced on Stage I of the project involving the construction of a western breakwater, the reclamation of 12 hectares of land from dredge spoil and the provision of services. Stage I is due for completion in January 1990.

#### **Snapper Creek (Tin Can Bay)**

In April 1975, the Harbours Corporation took responsibility for the management and control of the Snapper Creek Boat Harbour at Tin Can Bay. The Harbour is situated approximately 50 kilometres east of Gympie.

The public facilities include a jetty, moorings, boat ramps for small craft and a parking area for car and trailer units. Supervision of these facilities is provided on a part-time basis.

The Harbour also has a number of leases which provide services and facilities to the recreational boating public and commercial fishermen, including a 66-berth marina, a slipway, a kiosk, a Coast Guard base, fish receiving facilities and trawler berthing facilities.

#### **Urangan**

The management and control of the Urangan Boat Harbour was vested with the Harbours Corporation in July 1976. The harbour is situated approximately 40 kilometres south-east of Maryborough. An on-site controller, located at the Harbours Marine operations base, supervises harbour activities.

The public facilities consist of a public jetty, moorings, boat ramps, a barge ramp and motor vehicle parking areas. The commercial facilities currently include a kiosk, trawler supplies, ice works, fuel depot, slipway, small marina and boating services, and fish receiving facilities.

The Harbour is the home port for a number of tourist vessels. However, these numbers expand in September each year to cater for the influx of visitors to the region to watch the humpback whales which use the waters off Fraser Island as a transit destination during their migration to the South Pole.



Work is expected to commence in 1989-90 on a \$30 million tourist development. The development will include: 220 wet berths to replace the existing pile moorings, and preparation of 3 hectares at the northern end of the harbour for a hotel, holiday unit accommodation and harbour-related activities. Facilities for the tourist vessels will also be provided. The project will involve major dredging of the Harbour. The existing public concrete jetty will be removed and replaced with a public pontoon.

### Property administration

In 1988-89, the demand for waterfront land and land below the high water mark for commercial development continued to grow, reflecting the sound state of the marine industry.

Harbours Marine, through the Property Administration Program, provides advice on property related matters, administers the *Harbours Act* as it relates to land matters,

and acquires, disposes and leases property on behalf of the Harbours Corporation of Queensland and the Department.

Private enterprise is encouraged to participate in waterfront development through tenure issued by the Harbours Corporation in the form of either permissive occupancy, a licence to occupy or a lease. During 1988-89, the Corporation issued 18 permits, nine licences, and 10 leases. One lease was surrendered. This brings the total number of licences and leases on issue from the Corporation to 77 and 80 respectively. In the case of major developments, leases may be provided in three stages, i.e. investigation, development and operation. Major investigation, development and operation leases issued during 1988-89 included:

- marina and associated marine tourist facilities at Noosa;
- an aquarium complex at Mooloolaba;
- a marina resort at Urangan;
- motel resort at Rosslyn Bay;
- a marina resort at Bowen.

Port authorities other than the Harbours Corporation provide similar property tenure in their port areas. Approval is required from the Minister administering the *Harbours Act* for the leasing and licensing of harbour lands.

If tenure for land adjacent to foreshores or for land which in some way will impact on marine activities is issued from another agency, Harbours Marine provides or co-ordinates advice on proposals for use of any such land.

Advice and other administrative services are also provided by the Department to the various port authorities in relation to the practical operation of the *Harbours Act* with respect to land matters in general such as: the vesting of land, the assignment and mortgaging of leases and licences, and deeds of variation for existing leases.



*Boating enthusiasts launch their boats from the two-lane public ramp at the Town of Seventeen Seventy.*

## Engineering Services



Director Engineering Services Brian McGrath.

### Objectives 1988-89

- Meet requests from Departmental and external clients for engineering services within time and budget constraints.
- Process development approvals in a timely manner at minimum cost.
- Promote understanding of sound coastal management principles.
- Apply appropriate technology and training of personnel to ensure the highest level of quality in the service provided to clients.
- Recover operating costs from clients, including income from the State for services rendered to the State.

The Engineering Services Division provides a range of engineering services involved in the investigation, planning, design and construction of a variety of waterfront projects, for example, jetties, boat and barge ramps, navigation aids, towers, roads, moorings, breakwaters, dredging, vessel construction, pontoons and buildings.

The demand for such high-quality services increased during 1988-89 with the growth in residential, commercial, tourist and recreational development along the Queensland coast. In addition to providing these services to other divisions in the Department, Engineering Services received requests for its services from other Government departments, statutory authorities, consultants and other private organisations. The provision of such wide-ranging services assists in the efficient and balanced development of Queensland coast and its economy.

### Approvals

The Approvals Program receives, examines and processes applications for approval for the construction of structures, canal estates and reclamations; for the dredging of sand and gravel in tidal waters; and for any other work carried out below the high water mark.

The approval process involves checking that all works carried out below the high water mark meet the requirements of the statutes administered by the Department. The proper application of these requirements ensures that the coastline is developed in a responsible manner.

During 1988-89, the Approvals Program handled 483 requests for approval of works on tidal lands, 37 submissions relating to canal estate construction, 11 requests for approval of reclamations, and 24 submissions on the dredging of sand and gravel in tidal waters.

The sources of those submissions for approvals were:

- private applications — 286 (51.5 per cent)
- business sector — 183 (33 per cent)
- concepts — 2 (0.4 per cent)
- local authorities — 31 (5.6 per cent)
- port authorities — 18 (3.2 per cent)
- Harbours Corporation — 17 (3.1 per cent)
- miscellaneous — 18 (3.2 per cent)

The total number of submissions received was 555. This represented a 14 per cent increase over the previous year's total, reflecting the growth in building development in coastal areas.

The Program also provided advice to the public, local authorities and other Government departments on the provisions relating to development work below the high water mark in the *Harbours Act*, the *Marine Act* and the *Canals Act*. Requests were also received concerning records of existing approvals.



## Harbour works

The Harbour Works Program undertakes a wide range of projects involving the design, preparation of documentation and assessment of tenders for construction, maintenance or upgrading of waterfront facilities.

During 1988-89, the Program increased its design and specification activities as a response to client demands. It further encouraged the involvement of the private sector in relevant work through calling tenders for the completion of a range of projects. The awarding of the contracts facilitated growth in the private sector by drawing on expertise from that area to complete Departmental works. The total value of contracts arranged was \$16,700,000, an increase of 50 per cent over the previous year.

The Program finalised design and specifications so tenders could be called and contracts awarded for the Cairns Operations Base. The

specifications included buildings, services, paving and airconditioning system. A design for a new base for Thursday Island, including an office and workshops, was prepared.

The success of contracts for helicopter services to transfer pilots at the Ports of Hay Point and Gladstone led to new specifications for those services. A new contract was awarded for the Port of Hay Point as a result.

An anti-corrosion pile protection system for 849 piles of the Lucinda offshore wharf and trestle was specified but a contract was not proceeded with.

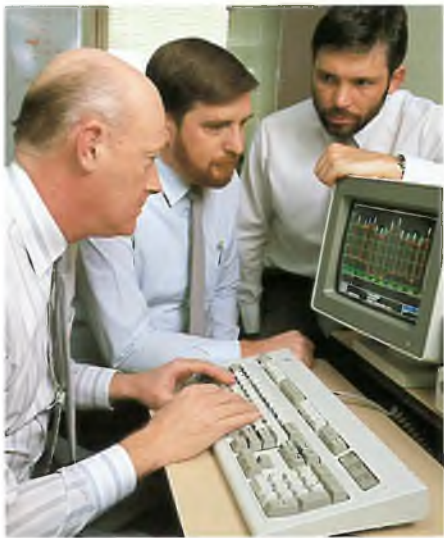
In line with the Department's goal to operate in the world market place to increase revenue for Queensland, Harbour Works worked with the Snowy Mountains Engineering Corporation to appraise options for a coal import port to service an Egyptian Power Station.

Other projects involving specification and design included:

- **wharves**
  - extensions for the main wharf at Thursday Island
  - building of a charter vessel wharf for Thursday Island
  - repairs for the wharves at Thursday Island
  - renovation of the power supply to Bowen wharves
- **buildings and general facilities**
  - extension of an office-workshop building at Bowen
  - restoration of the Hay Point Caravan Park
  - provision of parking areas for cars and buses at Mourilyan Harbour
  - upgrading of Boat Harbour Drive, Urangan
- **dredging**
  - dredging and reclamation of land for Scarborough Boat harbour
  - investigations into the cost of dredging Mourilyan Harbour entrance



*Engineer John Barff (left) examines the Woodside Tug Harbour model with Martin Butler of Riedel and Byrne, the company which commissioned the construction of the model.*



Engineers John Barff (left), David Robinson (centre) and Russell Murray (right) operate a numerical model to determine flood and tide heights in a tidal estuary.

- **jetties and boat ramps**

- repairs to the public jetty at Mooloolaba
- painting of low-level headstocks at Palm Cove Jetty
- improvements to the pile protection system for Palm Cove Jetty
- construction of the Toorbul Boat Ramp
- repairs to Brampton Island Jetty
- construction of the Thornton Beach Boat Ramp at Cape Tribulation
- construction of the Olympic Pool Boat Ramp at Southport
- repairs to Marlin Jetty at Cairns and Newell Jetty near Mossman

The Program continued to develop its expertise in computer-aided drafting and to improve the capabilities of its engineering software in order to provide a more efficient service to its clients.

### Contracts

The Contracts Program plays an important role in ensuring the highest level of service is provided on Departmental projects through the administration and supervision of contracts for engineering works.

During 1988-89, the administration of all Departmental contracts, with the exception of employment contracts for senior staff, became the responsibility of the Program. The Clerk Contracts position was transferred to the Program from the Administration Support Division.

The total value of construction works administered in 1988-89 was \$13,660,000.

Major contract administration and supervision was provided for works on the construction of Cairns Marine Operations Base, the deepening of Scarborough Harbour, dredging at Weipa and the supply of a Torres Strait Patrol Vessel.

Annual maintenance audits were carried for Harbours Corporation facilities at Weipa, Dalrymple Bay, Abbot Point, Cape Flattery and Mourilyan.

Other projects administered and supervised by the Program during 1988-89 included:

- **navigation aids**

- upgrading of beacons in Burnett River at Bundaberg
- upgrading of beacons at Townsville

- **jetties and wharves**

- demolition of sections of Number 1 and 2 wharves at Bowen
- maintenance on harbour facilities at Thursday Island
- concrete repairs to the Imperial Jetty at Southport
- concrete repairs to the Mooloolaba Jetty
- construction of the One Mile Boat Ramp
- construction of the Golden Beach and Mooloolaba Boat Ramps
- maintenance painting of the Palm Cove Jetty, Cairns

- **pontoons**

- construction of Daintree River Pontoon

- **dredging**

- dredging at Mourilyan and Bowen

- **roads**

- extension of Tingira Street, Cairns for the Cairns Operations Base

- **repairs**

- repairs to miscellaneous beacons in the Harbours Corporation port
- miscellaneous work for the Department of Community Services

### Coastal management

A major objective of the Engineering Services Division is to provide advice on coastal management principles so that developmental activities can be planned in a responsible way. The Coastal Management Program is responsible for carrying out a range of research projects and investigations into general coastal behaviour such as beach changes, and into the impact of proposed developments on coastal behaviour. The results of the research and investigations directly assist private enterprise by providing access to both facilities and data to allow them to plan developments on the



basis of sound environmental principles. The Queensland Government Hydraulics Laboratory undertakes coastal research. Management, technical and support services are provided to the Beach Protection Authority.

#### **Coastal research**

Engineers of the Coastal Management Program provide advice on hydraulic and morphological processes in estuaries and other tidal waters to various organisations. State-of-the-art mathematical modelling techniques and a range of other computer-based analyses are implemented to test these hydraulic and morphological processes. The Queensland Government Hydraulics Laboratory also provides physical modelling facilities to test the impact of development on these processes. The facilities of the Program provide a highly technical coastal development support service to allow proper care for our coastal resources. The Coastal Management Program undertook a range of projects during 1988-89.

Engineers commenced mathematical modelling of the river flows and sedimentation of the Burnett River on behalf of the Bundaberg Port Authority.

A physical model of the Mooloolah River entrance was developed to investigate the causes of sedimentation at the river entrance and to determine techniques to improve navigation. The investigation is continuing.

The sedimentation problem at the Lucinda Inshore Wharf was reviewed in order to determine its causes and the probable future progress of the sedimentation. The review also looked at techniques for dealing with the problem. The Program completed an evaluation of the effects of wave conditions on a proposed port development at Zafarana in Egypt for the importation of steaming coal.

Advice was provided to developers and management agencies on the effects on the coast and estuaries of projects proposed for the Coomera

River, Barron River, Tully River and Trinity Point, Cairns.

In 1988-89, the Queensland Government Hydraulics Laboratory set out to implement strategies to ensure it was serving its clients to the fullest possible extent. The Laboratory was equipped with a special computer-based model control system so private consultants could conduct their own model testing programs.

Key staff visited potential clients to improve communications and to better understand their needs. As a result of the visits, a range of projects was undertaken for engineering consultants.

The Laboratory constructed the Barron River Airport Bend Model for the Macdonald Wagner Group, consulting engineers for the Cairns Port Authority. The model tested the design of a river-bend truncation required to be built on the Barron River as a result of the extension of the main runway of the Cairns International Airport. The truncation



*The Port of Brisbane Authority's dredger Sir Thomas Hiley pumps sand as part of a trial beach nourishment program.*

was designed to compensate for the constriction of the Barron River floodway. The model was constructed in an outdoor river modelling basin at the Laboratory. Five automatic water level recorders on the model were connected to the Laboratory's GEDAP automatic model control and data acquisition computer system. The area modelled extended from the Cook Highway Bridge at Stratford to the river mouth and included Redden Creek. The model was operated by the consulting engineers with the assistance of laboratory staff.

Consulting Engineers Riedel and Byrne commissioned a model of Woodside Tug Harbour. The tug harbour is part of a supply base at Philip Point in Western Australia, and is being developed to provide cyclone protection for tug boats. The model study was required to determine how to optimise breakwater lengths and channel design while it also provided adequate wave protection at the tug berths during cyclones. The model tested the use of a dredged scallop adjacent to the approach channel, instead of a breakwater, to refract wave energy. The Laboratory's GEDAP model control system was used to generate random cyclonic waves. The consultants considered the random wave modelling essential to the success of the evaluation.

