

Our ref 230/00815
Your ref
Enquiries Jonathan Beatty

Department of
Transport and Main Roads

20 October 2015

To Whom It May Concern,

I previously wrote to you on 11 September 2015 regarding some proposed works on the Tangalooma Wrecks to stabilise the overall system. This letter is to provide an update on when and how the works will be completed, as well as the public safety management strategies that will be utilised during the period.

A contractor has been selected and is currently scheduled to begin works on 26 October 2015. Works are expected to take 10 to 12 working days, dependant on the weather. It is hoped that all plant and equipment will be departing the site on or about 07 November 2015. Please note that work will be conducted through the weekend beginning 31 October to expedite the overall process.

With the contractor selected and their proposed work methodology reviewed, public safety will be managed through an exclusion zone placed around the work barge instead of the entire wreck system. This exclusion zone 75m from work barge, will be will be marked by red pennant buoys and be moved with the barge as the works progress. In addition there will be two yellow buoys marking the barges anchors. This is depicted on Map C7-357-1, attached at enclosure 1.

The exclusion zone will be established under a Harbour Master's Direction as per the *Transport Operations (Marine Safety) Act 1994* once the barge is established on site. It will be regularly patrolled by the Queensland Water Police, NPSR Rangers, Maritime Safety Queensland Officers and the Queensland Boating and Fisheries Patrol. As the barge and associated exclusion zone move from wreck to wreck conducting works, people and vessels are requested to remain cognisant of the dynamic nature of the work and wary of the moving exclusion zone.

Once the works are complete, those high risk structures above the waterline will have been lowered to the seaward side of the wrecks or down into the hulls themselves to add further stability to the wreck system and aid in its role of providing a safe anchorage on the western shore of Moreton Island. The wreck system overall will remain in place.

I take this opportunity to remind you that the wrecks are currently structurally unstable. It is recommended that people keep well clear of the wrecks, avoiding activities such as mooring boats to structures, climbing on or swimming through them. The works will result in a safer and more efficient anchorage. However due to the dynamic nature of the marine environment there will be an ongoing risk of personal injury and the public will be advised not to climb or swim through the structures.

If you have any questions, please contact the Assistant Regional Harbour Master, on 07 3632 7500.

Yours sincerely



Glenn N Hale
Regional Harbour Master (Brisbane)

Enc (1)

1. Map C7-357-1

153°22'E

153°22.1'E

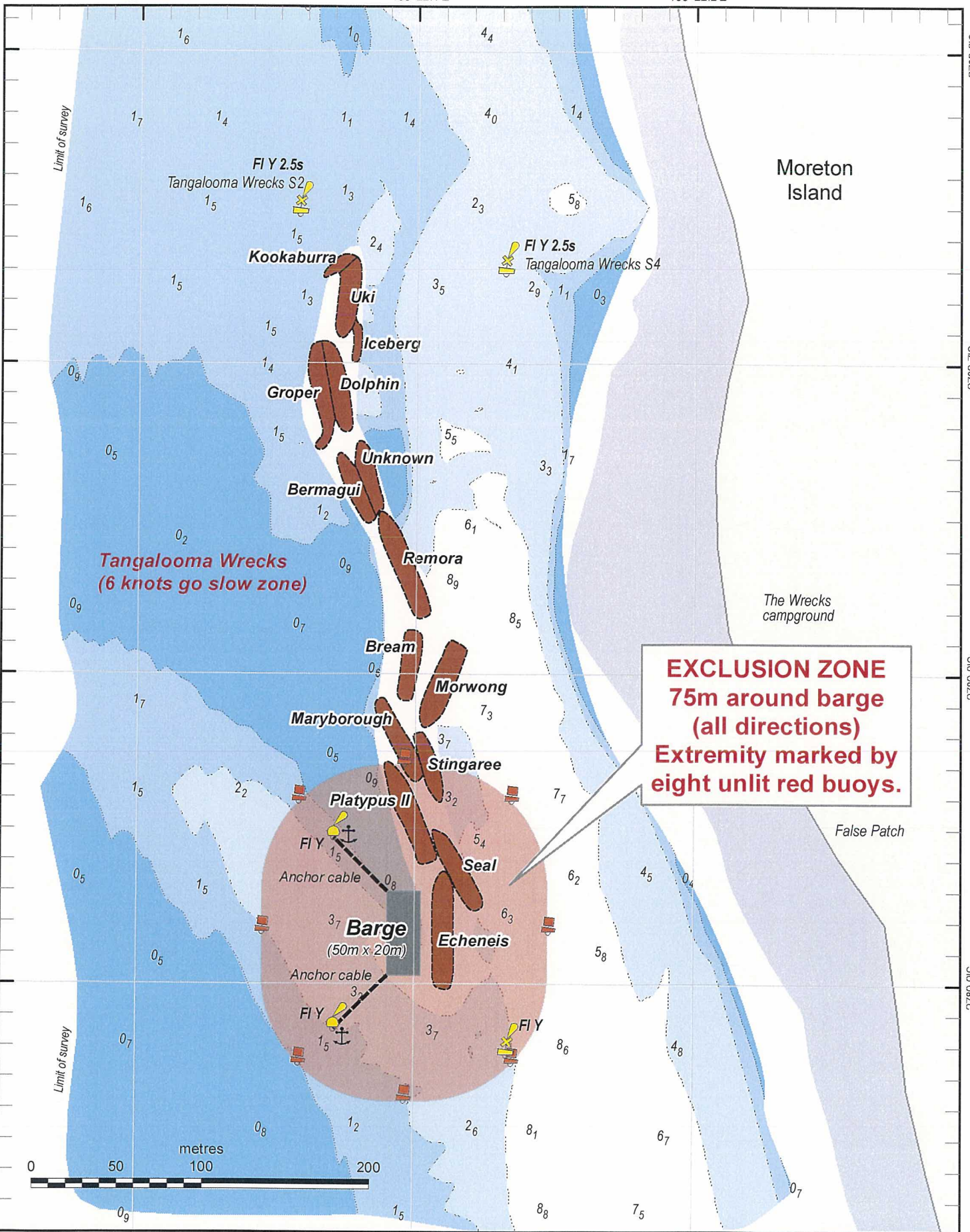
153°22.2'E

27°9.6'S

27°9.7'S

27°9.8'S

27°9.9'S



Horizontal datum: GDA94 (WGS84 compatible)
 Projection: UTM (MGA zone 56)
 Vertical datum: LAT (Lowest Astronomical Tide)

TANGALOOMA WRECKS MORETON ISLAND EXCLUSION ZONE

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<http://creativecommons.org/licenses/by-nc-nd/3.0/au>

Map C7-357-1

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 Maritime Safety Queensland
 Spatial Services

Sounding survey date 10 August 2015

