

# DMS E-Mail Record

Document ID:

E25023

Inwards E-mail Date Registered:

Date Written:

23/11/2010 02:46:57 PM

Area Manager (Gold Coast)

24/11/2010

Project ID

Author:

Subject:

Greg L Turner

Author Ref: Related Docs: Related Files:

Author Title: Corporate Author:

Mail Reply - Re: Speed Limit Memo (Draft)

**Action Officer:** 

Anthony G Alback Marine Officer

Title: **Action Due:** 

09/12/2010 For Action

**Business Unit:** Date Actioned:

Gold Coast Marine Operations

**Action Status:** Security:

File ID:

720/01215[1]-Marine Safety Gazettals - Speed Limits - 2010 Review Of Speed Limits - Gold Coast Waterways

Comments/Submissions From Stakeholders

On File:

Yes 56

Folio No:

Copies of Documents Placed onto:

New file 230/00003

Greg L Turner/cp5/qdot/au

23/11/2010 02:46 PM

Anthony G Alback/cp1/qdot/au@QDOT

CC bcc

Subject

Re: Speed limit memo (draft)

2E986FD8965769994A2577E40003CB11

Anton

I have provided my comments below regarding public consultation process on the speed limit review.



Speed Limit Review - Response GT xls

Regards,

**Grea Turner** 

Area Manager (Gold Coast) | Gold Coast Region

Maritime Safety Queensland | Department of Transport and Main Roads

40-44 Seaworld Dave Main Beach Old 4217

PC) Box 107 | Scarboard Old 4215 P: (07) 55397634 | F: (07) 55397388

M: NR

E: grøg/Ljujner@msq.gld.gov.au

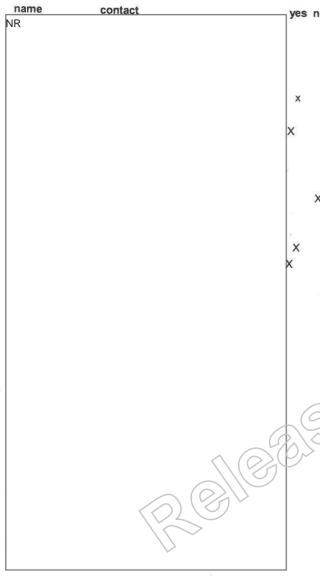
W: www.rusq.qld.gov.au

Tomorrow's Queensland: strong, green, smart, healthy and fair - www.towardQ2.qld.gov.au

A Please consider the environment before printing this email

Page Number: 1 of 16

### Review responses



yes no comment thrust

- (a) include 6 knots west shore currigee
- (b) develop west channel as main
- (c) 6kn <30 m of Currigee
- (d) 6 kn Browns Is to South Stradbroke include east walls of Sovereign Is include 6 knots west shore currigee extend 6 knots Paradise Point to SYC sailing club, Paradise Point extend 6 knots Paradise Point to Runaway Bay canal entrance
- X keep sovereign to Ephraim a ski area no wash, 6kn all vessels in North Ch make 6kn Wavebreak to Jumpinpin no wash - Broadwater

extend 6 kn upstream of M1 Coomera R include Sea Eagle Lagoon include 6kn Rivage Royale include 6kn Rivage Royale include 6kn Rivage Royale include 6km Rivage Royale include 6kh Rivage Royale include 6kn Rivage Royale

### Supported?

do not support the proposal - issue is more based on wash impacting the beach, problem will in do not support the proposal - as this will impact on the area used by Southport yacht Club (alre do not support the proposal - vessel would be imposed a speed limit when there is rarely anyou do not support the proposal - too general for little gain, again limited use by residents do not support the proposal - impact on the movement of general boat traffic to satisfy waterfrom do not support the proposal - too general for little gain, again limited use by residents worthy of further investigation for vessel 8 metres and over in length but limited use would adver

do not support the proposal - too general and the safety concerns have not been raised as to v

do not support the proposal as additional bridges and beacons have been established at this k

worthy of further investigation for vessels over a certain (yet to be determined) size - just need worthy of further investigation for vessels over a certain (yet to be determined) size - just need

worthy of further investigation but only upto and not including Sea Eagle Lagoon do not support the proposal - the area is identified as a popular watersports location (could use needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans

NR

include 6kn Rivage Royale Move W Chevron Is 6kn zone further downstream Move W Chevron Is 6km zone further downstream

6 knots all developed areas of Nerang R
enforce no skiing under Ross St Bridge
X remove speed limits in open areas and
place speed limits in restricted areas
need 6 knots in 300m radius
around Nth Cardinal Tulleen Is
need 6 kn in Walleys Gutter and
Millionaires Row

need "no wash - all vessels"

needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans do not support the proposal - the current speed zone was considered suitable during the last speed zone was considered as the last speed zone

do not support the proposal - the current speed zone was considered suitable during the last s

worthy of consideration for vessels over 6 metres in length - will need to be in the next round of do not consider that skiing under Ross Street Bridge is a regulatory offence need more information to provide comment

worthy of consideration for vessels over 10 metres in length - will need to be considered at the

worthy of consideration for vessels over 10 metres in length - will need to be considered at the

worth of further investigation for vessels over a certain (yet to be determined) size - need to ag

NR X X X X X X X X X X X X X X X

x (1) remove all speed zones, make no wash need more information to provide comment

(2) happy with Ephriam Is zone.

(3) consider wash created on entry & exit of all zones.

(4) need more enforcement

(5) re-establish Waterways Authority

X (6) Should be addressing erosion include no skiing in Logan R 6kn zone include no skiing in Logan R 6kn zone

good

good

good

need more information to provide comment not in this review

skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone

Totals:

21 4

ntensify with vessels operating on bog plane eady a concern) ne using the foreshore (limited use by residents) ont residents - high traffic area ersely impact on other vessl operators that could travel through this area safely above 6 knots why ocation over the past 25 years making the area less suitable for skiing activities to agree on the size vessels that will be impacted to agree on the size vessels that will be impacted some noise rules)

Page Number: 5 of 16

peed limit review

peed limit review

f speed limit review

next review

next review

ree on a size

Page Number: 6 of 16





# Memorandum

230/00003 Our ref

Your ref

23 November 2010 Date

To

Russell Witt

Regional Director (Gold Coast) Maritime Safety Queensland

Subject

Review of comments received - Gold Coast Speed Limit Review 2010

(Draft)

On your request I have compiled a spread sheet of comments received from the public consultation stage of the above document. I then requested comments on the spread sheet from Officer in Charge, Gold Coast Water Police, District Manager, Queensland Boating and Fisheries Patrol Gold Coast and Maritime Safety Queensland Marine Officers.

It is worthy of note, from the 92 separate responses received in the public consultation period, 4 returned negative feedback and 21 returned positive feedback.

The remaining 67 responses did not clearly give any feedback on the proposed changes however provided other areas to be included as 6 knot zones.

Those areas can be summarised as:

- Western shoreline South Stradbroke Island (Currigee) 1.
- Eastern Walls of Sovereign Islands
- Western foreshore from Paradise Point to Runaway Bay Canals entrance 3.
- Wavebreak Island to Jumpinpin all vessels 4.
- Coomera River M1 to Sea Eagle Lagoon 5.
- Waters of Nerang River adjacent Rivage Royale 6.
- Extend West Chevron 6 knot zone downstream to TSS 7.
- 300m radius around north cardinal adjacent Tulleen Island 8.
- Walley's gutter and Millionaires Row

A further request was to include "no skiing" in the Logan river 6 knot proposal.

Department of Transport and Main Roads Maritime Safety Queensland Gold Coast Region 40-44 Seaworld Drive Main Beach Queensland 4217 PO Box 107 Southport Queensland 4215

Enquiries Telephone +61 7 5539 7300

Anton Alback

Facsimile +61 7 5539 7388

Of these areas I suggest the following:

Points 1, 2, 3 and 9 are primarily based around interaction with anchored vessels and people in the water. This interaction is regulated for vessels and PWC under s127 and 127A Transport Operations (Marine Safety) Act 1994 respectively. Another consideration is the travel time and impacts on weekdays when no anchored vessels/swimmers are present. With this in mind, I do not consider 6 knot zones in these areas an effective solution.

