

free issue

# Vsheet

March 2013



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from

*my*

**S C R A P**

**B O O K**

**A PICTORIAL OF ANYTHING NAUTICAL.**



Sonia Curtis was presented with her 10 year Service plaque at her 70th Birthday Party.



Port Frederick enters the Gold Coast Seaway



Christmas celebrations VMR style



Duty Skipper White Crew Dave Macdonald at the wheel.



Radio Operator Charlie Henry shows off the proposed new crew uniform.



Precision Driving to fit a side tow between the Trawler and the Pontoon.



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**PRESIDENT'S REPORT**

**President Ken Gibbs**

**A** very Happy and Prosperous New Year to all and by the time you get to read this it will probably be a distant memory with Easter chocolates in the shops.

I was very fortunate to have 4 weeks holiday in New Zealand to recharge my batteries. Whilst over there I took the opportunity to talk to quite a few boaties and look at their facilities. They, like us are mad boaties and are quite happy to share their views.

I would like to thank all the Radio Operators and Crewies who offered their time above and beyond their normal duties over the holiday period such as Christmas and New Years day and all those in between. I can't imagine what we would do without them - I can't believe that some people still think we are paid to work!

I recently had the pleasure to draw the winners of our annual Australia Day raffle at the Grand Hotel - congratulations to the lucky winners. Once again I should thank all those hard working ticket sellers and those who have supported us as it was another successful fundraiser.

I am very excited about the New Year for VMR Southport and look forward to new challenges as they arise.

Safe Boating.

*Ken Gibbs*  
PRESIDENT  
2012 - 2013

**MROCP EXAMINATION RESULTS**

Recent examinations have resulted in a number of new Members obtaining their **Marine Radio Operator's Certificate of Proficiency**

*Congratulations to:*

HARZER, Anne-Louise  
PURBRICK, Michael  
ROSE, Robert  
WELCH, Nicholas

**Next course starts 3rd May, 2013**

**Full details are available from the Base**

**55 911 300**

**ACTIVE MEMBER PROMOTIONS**

**Active Members who have achieved higher ranking**

**RADIO OPERATOR**

Bev DAY  
John WARMAN  
Graeme KAY  
Jeff CRANE

**INSHORE SKIPPER**

Steven PHILLIPS

**CREW**

Rex SCOTT  
Scott KING  
Natalie McAULEY  
Sed CREST  
Troy BUCKLEY  
Alan MALE

**RECRUIT**

Danny NUGENT

**Congratulations**

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# IRUKANDJI JELLYFISH



Glenn Norris



**W**ith several cases reported recently, I think it prudent for this edition to research the Irukandji Jellyfish.

These jellyfish are reported to be the most venomous creature in the world, with venom 100 times more potent than a cobra snake. There are currently at least ten species of "Irukandji Jellyfish" known and these range in size from as small as one cubic centimetre (1cm<sup>3</sup>) in body up to about ten centimetre (10cm). All have four (4) tentacles ranging in size up to about one metre (1m) in length. All species are transparent and almost invisible in water.

Irukandji are most commonly found in and from northern waters of tropical Eastern and Western Australia, up as far as Japan and across to Hawaii and around Florida and the Caribbean. In recent times these jellyfish have been responsible for stings as far south as Fraser Island on the Queensland coast. Usually appearances only occur in the warmer months of November to May in Australia.

Most jellyfish only have stingers on their tentacles, however Irukandji also have stingers on their body section and they also have the ability to fire their stingers into their victims. Scientists are currently unsure as to the purpose of this characteristic.

Problematically, the symptoms of an Irukandji sting are not immediate and may not be evident for five to forty five (5 - 45) minutes after the sting. Symptoms can include severe head and back ache, shooting pain in the muscles of the chest and abdomen, nausea, anxiety, restlessness and breathing difficulties.

On suspicion of an Irukandji Jellyfish sting, immediate medical attention should be sought. Queensland Ambulance advises to flood the affected area with vinegar - do not rub - and do not apply fresh water.

Victims usually require hospitalisation, where treatment is given based on the patient's symptoms. Antihistamines and anti-hypertension drugs may be used to control inflammation and generally morphine type drugs are administered for pain relief.

Only two fatal instances of Irukandji stings have been reported in Australia since 2002.



Congratulations to all our prize winners and a special thanks to all those people who supported this major fund raising raffle.

Prizes were presented by Roy Patterson and Joanna Schon on behalf of VMR Southport.



FIRST PRIZE - Rob Thompson Main Beach



SECOND PRIZE - Mark Spencer True Blue Charters



THIRD PRIZE - Michael Duffy of Victoria Point



## FRONT COVER:

Members of White Crew retrieve a broken down jet ski off the beach at South Stradbroke Island (north of the north wall) in sloppy sea conditions.

The jet ski and rider were towed safely back to the boat ramp next to VMR Base.



# New Years Eve / New Years day

## Volunteer Crew 2012/13

Let me first start by thanking the people who gave up their New Years Eve celebrations to be part of this crew. Terry Hunt, Jacob Rudge and Natalie McAuley from Blue Crew; Rob Sinclair from Yellow Crew; Glenn Norris from Black Crew; Alisha Jennings from Green crew; Al Curtis, Roy Patterson, Sean O'Hanlon, Craig Maloney and Steve Lerm from Red Crew and last but not least a brief appearance by Trevor Park (Snr Skipper).