Riedel and Byrne also commissioned use of laboratory facilities to test a proposal for a deeper entrance channel and harbour basin for the Rosslyn Bay Boat Harbour near Yeppoon. The GEDAP model system generated both monochromatic and random waves to represent two storm conditions.

The Laboratory investigated solutions to frequent shoaling near the entrance to the Mooloolah Boat Harbour through the construction of a model. The model tested various proposed changes to the configuration of the entrance training walls to mitigate the problem while ensuring the works do not aggravate erosion on the Mooloolaba Spit beach. The study is continuing.

The rapid growth in development along the Queensland coast has led to a large number of proposals for multi-

million dollar resorts, many offering small craft marinas. The Laboratory received requests for the testing of breakwater and revetment designs related to these types of developments. As a result, the Laboratory constructed a random wave flume which was 30 metres long, 1 metre wide and 1.4 metres high. Engineering consultants Riedel and Byrne contributed to the development of the flume. The flume will be used to test the Boathaven Bay Resort Development and the revetment and breakwater design for other marina proposals.

A vital part of the operations of the Queensland Government Hydraulics Laboratory is the Instrument Section. The Section keeps the equipment used in data collection for the hydraulic investigations working accurately and efficiently. This technical backup is provided for models at the Laboratory and at wave recording and storm surge recording stations along the Queensland coast. In the case of the wave and surge recording the equipment operates in extreme climatic conditions, such as cyclones, for long periods without maintenance. The technical backup is provided to the Department, the Beach Protection Authority, several port authorities and some local authorities.

A major role for the equipment is in the recording of storm surges caused by tropical cyclones. These records are invaluable in assessing the possible coastal damage which may be caused by the storm surges. This knowledge is used in planning for emergencies which may arise as a result of the damage.

During 1988-89, equipment provided through the Instrument Section to the Beach Protection Authority was used to evaluate the damage caused by storm surges associated with four cyclones: Harry, Aivu, Meena and Ernie.

At 30 June 1989, 30 wave recording stations were operating along the Queensland coast. A total of 21 storm surge gauges were available to assist the State Emergency Service and the Bureau of Meteorology with their storm surge warning systems.

### Beach management

In 1988-89, Harbours Marine's Coastal Management Program assisted the Beach Protection Authority with advice and expertise on a range of projects and demonstrations including:

- investigations into coastal behaviour from Urangan in Hervey Bay to the Kolan River in Gooburrum Shire;
- comprehensive investigations into coastal behaviour on Green Island, a coral cay;
- sand placement trial near the surf zone to nourish Kings Beach, Caloundra;
- sand placement trial on beaches at Tea Tree and Granite Bays near Noosa Beach to evaluate the role of those beaches as feeder beaches to Noosa Beach;
- a demonstration of techniques to re-establish a stable frontal dune system on South Waddy Beach, Fraser Island;
- a beach nourishment program at Bilinga on the Gold Coast;
- planning for a dune restoration program at Kinka Beach in the Livingstone Shire.

All these projects will assist in the restoration of the damaged beaches. The results of the projects will also provide valuable data to assist with future beach restoration work and to assist with preventing of damage to other beaches.



## Administration Support



Manager Administration Support John Birgan

### Objectives 1988–89

- Enhance the efficiency and effectiveness of operational systems through the provision of appropriate legislation, administrative policies and practices, and personnel policies and services.
- Facilitate financial management decisions based on up-to-date, accurate and relevant management information.
- Undertake the efficient collection and expenditure of monies to ensure the maximum revenue for the Department.
- Provide an effective commercial service to the public.

Harbours Marine's corporate direction identified management and planning as key strategies in ensuring the Department continues to enhance the State's economic and social development, particularly in a changing environment. During 1988–89, the Administration Support Division took over the role of providing continuing support for management and planning excellence in Harbours Marine through executive, legislative, personnel, accounting, and office services. Information technology played a major role in improving the efficiency and effectiveness of administrative support to operational areas of the Department which provide direct client services.

### Executive services

The Executive Services Program provides an executive support to the Director of the Department of Harbours and Marine and the Manager of the Administrative Support Division on such matters as:

- special investigations;
- briefing notes for conferences and meetings;
- preparation of draft regulations;
- investigating, reporting and advising on amendments to acts and regulations administered by Harbours Marine;
- the provision of advice to the Department and port authorities on financial, legislative and administrative matters.

The Program is also responsible for the preparation of the revenue and expenditure estimates, including a five-year capital works program, and the annual review of the fees and charges for Departmental services. Executive Services analyses current year budget results and the Department's financial management information system to provide up-to-date information to allow the evaluation of Harbours Marine performance in providing an effective and cost-efficient service to its clients.

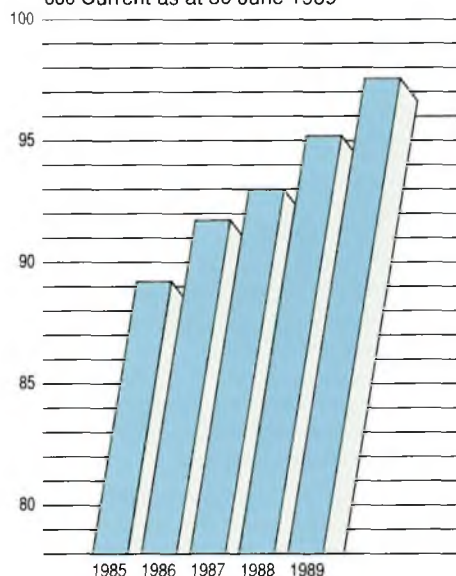
On 1 July 1988, Harbours Marine became a trust-funded department. Revenue earned by the Department is now retained by the Department and put back into the marine industry through the various services. This new financial arrangement brought with it responsibility for a number of areas of expenditure previously looked after by other departments such as Works and Treasury. This change allows Harbours Marine to identify in its financial reporting all costs associated with Departmental operations.

During 1988–89, Harbours Marine embraced the Government's 'user pays' principle and determined objectives for the Department to achieve self-sufficiency in all service delivery areas by 30 June 1993. The Department also adopted a program-based management system.

In 1988–89, the Program commenced a review of the financial management reporting structure and system to evaluate its effectiveness in a program-based management system. The review identified the need for electronic

### Private Pleasure Vessel Registrations

'000 Current as at 30 June 1989



reporting of financial performance through a network of computer terminals with on-line access to the financial management information system. When fully implemented, this system will provide better management information through easier access financial data in a format that will be suitable for decision making, strategic planning and evaluation of services provided to clients.

The Executive Services Program also set in place objectives to guide the development of a financial model of the Department. This model will assist in budget preparation, in forecasting financial results under differing circumstances and in planning for future financial requirements to meet Departmental objectives.

### Legislative services

Legislation relating to the operations of Harbours Marine is continually reviewed to meet the needs of the marine industry and recreational users of Queensland's coastal resources.

On 5 May 1989, the *Harbours Act* and *Other Acts Amendment Act 1989* received Vice Regal assent. A principal amendment to the *Harbours Act* clarified the extent to which harbour works comprising an artificial channel or lake may be carried out under the *Harbours Act* rather than under other legislation, particularly the *Canals Act 1958-1987*.

Additional amendments to the *Harbours Act*, the *Gold Coast Waterways Authority Act 1979-1987* and the *Port of Brisbane Authority Act 1976-1987* revised a number of accounting and auditing practices to comply with recent changes to the *Financial Administration and Audit Act*. These amendments removed the overlap in financial reporting requirements.

The Department continued to implement the recommendations of the Savage Committee through Stage Three of the Regulation Revocation Program. This stage involved the review of subordinate legislation made after 30 June 1975 and before or on 30 June 1986. Much of this legislation was retained with minor

amendment only. Due to the amount of legislation involved and time constraints, it was necessary to exempt a number of regulations and by-laws from the provisions of the *Regulatory Reform Act 1986*.

Legislative Services completed a major review of the Motor Boat and Motor Vessel Regulations 1975, Navigation (Equipment of Pleasure Yachts) Regulations of 1971 and Navigation (Air Cushion Vehicle) Regulations 1972 to determine separate and comprehensive regulations for private and commercial vessels. These regulations will provide vessel owners with clear details for the safety and equipment requirements for each category of vessel.

### Office services

The Office Services Program provides centralised records management, keyboarding, motor vehicle control, document copying, and despatch, courier and car pool services. These services provided essential support to the operational activities of Harbours Marine during 1988-89.

Office Services became responsible for establishing a Departmental assets register. When completed, the assets register will incorporate all Departmental assets, including those already contained in the Plant and Equipment Register maintained by Office Services. The Program also took responsibility for accommodation services, both office and residential, and the management of the Department's use of energy resources. Liaison was undertaken with Works Department on energy resource management.

Maintenance continued on office machines and equipment to ensure reliability of the services provided by the Program. The greater efficiency available from new technology led to upgrading of machines and equipment where appropriate. Because of increasing demand from divisions for large copying jobs, the Program began procedures to upgrade the Department's main photocopier which produces an average of 160,000 copies per month.



## Personnel services

The Personnel Services Program is responsible for providing specialist knowledge, advice and services to managers on the implementation of Harbours Marine policies and objectives relating to people at work and their relationship to the Department. This role is carried out in consultation with the Director. In addition to assisting managers to manage their human resources for greater efficiency in the organisation, high priority is given to staff conditions such as the livelihood of staff, their working conditions, security of employment, personal development and reward. Both areas are seen as complementary roles in improving the effectiveness and efficiency of Departmental services.

In 1988-89, the development of the Computerised Leave Management System provided a major advance in personnel services. The system allowed significant labour savings by removing the need for leave files and reducing the time to process leave applications.

Personnel Services continued to be involved in a number of staff placement programs conducted through the Queensland Government, including the Australian Traineeship System, the Disabled Persons Program and the Commonwealth Work Therapy Program. These programs provided unemployed youth with valuable work experience while providing the Department with enthusiastic, additional staff for short periods of time. Harbours Marine also participated in the Work Experience Program for high school students.

Involvement in the establishment and review of rates of pay and conditions of employment continued to be a high priority. However, the 1988 State Wage Decision of Award Restructuring brought about significant changes in the Department's industrial relations. Now employers and unions are working together more closely to restructure awards which will allow workplace reform and improve productivity. The changes will provide better career options for employees by offering opportunities for multiskilling in the workplace.

## Accounting services

The Accounting Services Program is responsible for the collection of revenue, the purchasing of goods and services, the maintenance of the Government computer accounting system 'Management Science America' (MSA), the private pleasure vessel registration system for Queensland, and the payment of accounts, salaries and wages.

During 1988-89, Accounting Services was given responsibility for the administration of the new Departmental store at Pinkenba Field Operations Base and for Departmental stationery supplies. The Executive Services Program took over responsibility for budget co-ordination and reporting.

Work commenced on the upgrading of several systems to improve the efficiency of accounting practices which, in turn, would provide clients with direct, fast access to financial services.

The development of on-line access to the Private Pleasure Vessel Registration System was commenced. Head Office will be the first to come on line during 1989-90, with the outports coming on line as the final stage of the project. When completed, the system will increase the speed with which registrations are issued to clients.

The upgrading of the TNT Payroll System to Series 7 improved the efficiency of the payment of wages. The new system decreased processing time and increased capacity for accessing information through better reporting procedures. The TNT Payroll System and the Central Pay Office Salary System were connected electronically to the Government accounting system (MSA) to allow the transfer of data. This saved considerable staff time by replacing manual input procedures.

Planning commenced on a computer-based inventory system for the Departmental store at Pinkenba.

Planning of a sundry debtors system also commenced with the aim of producing a system to provide invoicing and on-line information on payments for clients.

Harbours Marine began accepting Bankcard and Mastercard in Head Office for the payment of registrations and publication purchases. This initiative improved client access to Departmental services by giving them more convenient payment options.

The Program acquired word processing facilities to speed the processing of documentation.

Throughout the year, staff attended customer relations courses to provide them with skills to improve the direct service provided to clients.

## Corporate Services



Director Corporate Services John Hocken.

### Objectives 1988-89

- Facilitate the marketing of Queensland's marine-based industries and services by providing a marketing consultancy service to both the private sector and the Department which is consistent with Government policy on development of markets for both the public and private sector.
- Ensure the general public and clients see the Department as providing value for money services.
- Support voluntary marine rescue organisations.
- Increase coastal protection and personal safety through public boating education and extension activities.
- Enhance the strategic management and planning of Harbours Marine and the efficiency and effectiveness of its operational systems by the provision of an internal management consultancy service, a computer strategic plan and a human resource development program.
- Provide an efficient library service to both internal and external client.
- Provide up-to-date boating safety charts and products.

The operations of Harbours Marine affects directly a range of clients, including the boating public, local authorities, other State government departments and the marine industry, and indirectly the general public. The Corporate Services Division undertakes activities to create closer links between Harbours Marine and all those people directly and indirectly affected by its operations. As a matter of priority, the Division provides marketing support to marine-based industries to assist them in selling their products both domestically and internationally. This service not only helps those industries but also aids the growth in Queensland's economy. Improving safety on the navigable waters of Queensland is fostered through

a comprehensive boating safety education program and support for voluntary rescue organisations. Safe and enjoyable boating is also promoted through the preparation and revision of boating safety charts which provide the boating public with up-to-date geographic information on our coastal waters. The Division also organises a comprehensive program of promotional activities to inform Queenslanders about the services and activities of Harbours Marine. Feedback on clients' needs and their views on service delivery by the Department are sought through the Division. Through its consulting role, the Division provides other divisions with assistance to improve the effectiveness and efficiency of program management.

### International marketing

The international market for marine services and products is a key target of this Department's Marine Industry Development Program. Participation in this market has the potential to generate increased wealth for this State and new job opportunities.

In order to facilitate market entry, the Honourable Don Neal, M.L.A., led two trade delegations to Asia during the year. The first, in late 1988, involved the Minister leading representatives from Queensland's boat manufacturing industry to Japan. The visit demonstrated to Japanese boat retailing agents the Queensland Government's support for the luxury boat manufacturing industry in Queensland and encouraged Japanese agents to promote boats manufactured in Queensland to the growing recreational boating market in Japan. The delegation subsequently visited Malaysia and Indonesia to explore markets for the sale of engineering consultancy skills, maritime education services and navigation aids.

