



Boat Talk

VMR Brisbane's Monthly Newsletter



Above: Quebec Crew with Darren and some first-hand experience on the water pump.

Around the Rigging

Welcome to our new Members. We look forward to seeing you around the base. (Waterside Assist members are listed on page 5.)

0

ACTIVE CREW

None this month although lots of volunteers are training to become qualified crew.

10

FULL MEMBERS

Jason Austin	Craig Boughen
Wendy Collinge	Glen Eaton
Jeff Frampton	Lloyd Godwin
Benjamin Janczuk	Eric McSweeney
Mathew Myers	Brenton Roachock

February 2022 Crew Roster

Sat 5	Bravo	Sun 6	Papa
Sat 12	Charlie	Sun 13	Quebec
Sat 19	Delta	Sun 20	Sierra
Sat 26	Foxtrot	Sun 27	Tango

March 2022 Crew Roster

Sat 5	Alpha	Sun 6	November
Sat 12	Bravo	Sun 13	Papa
Sat 19	Charlie	Sun 20	Quebec
Sat 26	Delta	Sun 27	Sierra

DATES TO REMEMBER

POT LUCK DINNER

Sunday, 24th April from 3.30 pm.

PVOCC AO OCEAN DOWNWIND

Ozone Australia Race 2 Downwind Summer
Double – 8th and 9th October, 2022

We've started the new year off well with volunteer crews undertaking varied training as well as some rescues together with a couple of happy social events (page 5).

I was really shocked to see the statistics announced in January that only 6% of the people who drowned in Queensland between 1992 and 2020 were wearing life jackets. Please take the time to click on the MSQ link shown on page 4 and ensure you are taking care of your family and friends by obeying life jacket rules.

Quite a few of us now have had family members come down with COVID19. To see a Poly Va'a outrigger's reaction to COVID close at home, read David's poem on page 8.

We always want you to consider patronising the Kedron Wavell RSL but soon we will be able to add another associated venue: The Sands Social. This is due to open in March and there is an opportunity to join early and take advantage of an incentive (p6). Brisbane is so well known as the River City but this was a handicap in the days of early settlement. Read on pages 10 and 11 how the ferries changed everything.

We're still looking for more volunteers to become assessors or to operate the bar.

Nature is always interesting and articles about coral and formation of seashells on pages 13 and 14 complete this newsletter.

Editor Deidre

January in Summary

Activations:	20
Fuel Used (Litres):	1,512
People Assisted:	2

VMR Brisbane is
proudly supported



Have you liked our VMR Brisbane Facebook Page? Stay up-to-date and follow all the latest VMR Brisbane news, photos and events! [@VMR Brisbane](https://www.facebook.com/VMR.Brisbane)



President's Report

COVID seems to want to linger but it's good to see our membership growing and people prepared to get out and about more these days.

Welcome to our 10 Full Members and 29 Waterside Assist members who have joined in the last month.

A big thank you to the Crew Members who assisted with this year's Gladstone Ports Surf to City Yacht Race. This can be a very interesting race with both inshore and offshore fleets and depending on the weather can be a very quick race or a very drawn out race. I remember one year we still had vessels not yet across the line on the Monday morning.

We did survey active crew members for their opinion on vaccinations and, due to the mixed result, we have decided to request that everyone continue to be careful, social distancing whenever possible, not attending the base if you are unwell and abiding by the Queensland State Health Directives.

Although the weather was not so great, Ryan Massingham organised a wonderful event by coordinating with the BMW Club Queensland on Australia Day. They bought about 30 of their special vehicles to display and enjoyed a social barbecue, albeit in 'liquid sunshine'. An unexpected and very welcome highlight was the BMW Club's donation of \$1,000 to our squadron to assist with operations. A very big thank you to all the members of the BMW Club Qld.

You will see in this newsletter that we have had 6 crew members earn their stripes. This is a very satisfying achievement for them and excellent for us to have so many people gaining the necessary experience to assist with rescues and we look forward to seeing more and more crew attaining their qualifications.

It has been a long time that the team behind the Kedron Wavell RSL has been working to introduce a new social hub in Sandgate but it will be opening early in March as The Sands Social. Join for only \$5 and follow their progress on TheSandsSocial. If you want to be one of our lucky members who gets an exclusive sneak peak before they open, head to their website <https://thesandssocial.com.au/> to join up now! They will randomly select 25 new members who will enjoy their hospitality before the rest of Sandgate does. Winners will be announced Wednesday, 16th February. Please support those that support us – and see page 6.

