

Ex-HMAS *Tobruk*

Management Options – Exclusion Zone

Introduction:

Ex-HMAS *Tobruk* is scheduled to be scuttled in mid-2018 to create an artificial reef and dive site in Hervey Bay, within the Great Sandy Marine Park. Once the ship is scuttled, it is intended that divers will access the site either via a small number of commercial dive companies or privately after obtaining a permit, through an electronic booking system.

Appropriate legislative arrangements under the *Marine Parks Act 2004* will be required to support the protection and effective management of the dive site. This will consider the appropriate use of zoning and designated areas to implement the management intent for the area.

Ex-HMAS *Tobruk* has been gifted to the State of Queensland for the purpose of creating a world class dive site. For the safety of divers, to prevent conflict between user groups and to maximise the diversity and utility of the ship as a dive site, all other activities will be excluded, under legislation, from the ship and areas surrounding it.

Policy Intent

The following policy objectives will be considered for management of the ex-HMAS *Tobruk* dive site:

1. To provide a safe and enjoyable experience for divers accessing the ex-HMAS *Tobruk* site.
2. To provide protection for marine fauna and flora communities associated with the ex-HMAS *Tobruk* site.
3. To minimise impacts on other user groups (boating, commercial and recreational fishing) undertaking lawful activities in the marine areas outside the ex-HMAS *Tobruk* site.
4. To facilitate easy voluntary compliance with the applied rules and regulations.
5. To enable effective monitoring and enforcement of activities.
6. To be consistent with the management arrangements for the ex-HMAS *Brisbane* site.

Implementation

In order to meet all the objectives (1-6) above it has been determined that entry to the dive site will be prohibited through an exclusion zone for all marine park users, unless prior approval is granted via a permit or written approval. No fishing or collecting will be permitted. The most effective method of implementing the exclusion zone is still being explored. However there is potential to prescribe access requirements in marine park legislation.

Determining the appropriate size, shape and location of this exclusion zone is critical to providing an effective balance amongst the competing priorities identified.

Location – final resting place of the ship should ideally be located in centre of the exclusion zone.

Shape – the exclusion zone should follow easily identified lines of longitude and latitude.

Voluntary compliance – location should be easily identifiable on plotters, mobile apps, maps and signage.

Size

The appropriate size of the exclusion zone will establish the correct balance between policy objectives 1, 2, 3 and 5. The size of the zone should be sufficient to:

- provide safety for divers away from other boating traffic
- protect marine communities residing in and around the wreck
- minimise impacts on other user groups
- enable effective monitoring and enforcement for management agencies.

QPWS propose two (2) options for an appropriate size of the exclusion zone:

1. approximately 800m box
2. approximately 1200m box

<p>Option 1 – ~ 800m (~0.4nm) box</p> <p>A box that will line up with rounded (1 decimal place) lines of latitude and longitude and will be approximately 800m (or 0.4nm) across.</p> <p>This will give a minimum distance from the ship and associated mooring buoys to the edge of the zone of 300m in every direction.</p> <p>See diagram 1.</p>	<p>Option 2 – ~1200m (~0.6nm) box</p> <p>A box that will line up with rounded (1 decimal place) lines of latitude and longitude and will be approximately 1200m (or 0.6nm) across.</p> <p>This will give a minimum distance from the ship and associated mooring buoys to the edge of the zone of 500m in every direction.</p> <p>See diagram 2.</p>
<p>Pros</p> <ul style="list-style-type: none"> • least impact on other users groups in area (commercial and recreational fishers, other boaters) • sufficient diver safety margin surrounding the ship (similar size to ex-HMAS <i>Brisbane</i>) • good protection for marine ecosystem, including a buffer around the ship to help protect any resident and transient species • mooring buoys easily identifiable from outside of exclusion zone. 	<p>Pros</p> <ul style="list-style-type: none"> • improved diver safety margin around site • excellent protection for marine ecosystems associated with wreck including a buffer around the ship to help protect any resident and transient species. • easier monitoring and enforcement of site – given offshore location.
<p>Cons</p> <ul style="list-style-type: none"> • smaller buffer distance to help protect resident and transient species • monitoring and enforcement more complex with smaller zone. 	<p>Cons</p> <ul style="list-style-type: none"> • greater potential to impact other user groups wishing to access surrounding areas.

Have Your Say

Queensland Parks and Wildlife Service are interested in your feedback regarding the appropriate size of the proposed exclusion zone surrounding ex-HMAS *Tobruk*.