A second delegation in March 1989 visited Indonesia, Thailand and Japan to consolidate relationships established during the first visit and to open other markets for Queensland's marine-based industries through discussions with government and port authority officials in those countries.



Both delegations were very successful and produced practical results for Queensland's marine-based industries. As a result of the support shown by the Queensland Government to the State's boat manufacturers, there has been increased interest by more Japanese agents to import Queensland boats. Discussions were held in Japan regarding the development of sister port relationships between Queensland and Japan which would be of mutual benefit for both countries.

Negotiations in Indonesia culminated in the visit to Brisbane in June 1989 by representatives of Indonesia's Department of Sea Communications and Public Port Corporation II in Jakarta. The purpose of the visit was to sign a memorandum of understanding between the Department of Harbours and Marine and Perusahaan Umum Pelabuhan II (Public Port Corporation II). Public Port Corporation II is a Government-owned corporation and

is the port authority which controls all public ports in West Sumatera, Jambi, Bengkulu, South Sumatera, Lampung, West Kalimantan, DKI Jakarta and West Java.

The memorandum of understanding agrees to co-operate to:

- exchange information and consult on all problems and questions related to port operations, management and technology;
- exchange technical information and personal expertise on matters relating to planning and development of bulk cargo terminals;
- exchange information on and expertise in training personnel, research and study;
- jointly promote the expansion of commercial and industrial activities between Public Port Corporation II and Queensland.

The Marine Industry Development Program was also active in marketing the products and services of Harbours Marine. In 1988-89, the Program

developed specific marketing plans for the Queensland Government Hydraulics Laboratory and for Harbours Marine navigation aids technology. The Hydraulics Laboratory is now handling a record number of models for private enterprise. Navigation aids were sold to Mesima Island in New Guinea as a forerunner to an increased international marketing effort.

#### **Coastal consultancy project**

The Queensland Government's document *Quality Queensland* emphasised the Government's role in a 'market facilitation' strategy that would encourage private sector involvement in new economic activity. In line with this role, Harbours Marine further developed during 1988-89 the concept of a combined coastal consultancy service to win international commissions for the purpose of bringing increased revenue to Queensland. The Department envisaged that the concept would combine the best



*The catamaran being built at an North Queensland engineering works is one of the many types of vessels for which Harbours Marine provides international marketing assistance.*



The Minister for Water Resources and Maritime Services, the Honourable Don Neal (second from left); the Member for Nerang, Mr Tom Hynd (left); and the Member for Southport, Mr Mick Veivers (second from right), present a cheque to Ron Findlater, representing the Queensland Surf Rescue, to assist in the operations of helicopter rescue services.

professional services, both public and private sector, available in the State.

The concept proved attractive to the private sector with the result that a group of consultants decided to concentrate their international marketing efforts through a new company specifically set up for that purpose.

The final agreement to form the new company will be signed early in 1989-90. The company will be called Coastal Consultancy International Pty Ltd, and will combine the experience of a group of well-established and highly respected consultants from Queensland's private sector with technical expertise of Harbours Marine. Private enterprise will lead the company of five equity holders which include Harbours Marine.

The participating consultants will be Burchill Bate Parker and Partners Pty Ltd, Winders Barlow and Morrison Pty Ltd, Cullen Grummitt and Roe Pty Ltd and Mapping and Hydrographic Surveys.

The company will be offering high-quality, professional consulting services in South East Asia and the Pacific Rim Basin countries. A long-term approach to market penetration is planned taking full advantage of the broad range of skills able to be supplied through the company and also Government marketing support.

Although Harbours Marine will initially be an equity holder, private enterprise equity holders will be given an opportunity to buy out Harbours Marine's share holding at a later date.

### Corporate image

In keeping with sound management principles, the Department reviewed its current policies in light of government policies and existing and future incumbent forces. The result of this activity was the issue of the document *Corporate Direction* in January 1989.

This document forms the basis of the corporate planning process and provides staff with direct information about the Department's purpose, key government policies which impact on the Department, Departmental goals,

strategies and 10 basic management principles. These management principles are:

- Do that which is essential for our clients — be client driven not resource driven.
- Be solution oriented — we can do — and instil this philosophy at all levels in the organisation.
- Have a minimum number of levels of management, preferably no more than five, between the apex of the organisation and base operations.
- Have a single manager or person accountable for a complete task.
- Ensure delegation of power and authority as close to the workplace as possible.
- Encourage autonomy, responsibility, effective communication and personal growth at all levels in a climate of equity.
- Organise work in a way that ensures efficiency and allows measurement or comparison of performance.
- Establish a climate where technical excellence and innovation is actively encouraged and rewarded, and channelled into productive areas to benefit Harbours Marine clients.
- Establish a climate where organisational excellence is encouraged — where efficiency is encouraged and rewarded.
- Eliminate any unsafe practices and encourage staff at all levels to recognise health and safety issues.

In *Corporate Direction*, the quality of staff skills and staff moral were recognised as playing an important role in both communicating with clients and in providing the highest standard of service to Harbours Marine clients.

Staff training courses were provided to enhance the quality of personal service provided to clients of the Department. Procedures were also put in place to get regular feedback on the level of customer attention and services.

A designer range of staff uniforms was also prepared for sale to staff as a way of enhancing their role as representatives of the new corporate structure.



### Corporate liaison activities

The Client Liaison Program initiated involvement in a range of community programs and activities to build understanding of and support for Harbours Marine services to its clients and the general public.

World Expo 88 with its central theme of Leisure in the Age of Technology and its positioning on the south bank of the Brisbane River highlighted the growing popularity of water-based leisure activities in Queensland. This was also reflected in the increasing numbers of patrons who journeyed to and from the Expo site by water-based transport.

Close co-operation developed between Harbours Marine and the Queensland Maritime Museum during Expo 88. The Department erected a building in the grounds of the Museum at South Brisbane to display a comprehensive array of historical navigation aids and services. Following the completion of Expo, the Department handed this facility over to the trustees of

the Maritime Museum. The building was named the Winifred Davenport Centre to commemorate the life work of Miss Winifred Davenport, a Departmental Engineer, who retired from the Department in early 1989 after 38 years service.

To further assist clients in the payment of their boat registration renewals and other service fees to the Department, a system of payment through either Bankcard or Mastercard was introduced.

The Department once again had a high profile at the 1988 Royal National Association Exhibition in Brisbane, as well as providing important information service displays at various country shows throughout the State.

In keeping with Harbours Marine aim of working closely with other corporate and community organisations, the Department played a major role in the 1988 Brisbane Boat Show in September 1988 as a co-sponsor. This event attracted over 66,000 people of all ages and through

its direct representation, Harbours Marine was able to promote its ongoing message of responsibility on the navigable waters of Queensland through safe boating.

The *Queensland Tide Tables 1989* was again well received by both amateur and professional boating interests. Its print run of 30,000 copies sold out.

The Department continued to support the important work of voluntary marine rescue organisations and the Surf Life Saving movement through the State Government subsidy scheme.

### Awards

Public and business recognition of the high standard of the Department's information and educational programs was reflected in the number of awards it received throughout the year. These included:

- The V.I.P. display located in the Queensland Pavilion at Expo 88 won a prize for the 'Best Self Promotion' at the Brisbane Advertising Club's Annual Awards.



*Expo 88 visitors examine the Harbours Marine display in the Winifred Davenport Centre in the grounds of the Maritime Museum.*



*The Marine Gang, a joint Sea World-Harbours Marine project, provides education on boating safety and the marine environment to children.*

- A promotional display at Darling Harbour in Sydney showing Queensland's range of navigation aids won an award for the best display.
- The Department won 'Best Stand of 100 square metres or less' at Brisbane Boat Show in September 1988.
- The 1987-88 Harbours Marine Annual Report won an 'Award of Merit' at the Institute of Internal Auditors Annual Report Awards. It also gained 'Runner-up' in the Most Readable Category.

### **Boating safety education**

Harbours Marine continues to be committed to educate the marine community in safety awareness and in rules and regulations that ensure that safety.

Comprehensive boating safety education continued in 1988-89 through the Client Liaison Program in co-operation with the Boating and Fisheries Patrol.

Regular contact with all sections of the media provided wide and regular promotion of boating safety matters to the general public. Special media campaigns involving extensive television, press and radio advertising were organised during the peak periods of usage of the waterways during Easter and Christmas.

Other formats, such as personal contact, exhibits and displays, brochures and posters, lectures, special projects and promotional material, were also used to make the boating public more aware of the need for safety on the water.

A total of 23 displays and safety exhibits promoted boating safety at regional agricultural and boat shows and shopping centres throughout the State.

Harbours Marine combined with marine volunteer rescue organisations to hold a series of boating safety days.

Lectures to schools continued. Harbour Marine boating education officers worked with Sea World to develop the concept for a new schools program to make young school children more aware of the marine

environment. The Harbours Marine-Sea World Marine Gang is a group of costume characters which presents plays with boating safety and environmental themes to primary school children. The group includes the Department's boating safety character 'Norm'. The Gang began a comprehensive program of school tours.

### **Consulting services**

Harbours Marine's corporate document *Corporate Direction* recognised organisational excellence in management and planning as a key factor in ensuring the Department's activities continue to meet the needs of its clients. The direction identified increasing the efficiency of procedures and developing human resources as key strategies to achieve that excellence.

The Consulting Services Program reviews procedures and provides sound practical advice to managers to improve efficiency and effectiveness in financial management, in the use of information technology, in management techniques and in developing staff to achieve Departmental goals.

### **Information technology consultancy**

The application of information technology in Harbours Marine developed significantly in 1988-1989 to assist the operational areas throughout the Department improve their services to clients.

During April-May 1989, Harbours Marine's first mini-computer, a MIPS M1000, was installed in Head Office at Mineral House. Initially, this computer is being used for the development of major information systems at Head Office. Eventually these systems will operate at all major Departmental ports and district offices.

A general cash receipting information system was developed for use in the Department's Mineral House 'one-stop' shop which is due to be opened in the 1989-90 financial year. This will provide faster, more accurate records of sales to both clients and the Department.



Communications facilities were enhanced with the installation of a local area network to provide access from various areas of the Department to a range of centralised information systems.

Four training courses were held to familiarise staff with the use of computers.

To ensure Harbours Marine's approach to information technology was the most efficient to meet its needs, a review of information technology functions was undertaken by an external consultant in early 1989. As a result, various recommendations pertaining to improvement of technical and commercial services to provide a better service to clients generally were submitted to the Directorate. The Directorate accepted the recommendations and they will begin being implemented in the new financial year.

**Financial management consultancy**  
Financial management consultancy

was initiated late in the 1988–89 financial year to enhance the internal management consultancy already provided.

The objective of this consultancy is to assist managers to improve the operational performance of their financial systems.

A financial management systems audit throughout the Department was proposed for the gathering of data to allow the designing of financial management information systems to meet the planning needs of managers. This proposal was approved.

**Human resource management consultancy**

The human resource management consultancy aims to maximise the effectiveness and efficiency of staff deployment within the Department by developing suitable policies and managing projects to address needs selected as high priority.

During 1988–89, the consultancy made major advances to enhance

staff development. New requirements were added to position descriptions to upgrade job documentation. The new position descriptions will provide the basis for staff development, performance appraisal, career planning, job evaluation and other activities considered essential for cost-effective and progressive utilisation of staff.

Harbours Marine implemented the new Government standard job evaluation methodology (Cullen Egan Dell) to remove anomalies in the accountabilities of each job and establish fair remuneration for those jobs.

The *Human Resource Management Direction* document was drafted and included uniform policies on the management of all staff issues. These policies anticipate changes in the Department's staff requirements to achieve its corporate goals in a dynamic environment.



*From Left to Right:  
Project Manager, Discovery Bay Developments  
Pty Ltd, Barry Harvey, discusses The  
Broadwater to Sanctuary Cove Resort chart,  
funded by the company, with Harbours Marine  
cartographers, Wayne Bagnell, Vicki May and  
Joe Foggato.*

### Management consultancy

The management consultancy service has the objective of maximising the effectiveness and efficiency of the Department's management by improving its operational systems and its techniques.

During 1988-89, projects undertaken included the development of new management systems, and the review and improvement of existing systems.

Program management was introduced into the Department. As part of this, managers were assisted by management consultancy to identify what they wanted to achieve in the next financial year and how they could measure that achievement.

A rationalisation of the Department's stores systems located at the Field Operations Base at Pinkenba was completed and at the same time, improvements were introduced to the management of the Base. The many services provided by this Base continue to improve.

Other management consultancy projects included:

- the establishment of a career structure for administrative assistants;
- a review of the management of the Boating and Fisheries Patrol in line with future needs for the Patrol;
- the investigation of an associate diploma course for Boating and Fisheries Patrol officers.

### Boating safety charts

The Cartography and Graphic Design Program continued to produce high-quality boating safety charts to provide the public with access to detailed geographic and navigational information on popular boating areas in Queensland. The boating safety charts continued to be popular with the public, with over 19,000 charts distributed in 1988-89.

The Department continued to cater for the needs of the boating public by providing two new charts. The first new chart *Moreton Bay — Southport to Caloundra* was released at the 1988 Brisbane Boat Show. It included the new design features of additional

boating safety information of this popular boating area. The additional boating safety information will be included in all new charts.

Cartographers used computer graphics extensively in the production of the new charts.

A major initiative by the Program was the joint production with private enterprise of the second new chart in March 1989. The developers of Sanctuary Cove provided funds towards the production and printing of the chart *The Broadwater to Sanctuary Cove Resort* with the full support of the Boating Industry Association. The new chart covers the southern section of the Coomera River.

Three existing charts were revised. A total of 15 charts are now maintained by the Program.

The excellence of Harbours Marine's boating safety charts was recognised by the cartographic industry during 1988-89. The chart *Lower Brisbane River and Approaches* won a National Award for Cartographic Excellence in Thematic Cartography. Another chart *Moreton Bay — Southport to Caloundra* won a State Award for Excellence in Cartography.

### Library services

During 1988-89, the Library Program continued to provide a reference and loan service to both Departmental and external clients.

Many engineering consulting firms were provided access to the excellent coastal management collection held in the Harbours Marine library.

A broad collection of reference texts and serial publications were provided to cover the needs of the many different specialist staff in the Department.

The Library also introduced a new system for cataloguing and storing video tapes, films and sound cassettes in order to provide easier access to those resources.