Point 4 has been considered for larger vessels in previous consultation. With this in mind, I do not consider 6 knot zones in these areas an effective solution.

Points 5, 6 and 7 are considerations based on the alleged damage to the shoreline/pontoons and are captured under 128 Transport Operations (Marine Safety) Act 1994. With this in mind, I do not consider 6 knot zones in these areas an effective solution.

In the case of Rivage Royale, as there is future works proposed in light rail and pedestrian bridges to flank Sundale Bridge. Preparing an extention to the 6 knot area upstream of the existing brige structure would both appease residence of Rivage Royale and promote Maritime Safety Queensland as forward thinking in its approach to speed zones.

Point 8 is based around interaction between vessels in a junction. Marine incident data does not support the alleged "dangerous area" and compliance with the International Regulations for the Prevention of Collisions at Sea 1972 would maintain safety.

			-
IR			
Anton Alb			
Marine O	fficer		
Encl (1)		(	0/1
Little (1)			
		(0)	2)
	/	~ Z	
		707	
	Č		
	$_{\sim}$ ( $\bigcirc$ /		
<			
((	//5)		
	7		

Page Number: 8 of 16

#### Review responses

name contact NR X

ves no comment thrust

- (a) include 6 knots west shore currigee
- (b) develop west channel as main
- (c) 6kn <30 m of Currigee
- (d) 6 kn Browns Is to South Stradbroke include east walls of Sovereign Is include 6 knots west shore currigee extend 6 knots Paradise Point to SYC sailing club, Paradise Point extend 6 knots Paradise Point to Runaway Bay canal entrance
- X keep sovereign to Ephraim a ski area no wash, 6kn all vessels in North Ch make 6kn Wavebreak to Jumpinpin no wash - Broadwater

extend 6 kn upstream of Mi Coomera R include Sea Eagle Lagoon include 6kn Rivage Royale include 6kn Rivage Royale

#### Supported?

do not support the proposal - issue is more based on wash impacting the beach, problem will it do not support the proposal - as this will impact on the area used by Southport yacht Club (alre do not support the proposal - vessel would be imposed a speed limit when there is rarely anyou do not support the proposal - too general for little gain, again limited use by residents do not support the proposal - impact on the movement of general boat traffic to satisfy waterfrom do not support the proposal - too general for little gain, again limited use by residents worthy of further investigation for vessel 8 metres and over in length but limited use would adver

do not support the proposal - too general and the safety concerns have not been raised as to v

do not support the proposal as additional bridges and beacons have been established at this lo

worthy of further investigation for vessels over a certain (yet to be determined) size - just need worthy of further investigation for vessels over a certain (yet to be determined) size - just need

worthy of further investigation but only upto and not including Sea Eagle Lagoon do not support the proposal - the area is identified as a popular watersports location (could use needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans

NR X X

include 6kn Rivage Royale Move W Chevron Is 6kn zone further downstream Move W Chevron Is 6kn zone further downstream 6 knots all developed areas of Nerang R enforce no skiing under Ross St Bridge remove speed limits in open areas and place speed limits in restricted areas need 6 knots in 300m radius around Nth Cardinal Tulleen Is need 6 kn in Walleys Gutter and Millionaires Row

need "no wash - all vessels"

needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans needs to be considered for the construction of the two new bridge spans do not support the proposal - the current speed zone was considered suitable during the last speed speed suitable during the last speed sp

do not support the proposal - the current speed zone was considered suitable during the last s

worthy of consideration for vessels over 6 metres in length - will need to be in the next round or do not consider that skiing under Ross Street Bridge is a regulatory offence need more information to provide comment

worthy of consideration for vessels over 10 metres in length - will need to be considered at the

worthy of consideration for vessels over 10 metres in length - will need to be considered at the

worth of further investigation for vessels over a certain (yet to be determined) size - need to ag