Please provide advice to ArtificialReefs@des.qld.gov.au or direct to a team representative by **14 March 2018**.

Identify your preferred option

Option 1 – ~ 800m box exclusion zone

Option 2 – ~ 1200m box exclusion zone

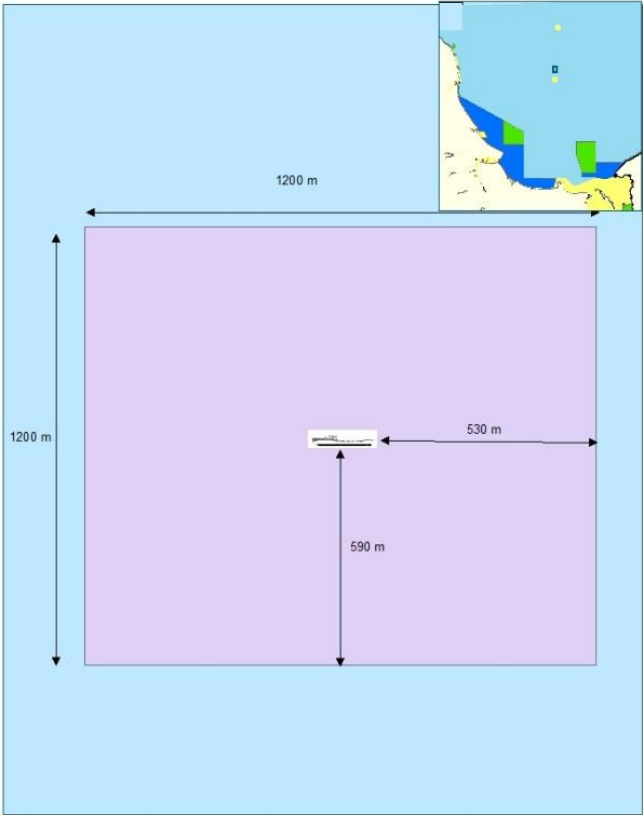
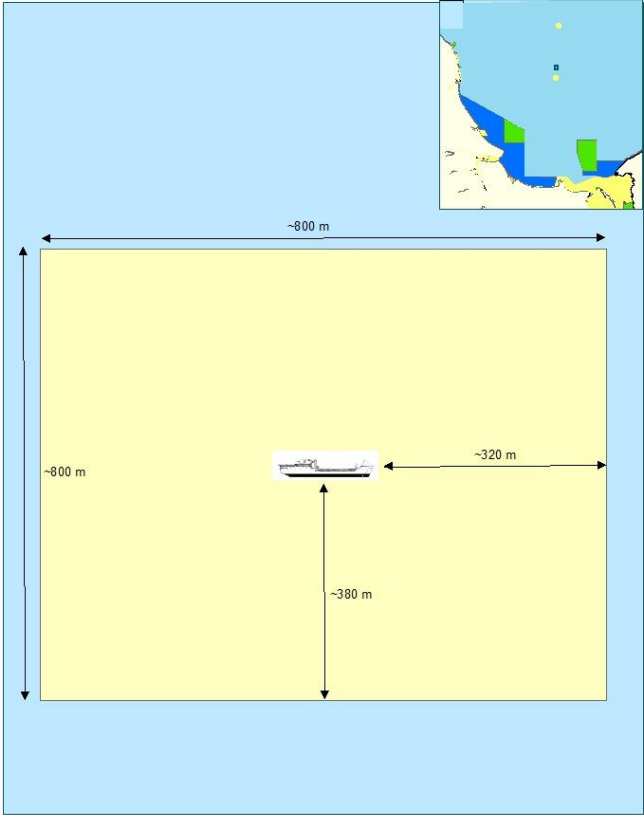
Other. Please detail below

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Option 1: Approximately ~800m (~0.4nm) exclusion area

Option 2: Approximately ~1200m (~0.6nm) exclusion area



ex-HMAS Tobruk - exclusion zone ~0.4 nm (~800m)

COORDINATE SYSTEM: GCS GDA 1984
PROJECTION: GDA 1984
ACCURACY STATEMENT:
Due to the presence of data source errors, the accuracy of this map is not guaranteed.

DISCLAIMER:
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ex-HMAS Tobruk - exclusion zone ~0.6 nm (~1200m)

COORDINATE SYSTEM: GCS GDA 1984
PROJECTION: GDA 1984
ACCURACY STATEMENT:
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