## Financial Statements

### Purpose and Scope of Financial Statements 1988–89

The Department's financial statements on the following pages can be broadly dissected into three groups. The first three statements provide financial summaries of the transactions for the 1988–89 financial year for three of the Trust and Special Funds which the Department operates.

The second series of financial statements are in relation to the Harbours Corporation Fund which is the fourth Trust and Special fund which the Department operates. These statements are prepared by the Director and certified by the Auditor-General in accordance with Section 40 of the *Financial Administration and Audit Act 1977–1988*. A purpose and scope statement for the Harbours Corporation Fund precedes the financial statements for that fund.

The third series of financial statements are in relation to the Trustees of the Harbour Boards Debt Redemption Fund. A purpose and scope statement for this fund precedes the financial statements.

### Funds

In accordance with the requirements of the *Constitution Act of 1867* and *Financial Administration and Audit Act 1977–88*, financial transactions are recorded in two funds, the Consolidated Revenue Fund and the Trust and Special Funds.

#### Consolidated Revenue Fund

This fund is used purely to record the transactions relating to the State funding of certain programs administered by the Department. Money is periodically transferred from Consolidated Revenue Fund to the Harbours Marine Fund to meet commitments as they occur in the latter fund. Expenditure in the Consolidated Revenue Fund amounted to \$17,735,810 in the 1988–89 financial year.

#### Trust and Special Funds

The Department maintains four funds under this category: the Harbours Marine Fund, Harbours Corporation Fund, Beach Protection Authority Fund and Quarantine Incineration Fund.

The Quarantine Incineration Fund is established for the purpose of recording revenue and expenditure associated with the operations of the Commonwealth funded quarantine incineration service in Queensland ports.

The Beach Protection Authority Fund is established for the purpose of recording revenue and expenditure associated with the operations and functions of the Beach Protection Authority. Financial Statements for this Fund are also included in the Annual Report of the Authority.

The Harbours Corporation Fund is established for the purpose of recording revenue and expenditure associated with the operations of those ports and harbours for which a port authority has not been constituted.

The Harbours Marine Fund is established for the purpose of recording revenue and expenditure associated with the operation of the Department and the provision of services such as pilotage, navigation aids, boating and fisheries patrol, marine surveys, hydrographic surveys and the support functions of administration and engineering.

## Quarantine Incineration Fund Financial Summary

	1988-89 \$'000
Balance 1 July 1988	27
<b>Receipts</b>	
Commonwealth receipts	1,053
<b>Total receipts</b>	<b>1,053</b>
<b>Expenditure</b>	
Operating, replacement and maintenance expenses etc.	560
<b>Total expenditure</b>	<b>560</b>
Balance 30 June 1989	520

## Beach Protection Authority Fund Financial Summary

Balance 1 July 1988	1
<b>Receipts</b>	
Contribution from Consolidated Revenue Fund	2,693
Other income	22
<b>Total receipts</b>	<b>2,715</b>
<b>Expenditure</b>	
Salaries	445
Contingencies	2,003
<b>Total expenditure</b>	<b>2,448</b>
Balance 30 June 1989	268

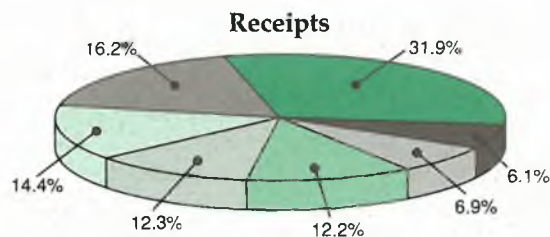


## Harbours Marine Fund Financial Summary

	1988-89 \$'000
<b>Balance 1 July 1988</b>	<b>Nil</b>
<b>Receipts</b>	
Commonwealth payments:	
Fisheries	284
Grant on behalf of Mackay Airport*	9,300
Regulatory fees:	
Registration of private pleasure vessels	4,134
Registration and survey — commercial vessels	842
Harbours Act and Canals Act approvals	375
Royalties on sand and gravel	1,054
Rent on Government buildings	37
Interest on fund balance	581
Receipts for goods and services:	
Conservancy dues	11,137
Pilotage	12,571
Commission	1
Saleable Publications	285
Queensland Government levy on port authorities	9,494
Miscellaneous Receipts	1,496
Sale of Government property	1,303
Special grants from treasury	24,744
<b>Total receipts</b>	<b>77,638</b>
<b>* The Queensland Government agreed to hold moneys payable by the Commonwealth to the Mackay Port Authority for and on behalf of the Authority until such time as the airport is transferred to the Port Authority.</b>	
<b>Expenditure</b>	
Salaries and operating costs:	
Administration Support Divison	6,101
Marine Operations Division	26,277
Engineering Services Division	3,564
Corporate Services Division	1,536
Boating Facilities and Port Strategy†	1,244
Capital works	8,002
Special allocations:	
Amount Credited to Beach Protection Authority Fund	2,693
Assistance to Gold Coast Waterways Authority for amortisation of borrowings	6,955
Endowments to surf clubs and volunteer rescue organisations	2,836
<b>Total expenditure</b>	<b>59,208</b>
<b>Balance 30 June 1989</b>	<b>18,430</b>
Balance at 30 June comprised:	
Money held on behalf of Mackay Port Authority in relation to transfer of Mackay Airport to the Authority	9,300
Carry over capital commitments	5,304
Reserve for accrued employee entitlements, e.g. Long Service Leave, Recreation Leave and other contingencies	3,826
<b>Total</b>	<b>\$18,430</b>

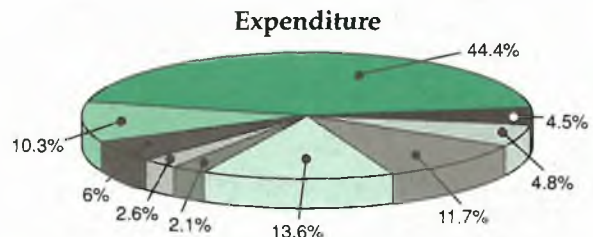
† Part of the Port and Property Management Division funded mainly from Harbours Corporation Fund.

## Harbours Marine Fund Receipts and Expenditure — 1988-89



### Receipts

- Grants from Government Sources
- Pilotage
- Conservancy Dues
- Commonwealth Payments
- Port Authority Levy
- Regulatory Fees
- Other



### Expenditure

- Marine Operations Division
- Administration Support Division
- Engineering Services Division
- Corporate Services Division
- Boating Facilities and Port Strategy
- Capital Works
- Assistance to G.C.W.A.
- Volunteer Rescue Organisations
- Transfers to B.P.A.

## The Harbours Corporation of Queensland Annual Financial Statements for the Year ended 30 June 1989

### Purpose and Scope of Financial Statements

The Harbours Corporation of Queensland is constituted as a corporation sole under the *Harbours Act 1955-1989* and is a miscellaneous departmental account of the Department of Harbours and Marine within the meaning given in the *Financial Administration and Audit Act 1977-1988*. The principal function of the Corporation is to be the Port Authority for the Ports of Maryborough, Hay Point, Bowen, Abbot Point, Lucinda, Mourilyan, Cape Flattery, Quintell Beach, Thursday Island, Weipa and Normanton, and for Boat Harbours at Mooloolaba, Snapper Creek, Urangan, Rosslyn Bay and Bowen.

In accordance with the provisions of the *Financial Administration and Audit Act* and other prescribed requirements, the following statements have been prepared:

- to provide an accounting for the custody and management of moneys and resources under the control of the Corporation; and
- to disclose the results of operations of the Corporation during the year and to indicate the financial position of the Corporation at the close of that year.

These statements reflect the whole of the financial activities of the Corporation.



**The Harbours Corporation of Queensland**  
**Consolidated Income and Expenditure Account for the Year Ended 30 June 1989**

	Notes	Mary-borough \$'000	Hay Point \$'000	Bowen \$'000	Abbot Point \$'000	Lucinda \$'000	Innisfail \$'000	Cape Flattery \$'000	Thursday Island \$'000	Weipa \$'000	Other \$'000	1989 Total \$'000	1988 Total \$'000
<b>Operating income</b>													
Harbour dues and other regulatory fees		—	43,293	2	11,095	176	542	167	509	1,853	3,600	61,237	61,106
Interest		17	1,371	62	180	27	203	18	67	127	514	2,586	2,703
Grants	2	—	—	—	—	—	—	—	—	—	—	—	2,845
Profit (loss) on sale of non-current assets		3	3	(9)	—	(1)	(2)	—	24	(1)	24	41	10
Bowen Harbour Assistance Levy	3	—	—	250	—	—	—	—	—	—	—	250	538
Other		2	110	98	75	46	346	—	8	426	2,811	3,922	6,516
<b>Total</b>		22	44,777	403	11,350	248	1,089	185	608	2,405	6,949	68,036	73,718
<b>Operating expenditure</b>													
Salaries, wages and allowances		—	175	43	—	28	24	—	72	—	788	1,130	1,268
Inventory, repairs and maintenance		—	91	21	22	9	8	—	7	37	44	239	247
Boating facilities & crown mooring levies		—	—	—	—	—	—	—	—	—	2,130	2,130	1,323
Interest on loans		1	2	1	—	33	137	—	116	462	1,054	1,806	1,925
Depreciation	4	8	6,038	28	1,901	1,658	188	2	52	339	242	10,456	10,465
Remittance — agency collections	5	—	42,364	—	11,020	—	—	—	—	—	—	53,384	56,911
Harbour Assistance Levy (transferred to Bowen Harbour)	3	—	—	—	—	—	—	—	—	—	50	50	538
Other		3	318	239	111	65	165	41	88	114	2,106	3,250	2,253
<b>Total</b>		12	48,988	332	13,054	1,793	522	43	335	952	6,414	72,445	74,930
<b>Operating surplus (deficit) before extraordinary items and Queensland Government levy</b>													
Extraordinary items	6	—	(4,211)	71	(1,704)	(1,545)	567	142	273	1,453	535	(4,409)	(1,212)
			1	—	—	(1)	1	—	—	—	—	1	(24,739)
<b>Surplus (deficit) before Queensland Government levy</b>													
Queensland Government levy (Harbours Act)	7	1	(4,210)	71	(1,704)	(1,546)	568	142	273	1,453	535	(4,408)	(25,951)
			2,767	6	697	23	67	7	31	173	57	3,829	3,599
<b>Net surplus (deficit)</b>													
Retained earnings at start of year		9	(6,977)	65	(2,401)	(1,569)	501	135	242	1,280	478	(8,237)	(29,550)
Items affecting retained earnings	8	7	131,731	937	69,860	55,774	5,347	139	1,305	11,248	(58)	276,290	305,168
Transfers to reserves		—	—	(7)	—	1	19	26,000	—	401	7	26,421	2,482
		—	5,040	—	150	—	—	100	50	950	—	6,290	1,810
<b>Retained earnings at 30 June</b>	9	16	119,714	995	67,309	54,206	5,867	26,174	1,497	11,979	427	288,184	276,290

The accompanying notes form part of these accounts.

**The Harbours Corporation of Queensland**  
**Consolidated Balance Sheet as at 30 June 1989**

	Notes	Mary- borough \$'000	Hay Point \$'000	Bowen \$'000	Abbot Point \$'000	Lucinda \$'000	Innisfail \$'000	Cape Flattery \$'000	Thursday Island \$'000	Weipa \$'000	Other \$'000	1989 Total \$'000	1988 Total \$'000
<b>Capital and reserves</b>													
Harbours Assets Maintenance Reserve	14	—	—	—	518	616	1,108	105	181	5,016	348	7,892	7,990
Harbours Assets Replacement and Improvement Reserve	15	—	6,131	—	—	623	1,346	—	522	2,228	—	10,850	4,490
Tug Harbour Reserve	16	—	4,929	—	—	—	—	—	—	—	—	4,929	4,243
Retained Earnings	9	16	119,714	995	67,309	54,206	5,867	26,174	1,497	11,979	427	288,184	276,290
<b>Total capital and reserves</b>		16	130,774	995	67,827	55,445	8,321	26,279	2,200	19,223	775	311,855	293,013
Represented by:													
<b>Current assets</b>													
Cash and short term investments	10	119	20,729	430	1,924	1,272	3,597	232	1,021	7,864	2,834	40,022	34,223
Debtors and prepayments		—	4,688	2	731	17	101	21	91	208	30	5,889	5,125
		119	25,417	432	2,655	1,289	3,698	253	1,112	8,072	2,864	45,911	39,348
<b>Non-current assets</b>													
Sinking Fund Investments	12	—	—	—	—	146	340	—	129	350	1,938	2,903	2,468
Fixed Assets	11	15	213,606	1,028	67,449	54,266	5,619	26,033	1,886	16,292	4,002	390,196	373,284
		15	213,606	1,028	67,449	54,412	5,959	26,033	2,015	16,642	5,940	393,099	375,752
<b>Total assets</b>		134	239,023	1,460	70,104	55,701	9,657	26,286	3,127	24,714	8,804	439,010	415,100
<b>Current liabilities</b>													
Creditors and accruals		1	10,231	7	2,277	29	90	7	55	245	258	13,200	10,130
Provision for employees entitlements		—	20	—	—	10	2	—	4	—	134	170	—
		1	10,251	7	2,277	39	92	7	59	245	392	13,370	10,130
<b>Non-current liabilities</b>													
Financial debt		13	20	458	—	217	1,244	—	868	5,246	7,637	15,703	17,233
Long-term and special creditors	13	104	97,978	—	—	—	—	—	—	—	—	98,082	94,724
		117	97,998	458	—	217	1,244	—	868	5,246	7,637	113,785	111,957
<b>Total liabilities</b>		118	108,249	465	2,277	256	1,336	7	927	5,491	8,029	127,155	122,087
<b>Net assets</b>		16	130,774	995	67,827	55,445	8,321	26,279	2,200	19,223	775	311,855	293,013

The accompanying notes form part of these accounts.