Another exciting event in March is the arrival of our new rescue vessel. Work is steadily continuing and we are really looking forward to naming and christening it.

Safe Boating
Thomas Grice, President
VMR Brisbane.

Want To Become An Assessor?

Whenever any of our volunteers completes a unit of training, they need to be assessed as having done it fully.

We are looking for assessors to work with our volunteers to advance their training BUT to become a qualified assessor requires undergoing a 12 months training course. VMR will pay for the course and once the trainee has received recognition of completion, the Government reimburses VMR. So do we have anyone who would like to achieve this level of training so they can help their fellow volunteers along the way?

If you would like undertake the course to become an assessor, please notify [President Thomas](#).

High Tide!



Mike Henwood demonstrates how high the tide was on 2nd January. Normally the VMRB sign is **much** higher above people's heads as they walk down to the pontoon! See page 3 for the flooded Yundah Street boat ramp on the same day.

Groups of VMRB

Our Association is made up of the following clubs. Please click on the logo to find out more details



Activations

JANUARY

2nd - November crew encountered a high tide in the morning, high enough that the Kedron Wavell sign above the pontoon walkway became a hazard for those who are taller in height (*see photo on page 2*). Despite a weather prediction for strong winds, the crew refuelled Sandgate 1 at Rivergate Marina before fitting in some training on the bay, including towing Sandgate 2, before the winds picked up for a short while after lunch.

On returning from the last session in the afternoon, a fishing line (literally hook, line and sinker) became entangled in the prop of Sandgate 2. This turned out to be a good training session on how to remove fishing line from a prop! A couple of days later Tuesday Crew removed the prop to find a small amount of line still remaining behind the prop. Thanks Tuesday Crew! So beware, propellers and fishing line don't mix! All in all, a great day training.

3rd - Kayla and Bravo Crew undertook pumping training.



8th - It was terrible weather so Charlie Crew spent the day clearing up the storm debris.



ACTIVE CREW ANNIVERSARY

Congratulations and thank you to the following crew members who volunteered more than 5 years ago and who joined in January.

Michael Overend	1994	28 years
Cameron Pegler	2007	15 years
Katie Kaiser	2015	7 years
John Stuart	2017	5 years

10th - Tow a broken down jetski from Tangalooma to Whyte island. Once completed that task the crew headed up the Brisbane River to the city to jumpstart a watercraft at West End.

15th - Tow a 6m powerboat with 1 POB from adjacent to the Eagle Street Pier to the Colmslie boat ramp.

17th - An after-hours Water Police activated search for an overdue powerboat in Bramble Bay. On arrival at the scene, Water Police advised that the vessel had been accounted for.

26th - Tango Crew provided tow assistance in Sandgate 1 for a jetski from Tangalooma back to Cabbage Tree Creek. The rider was airlifted to PA Hospital and was discharged a few hours later with no serious injuries.



Did you know whilst towing a Jetski, the speed is limited to 6 knots (unless you have a Tow Tap installed)? This can add up to an expensive day out!

Thank you to all the crews who are able to assist with any activations and who are on standby. We really appreciate receiving activation details and photos to help promote VMR Brisbane.

Also we are grateful for the skipper's reports as they add colour to the actual rescue details. Please email any information and/or photos through to editor@vmrbrisbane.com.au and also to social.media@vmrbrisbane.com.au

Flooded Yundah St boat ramp on 3rd Jan, ankle deep water on the footpath. (Photo from the Sandgate Paddling Club).



Bar Staff Wanted

Paid Bar Staff positions available! This is also open to family members/friends.



Duties Include:

Utilisation of Square POS system, including barcode scanner. Training will be provided, however must be comfortable with technology and able to perform basic troubleshooting steps.

Restock of fridges post/during event. The stock will be available in the downstairs Cold Room, and will just require to be packed into the upstairs fridges.

Recommendations of beverages to patrons and a basic knowledge of beverages we serve. (Craft Beer, Beer, Spirits, Ciders etc.). We don't mix any drinks; all beverages are canned or bottled.

Basic cleaning of the bar area.