Alan Curtis



As the crew assembled at 1800hrs on New Year's Eve Glenn and myself had already done two jobs with the first being a jumpstart at Couran Point and the second at Jumpinpin Bar where two jet ski's had rolled over and the riders were in the water. Upon arrival at Jumpinpin we were met by three Jet Ski's, one of which had been rolled over and managed to be righted and restarted. The second ski was still partly submerged just beyond the breakers with the rider being bought back in by one of his mates. Queensland Water Police was notified that all riders were safe and a Securitee was issued notifying boatoes of the upturned ski and its location. The Surf Life Saving Rescue chopper (Life Saver 5) was tasked to the scene just in case people had to be rescued from the water.

Our first task for the evening was to transport an Inspector of Explosives from the Department of Natural Resources and Mining to the fireworks barge at Paradise Point ready for the 9pm display. The Inspector found a few concerning issues with spectator craft too close and the barge itself was too close to the jetty; rule of thumb for firework display is if a shell goes up 100mtrs then you must have 100mtrs clearance all around.

From 8pm to midnight we had 5 jobs which included a tow from the main channel to the Southport pool boat ramp, a jump start behind the Casino and a vessel taking on water under the Ephraim Island Bridge. Just after midnight a 35mtr charter boat ran aground while watching the fireworks at Seaworld; *Marine Rescue 2* managed to tow the boat off the sand bank and tow it back to Mariners Cove with the help of *Marine Rescue 3*.

3am New Years Day and we all managed to get some well earned sleep. Between 6 & 9am we managed to all sit down for breakfast and get a couple of training exercise's done before we got our first call for assistance at 0940 which was a 4mtr boat with a flat battery. After this the phones just kept ringing.

1051 Jump start at Biggera Creek;

1125 Tow 6mtr cruiser from Coomera River to Boykambil Boat ramp;

1257 tow a 9mtr cruiser from Sovereign Island to Paradise Waters;



### *Marine Rescue 2 and Marine Rescue 3 on standby.*

1434 Investigate a broken down vessel at Wave Break Island;

1513 Investigate 15mtr cruiser aground at Wave Break Island;

1519 Jump start a Jetski at Harley Park boat ramp;

1536 Back to Wave Break Island to assist a broken down tinnie;

1542 Jump start a Jetski at Wave Break Island;

1614 Tow 4mtr speedboat from Crab Island to the Grand Hotel boat ramp;

1735 Investigate person in the water near the Grand Hotel;

1800 boats fuelled up ready for the next crew;

1815 debrief and a well earned cold beer.

Thanks again to all those who participated in this very busy 24 hour crew.

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# Bedrooms closed



## The once popular Bedrooms Campground at South Stradbroke Island has closed permanently.

The site at the northern tip of South Stradbroke Island had become virtually inaccessible to vessels as well as service vehicles.

Shifting sands, both within the Broadwater itself and throughout the sand dune landscape which surrounds the Bedrooms, has made the area virtually inaccessible.

The recent severe weather heavily impacted on the site. Boats cannot beach near the campsite given a wide build up of sand in the shallow waters adjacent the site and the consistently strong wind which sweeps across that area of the island has shifted tonnes of sand into the campsite.

Basic camping facilities at the site were being crushed by shifting sand dunes.

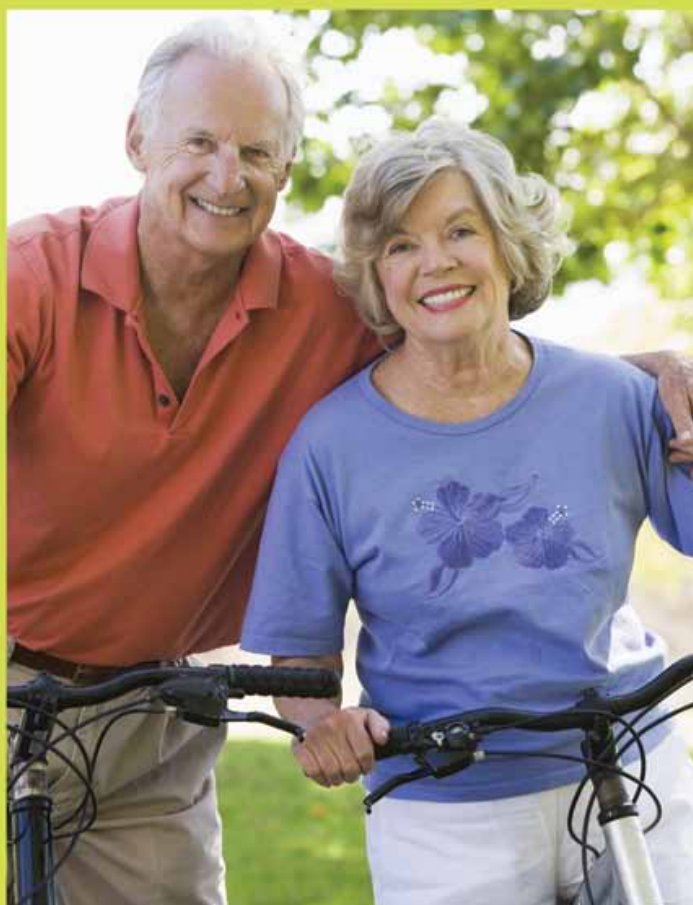
The toilet block has been pushed off its foundations and camp site operators, based at Tiplers, cannot get their 4WD vehicles in to collect rubbish and handle on-site bookings.

People can still visit the Bedrooms area but Council won't be operating a formal campground site and the ablution facilities that are there will be decommissioned.

The idea of restricting camping to approved areas is to protect the island's flora and fauna and to limit the opportunity for people to light illegal fires or leave rubbish behind.

Council still has 3 other alternate campgrounds at North & South Currigee and Tiplers as options for visitors to South Stradbroke Island. These campgrounds all have shower and toilet facilities.