NR x (1) remove all speed zones, make no wast need more information to provide comment (2) happy with Ephriam Is zone. good (3) consider wash created on entry & good exit of all zones. X (4) need more enforcement good need more information to provide comment (5) re-establish Waterways Authority X (6) Should be addressing erosion not in this review X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone X skiing above 6 knots will not be able to be conducted in the new speed zone include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skling above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X include no skiing in Logan R 6kn zone Х include no skiing in Logan R 6kn zone skiing above 6 knots will not be able to be conducted in the new speed zone X good Totals:



# Memorandum

230/00003 Our ref

Your ref

To

Patrick Quirk

General Manager

Maritime Safety Queensland

Copy to

Amy Wilson

**Acting Manager** 

Maritime Legislation

Subject

Application for the gazette of 7 new speed zones in Gold Coast Waters

## Background

Speed limits on all Gold Coast waterways were reviewed in 2007/2008, resulting in the introduction of new and amended limits in many areas in July 2008. Further identified new and amended areas were proposed in the latest round of public consultation that closed 12 November 2010.

The Gold Coast waterways speed limits proposed review August 2010 provided the opportunity for key stakeholders to consider and comment on the proposed zones. With input being provided by the Water Police and Boating and Fisheries Patrol, Maritime Safety Queensland has developing this application for improving the safety of our waterways.

The waterways include Legan River, north and south arms of Coomera River, Browns Inlet, South Stradbroke Island Hope Island Channel, Ephraim Island and the Nerang River at Sundale.

### Comment

General positive feedback on the proposed areas to be gazetted 6 knots was received from both the public and our enforcement partners with another 7 areas put forward for consideration from members of the public.

Of these 7 areas, one has the support of Maritime Safety Queensland (Gold Coast) and is therefore included in the application for gazette after comments were requested from enforcement partners. This area is to the west of the existing Sundale Bridge. As there are future works proposed in light rail and pedestrian bridges to flank Sundale Bridge, inclusion of an extension to the 6 knot area upstream of the existing bridge structure would address current and future concerns for both the safe use of the marina and construction of the bridge

Pursuant to section 206A Transport Operations (Marine Safety) Act 1994, I recommend 6 knots - all vessels zones be gazetted in the following waters of the Gold Coast:

- Downstream of Sanctuary Cove, north arm Coomera River to an imaginary line across the river 100 metres downstream of Coomera Shores entrance canal.
- Downstream of Paradise Point, south arm Coomera River to an imaginary line across
  the river from the western most point of Sovereign Islands to the western shoreline of
  the river and continuing east and south down Paradise Point channel to an imaginary
  line due west from a point on the shoreline adjacent Queen Ann Court to the eastern
  shore of Paradise Point.
- Browns Inlet commencing from a point on South Stradbroke Island east of the
  Aldershots to the northern most point of Browns Island and following the shorelines
  of the inlet to the east of Browns Island to an imaginary line from the southern most
  point of Browns Island south east to the closest point of South Stradbroke Island, and
  including the waters of North Currigee Harbour.
- Logan River commencing from an imaginary line approximately 180 metres upstream
  from the north bound traffic bridge of the M1 downstream to an imaginary line
  approximately 500 metres downstream of the south bound traffic bridge of the M1.
- Hope Island Channel from Coombabah Creek to Santa Barbara Road.
- Upstream of Sundale Bridge, Nerang River to an imaginary line across the river from the southern bank west of the Sundale Bridge to the Northern bank upstream of Rivage Royale Matina, Southport.
- Paradise Point Channel north from Ephraim Island Bridge to an imaginary line parallel to the bridge from the shoreline of Paradise Point to the north-west point of Ephraim Island.

I have prepared the gazette wording for each area as follows:

Page 2 of 5

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-12" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

Colum 2 Column 3

All waters of north arm Coomera River downstream of Sanctuary
Cove, to advisory signs on the north and south foreshores at 153° 6 knots
22.3115' E, approximately 100 metres downstream of Coomera
Shores entrance canal.