Enforce responsible service of Alcohol and COVID-19 requirements (i.e. Check in)

Double dose of the COVID-19 vaccine (required by the QLD Govt)

Be the friendly face for VMRB at events! Chat to patrons and guests, have some fun!

If you're interested, please email Ryan, [Junior Vice-President](#).

Kedron-Wavell Services Club

There are lucrative Members' Draws, Bingo and Exercise Classes plus you can join in Karaoke every Saturday night. You can check their website for their full list of entertainment, dining options and prize draws at <https://kedron-wavell.com.au/> or phone them on (07) 3359 9122.

To keep an eye on events being held throughout the year, like ABBA Live on 18th March, the North Brisbane Jazz Club on 19th March and Back to the Tivoli on 11th April, go to <https://kedron-wavell.com.au/whats-on/>

Remember Kedron-Wavell Services Club is a major supporter of VMR Brisbane so we can do them a favour and return the compliment by supporting them while enjoying ourselves.

Life Jacket Rules Flouted

An alarming number of Queensland boaties continue to ignore lifejacket rules according to new data from Maritime Safety Queensland.

Transport and Main Roads Minister Mark Bailey said a school holiday blitz on lifejacket compliance found one in five vessel operators doing the wrong thing.

"It is truly shocking that 20 per cent of the boats inspected this summer either didn't have properly working lifejackets, didn't have enough for everyone on board, or didn't have the right lifejackets for children," Mr Bailey said.

Mr Bailey said in some cases, boats were found carrying children who were not wearing lifejackets.

"I can't over-emphasise how important it is to follow the lifejacket rules every time you go out on the water. Lifejackets are the seatbelts of the sea and if they're not on, they can't save you.

"Of 259 people who drowned after boating incidents in Queensland between 1992 and 2020, only 15 were known to be wearing lifejackets."

Mr Bailey said not wearing, carrying, or having easy access to lifejackets was one of the top fatal five risks for recreational boating which also included failure to keep a proper lookout, speeding, alcohol, and drug use and poor trip planning.

"Drinking alcohol and being under the influence of drugs reduces your ability to boat safely so remember, don't drink and drive."

Lifejacket rules can be found on the MSQ website

<https://www.msq.qld.gov.au/Safety/Life-jackets>

Inflatable Life Jackets

Inflatable lifejackets must show an expiry date (usually written on the bladder) to indicate when it was last serviced.

Queensland regulations require inflatable lifejackets to be serviced in accordance with the manufacturer's specifications. In most cases, it is at least annually.

Dept of Transport and Main Roads Queensland reminds Skippers to always check your jacket's bladder and your manufacturer's specs so you know your lifejacket's in shipshape condition.

For more important lifejacket information, head to www.msq.qld.gov.au/Safety/Life-jackets



Beers 'n' Barbecue By The Bay

It was rainy weather leading up to Sunday, 2nd January, 2022 but the day turned out well for the Beers and American Slow Cooked Low and Slow BBQ provided by BBQ Roadshow. There were good crowds enjoying an event so close to the start of the new year. The entertainment provided by Chandler Jay added to the atmosphere and having the bar open was an added attraction to make waiting in the food queue more palatable.



Australia Day 2022

The BMW Club Queensland put on a special mini Show 'n' Shine Day at our base on Australia Day 2022. However, the weather didn't exactly cooperate so there was plenty of 'show' but not much 'shine' or strolling around admiring the 30 or so special vehicles.



The bonus at the end of the day was a fabulous \$1,000 donation to VMRB which Junior VP Ryan accepted on our behalf. President Thomas explained that the substantial expenses incurred in running our rescue service meant donations like this were gratefully appreciated.

29

NEW WATERSIDE ASSIST MEMBERS

John Cleeton
Graeme Farquhar
David Henderson
Jason McAtamey
Steven Nicol
Izaak Poulgrain
Ryan Sheppard

Mathew Collins
Chris Gilbert
Steven Lowe
Scott Muller
Andy Nofrijal
William Radkovic
Kin Sum
Lauren Trask

Bent Dawson
Melissa Hagan
Craig Mayers
Curtis Mulvena
Trent O'Brien
Michael Rieson
Michael Willmington

Stephan Eyler
Mark Harris
Andrew McAtamey
Dang Ngo
Maryrose Paio
Brett Scott
Yolande Yorke

Hello, Sandgate!