Details: [www.mystraddie.com.au](http://www.mystraddie.com.au)



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## Where did all the jetskis come from?

**W**hen time permits, I join my crews on patrol and was astonished by the rapid growth in the number of jetskis using our waterways.

Crunching the numbers showed me that there are over 6100 jetskis registered in the Gold Coast Region. Brisbane Region has over 8100 jetskis registered so one could assume a good percentage of these jetskis are being used on our waters.

Statistics show that 470 jetskis were registered in our waters in 2012 alone. I have received information from industry stating over 120 new jetskis were sold on the Gold Coast in December 2012 alone. So why am I boring you with numbers?

Over the December/January period, Water Police intercepted 1132 boats and 595 jetskis. 21% of intercepted boats received marine infringement notices whereas 44% of jetski riders received infringement notices. So why are there more jetski operators getting tickets compared to other boat operators?

I can put this down to several reasons. Due to the power and manoeuvrability of jetskis; operators are subject to more rules to ensure the safety of all users of our waterway. Operating distances at different speeds govern jetskis more than boats. Freestyling in certain areas is also prohibited for jetskis riders.

Distance off rules, speeding and operating without a licence are the predominant offences being detected. Operating a jetski without a licence would suggest these riders are unaware of

**Lucas Young**

Sen. Sgt  
Officer in Charge  
Gold Coast Water Police



their obligations regarding speed, distance off rules and freestyling restrictions. However this does not exempt these offenders from obeying the rules on the water.

Distance off and speed restrictions are all explained on the Ride Smart sticker affixed to a jetski. This sticker has to be placed where the rider can see it at all times and attracts a \$220.00 fine if the operator fails to attach it as required.

A big percentage of complaints received at the Water Police relate to jetski operators breaching the distance off, speeding and freestyling rules. It is imperative that all jetski operators take the time to peruse the information on the Ride Smart sticker to ensure their jetski is being operated within the law. Further information can be obtained from the the Marine Safety Queensland website [msq.gov.au](http://msq.gov.au).

Remember, safety on the water is everybody's business. Our beautiful waterways are there for everyone to use so keep them safe for all to enjoy.

Stay safe and I'll see you out there.



Photo courtesy of the Gold Coast Bulletin



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# Gold Coast Seaway

## Australia's Premier Inshore Dive Sites

If you are into diving you may know of many famous dive sites around the world, but none are within the city limits of a major urban centre and enjoy the luxury of being primarily shore-based. The Gold Coast is Australia's sixth largest city and boasts year-round access to a dive site that has fish diversity certainly unequalled in any other city in Australia, or possibly the world.



Ian Banks



### SOME STATS

ACTIVATIONS	OCT 2012	NOV 2012	DEC 2012
Towed Vessels	32	35	54
Jump Starts	4	2	5
Pump Outs	2	1	2
Transporting	2	3	5
Fire			
Standby	3		2
Medical	2	2	
Searches		3	3
Dispersal of Ashes	1	2	3
Public Relations	7	4	18
Crew Training	54	58	52
Groundings	8	4	9
Other	7	4	6
<b>TOTALS</b>	<b>122</b>	<b>118</b>	<b>159</b>

What is special about this location is the abundance and diversity of fish life. Over the past few years the Queensland Museum has recorded no less than 370 species of fish from the Gold Coast Seaway. Ichthyologist Jeff Johnson says the diversity is impressive for such a small area, especially considering the reef structure is almost entirely man-made and lacks coral growth. He believes the combination of generally good water quality, nutrient rich outflow from the Nerang-Broadwater estuarine system, inflow of clean oceanic water, and large boulder walls, provides an environment ideal for a huge range of fishes, large and small.

Jeff's surveys of the Seaway found quite a few species not recorded elsewhere in the Moreton Bay Marine Park, or more widely in south-east Queensland. The Seaway was noted as the most reliable site in the region for Whitespotted Guitarfish, Pink Whiprays and Cownose Rays. Groups of up to eight Queensland Gropers are not uncommon here, and large schools of Bigeye Trevally – rarely seen in such numbers in any other inshore locality – are a virtual fixture around the submerged pipelines. Mature adults of various sought-after commercial and recreational angling species, such as Luderick, Whiting, Bream, Dusky Flathead and Mulloway are commonly seen in large numbers, and their spawning activity has often been observed. Other well known dive sites off south-east Queensland, such as Flinders Reef and Flat Rock, have slightly higher numbers of fish species recorded (454 and 407 respectively), but access from the mainland involves a boat trip of more than an hour from Brisbane's bayside suburbs, across Moreton Bay and into the open sea.

So with this in mind we will look at the five main dive areas of the Gold Coast Seaway.

Marking the southern boundary of the Moreton Bay Marine Park, the Seaway is located in a region where the annual water temperature range is a mild 18-27°C and without the stress of the northern stingers or crocs, the conditions are ideal for relaxed and pleasant diving.

Sharks are found outside the heads of the Seaway, but divers have not recorded seeing any inside the Seaway, a comforting point for new divers.

Both sides of the entrance to the Seaway are affected by large seas, but the dive areas inside the Seaway are not affected by sea conditions and may be dived all year round.

Being an estuary, the main conditions dictating the diving are current and visibility. With the ebbing tide visibility is reduced, so most diving is done on the incoming tide. Drift dives may be commenced two to three hours before the high tide, however the majority of diving is conducted at the top of the tide when the run in subsides. Depending on the height of the tide, the run in may continue for over half an hour after the official high tide, so local knowledge is important. At slack water conditions are suitable for all levels of diver, but when the current is running this is a dive site for the advanced diver.