**The Harbours Corporation of Queensland**  
**Statement of Sources and Applications of Funds for the Year ended 30 June 1989**

	1989 \$'000
<b>Sources of Funds</b>	
Inflows of funds from Operations	
Harbour Dues and Other Regulatory Fees	61,237
Proceeds from sale of non-current assets	121
Other revenue	6,758
	68,116
Less Outflows of funds from Operations	61,899
Funds from Operations (Note A)	6,217
Reduction in Assets	
Non-current Assets	
Fixed asset disposals	80
Increase in Liabilities	
Current Liabilities	
Creditors and Accruals	3,070
Non-current Liabilities	
Long-term and Special Creditors	3,358
Interest received on Reserves	
Harbours Assets Maintenance Reserve	1,288
Harbours Assets Replacement and Improvement Reserve	1,041
Tug Harbour Reserve	686
Cape Flattery — Non-refundable Company Contribution	26,000
Extraordinary Item	
Assets acquired at no cost	2
<b>Total Sources of Funds</b>	<b>41,742</b>
<b>Applications of Funds</b>	
Increase in Assets	
Current Assets	
Cash and Short-term Investments	5,799
Debtors and Pre-payments	764
Non-current Assets	
Sinking Fund Investments	435
Fixed assets acquisitions	27,448
	34,446
Reduction in Liabilities	
Non-current Liabilities	
Financial debt repayments	1,530
	35,976
Extraordinary Item	
Balance of sinking fund paid to Sugar Board	1
Queensland Government Levy	3,829
Maintenance Expenditure from Reserves	1,936
<b>Total Applications of Funds</b>	<b>41,742</b>
Note A: Funds from operations comprise:	
Net Surplus (Deficit)	(8,237)
Queensland Government Levy	3,829
Extraordinary Items	(1)
Depreciation	10,456
Provision for Employees Entitlements	170
	6,217

## Notes to and Forming Part of the Accounts

### 1. Statement of Significant Accounting Principles and Explanations of Items Shown in the Financial Statements

- (i) **Basis of Preparation of the Accounts**  
The accounts have been prepared on an accrual accounting basis and in accordance with the historical cost convention, using the accounting policies described below. They do not take account of changes in either the general purchasing power of the dollar or in the values of specific assets.  
The accounts are in accordance with the *Financial Administration and Audit Act 1977-1988*, and other prescribed requirements having regard to applicable Australian Accounting Standards.  
Amounts shown in the consolidated statements have been rounded to the nearest thousand dollars.
- (ii) **Consolidation**  
The following accounts are included in the column marked 'OTHER' in the Consolidated Income and Expenditure Account and Consolidated Balance Sheet:  
Minor Harbours, Boat Harbours (Mooloolaba, Snapper Creek, Urangan, Rosslyn Bay and Bowen), Small Craft Facilities, Management Account, Boat Harbour Supervision Account, General Account, Boat Harbour Moorings and Shelburne Bay.
- (iii) **Fixed Assets and Depreciation**  
Fixed assets are included in the accounts at cost.  
Depreciation is provided on all fixed assets, other than freehold land and channels, using a straight line method at rates based on the estimated useful life of the various classes of assets. Depreciation is charged from the first day of purchase.
- (iv) **Disposal of Fixed Assets**  
The profit or loss on disposal of fixed assets is determined as the difference between the net book value at the time of disposal and the proceeds of disposal and is included in the operating result of the Harbour in the year of disposal.
- (v) **Vested Land**  
Crown lands vested in the Corporation pursuant to the provisions of the *Harbours Act 1955-1989* are not included in the balance sheet as they involve no acquisition cost to the Corporation and may be subsequently divested.
- (vi) **Inventories**  
No significant inventories were held at 30 June, these being purchased for internal use only and charged as an expense in the period in which they are purchased.
- (vii) **Investments**  
Investments are valued at cost.
- (viii) **Employees Entitlements**  
Provision is allowed in the accounts for long service leave and recreation leave.
- (ix) **Segment Reporting**  
The Harbours Corporation operates predominantly in one industry as a provider of marine infra-structure. It also operates in one geographical segment being Queensland.
- (x) **Comparative Figures**  
Certain figures for the previous year have been varied to maintain a valid comparison due to a change in account presentation.
- (xi) **Contingent Assets/Liabilities**  
There were no known contingent assets or liabilities of a significant nature at 30 June 1989.

### 2. Grants

	1989 \$'000	1988 \$'000
Consolidated Revenue Fund	—	500
Loan Fund	—	500
Special Major Capital Works Program	—	1,845
	—	2,845



### 3. Harbour Assistance Levy

1989 \$'000	1988 \$'000
250	538

The Department of Harbours and Marine made a \$200,000 payment to assist Bowen Harbour in paying off its outstanding loans and to undertake improvement to its facilities. An amount of \$50,366 was transferred from the General Account to Bowen Harbour representing funds collected in the previous financial year from certain Queensland Ports under section 168A of the *Harbours Act 1955-1989*.

### 4. Depreciation

1989 \$'000	1988 \$'000
10,456	10,465

Of the total depreciation charge, an amount of \$9 million (1988 — \$9 million) was in respect of assets not funded by the Corporation. This amount comprised Hay Point — \$5.4 million (1988 — \$5.4 million), Abbot Point — \$1.9 million (1988 — \$1.9 million), Lucinda — \$1.6 million (1988 — \$1.6 million), Mourilyan — \$0.1 million (1988 — \$0.1 million).

### 5. Remittance — Agency Collections

1989 \$'000	1988 \$'000
53,384	56,911

Special harbour dues (and interest earned on these funds) were collected on behalf of the Queensland Treasury Corporation (formerly QGDA) and subsequently remitted thereto.

### 6. Extraordinary Items

	Hay Pt \$'000	Lucinda \$'000	Innisfail \$'000	1989 Total \$'000
Assets acquired at no cost from Department of Harbours and Marine	1	—	1	2
Balance of Sinking Fund paid to the Sugar Board	—	(1)	—	(1)
	1	(1)	1	1

### 7. Queensland Government Levy

1989 \$'000	1988 \$'000
3,829	3,599

This amount is payable to the Department of Harbours and Marine pursuant to an Order in Council under section 168A of the *Harbours Act 1955-1989*.

### 8. Items Affecting Retained Earnings

The following transactions occurred outside the ordinary operations of the Corporation and have been charged direct to Retained Earnings:

	Cape Flattery \$'000	Bowen \$'000	Lucinda \$'000	Innisfail \$'000	Weipa \$'000	Other \$'000	1989 Total \$'000
Assets transferred	—	(7)	—	—	—	7	—
Non-refundable company contributions for wharf construction	26,000	—	—	—	—	—	26,000
Capital expenditure from Harbours Assets Replacement & Improvement Reserve —							
• Site investigations	—	—	—	9	—	—	9
• Floating plant, breakwater and wharves development	—	—	—	—	401	—	401
• Other land works	—	—	—	10	—	—	10
• Terminal development	—	—	1	—	—	—	1
	26,000	(7)	1	19	401	7	26,421

### 9. Retained Earnings

	General Fund \$'000	Tug Harbour Fund \$'000	Harbours Assets Replacement and Improvement Fund \$'000	Other \$'000	1989 Total \$'000	1988 Total \$'000
Maryborough	16	—	—	—	16	7
Hay Point	95,589	22,703	1,422	—	119,714	131,731
Bowen	995	—	—	—	995	937
Abbot Point	67,309	—	—	—	67,309	69,860
Lucinda	54,082	—	124	—	54,206	55,774
Innisfail	5,469	—	398	—	5,867	5,347
Cape Flattery	174	—	—	#26,000	26,174	139
Thursday Island	702	—	159	*636	1,497	1,305
Weipa	5,838	—	6,141	—	11,979	11,248
Other	427	—	—	—	427	(58)
	230,601	22,703	8,244	26,636	288,184	276,290

# \$26,000,000 represents non-refundable company contributions for wharf construction at Cape Flattery.

\* Represents funds contributed to the Corporation by the Department of Community Services and Ethnic Affairs for construction of harbour facilities at Thursday Island.

### 10. Cash and Short-Term Investments

Cash and short-term investments comprised:

	1989 \$'000	1988 \$'000
Cash on hand and at bank	3,537	6,815
Short-term investments	36,485	27,408
	40,022	34,223



11. Fixed Assets

	Cost \$'000	Provision for Depreciation \$'000	1989 Net \$'000	1988 Net \$'000
Maryborough Harbour	333	318	15	24
Hay Point Harbour	242,256	28,650	213,606	218,880
Bowen Harbour	1,127	99	1,028	1,046
Abbot Point Harbour	76,311	8,862	67,449	69,322
Lucinda Harbour	65,939	11,673	54,266	55,913
Innisfail/Mourilyan Harbour	11,164	5,545	5,619	5,788
Cape Flattery Harbour	26,039	6	26,033	35
Thursday Island Harbour	2,512	626	1,886	1,909
Weipa Harbour	20,335	4,043	16,292	16,199
Minor Harbours	120	58	62	68
Shelburne Bay Harbour	18	2	16	17
Boat Harbours —				
Mooloolaba	544	67	477	494
Snapper Creek	9	6	3	3
Urangan	128	19	109	120
Rosslyn Bay	168	23	145	144
Bowen	32	12	20	20
Management Account (includes Boat Harbour Supervision and General Accounts)	3,855	685	3,170	3,302
	450,890	60,694	390,196	373,284

Plant & Equipment items with a value of less than \$500 have been written-off in 1988-89 and are no longer included in fixed assets. Accumulated depreciation has been adjusted accordingly.

Depreciation previously charged on land has now been written back to reflect a policy whereby land is not depreciated. Depreciation on Motor Vehicles and Roadworks has been charged for the first time in 1988-89.

A reclassification of some assets between land and buildings has been performed to more correctly reflect the true nature of the asset.

Included in the above table are assets over which the Corporation has legal title, although the capital funding has been provided by other bodies. These assets are, in the main, operated by such bodies under lease arrangements in terms of special circumstances surrounding the development of ports under the provisions of the Harbours Act.

12. Sinking Fund Investments

1989 \$'000	1988 \$'000
2,903	2,468

Pursuant to Regulation 5 of the Harbour Board Inscribed Stock Regulations 1987, the Corporation may be required to make contributions to the Harbour Board Debt Redemption Fund to provide for the repayment of moneys borrowed.

### 13. Long-Term and Special Creditors

Long-term and special creditors comprise —

	1989 \$'000	1988 \$'000
<b>Long-Term Creditors</b>		
Security Deposit — Dillingham Constructions Pty Ltd	104	104
<b>Special Creditors</b>		
Capricorn Coal Management Pty Ltd	19,481	20,920
Blair Athol Coal Pty Ltd	40,735	33,149
Thiess Dampier Mitsui Coal Pty Ltd	19,780	21,241
Oaky Creek Coal Joint Venture Pty Ltd	17,982	19,310
	98,082	94,724

Pending formal agreement with the respective coal companies, funds held on behalf of special creditors are being treated as deposits. They will be transferred to Retained Earnings if it is agreed that they are non-repayable.

### 14. Harbours Assets Maintenance Reserve

	1989 \$'000	1988 \$'000
<b>Balance 1 July</b>	7,990	6,680
<b>Add Interest Received</b>	*1,288	*658
Transfers from Income and Expenditure Account	550	1,670
	9,828	9,008
<b>Less Maintenance Expenditure</b>	*1,936	*1,018
<b>Balance 30 June</b>	7,892	7,990

\* These amounts are not included in the Consolidated Income and Expenditure Account.

### 15. Harbours Assets Replacement and Improvement Reserve

	1989 \$'000	1988 \$'000
<b>Balance 1 July</b>	4,490	4,406
<b>Add Interest Received</b>	*1,041	*574
Transfers from Income and Expenditure Account	5,740	140
	11,271	5,120
<b>Less Capital Expenditure</b>	421	630
<b>Balance 30 June</b>	10,850	4,490

\* These amounts are not included in the Consolidated Income and Expenditure Account.



16. Tug Harbour Reserve

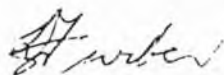
	1989 \$'000	1988 \$'000
Balance 1 July	4,243	6,378
Add Interest Received	*686	*610
Transfer from Income and Expenditure Account	—	—
	4,929	6,988
Less Transfer to Accumulated Funds	—	2,745
Balance 30 June	4,929	4,243

\* These amounts are not included in the Consolidated Income and Expenditure Account.

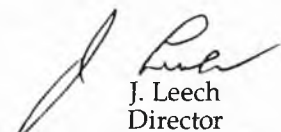
**The Harbours Corporation of Queensland**  
**Certificate of the Director and the Accountant**

We have prepared the foregoing annual financial statements pursuant to the provisions of the *Financial Administration and Audit Act 1977-1988* and other prescribed requirements and certify that:

- (a) the foregoing financial statements with other information and notes to and forming part thereof are in agreement with the accounts and records of The Harbours Corporation of Queensland;
- (b) in our opinion —
  - (i) the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
  - (ii) the foregoing annual financial statements have been drawn up so as to present a true and fair view, on a basis consistent with that applied in the financial year last preceding, unless otherwise stated, of the transactions of The Harbours Corporation of Queensland for the period 1 July 1988 to 30 June 1989 and of the financial position as at the close of that year.



L. Furber  
 Accountant  
 Department of Harbours  
 and Marine

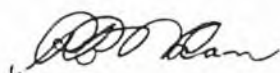


J. Leech  
 Director  
 Department of Harbours  
 and Marine

### Certificate of the Auditor-General

I have examined the accounts of The Harbours Corporation of Queensland as required by the *Financial Administration and Audit Act 1977-1988* and certify as follows —

- (a) I have received all the information and explanations which I have required;
- (b) the foregoing Financial Statements and Notes to and Forming Part of the Accounts are in agreement with those accounts; and
- (c) in my opinion —
  - (i) the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
  - (ii) the foregoing statements have been drawn up so as to present a true and fair view on a basis consistent with that applied in the financial year last preceding, unless otherwise stated, of the transactions of The Harbours Corporation of Queensland for the period 1 July 1988 to 30 June 1989, and of the financial position of the Corporation as at 30 June 1989.



P.B. Nolan  
Auditor-General



# Annual Financial Statement of the Trustees of the Harbour Boards Debt Redemption Fund for the Period 1 July 1988 to 30 June 1989

## Purpose and Scope

The Trustees of the Harbour Boards Debt Redemption fund are constituted as a body corporate under the *Harbours Act 1955–1989* and as a statutory body under the *Financial Administration and Audit Act 1977–1988*.

Under Section 110 of the *Harbours Act*, provision is made for the establishment and management of sinking funds for the redemption of amounts borrowed by Harbour Boards. The funds vest in and are administered by the Trustees. Contributions to the Fund are made half-yearly at rates approved by the Governor in Council.