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-11" prepared by Maritime Safety Queensland and neighbor at the Regional Director's office in Gold Coast.

Column 1

Colum 2 Column 3

All waters downstream of Paradise Point, South Arm Coomera River to an advisory sign on the foreshore of the western shoreline of the river at 27° 52.145′ S 153° 23.804′ E, and continuing east to an advisory sign on the Sovereign Islands foreshore at 27° 52.118′ S 153° 24.017′ E, and following the western foreshore of Sovereign Islands to an advisory sign on the shoreline at 27° 52.363′ S 153° 24.213′ E, adjacent Queen Ann Court to an advisory sign on the eastern shore of Paradise Point at 27° 52.363′ S 153° 24.036′ E and following the foreshore north west returning to the South Arm Coomera River.

6 knots All

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-14" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

Colum 2 Column 3

All waters of Browns Inlet commencing from an advisory sign on the foreshore of South Stradbroke Island at 27° 51.46′ S 153° 24.59′ E, following the foreshore of South Stradbroke Island south to an advisory sign on the foreshore adjacent the southern

6 knots All

Page 3 of 5

entrance to Browns Inlet and including all waters east of advisory signs on the foreshore at the entrance of North Currigee Harbour, to an advisory sign on the southern foreshore of Brown Island following the eastern foreshore of Brown Island north to an advisory sign on the northern foreshore of Brown Island, returning to the starting point on South Stradbroke Island.

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8ws-25" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast.

Column 1

All waters of the Logan River commencing from an advisory sign on the northern foreshore at 27° 41.738' S 153° 11.581' E, 6 knots approximately 180 metres upstream from the north bound traffic bridge of the M1 following the northern foreshore downstream to an advisory sign at 27° 41.564' S 153° 11.919' E, approximately 500 metres downstream of the south bound traffic bridge of the M1, across the river to an advisory sign on the southern foreshore at 27° 41.583' S 153° 11.966' E, following the foreshore upstream to an advisory sign at 27° 41.771' S 153° 11.576' E, and across the river returning to the starting point.

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-15" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast.

Column 1

Colum 2 Column 3

Colum 2 Column 3

All

All waters of the Hope Island Channel upstream of advisory signs on the foreshore at the mouth of the Hope Island Channel to 6 knots All Santa Barbara Road.

Page 4 of 5

Page Number: 15 of 16

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-16" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast.

Column 1

All waters of Paradise Point Channel from the southern side of Ephraim Island Bridge following the Paradise Point foreshore north to an imaginary line parallel to the bridge from an advisory sign on the shoreline of Paradise Point adjacent Victor Drive to the northern most point of Ephraim Island and following the western foreshore of Ephraim Island south to the southern side of Ephraim Island Bridge.

Column 2 Column 3

6 knots Ai

"...I, Patrick Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of section 206A of the Transport Operations (Marine Safety) Act 1994, approve the fixing of the speed limit for the waters listed in Column 1 at the speed listed in Column 2 for the ships listed in Column 3 of the following table, as shown on designated plan "S8sp-20" prepared by Maritime Safety Queensland and held at the Regional Director's office in Gold Coast..

Column 1

Colum 2 Column 3

All waters of the Nerang River from the Sundale Bridge to an advisory sign at 27° 58.81' S 153° 25.31' E on the southern bank 6 knots All west of the Sundale Bridge to an advisory sign at 27° 58.695' S 153° 25.11' E on the northern foreshore upstream of Rivage Royale Marina, Southport and following the foreshore downstream to the Sundale Bridge.

	_	_
П	N I	
	N	ь

Gred Turner

A/Regional Director (Gold Coast)

Enc

Recommendation	Gazettal Notice	Gazettal Notice
ENDORSED / NOT ENDORSED	ENDORSED / NOT ENDORSED	APPROVED / NOT APPROVED
Date	Date	Date
John Kavanagh	Amy Wilson	Patrick Quirk
A/Director (Maritime Services)	A/Manager (Maritime Legislation)	General Manager

Page 5 of 5