Visibility is generally reduced when seas are greater than two metres, due to surf on the beaches stirring up sediment that washes in with the tide. Of course there are also problems after prolonged periods of rain in the catchment.

Other than these circumstances, the rule of thumb for water clarity is if the wind direction is from the north-east the visibility will be less than 10m and when the wind direction is from the south-east visibility is best, reaching up to 20m.

Where you choose to dive will depend largely on the time of the tide, what marine life you want to see, what level diver you are, and whether or not you have boat access.



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## South Wall Dive Area 1.



By far the most popular year round dive location is the South Wall Dive Area (1) which encompasses the Short Pipe, Sand Pipe and the Eagle Ray Cleaning Station. Maximum depth across the Seaway at the Sand Pipe is 15m. Here you can park your car and walk 15m to drop in with the local fish community.

It sounds funny but there are a bunch of 'locals' living down there – I see them most dives which indicates they are streetwise to hooks and lures of this heavily fished area. You will be amazed by the variety of species ranging from: the colourful Butterflyfish, Wrasses and Surgeonfish to all those we like to eat: Bream, Tarwhine, Whiting, Flathead, Mangrovejack, Trevallies and Mulloway.

Then there are the special fish – the ones photographers are eager to seize the moment with on a macro lens: Ghostpipefish, Seahorses, Waspfish, Anglerfish, Scorpionfish and Lionfish and with the wide angle lens: giant Queensland Gropers, Bigeye and Giant Trevally in huge schools, Eagle Rays, Bull Rays and Guitarfish.

If you are a conservative diver and don't like current, it is best to wait until the top of the tide. If you don't mind current and like drift diving, hop in early. You can drift from the entry point - the concrete slab, all the way around to the South West Wall. If you have access to a boat, you can drift from near the entrance back to the pipes and finish the dive with the schooling Bigeye Trevally.

Now for an amazing phenomenon! There is a pipe that crosses the Seaway, transporting the bypass system sand to South Stradbroke Island. This pipe (the Sand Pipe) is secured off the bottom on pylons and at each pylon there is a Cleaner Wrasse cleaning station. The Sand Pipe has been for many years the home of vast schools of Bigeye Trevally. When they're not out feeding, this is where they hang out, cruising back and forward along the Sand Pipe in rest mode and at the same time there is a constant rotation of these fish at the pylons, taking turns at being given the once over by the Striped Cleaner Wrasses. Sometimes these schools number more than 1,500 fish and there isn't any pushing or shoving – it's all very orderly and what an amazing experience to swim amongst these big schools while they are in their 'chillout' mode.



Diver among the Bigeye Trevally at the Sand Pipe.

If it wasn't for these cleaning stations, we would not see many of the special creatures, as sensibly, they know it's best to keep away from humans. However, the need to be deloused is greater than the fear of us. At the Sand Pipe, you regularly see the protected giant Queensland Gropers, Mulloway, Kingfish, Barracuda and large rays.

Beside the Sand Pipe, but only extending out 40m from the South Wall, is the Short Pipe. This is a treated effluent outlet that is timed to release a couple of hours after the high tide, so we usually try to finish diving by this time as the visibility can drop markedly. This structure is also a major cleaning station, though generally for smaller fish, as the bigger fish are more timid of the heavy diver activity around here and generally will only venture this way when the queues are too long at the Sand Pipe. Obviously, they have the same health service issues we do, and some days it is so busy, fish that aren't considered cleaners join in and help. For example, when the Luderick are schooling, the Longfin Bannerfish take up a cleaning role.

Seventy metres east of the Sand Pipe there is a coffee rock outcrop known as the Eagle Ray Cleaning Station. The coffee rock provides nooks and crannies for fish to hide, as well as a staging point for the Eagle Rays to congregate. If there is little or no current, you are not as likely to see the Eagle Rays here as they like to hang in the current just above the cleaner fish.

The rock walls of the Seaway provide plenty of shelter and protection for the thousands of smaller fish and are also a resting place for Wobbegongs, Turtles and lots of common Octopus and Moray Eels utilise these rocks for their lairs.

Dusky Flathead line the rock wall during spawning periods and it is amazing to see the large females with several smaller males resting across them hoping to win their favours.

The next issue of the Vsheets will provide further dive site information on Ian Bank's 'Australia's Premier Inshore Dive Sites'



Divers entering the Seaway at the 'Cement Slab' - South Wall Dive



Resident Queensland Grouper at the pipe.

# We Visit

# Fort Lauderdale International Boat Show

**O**n a recent trip we undertook to the USA we were fortunate enough to have visited the Fort Lauderdale International Boat Show in Florida.

Greg Turner



Universally recognised as one of the biggest boat shows in the world, it was always on our agenda as a must see destination. We had been on a cruise across the Atlantic with our end port being Fort Lauderdale and knowing this long in advance we had previously checked the boat show dates and found that we would be there on the last two days.

The one problem that confronted us was that Hurricane Sandy, the system we had been avoiding whilst at sea, had whipped up severe weather conditions along the Florida coast and as a result the boat show had suffered some delays in getting set up. Once off the cruise ship we headed straight to the show where we met up with Craig and Suzie from Yellow Crew who had been located in Fort Lauderdale looking for work on super yachts.

Both Craig and Suzie had been at the show on the previous days so they already knew the lay of the land and guided the rest of us to the best gates to get entry and then show us around the biggest exhibitors and boats. I never thought I would say that I could get sick of looking at super yachts but the entire show is on such a massive scale you cover miles just walking marina arms. There were 87 boats with a length greater than 100 feet (30 metres) and the average punter was only allowed to look from a distance as they were only available for viewing by serious buyers. We made our way to the tender pavilion where at least the bank could loan us enough money for these types of craft!