In accordance with the requirements of the *Financial Administration and Audit Act*, this annual financial statement has been prepared:

- to provide accountability for the management and custody of moneys made available to the Fund; and
- to ascertain the result of the cash operations of the Fund for the year and to show the financial position of the Fund at balance date.

## Harbour Boards Debt Redemption Fund Statement of Receipts and Payments for the Year ended 30 June 1989

1987–88			1988–89
\$		\$	\$
	<b>Receipts for the Year were —</b>		
1,690,435	Sinking Fund Contributions	1,523,070	
1,204,380	Net Earnings on Sinking Funds (Note 1)	1,762,326	
2,894,815			3,285,396
	<b>From which the following Payments were met —</b>		
2,195,695	Sinking Funds Paid Out	354,567	
24,087	Administration Expenses	35,247	
2,219,782			389,814
675,033	<b>Resulting in an Excess of Receipts over Payments of —</b>	2,895,582	
10,483,997	<b>Balance 1 July</b>		11,159,030
11,159,030	<b>Balance 30 June</b>		14,054,612
	<b>The Balance at 30 June comprised —</b>		
100	Cash at Bank		100
6,201,808	Short Term Investments (at cost)	.	9,302,390
4,957,122	Long Term Investments (at cost)		4,752,122
11,159,030			14,054,612

### Summary of Accounting Policies

(a) **Basis of Accounts**

The accounts have been prepared on an historical cost basis, consistent with that which applied in the previous financial year.

(b) **Common Investment Account**

A common investment account is maintained for all sinking funds and income from investments is allocated half-yearly.

### Note to and Forming Part of the Accounts

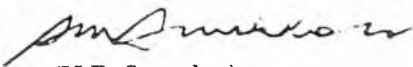
Note 1 Net Earnings on Sinking Funds

The average rate of return of funds invested during year was 14.09 per cent (11.32 per cent for 1987-88).

### Certificate of Trustees

We have prepared the foregoing annual financial statement pursuant to the provisions of the *Financial Administration and Audit Act 1977-1988* and other prescribed requirements and certify that —

- (a) the foregoing financial statement with other information and notes to and forming part thereof is in agreement with the accounts and records of the Trustees of the Harbour Boards Debt Redemption Fund;
- (b) in our opinion —
  - (i) the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
  - (ii) the foregoing annual financial statement has been drawn up so as to present a true and fair view, on a basis consistent with that applied in the financial year last preceding, of the transactions of the Trustees of the Harbour Boards Debt Redemption Fund for the period 1 July 1988 to 30 June 1989, and of the financial position as at the close of that year.



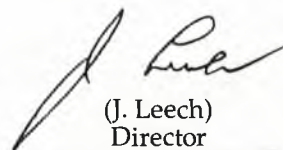
(H.R. Smerdon)  
Secretary to the Trustees



(E.J. Hall)  
Under Treasurer  
(Chairman)



(A.J.W. George)  
Queensland Port  
Authorities Association  
Representative



(J. Leech)  
Director  
Department of  
Harbours and Marine

### Certificate of the Auditor-General

I have examined the accounts of the Trustees of the Harbours Boards Debt Redemption Fund as required by the *Financial Administration and Audit Act 1977-1988* and certify as follows —

- (a) I have received all the information and explanations which I have required;
- (b) the foregoing Statements of Receipts and Payments and other financial information are in the form required by the prescribed requirements and are in agreement with those accounts; and
- (c) in my opinion —
  - (i) the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
  - (ii) the foregoing statement has been drawn up so as to present a true and fair view, on a basis consistent with that applied in the financial year last preceding, of the transactions of the Harbour Boards Debt Redemption Fund for the period 1 July 1988 to 30 June 1989, and of the financial position as at 30 June 1989.



P.B. Nolan  
Auditor-General



## Receipts from Harbour Operations by the Harbours Corporation

Port *	1987-88 \$	1988-89 \$
Maryborough	18,110	22,404
Hay Point	47,357,195	51,164,704
Bowen	631,608	411,468
Abbot Point	11,496,426	11,435,120
Lucinda	143,374	185,196
Mourilyan	590,623	787,330
Quintell Beach	21,794	20,137
Thursday Island	419,056	579,577
Normanton	44,627	59,726
Weipa	2,281,098	2,383,816
Cape Flattery	132,428	165,416
Sugar and Molasses handling facilities — Lucinda and Mourilyan†	365,768	314,395
<b>Total</b>	<b>63,502,107</b>	<b>67,529,289</b>

\* Actual receipts from harbour dues excluding special harbour dues, at all ports administered by the Harbours Corporation of Queensland were \$4,764,298 for 1987-88 and \$5,203,537 for 1988-89.

† Amounts received on account of Interest and Redemption Payments for the Lucinda and Mourilyan Bulk Sugar and Molasses Terminals.

## Harbour Dues and Tonnage Rates Collected by Port Authorities

Port	1987-88 \$	1988-89 \$
Brisbane	23,492,421	27,745,070
Bundaberg	1,820,321*	1,113,918
Gladstone	24,060,529†	22,886,410‡
Rockhampton	535,531	461,423
Mackay	1,810,956	2,020,710
Townsville	5,352,338	6,707,353
Cairns	2,894,800	3,278,374
<b>Total</b>	<b>59,966,896</b>	<b>64,213,258</b>

\* This amount has been revised to \$1,218,850 since last year's Annual Report on the basis of additional information being considered.

† Includes \$14,020,204 Improved Harbour Charges.

‡ Includes \$12,555,342 Improved Harbour Charges.

### Receipts Collected under the *Queensland Marine Act 1958-85*

Port	1987-88 \$	1988-89 \$
<b>Pilotage and removal fees</b>		
Brisbane	4,514,839	5,535,655
Bundaberg	42,835	38,040
Gladstone	1,756,493	1,872,458
Rockhampton	56,357	69,902
Hay Point	2,440,949	2,771,294
Mackay	217,150	256,897
Bowen & Abbot Point	409,871	385,883
Townsville	622,840	788,345
Mourilyan	47,173	67,249
Cairns	175,671	240,823
Cape Flattery	72,132	88,944
Thursday Island	24,369	27,437
Weipa	425,726	427,992
<b>Conservancy dues all ports</b>	9,357,784	11,137,303
<b>Total</b>	20,164,189	23,708,222

Shipping and Trade Statistics

Shipping Details

Port	Vessel	Largest Gross (t)	Largest DWT* (t)	Deepest Draft (m)	Longest LOA† (m)	Widest Beam (m)
Abbot Point .....	Mineral Nippon	97,352	194,744	—	—	48
	Pinoak	—	—	17.58	302	—
Brisbane .....	Oh Tori Maru	76,326	146,019	—	—	—
	Ampol Sarel	—	—	13.19	—	—
	Queen Elizabeth 2	—	—	—	294	—
	Era	—	—	—	—	46
Bundaberg.....	Team Troma	22,981	42,010	—	185	30
	Kowulka	—	—	9.50	—	—
Cairns .....	Royal Viking Sun	37,845	—	—	204	32
	Team Hada	—	45,831	—	—	—
	W.M. Leonard	—	—	9.90	—	—
Cape Flattery .....	Oriental Venus	36,551	69,585	13.56	225	32
Gladstone .....	Kenryu Maru	108,000	215,143	—	—	—
	Kii Maru	—	—	17.00	—	—
	River Star	—	—	—	305	—
	Nord Atlantic	—	—	—	—	54
Hay Point.....	Iron Pacific	118,491	231,851	—	315	56
	Daewoo Spirit	—	—	17.37	—	—
Lucinda .....	Lucija	23,966	40,501	11.79	223	—
	Southgate	—	—	—	—	32
Mackay.....	Ever Blessing	36,304	66,735	—	230	32
	Dubhe	—	—	11.32	—	—
Mourilyan.....	Maasstad	24,794	—	—	—	32
	Team Hada	—	45,831	—	186	—
	Southern Progress	—	—	9.94	—	—
Rockhampton .....	River Torrens	21,047	31,921	—	182	—
	Ocean Royal	—	—	9.95	—	—
	Winter Star	—	—	—	—	26
Thursday Island.....	Sid McGrath	2,414	2,745	—	100	18
	Fiji Gas	—	—	4.50	—	—
Townsville .....	Hume Highway	51,235	—	—	—	—
	Adonis G	—	65,916	—	—	—
	Brali	—	—	12.10	—	—
	Taiko	—	—	—	262	—
	Howard Smith	—	—	—	—	33
Weipa .....	River Embley	51,035	76,293	—	255	35
	Doc Vale	—	—	12.88	—	—

\* Dead Weight Tonnage (DWT)  
† Length Overall (LOA)



Cargo through Queensland Ports

Port	1984-85			1985-86		
	Imports	Exports	Total	Imports	Exports	Total
	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes
Brisbane .....	5,666,500	6,444,800	12,111,300	5,731,900	7,457,000	13,188,900
Maryborough .....	28,504	—	28,504	—	—	—
Bundaberg .....	107,033	545,530	652,563	116,757	586,087	702,844
Gladstone .....	6,875,507	16,377,491	23,252,998	6,407,250	17,946,588	24,353,838
Rockhampton .....	97,246	175,911	273,157	101,262	178,536	279,798
Hay Point .....	—	26,814,472	26,814,472	—	30,076,896	30,076,896
Mackay .....	393,790	1,054,850	1,448,640	333,677	1,040,628	1,374,305
Abbot Point .....	—	4,358,525	4,358,525	—	5,068,168	5,068,168
Townsville .....	690,818	1,669,941	2,360,759	698,535	1,585,955	2,284,490
Lucinda .....	3,832	374,641	378,473	11,412	397,614	409,026
Mourilyan .....	—	539,161	539,161	—	474,542	474,542
Cairns .....	420,200	523,300	943,500	436,710	537,365	974,075
Cape Flattery .....	—	618,468	618,468	—	618,724	618,724
Weipa .....	74,000	9,488,596	9,562,596	64,417	8,365,817	8,430,234
Thursday Island .....	24,653	2,080	26,733	26,361	2,518	28,879
Total .....	14,382,083	68,987,766	83,369,849	13,928,281	74,336,438	88,264,719

Shipping Statistics

Port	1986-87						
	Total Vessels	Gross Register Tonnage		Pilotages		Exempt	
		Piloted	Exempt	In	Out	In	Out
Brisbane .....	1,281	17,913,533	1,630,042	1,110	1,110	174	1
Bundaberg .....	51	413,175	502,726	22	20	29	
Gladstone .....	553	12,132,653	5,890,835	391	381	149	1
Rockhampton .....	62	380,656	278,478	54	54	8	
Hay Point .....	443	19,831,347	0	443	445	0	
Mackay .....	134	1,355,102	220,100	117	115	17	
Abbot Point .....	77	3,412,102	0	77	77	0	
Townsville .....	324	3,389,404	333,091	295	293	29	
Lucinda .....	23	333,397	0	23	22	0	
Mourilyan .....	35	308,457	2,392	22	22	13	
Cairns .....	379	807,164	393,884	130	135	249	2
Cape Flattery .....	10	247,380	0	10	10	0	
Weipa .....	274	2,613,194	4,384,016	97	98	177	1
Thursday Island .....	375	27,693	133,331	26	25	349	5
Total .....	4,021	63,165,257	13,768,895	2,817	2,807	1,194	1,1

1986-87			1987-88			1988-89		
Imports	Exports	Total	Imports	Exports	Total	Imports	Exports	Total
Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes
6,066,000	7,157,200	13,223,200	6,829,263	7,381,125	14,210,388	7,611,468	7,599,124	15,210,592
—	—	—	—	—	—	—	—	—
109,009	519,247	628,256	92,909	512,412	605,321	95,305	488,418	583,723
8,045,518	18,829,795	26,875,313	7,866,054	20,275,058	28,141,112	8,520,919	20,441,935	28,962,854
110,046	204,697	314,743	121,815	197,061	318,876	117,549	194,724	312,273
—	31,953,252	31,953,252	—	34,467,873	34,467,873	—	35,224,715	35,224,715
413,327	1,178,593	1,591,920	387,075	1,048,574	1,435,649	354,199	1,258,384	1,612,583
—	5,720,379	5,720,379	—	5,942,594	5,942,594	—	4,997,689	4,997,689
686,115	1,592,328	2,278,443	811,055	1,657,986	2,469,041	1,155,271	1,721,012	2,876,283
6,452	390,404	396,856	3,499	397,114	400,613	—	438,751	438,751
—	382,164	382,164	—	458,060	458,060	—	516,554	516,554
456,500	434,800	891,300	563,554	497,423	1,060,977	601,189	539,613	1,140,802
—	713,133	713,133	—	1,023,315	1,023,315	—	1,290,385	1,290,385
59,811	8,964,175	9,023,986	59,003	9,454,489	9,513,492	80,152	10,748,322	10,828,474
25,648	2,103	27,751	29,793	4,498	34,291	24,741	2,549	27,290
15,978,426	78,042,270	94,020,696	16,764,020	83,317,582	100,081,602	18,560,793	85,462,775	104,022,968

1987-88							1988-89						
Total Vessels	Gross Register Tonnage		Pilotages		Exempt		Total Vessels	Gross Register Tonnage		Pilotages		Exempt	
	Piloted	Exempt	In	Out	In	Out		Piloted	Exempt	In	Out	In	Out
332	20,258,209	1,595,491	1,201	1,199	131	132	1,500	24,027,558	1,709,091	1,368	1,363	132	130
48	235,285	385,336	19	20	29	28	44	181,234	387,556	15	15	29	29
560	15,475,279	5,128,499	411	408	149	157	578	14,806,080	5,857,157	416	419	162	164
58	366,207	134,914	50	50	8	8	53	381,203	98,397	47	47	6	6
495	22,054,061	0	495	494	0	0	481	22,741,484	0	481	480	0	0
125	1,312,872	161,595	114	114	11	13	144	1,596,545	190,855	130	126	14	14
80	3,503,752	0	80	81	0	0	71	3,273,610	0	71	70	0	0
374	3,547,960	283,146	351	354	23	21	430	4,168,718	319,747	404	399	26	28
23	315,895	0	23	22	0	0	20	333,378	0	20	21	0	0
32	354,434	375	29	29	3	3	31	429,549	0	31	31	0	0
378	964,033	392,102	178	177	200	196	421	1,130,008	435,038	189	194	232	218
23	528,912	0	23	24	0	0	31	750,078	0	31	31	0	0
272	3,064,033	3,838,045	125	127	147	143	293	3,195,888	4,762,357	131	129	162	163
321	33,639	107,749	51	51	270	272	171	36,152	86,533	39	39	132	132
1,121	72,014,571	12,027,252	3,150	3,150	971	973	4,268	77,051,485	13,846,731	3,373	3,364	895	884