Fort Lauderdale Boat Show could be best described as Sanctuary Cove on steroids! There are literally thousands of boats on display (maybe an exaggeration but you get the idea). The amount of pavilions, the endless miles of marina berths and the floating bars and rest stops all on a huge scale as only the Americans can do. I don't know what really epitomised or summed up the show for me most – the lady pushing a pram with her dog in it, the super yachts complete with helipads or the fishing boats with 8 x 300 horsepower outboards! I think the scale of the rest stops (bars with bands belting out American music) was our favourite and our saving grace.

But we did get to look at some boats, mostly anything under 100 foot in length was open to "interested" punters and we looked as interested as we could to get onboard a few. We spent most of our time at the trawler yacht stands, the likes of Nordhavn, Selene, Outer Reef and Marlow all looked like great cruising boats. Of course there were the rows and rows of all types of game fishing boats with impressive shiny tuna towers and the obligatory satellite TV domes. The Australian brands were on display here as well with Maratimo and Riviera both represented. Speaking of satellite domes, it was clearly evident that the satellite TV industry is booming in the USA and it was evident with just about every boat on display sporting the recognisable white dome shaped antennae.



Satellite domes aplenty



If the boat is big enough, why not (helipad)



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It is true to say that you need at least 3 days to see the entire show but we got a bit over the crowds and the walking to stay more than half a day! There are only so many engines, game fishing chairs, electronics, fishing rods and boat cleaning equipment that Cyndy is interested in, so we headed for Bubba Gump's Shrimp Factory for dinner. I must say that the yanks do a mean clam chowder.

The overall boat show experience was a little overwhelming but if I get the chance to return I would but I definitely would. Next time I would try to avoid the weekend crowds, especially after a few days of bad weather to keep people from attending the opening days.



This boat could be handy for those shallow areas!



Yellow Crew members Craig and Suzie

# NOTABLE JOBS



Glenn Norris

A VMR Southport crew was recently called to assist a vessel reportedly out of fuel in the Tiplers Channel. On arrival at the vessel's location, the skipper advised the VMR crew he was enroute to Mooloolaba and had only just left Hope Island. Furthermore, he then advised of his disappointment with his mechanic who had serviced the vessel's engine the week before. It was his understanding that as part of the service the mechanic was required to check and top up ALL fluids.

A man called VMR recently requesting a battery jump start for a suspected flat battery on his wakeboarding boat. VMR attended his location and on arrival were embarrassingly advised that the man had successfully sorted his problem. His throttle lever was now in neutral and the vessel fired up first go!

A crew was tasked over the New Year period by Queensland Ambulance to transport paramedics to a young female who had been stung by an unknown marine creature. With the recent appearance of the Irukandji Jellyfish further south on the Queensland coast than usual, priority was given to this activation. On attendance, the lass was treated by the medical staff, who did not believe the patient's symptoms were consistent with that of an Irukandji sting, but transported to hospital as a precaution.

Whilst a crew of conscientious VMR fundraisers were selling raffle tickets at Wavebreak Island over Christmas, they achieved a better sale than expected. Approaching an anchored vessel, the lady aboard advised her husband had swum ashore and could not get back to the boat due to the strong outgoing tide. Could VMR retrieve and return him please? The crew obliged, to then be told by the man he would buy whatever amount of raffle tickets he could with whatever money was in his wallet. \$82 for a 40metre boat ride isn't a bad effort! Let's hope he wins a prize.

Rumour is rife at VMR Southport that one of our better known members had a nasty fall on her yacht over Christmas. No, it didn't involve alcohol (well, maybe it did?) or a slippery floor. She actually fell out of bed. Funnily enough, the day the rumour broke, her yacht was seen precariously parked outside Seaworld with one hull high and dry on the beach and the other hull, at a funny angle, in the water. Don't worry. We know it was the tide's fault.

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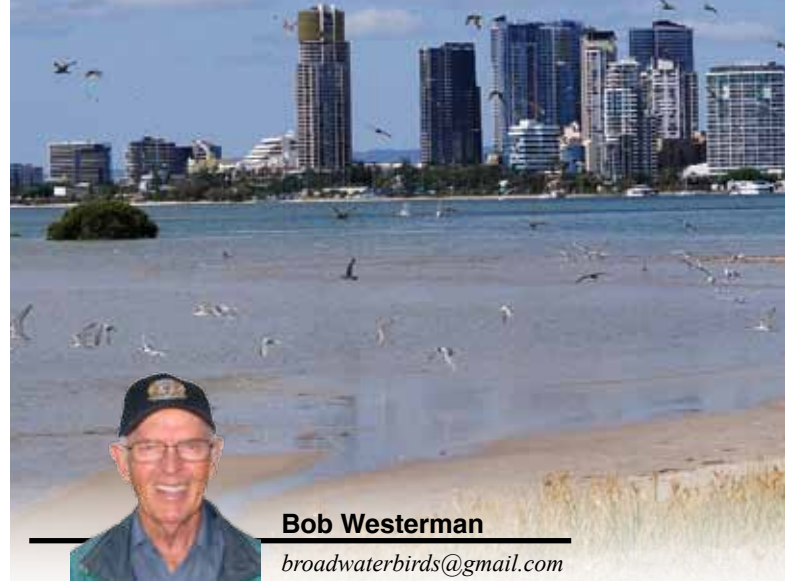
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# Raptors of the



**Bob Westerman**

[broadwaterbirds@gmail.com](mailto:broadwaterbirds@gmail.com)

**T**he two groups of birds which seem to stir most people's imagination are owls and eagles.

These are birds of prey. They have exceptional eyesight, sharp curved bills and strong talons. There are many birds of prey but raptors are those birds which catch prey by using their talons rather than their bill.

The main groups of raptors are Owls, Osprey, Eagles, Kites, Hawks and Falcons. Owls are included in this group because they use talons to catch prey but they are not related to the other raptors. Owls, Hawks and Falcons may be seen on the Spit and South Stradbroke Island but it is unlikely any of these would be found over the Broadwater or out to sea.

Eagles are usually large birds with legs covered in feathers. Hawks are smaller with long tails and ambush their prey from the cover of trees. Falcons are built for speed and have swept back wings. They kill by punching the target bird out of the sky with clenched talons.

There are four raptors which are frequently seen on the Broadwater – White-bellied Sea-Eagle, Osprey, Brahminy Kite and the Whistling Kite. You have a good chance to see one if not all of them on a boat trip across the Broadwater.



**Brahminy Kite**

The Brahminy Kite is the handsome bird of the Broadwater. They are unmistakable with their rich chocolate red wings, white head and white breast. They are usually seen at low levels. They patrol the beaches of South Stradbroke Island and the Spit. They are scavengers and search for dead fish, bird eggs and hatchlings. They usually make short flights, fly low and retreat to the cover of trees. They are a common sight on the Seaway and the sand islands of the Broadwater.

# Broadwater



**Osprey**

Ospreys have a world distribution. They specialise in catching fish and are also known for the large stick nests they build. They are not classified as an eagle.

The Australian sub-species is known as the 'Eastern Osprey'. It is smaller than the other ospreys and it is also non-migratory. The talons of an osprey are different to the other raptors and their outer toe is reversible which enables it to firmly grasp a fish.

The Osprey has a white head, golden eye, grey to brown wings and a white belly. There is a distinctive dark stripe running from their eye to their body. The back of the neck has a tufted appearance. When in flight they have a barred tail. They seldom fly high and when they fish they may dive and fully submerge themselves for several seconds. At the base of their body they have a preening gland which they use to oil their wings after a dive. They are a common sight on the Broadwater.

The White-bellied Sea-Eagle is one of Australia's largest birds. They have a white head with a dark eye, white body and grey wings. They often glide with their wings held in a deep V formation. They are the only raptor which flies like this. They are usually seen flying just above tree-top level or at medium height. Occasionally they soar to great heights. About 50% of their diet is fish and the remainder is made up of other birds, rodents and reptiles. They catch fish swimming near the surface of the water with their talons. Unlike an Osprey they do not dive or submerge themselves.

Nothing will scatter a flock of birds more quickly than the appearance of a Sea-Eagle. They are usually seen patrolling a beach but they are also found well inland wherever there is a creek or river. A pair of Sea-Eagles lives on South Stradbroke Island just near the Seaway.



**White-bellied SeaEagle**



**Whistling Kite**

The Whistling Kite is a scavenger and likes to patrol swampy areas but it is frequently seen over open water. They are brown and often fly high with outstretched wings. Their inner primary feathers are light in colour and this looks like a light grey band across their wings. They call frequently with their hideous devil's chuckle.

Next time you go boating, instead of having your eyes glued to the end of a fishing line, cast your eyes around the sky, see what you can spot, and come home with a tally of what is above the water as well as what is below it.

# Leadership and Management Training for VMR Crews



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**A**t VMR Southport the management committee is always keen to further improve the emergency assistance service provided to its members and to the general boating public.

Whether it's for the further development of the boat crews, committee members or radio operators we continually seeks out ways to improve their training. It is widely known that our volunteer crews are trained in all aspects of marine safety, boat handling skills, first aid response and general seamanship but there has been a gap in the training for personnel management and developing teamwork.

In addressing the need to further develop personnel management the committee was referred to Gerald Pauschmann of Pausch Management, a human behaviour specialist who functions as a speaker, coach, trainer and counsellor.

Gerald turned out to be just the person to bring to the organisation a higher level of management and leadership training for its active members as he has previously presented to a wide range of clients including public corporations, local authorities, consultation groups, schools and universities.

After initial discussions with the management committee to determine what training sessions would be required, Gerald submitted a proposal for a 6 part leadership program to include at least 2 persons from each crew. The main topics within the program are: -  
 Taking Control – choices and consequences

The Mirror Test – looking inside for outcomes  
 Understanding Yourself and Others – building on the blocks we have  
 The Art of Influence – seek first to understand  
 Developing Immunity – dealing with ups and downs  
 Setting the Compass – balancing goals and directions

The crews involved in the training all come from diverse backgrounds and range from younger members early in their working lives to members who have developed and operated successful businesses. All participants agreed that they benefitted from Gerald's leadership training course.

It was obvious that there was a direct collective benefit to VMR but it also enhanced the personal development of each participating member. They all now have a better awareness of how they function, what makes them tick and in turn how other people around them function. This will lead to better working relationships amongst the other members on crews and improved personal relationships.

VMR Southport was pleased with the outcome of the training program and is very keen to continue its relationship with Pausch Management and conduct similar training in the future for its members.