## Port Depths (at L.W.D.)

### Harbours Corporation Ports Metres

#### Hay Point

C.Q.C.A. No. 1 Berth .....	16.7
C.Q.C.A. No. 2 Berth .....	17.0
D.B.C.T. No. 1 Berth .....	20.0
Entrance Channel .....	13.4

#### Abbot Point

Channel .....	17.2
Berth .....	19.4

#### Lucinda

Hinchinbrook Channel .....	4.0
Inshore Berth .....	9.0
Offshore Berth .....	13.6

#### Mourilyan

Entrance .....	8.5
Swing Basin .....	7.0
Main Wharf .....	9.6

#### Weipa

South Channel .....	11.0
North Cora Bank .....	11.0
South Cora Bank .....	7.4
Lorim Point Wharf .....	12.5
Humbug Wharf .....	8.1
Evans Landing Wharf .....	9.6

#### Thursday Island

Normanby Sound .....	6.3
Thursday Island Harbour .....	6.0
Ellis Channel .....	3.0
Hovell Bar .....	2.9

#### Cape Flattery

Offshore Berth .....	15.0
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### Port Authority Ports Metres

#### Brisbane

##### Moreton Bay:

North West Channel .....	13.0
Spitfire Banks Channel .....	13.0
East Channel (West) .....	14.0
East Channel (East) .....	12.6

##### Brisbane River:

Entrance Beacons to Swing Basin .....	13.0
Fisherman Islands Swing Basin .....	13.0
Pelican Banks Reach to A.N.L. Terminal .....	9.1

#### Bundaberg

Main Channel and Swing Basin .....	7.6
Oil Berth .....	8.0
Sugar Berth .....	10.0

#### Gladstone

##### Sea Channels:

Wild Cattle .....	15.7
Boyne .....	15.7
Goldings .....	15.7
Gatcombe .....	15.7
Bypass Channel .....	12.5

##### Inner Channels:

Auckland .....	15.8
Clinton .....	16.0
Targinie .....	7.4

##### Berths and approaches:

Boyne Smelter .....	15.0
South Trees East .....	12.8
South Trees West .....	12.8
Barney Point .....	15.0
Approaches .....	13.5
Auckland Point .....	11.3
Approaches .....	11.5
Clinton Coal Berths .....	18.8
Clinton Swing Basin .....	10.4
Targinie (Fishermans Landing) .....	10.4

#### Rockhampton

Port Alma Leads (Shell Point) .....	7.3
Eupatoria Leads .....	9.1
Kazatch Leads .....	7.3
Swing Basin — Port Alma .....	6.1
Berth No. 1 .....	9.5
Berth No. 2 .....	9.5
Berth No. 3 .....	9.5

#### Mackay

Entrance Channel .....	8.5
Swing Basin .....	8.3
No. 1 Berth .....	10.6
No. 2 Berth .....	10.4
No. 3 Berth .....	10.4
No. 4 Berth .....	10.4
No. 5 Berth .....	12.0

#### Townsville

Sea Channel .....	10.9
Platypus Channel .....	10.6
Deep Swing Basin Berths 1, 2, 3 .....	10.4

##### Berths:

No. 1 Oil Tanker .....	11.0
No. 2 Cranes .....	11.0
No. 3 .....	11.8
No. 4 RO/RO and general .....	11.0
No. 6 General .....	7.0
No. 7 Concentrates .....	11.1
No. 8 Freezer Shed .....	10.0
No. 9 Bulk Sugar .....	10.4
No. 10. Container RO/RO .....	7.4
Ross River Entrance Channel .....	2.4

#### Cairns

Cairns Entrance Channel .....	8.5
Trinity Inlet .....	8.5
No. 1 Berth .....	7.9
No. 2 Berth .....	7.9
No. 3 Berth .....	8.1
No. 4 Berth .....	8.1
No. 5 Berth .....	8.1
No. 6 Berth .....	7.3
No. 8 Berth .....	7.8
No. 10 Berth .....	7.4
No. 11 Berth .....	8.5
No. 12 Berth .....	9.5



General Statistics

Shark Meshing Program

Composition of Catch from 1 November 1962 to 30 June 1989

Year	Tiger	Whaler	Black Tip Whaler	White Pointer	Blue Pointer	Hammer-head	Grey Nurse	Others	Total
1962-83 .....	4,189	4,802	6,300	469	22	8,285	184	1,506	25,757
1983-84 .....	273	225	160	11	—	292	3	39	1,003
1984-85 .....	309	179	264	22	—	192	2	59	1,027
1985-86 .....	290	227	195	17	2	226	2	24	983
1986-87 .....	358	209	190	4	—	201	2	46	1,010
1987-88 .....	310	206	191	20	5	182	2	57	973
1988-89 .....	315	218	246	10	2	156	—	68	1,015
Total .....	6,044	6,066	7,546	553	31	9,534	195	1,799	31,768

Catch of Sharks 2 metres and over from 1 November 1962 to 30 June 1989

Year	Gold Coast	Sun-shine Coast	Mackay	Towns-ville	Cairns	Rock-hampton	Bunda-berg	Point Look-out	Rain-bow Beach	Hervey Bay	Tannum Sands	Moore Park	Total
1962-83 .....	3,614	3,861	2,107	1,688	1,894	794	486	232	415	6	—	—	15,097
1983-84 .....	119	131	96	58	44	12	46	7	45	—	11	2	571
1984-85 .....	147	109	81	77	50	12	37	29	40	—	26	—	608
1985-86 .....	201	116	79	62	55	21	37	24	17	—	23	—	635
1986-87 .....	172	143	98	59	59	34	30	27	36	—	9	—	667
1987-88 .....	190	104	106	61	34	26	23	25	28	—	7	—	604
1988-89 .....	188	70	74	70	45	64	32	23	24	—	10	—	600
Total .....	4,631	4,534	2,641	2,075	2,181	963	691	367	605	6	86	2	18,782

Total Shark Catch from 1 November 1962 to 30 June 1989

Year	Gold Coast	Sun-shine Coast	Mackay	Towns-ville	Cairns	Rock-hampton	Bunda-berg	Point Look-out	Rain-bow Beach	Hervey Bay	Tannum Sands	Moore Park	Total
1962-83 .....	6,536	5,161	3,492	3,520	3,877	1,559	740	314	551	7	—	—	25,757
1983-84 .....	298	171	118	102	102	33	84	7	55	—	14	19	1,003
1984-85 .....	231	173	108	134	104	40	79	37	43	—	78	—	1,027
1985-86 .....	234	153	95	112	117	49	79	34	20	—	90	—	983
1986-87 .....	192	186	127	92	132	53	75	36	50	—	67	—	1,010
1987-88 .....	216	149	139	97	85	92	66	34	40	—	55	—	973
1988-89 .....	199	128	103	104	126	122	94	35	34	—	70	—	1,015
Total .....	7,906	6,121	4,182	4,161	4,543	1,948	1,217	497	793	7	374	19	31,768

## Breach Reports, Prosecution Actions and Cautions 1988–89

<i>Queensland Marine Act 1958–1985</i>	Prosecution Action			Total
	Finalised	Pending	Cautions	
Insufficient safety equipment.....	167	69	68	304
Exceeding speed limit.....	108	31	29	168
Not being the holder of a Speed Boat Driver's Licence.....	272	103	39	414
Permitting the use of a boat without the driver being the holder of a licence.....	4	4	—	8
Using or permitting the use of an unregistered motor boat.....	237	120	39	396
No boat identification card.....	22	5	3	30
No registration numbers displayed.....	10	1	8	19
Persons not safely accommodated.....	12	7	5	24
No observer whilst skiing.....	14	10	9	33
Skiing outside approved area.....	23	13	10	46
Overloading a water ski boat.....	12	9	3	24
Skiing without buoyancy vest.....	33	6	7	46
Careless, negligent navigation.....	3	4	—	7
Failure to keep proper lookout.....	8	5	0	13
Failure to notify boating accident.....	2	1	1	4
No certificate of survey for a commercial vessel — prescribed fishing vessel.....	25	23	3	51
Fail to exhibit navigation lights.....	32	8	7	47
Using a vessel with booms extended for more than one metre.....	9	1	1	11
All others not categorised above.....	18	23	10	51
Withdrawn.....	17	—	—	17
<b>Total.....</b>	<b>1,028</b>	<b>443</b>	<b>242</b>	<b>1,713</b>

<i>Fisheries Act 1976–1986</i>	Prosecution Action			Total
	Finalised	Pending	Cautions	
Possession of Protected Species (Helmet Shell, Giant Clam).....	1	—	—	1
Possession of Protected Species (Turtle).....	3	13	—	16
Possession of apparatus other than prescribed.....	35	41	5	81
Use of apparatus other than prescribed.....	42	64	5	111
Failure to display registered markings on vessels.....	—	—	5	5
Use or possession of non-prescribed apparatus in closed waters — closed season.....	8	18	2	28
Unlawful taking of freshwater fish.....	1	5	—	6
Assault obstruction, threat, abuse, failure to comply with lawful requirement.....	6	4	—	10
Oysters (General).....	1	—	—	1
Unattended nets (owners unknown).....	167	—	—	167
Unmarked crab pots (owners unknown).....	616	—	—	616
Unattended miscellaneous items, e.g. fish traps, set lines etc. (owners unknown).....	12	—	—	12
Failure to mark net, pots or dillies with surface floats or lights or name.....	23	14	11	48
Setting nets across more than half the width of river, creek etc.....	3	7	—	10
Destruction of Mangroves.....	—	6	2	8
Taking possession of fish during closed season (Barramundi).....	7	5	1	13
Withdrawn.....	3	—	—	3
All others not categorised above.....	18	48	8	74
<b>Total.....</b>	<b>946</b>	<b>225</b>	<b>39</b>	<b>1,210</b>
Matters under the <i>Fauna Conservation Act 1974–1985</i> .....	—	2	—	2
Matters under the <i>Commonwealth Fisheries Act 1952</i> .....	14	2	—	16
Matters under the <i>Commonwealth Torres Strait Fisheries Act 1984</i> .....	11	6	—	17
Matters under the <i>Commonwealth Great Barrier Reef Marine Park Act 1975</i> .....	—	7	—	7
<b>Total.....</b>	<b>25</b>	<b>17</b>	<b>—</b>	<b>42</b>

Breach Reports, Prosecution Actions and Cautions 1988–89 — continued

<i>Fishing Industry Organisation and Marketing Act 1982–1989</i>	Prosecution Action			Total
	Finalised	Pending	Cautions	
Take, sell fish for commercial purpose — no licence .....	14	30	7	51
Use of, or possession of, a vessel for commercial purpose — not licensed .....	3	11	—	14
Assaults, obstruction, abuse of officers etc. ....	—	8	—	8
No docket as to evidence of sale of fish .....	2	6	—	8
Taking, possession of or selling undersize fish or crabs .....	74	87	13	174
Taking, possession of or selling female crabs .....	40	45	13	98
All others not categorised above .....	15	18	2	35
Withdrawn .....	1	—	—	1
Total .....	149	205	35	389

Analysis of Apprehensions and Seizures during Closed Season Barramundi

<i>Fisheries Act 1976–1984</i>	1984–1985	1985–1986	1986–1987	1987–1988	1988–1989
Total number of fishing nets seized .....	86	50	45	63	46
Total number of unattended nets seized .....	45	17	21	36	25
Total number of nets of a mesh size less than 100 mm seized .....	72	34	32	38	27
Number of persons taking or in possession of Barramundi .....	1	3	—	2	5
Offences/fishing nets detected by aerial surveillance .....	6	—	4	—	1
Number of Barramundi seized .....	24	23	9	11 plus 22 parts	20 Barramundi 16 kg fillets 50 kg approx. cartoned 3 Barramundi heads
Number of vessels/vehicles seized in connection with offence .....	1 vessel	1 vehicle	2 vessels	1 vehicle	4 vessels (1 @ 15.6 m, 3 dinghies)
Number of licensed fishermen apprehended ...	2	5	4	1 vessel 1	4
Number of licensed fishermen taking or in possession of Barramundi .....	—	—	—	—	2

Summary of Fines and Costs 1988–89

Act	Total \$
<i>Queensland Marine Act 1958–1985</i> .....	155,322
<i>Fisheries Act 1976–1984</i> .....	53,073
<i>Fishing Industry Organisation and Marketing Act 1982–1989</i> .....	60,499
<i>Commonwealth Fisheries Act 1952</i> .....	30,300
<i>Torres Strait Fisheries Act 1984</i> .....	9,700
<i>Fauna Conservation Act 1974–1985</i> .....	631
Total .....	309,525