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# White Crew's "Wet 'n Wild"

## Australia Day Public Holiday



by Jayde Morris

White Crew

**I**t started at 5:45pm Sunday night.

The first call came in via phone from the Water Police of an unattended 10m yacht that was reported leaning against the red beacon opposite the Southport Yacht Club. We grabbed our wet weather jackets and braced ourselves for the gale-force winds and driving rain outside. Once we had located the yacht, two fellow crew members and myself swung into action with ropes and secured the vessel to MR2 as best we could to allow our experienced skipper better control over the yacht. Ever cautious of the unsecured and swinging boom, we were able to secure the yacht (along with the much appreciated help from a member of the general boating public) to a swing mooring safely outside the channel and reported the end result to the Water Police. Surprisingly, there was very little damage to the yacht given the weather conditions, so I bet the owner would have been really pleased! We returned to Base drenched and had a change of clothes, then the tumble dryer soon found itself in use with our wet gear!

Another unattended vessel was soon reported drifting in Biggera Creek and the next batch of dry crew members accepted the job and departed base. Our chef started on dinner as we weren't exactly sure how this evening was going to play out with jobs. No sooner had we all enjoyed our delicious, hot meal, when a call came in from a distressed boat owner whose bow had just been caught on an unattended, swinging house boat. Water Police were contacted and advised of the situation and we proceeded to Marine Stadium to try our best to assist in the fierce weather. It was nothing short of a mission to untangle the two vessels with 50km/h wind gusts and piercing rain, but we finally managed to free them, much to the relief of the boat owner. As per the Water Police, we left the house boat in the safest possible place we could. Before we could even head back to base, we were called to Sundale Bridge to assist the Water Police vessel with an unattended yacht that was resting against the construction rails. We attached our heavy duty tow rope to the 15m yacht and under direct supervision from the Water Police Officers, the next three quarters of an hour were spent trying to safely secure the yacht to a sturdy swing mooring outside the channel and within safe distance from other anchored vessels. After successfully tying on enough ropes to hold down a fortress, and hopefully this yacht against the constant battering winds, Water Police and MR2 bid each other goodnight and departed for their respective bases, and warm clothes! Returning to base sometime after midnight, we all went to bed and hoped for a decent night's sleep.

Being the lucky person sleeping in the radio room, I took a call at 2am from Sanctuary Cove Security who was reporting an unattended and drifting vessel with unconfirmed details. He called back 10 minutes later and told us he thankfully no longer required our assistance as he could not confirm anything more about this vessel. I squeezed in 2 hours of half-sleep before a frantic 4:30am phone call from a man on a house boat that had just broken its mooring near the Southport Pool. Sleepy crew members were rounded up and sent out in the pouring rain to assist this gentleman who was now drifting into the channel with little steering and very low visibility. MR3 was soon sent out to assist MR2 with the house boat in the unmanageable weather and together, they successfully eased the vessel up onto the beach. Earlier

radio calls from another concerned member of the boating public about a drifting yacht in the channel outside the VMR base, were taken care of by the rescue boats on their way back to base. This yacht was then anchored with great difficulty in the howling wind on our very own SNOO mooring and the details of the... you guessed it... unattended vessel were passed onto Water Police.

We huddled round the kitchen table with cups of tea and coffee, wet clothes taking their turn in the tumble dryer, and savoured our hot breakfast before making our way up to the South arm of the Coomera River for another assist. What we didn't expect to find was 1m swells there!! Once again bracing the unforgiving wind and torrential rain, we manoeuvred yet another unattended yacht that a concerned boat owner had desperately attempted to secure against his moored vessel, onto a swing mooring inside Paradise Point Marina. A skilled crew member had perfect timing in feeding the rope through the loop on the swing mooring - which in this weather, was a huge achievement! We noted the vessel information for the Water Police and prepared for the journey back to base. Wavebreak Island was taking the brunt force of the tide coming in through the Seaway, whilst the Seaway itself looked daunting with its predicted 6m swells, and the reports weren't lying. Concerned for public safety, the Police had blocked off the walkway to the end of the South Wall in front of the Seaway Tower, as waves were actually breaking over the walls. A smaller job consisted of a small sailing cat that needed to be towed from the west to the east side of Marine Stadium. The owner was highly relieved and very thankful for our assistance after the tow.

Earlier that morning, we had been advised by Water Police to prioritise any vessel that was in an emergency situation, and that these vessels would take preference over any other vessel not in immediate danger. Being in constant contact and under direction from the Water Police, we successfully re-anchored approximately thirteen unattended vessels and assisted five vessels in distress. This also included assisting a gentleman to move his party pontoon away from the vicinity of the rocks near The Grand jetty. In my three years as an active member, I have never experienced such a windy, wet, cold and busy crew!! I don't think the tumble dryer stood much chance against our wet clothes each time crew members returned from an assist. Thank goodness for the change of dry clothes!! I am extremely privileged to have worked with such fantastic, experienced crew members and a special thank you to our two outstanding Skippers who passed on such valuable knowledge and advice during this rough weather. We could not have successfully completed any of these assists without the solid team work and communication that was displayed on this crew. I am so proud to be part of the "family" we fondly call White Crew!!!



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Maritime Safety Queensland  
Queensland Notices to Mariners  
**1024 (Permanent) of 2012**



Queensland  
Government

**Southport pilotage area**

**Locality:** Jumpinpin, South Stradbroke Island, Southern Moreton Bay  
**Activity:** aids to navigation altered in position, 6 knot zone established

**Refer to notice: 881 (P) of 2010**

Mariners are advised that a 6 knot speed limit zone for all vessels in the vicinity of the location known as Millionaires Row has been established. Please refer to the attached MSQ chartlet S8sp-25-2.

The following changes to aids to navigation have been made to reflect this change:

Port lateral beacon Fl R 2.5s in position latitude 27° 45.7582' S, longitude 153° 25.9076' E, is now altered in position to latitude 27° 45.6113' S, longitude 153° 26.0654' E.