## Shipping Casualties — Casualties Reported to the Marine Board of Queensland during the year ended 30 June 1989

No.	Name of Vessel(s)	Registered Gross Tonnage or Length	Date of Casualty	Locality	Nature of Casualty	Number of Lives Lost	Result of Inquiry
1.	M.V. <i>Hero</i>	19.8 m	7.12.87	Kissing Point	Grounding	—	Master censured by Board
2.	M.V. <i>City of Brisbane</i>	19.15 m	13.6.88	Expo — Brisbane	Injury to passenger	—	Master cautioned
3.	F.V. <i>Karalou</i>	9.75 m	31.3.88	Moreton Bay	Sinking	—	Report accepted
4.	M.V. <i>Coral Chief</i>	118 m	9.6.88	Hamilton Wharf	Collision with wharf	—	Report accepted
5.	M.V. <i>Reef Cat</i>	30 m	23.3.88	Green Island	Grounding and Collision	—	Error of judgement by Master. Report accepted
6.	M.V. <i>Minerva</i>	30.37 m			Collision	—	Report accepted
7.	M.V. <i>Leichhardt</i>	64.0 m	18.6.88	Horn Island	Collision	—	Report accepted
	<i>Yacht Natsumi</i>	16.5 m				—	
8.	S.V. <i>Cornelius</i>	16.76 m	8.7.88	Broadwater	Collision	—	Report accepted
	AP017Q	4.75 m				—	
9.	M.V. <i>Trendsetter</i>	12.19 m	22.4.88	Tippler's Island Resort	Discharge of petroleum	—	Report accepted
10.	F.V. <i>Gemini Star</i>	18.5 m	29.2.88	Mooloolaba	Collision with jetty	—	Report accepted
11.	F.V. <i>Telstar</i>	13.11 m	10.7.88	Mourilyan Harbour	Grounding	—	Master censured
12.	M.V. <i>Mingela</i>	23.46 m	14.6.88	New Farm	Injury to passenger	—	Report accepted
13.	F.V. <i>Aqua-Sam</i>	17.68 m	9.7.88	Hannibal Island	Grounding	—	Report accepted
14.	M.V. <i>Kowulka</i>	17796 t	2.8.88	Burnett River	Grounding	—	Report accepted
15.	F.V. <i>Alice V</i>	12.8 m	28.5.88	Roberts Shoal	Collision	—	Master <i>Alice V</i> failed to keep proper lookout
	F.V. <i>FTBV</i>	5.33m				—	Report accepted
16.	M.V. <i>Molunat</i>	66 m	18.8.88	Red Island Wharf, Bamaga	Grounding	—	Report accepted
17.	U.S.S. <i>Berkeley</i>	437 ft	5.9.88	Cairns	Collision	—	Error of judgement by Master
18.	M.V. <i>Coralita</i>	24.38 m				—	Report accepted
19.	<i>Dran-N-Fly</i>	6.1 m	23.7.88	Deception Bay	Sinking	—	Report accepted
20.	<i>Ocean Diver</i>	9.5 m	27.8.88	Flinders Reef	Sinking	—	Report accepted
21.	<i>Q.G. Trigla</i>	23.8 m	5.9.88	Thursday Island Harbour	Grounding	—	Report accepted
22.	F.V. <i>Coolalie</i>	9.91 m	16.9.88	Bundaberg	Sinking	—	Report accepted
23.	M.V. <i>Commander II</i>	19.9 m	31.5.88	Brisbane River	Collision with wharf	—	Report accepted
24.	<i>Voleró</i>	4.2 m	15.5.88	Nerang River	Collision and injury to passenger	—	Report accepted
25.	<i>Addictor</i>	2.6 m				—	
26.	<i>Black Jack</i>	9.9 m	17.9.88	Lucinda	Fire	—	Report accepted
27.	<i>Myora</i>	26.7 m	5.5.88	Moreton Bay	Collision	—	Report accepted
28.	<i>Mingela</i>	23.46 m	8.10.88	Brisbane River	Collision	—	Report accepted
29.	<i>Captain Cook</i>	24.38 m				—	
30.	<i>Uranus</i>	12.4 m	31.8.88	Yorke Island	Grounding	—	Report accepted
31.	<i>Speedie</i>	4.12 m	6.10.88	Mid Molle Island	Injury to passenger	—	Lack of communication. Report accepted
32.	F.V. <i>Apache</i>	17.98 m	20.11.88	Cape Flattery	Grounding	—	Cert. suspended 3 months
33.	<i>Golden Plover</i>	25.3 m	31.8.88	Thomas Island	Grounding	—	Master censured Report accepted
34.	M.T. <i>Gloucester</i>	34.02 m	25.9.88	Bowen Harbour	Collision with wharf & F.V. <i>Rebel</i>	—	Report accepted
35.	<i>Sally Ann</i>	13.11 m	6.11.88	Cape Edgecumbe Bowen	Fire and sinking	—	Unknown causes
36.	F.V. <i>Alo-Mahiva</i>	13.71 m	9.11.88	Wallace Island	Capsize and sinking	—	Loss of inherent stability
37.	W.M. <i>Leonard</i>	172.5 m	8.8.88	Bundaberg Harbour	Collision with beacon	—	Master underestimated tide and its effect on the vessel
38.	<i>Marlee</i>	11 m	14.1.88	Wide Bay Bar	Capsize & sinking	1	Report accepted
39.	<i>Yulara</i>	14.6 m	14.9.88	Moore Reef	Grounding	—	Error of judgement by Master
40.	F.V. <i>Mermaid</i>	13.71 m	13.9.88	Kay Reef	Grounding	—	Report Accepted
41.	<i>Dolphin</i>	10.00 m	15.9.88	Refuge Bay	Flooding of engine room	—	Report Accepted
42.	M.V. <i>Brisbane Commander</i>	19.9 m	5.10.88	Sth Brisbane Reach	Collision	—	Report Accepted
43.	M.V. <i>Mingela</i>	23.46 m				—	
44.	M.V. <i>Trendsetter</i>	12.19 m	9.10.88	Hope Island	Sinking	—	Report Accepted No blame on master
45.	<i>Wild Ride 3</i>	6.1 m	1.11.88	Broadwater	Injury to passenger	—	Report Accepted
46.	F.V. <i>Karanel</i>	16.76 m	29.11.88	Peak Island	Collision	—	Both vessels failed to keep proper lookout
47.	<i>Quasar</i>	18.23 m				—	Report Accepted
48.	F.V. <i>Acroy</i>	14.63 m	27.12.88	Wheeler Reef	Grounding	—	MFV1B Suspended 30 June
49.	F.V. <i>Sandra Louise</i>	16.38 m	22.1.89	Double Heads	Grounding	—	Report noted
50.	F.V. <i>Osprey</i>	15.08 m	20.10.88	Near Cairns	Fire	—	Report noted
51.	Oil Fuel Lighter	56.76 m	16.12.88	Brisbane	Collision with vessel	—	Error of judgement by Master
52.	F.V. <i>Nulkaba</i>	19.2 m	16.12.88	High Peak Island	Grounding	—	

# Shipping Casualties — continued

No.	Name of Vessel(s)	Registered Gross Tonnage or Length	Date of Casualty	Locality	Nature of Casualty	Number of Lives Lost	Result of Inquiry
47.	F.V. <i>Tropical Trap</i>	14.84 m	4.1.89	Jumpinpin Bar	Grounding	—	Failure to secure nets
48.	M.V. <i>Gulf Sky</i>	51.6 m	30.10.88	Mornington Island	Grounding	—	Master censured
49.	M.V. <i>Lindeman Pacific</i>	14.99 m	12.11.88	Whitsunday Passage	Injury to passenger	—	Report accepted
50.	M.V. <i>Falcon II</i>	8.73 m	30.12.88	John Brewer Reef	Sinking	—	Sank while unattended
51.	<i>Mareeba</i>	27.43 m	25.1.89	Townsville Harbour	Collision with NO. 21 Beacon	—	Report noted
52.	M.V. <i>Calypso Kristie</i>	99.9 t	5.2.89	Agnes Water	Grounding	—	Master censured
53.	Q.G. <i>Scarus</i>	7 m	24.11.88	Lytton Reach	Collision with beacon	—	Master cautioned
54.	<i>Torpilet</i>	10.36 m	28.12.88	Thursday Island Harbour	Capsized	—	Report accepted
55.	M.V. <i>Reef Encounter Sandra</i>	34.14 m	22.2.89	Norman Reef	Grounding	—	Report accepted
56.	F.V. <i>Rembrandt</i>	15.72 m	12.3.89	SW of Bramble Cay	Fire & sinking	—	Report Accepted
57.	F.V. <i>Wandering Star</i>	15.22 m	25.10.88	Rennel Island	Collision	—	Master Reprimanded
	F.V. <i>Moreton Miss</i>	14.98 m					
58.	F.V. <i>Marsale</i>	14.9 m	13.2.89	Flat Island	Capsize & sinking	—	Trawl gear fouled
59.	M.V. <i>Sea Commander</i>	247.03 m	10.4.89	Gladstone	Collision with coal facility	—	Error of judgement by pilot
60.	F.V. <i>Curringa</i>	18.13 m	14.4.89	Torres Strait	Grounding	—	Error of navigation by Master
61.	Barge <i>Albany</i>	49.4 m	17.4.89	Aplin Passage	Grounding	—	No blame to Master Report accepted
62.	M.V. <i>Saltfiord</i>	15.24 m	20.4.89	Cooktown	Holed	—	No blame to Master Report accepted
63.	F.V. <i>Saga</i>	10.97 m	2.5.89	Yepoon	Sinking	—	Report noted
64.	M.V. <i>Bosisa</i>	955 t	11.5.89	Townsville	Collision with berth	—	Error of judgement by Pilot
65.	M.V. <i>W.M. Leonard</i>	15471 t	20.4.89	Port Alma	Collision with berth	—	Report noted
66.	M.T. <i>Sunrise/ Barge Lucinda</i>	14 m, 48.7 m	7.2.89	Brisbane River	Collision	—	Report received. No blame on Master of Sunrise
	Unnamed drilling pontoon	9 m					
67.	M.V. <i>W.M. Leonard</i>	15471 t	18.4.89	Mackay	Collision with berth	—	Error of judgement by Master
68.	Hamilton Is Water Sports C.W.S.K.I. Boat	5.5 m	2.12.88	Hamilton Island	Collision with skin diver	—	Person should not be swimming in the vicinity of vessel operating

## Private Pleasure Vessels Registrations Current as at 30 June 1989

Area	1985	1986	1987	1988	1989
Gold Coast .....	9,226	9,740	10,002	10,569	11,087
Brisbane — southern suburbs .....	7,010	7,018	6,977	7,092	7,213
Brisbane — eastern suburbs .....	7,741	7,771	7,763	7,844	8,063
Brisbane — northern suburbs .....	7,210	7,252	7,351	7,155	7,056
Brisbane — western suburbs .....	5,398	5,375	5,210	5,166	5,025
Ipswich-West Moreton .....	3,031	3,100	3,030	3,016	3,114
Toowoomba .....	1,282	1,306	1,335	1,362	1,445
Southern Inland .....	1,125	1,158	1,192	1,242	1,405
Caboolture .....	3,460	3,652	3,831	3,964	4,244
Sunshine Coast .....	5,762	5,969	6,099	6,447	6,944
Burnett Valley .....	710	716	743	759	808
Maryborough .....	3,192	3,281	3,343	3,532	3,791
Bundaberg .....	3,567	3,723	3,681	3,730	3,866
Gladstone .....	2,171	2,238	2,250	2,256	2,357
Rockhampton .....	3,978	4,034	4,126	4,103	4,059
Central Inland .....	404	417	403	410	425
Mackay .....	5,589	5,545	5,622	5,761	5,709
Proserpine .....	891	934	963	1,011	1,064
Bowen .....	1,153	1,103	1,046	1,109	1,210
Ayr-Home Hill .....	2,104	2,137	2,144	2,143	2,157
Townsville .....	4,809	5,184	5,329	5,489	5,685
Ingham .....	1,296	1,276	1,308	1,309	1,369
Innisfail .....	1,744	1,815	1,821	1,866	1,950
Cairns and Far North .....	4,845	5,278	5,844	6,351	6,749
Northern Inland .....	766	754	787	844	845
Thursday Island .....	142	151	272	324	413
Interstate/Overseas .....	569	587	614	644	650
Details omitted .....	8	10	13	9	14
Total .....	89,183	91,524	93,099	95,507	98,717



Boating Facilities  
Public Boat Ramps

Region	June 1988	New Boat Ramps		Deletions	June 1989	Improvements	
		Constructed by Department	Constructed by Others			Widened	Upgraded
Border to Brisbane (Gold Coast City to Brisbane City).....	50	2	—	—	52	—	2
Redcliffe to Noosa (Redcliffe City to Noosa Shire).....	34	1	—	—	35	—	3
West Moreton and Southern and Central Inland .....	12	2	—	—	14	—	—
Wide Bay to Hervey Bay (Widgee Shire to Hervey Bay City) .....	22	1	—	—	23	—	—
Central Coast (Isis Shire to Livingstone Shire) .....	42	—	—	—	42	—	—
Mackay and Northern Coast (Broadsound Shire to Hinchinbrook Shire).....	39	1	—	—	40	—	—
Far North Coast (Cardwell Shire to Douglas Shire).....	33	1	—	—	34	—	—
Far North and North West .....	6	2	—	—	8	—	—
Total .....	238	10	—	—	248	—	5

- New Boat Ramps
- Constructed by Department:
- Ayton (Bloomfield River)
  - Bjelke-Petersen Dam
  - Clairview Beach
  - Claude Wharton Weir
  - Dayman Point (Daintree Road)
  - Dunwich (One Mile)
  - Jacobs Well (Jacobs Well Road)
  - Karumba (Gilbert Street)
  - Maroochy River (Dunethin Lake)
  - Poona (Owen Cox Street)

- Improvements
- Upgraded:
- Bellara (Bibimuyula Street)
  - Indooroopilly (Meiers Road)
  - Jindalee (Noolinga Street)
  - Noosaville (Albert Street)
  - Tewantin (Lake Street)

Public Jetties

Region	June 1988	Additions		Deletions	June 1989	Upgraded
		Constructed by Department	Constructed by Others			
Border to Brisbane .....	23	—	2	—	25	—
Redcliffe to Noosa .....	9	—	—	—	9	—
Wide Bay to Hervey Bay .....	2	—	—	—	2	—
Central Coast .....	6	—	—	—	6	1
Mackay and Northern Coast .....	7	—	—	1	6	—
Far North Coast .....	11	2	—	—	13	—
Far North and North West .....	3	—	—	—	3	—
Total .....	61	2	2	1	64	1

New Jetties

Constructed by Department:  
Cairns (Marlin Parade) Pontoon  
Daintree Ferry (Baileys Creek Road) Pontoon  
Constructed by Others:  
Boykambil (Bert Hood Street)  
South Stradbroke Island (Tipplers Passage)

Jetty Deleted

Dungeness (Dungeness–Lucinda Road)

Improvements

Upgraded:  
Two finger jetties added to the public landing Rosslyn Bay Boat Harbour.

Private Marinas\*

Region	Marinas	Berths	Marine Proposals Under Consideration
Gold Coast and Broadwater .....	14	2,142	3
Southern Moreton Bay and Brisbane .....	7	1,251	—
Northern Moreton Bay .....	4	423	—
Sunshine Coast .....	4	445	1
Tin Can Bay to Hervey Bay .....	3	132	2
Central Coast .....	5	475	4
Mackay, Whitsunday and Bowen .....	6	526	12
Northern Coast .....	3	338	5
Far North Coast .....	5	305	10
Total .....	51	6,037	37

\* Compiled from the best information available to the Department.







HARBOURS MARINE

*Caring for our coast*