Starboard lateral beacon Fl G 3s in position latitude 27° 45.8015' S, longitude 153° 26.0632' E, is now altered in position to latitude 27° 45.5929' S, longitude 153° 26.2273' E

**AUS charts affected: none**

**Maritime Safety Queensland charts affected:** Couran to Redland Bay (MB7)

**Maritime Safety Queensland Beacon to Beacon Directory 9th edition map 125, 129**

Note: latitude and longitude positions on WGS84 horizontal datum (compatible with GDA94 datum).

**For further information about this Notice, please contact:**

Maritime Safety Queensland (Southport) on 07 5539 7300

**Authorised by:** Director (Maritime Services) **Issued:**

**Brisbane 28 September 2012**

## Happy Birthday Phyllie

**V**olunteers come in all sizes, ages and organisational commitment. No one epitomises this statement better than a special lady who celebrates her 100<sup>th</sup> birthday on 25 February 2013.

Phyllis Bridgford (Phyllie) joined VMR Southport Active Membership 13 July 1998. "Active" might need clarifying here – Phyllie was envelope stuffer supremo with 8 hour shifts when necessary at *Vsheet* and annual renewal time! No moaning, no complaining, a smile and a laugh and making friends of all around her. Many have enjoyed social functions at The Elkes Family Rescue Base. Christmas parties, weddings, birthdays, State of Origin, Gold Coast City Jazz Club music mornings – all enjoy a facility financially supported by Phyllie – Leechies Lean To, which has evolved into a fully weather proofed, practical and enjoyable function area.

Born and raised in Ballarat, Phyllie lived in Monaco for some years with husband Bill (C.H. Bridgford) a Victorian politician and developer of the Victorian ski town of Falls Creek. Phyllie moved to the Gold Coast in 1980 and is visited regularly by daughter Judith, her two grand and four great grand children from Melbourne.

Always able at sports, Phyllie represented Victoria in hockey, was an excellent skier and even 10 years ago was showing players many years younger how to tee off and sink a golf ball.

**Phyllie makes her own century.**



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# Wave Break Island

**W**ave Break Island was created in 1985 as part of the Gold Coast Seaway construction. It was included in this project to protect the western foreshore of the Broadwater from waves that might penetrate the new, permanently stabilised entrance.

## Construction

Wave Break Island was evident as one of the Broadwater's tidal shoals or sandbanks before the 'dredging and training' works associated with the Gold Coast Seaway were undertaken; but was elevated using a share of 4.5 million cubic metres of sand that was dredged as part of these works. This sand was also used to close the old entrance of the Nerang River to the North, and build the western arm of Marine Stadium, or 'Bum's Bay'. The northern and southern ends of the island were bordered with rock walls to prevent erosion and to stabilise the sand that had been placed.



**Hand spreading of mulch on Wave Break Island (Source: GCCC 1986)**

## Revegetation

Following the sand placement to build Wave Break Island, revegetation activities were undertaken by the State Government. Bare sand areas were planted with a cover crop and then mulched with straw to prevent wind erosion. Native ground cover, shrubs and trees were then planted into this cover crop, and fertilised. Key species used in the revegetation include:

- ◆ Spinifex grass (*Spinifex sericus*)
- ◆ Goat's foot (*Ipomoea pescaprae*)
- ◆ Beach vinya (*Vigna marina*)
- ◆ Horsetail sheoak (*Casuarina equisetifolia*)
- ◆ Coastal banksia (*Banksia integrifolia*)
- ◆ Coastal wattle (*Acacia sophorae*)

By June 1986 over 10,000 shrub and tree seedlings had been planted. This vegetation has been left alone to establish in its natural form. The species planted in the 1980s are still the predominant species you can find on the island today.

## Recreation at Wave Break Island

Wave Break Island experiences high patronage by the boating community of the Gold Coast. It features two designated boat anchorages, one on the northern end and one in the southwestern corner. The sandbanks on the western side of the island are used for bait collection and there is a canyon off the northeastern corner that is ideal for beginner snorkelling and diving. The Island remains undeveloped, and is recognised as a visual asset for the Gold Coast community.

## Seagrass near Wave Break Island

Substantial areas of seagrass are established in shallow waters surrounding Wave Break Island. These seagrass pastures support a myriad of sea life, including the Seagrass Wrasse. Dominant species of seagrass include Dugong Grass (*Halophila ovalis*) and Spiny Dugong Grass (*Halophila spinulosa*). To find out more about seagrass, please see Seagrass of the Gold Coast information sheet.



Naomi Edwards



## Management

Wave Break Island is crown land that was originally managed by the Gold Coast Waterway Authority, which was disbanded in 1991. The Queensland Department of Transport and Main Roads (DTMR) is the current trustee for Wave Break Island as well as the Gold Coast Seaway and Doug Jennings Park at the end of The Spit. Gold Coast City Council provides cleaning services as a contractor for both the park and the island, collaborates on the control of Telegraph Weed and is also working with DTMR to better integrate the management of sand resources in channels and on foreshores.



**Bold Spotted Anemone Shrimp (Source: Ian Banks, 2007)**

## Did you know?

There is a relatively large population of Stick Pipefish around Wave Break Island. This species feeds on zooplankton, which is abundant in the seagrass beds at Wave Break. The Stick Pipefish's head sits at a slight angle to the body and features a long snout. This marine critter can be yellow, brown, red or black; up to 40cm in length and live as far as 40m beneath the surface.



**High aerial photograph of Wave Break Island and the Broadwater, looking south (Source: Skyepics 2011)**



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