**BE THE FIRST
IN OUR SOCIAL
CIRCLE!**

**JOIN NOW FOR
ONLY \$5!**

To join, head to
thesandssocial.com.au

Opening soon!



CONNECT, DRINK,
DINE & PLAY *by the bay.*

Like/follow our socials
for the latest updates:



TheSandsSocial

**YOUR COMMUNITY CLUB
50 KEOGH STREET, SANDGATE**

*T&Cs apply. Must be over 18 years of age to be a member. You will require photo ID to collect your card on your first visit to The Sands Social.

Congratulations All Round

Volunteers steadily work towards gaining experience and qualifications.

To gain one stripe, the Shipboard Safety Skill Set is the first path to follow. This includes assignments as well as practical assessments involving survival skills and use of survival craft, fighting on board fires and first aid. November Crew had 5 volunteers gain their first stripe.

Two stripes is the next qualification and includes seamanship skills on a vessel up to 12 metres. Ray Brandt of Sierra Crew is the latest to achieve this status.



Sand Sculpture



Frozen, sculpted sand along the Lake Michigan shoreline in St. Joseph look almost like chess pieces. The shapes emerge when strong winds erode the frozen sand. *Photos taken on 8th January, 2022, by Terri Abbott.*

Left: Ray Brandt of Sierra Crew was proud to receive his second stripe on Sierra's crew day on 23rd January.

A highlight of 2nd January was five of November Crew's newer volunteers being presented with their single stripes for attaining Competent Crew status.

Below (from left to right): Duty Master Cameron Pegler and new Competent Crew members Nathan Loughnan, Kim Hill, Hugh McDermott, Michael Fearn-Wannan and Jayson Payne.



Around Our Base

Lovely Bunch of Coconuts

Thanks to Col and Hugh, any potential missiles on our palm trees were rendered harmless. It was because of a fearless Col with his pole saw and a good deal on a cherry picker from Kennards in Brendale that the necessary deed was done.



Fine Tuning

And it's thanks to people like Rob for undertaking the tedious and thankless tasks, like weeding.

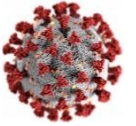


A Little Envious...

Michelle and Jason Shaw were snapped as they returned to refuel and restock groceries after a month at Moreton and (now the envious bit) they set off the next day for another 2 months away from the rat race.



A COVID Paddle



As I sit here in the confines
Of "The Cottage On The Hill",
I think of our normal Sunday morning
That gives us such a thrill.
But this Covid thing is angry
And has kept us from the rest
Being positive and a close contact
Is really not the best.

It's 8am, on each Sunday morn
That's when the club does meet,
With careful Covid elbow taps and face masks on
One another we do greet,
But not for us this day, we think of you,
Keeping separation is a feat
And wonder with intrigue
To whom Pilli will give our seat.

We think of the drama moving the canoes
From the shed - that's always a struggle
Making sure all the safety gear is on board,
Getting seat allocation - now that can be a muddle.
Who's here, who's not, who's still in the toilet,
Who has gone to get their paddle.
Sounds bad, it's really not, but I guess
It sure sounds like it is a rabble.

We head for the Creek, we start to launch
'Move back those in front,' is the cry
With tyres to the rear, two paddlers hanging on,
And new people wondering why.
But it all comes together and the outrigger is
launched,
I know it is a little mean
But Loraine and I sit at home in our solace
Knowing for us it is all but a dream.

So Pilli gives the call, then 18 to 20 hard strokes
To get the Outrigger up on the plane
Normally then over to Keith who calls the Huk
Yes, we're all together in the main.
The rhythm is there, the pace is fine,
The Huks come in loud and clear
Out into the bay we go, but hang on, it's only a
dream
Loraine and I aren't really there.

So we think of our friends out on the water
On such a beautiful day
And I sit in our office and type this poem
Wondering why I am here in a way
But being a close contact and with my Positive
Loraine,
We know it's all for the best
If we are to keep this damn Covid away
From you and all the rest.

David Lead



Boat Transfer

When you're thinking how to spend your lottery winnings, have you ever wondered how you would be able to transport a boat across the world without risking an ocean voyage? Yacht Express, a semi-submersible, was in Brisbane this week when Quebec Crew happened to be passing by.



The safest and most efficient way to transport your super yacht, the transatlantic delivery time averages 15 days while carrying yachts up to 165m long. Stow-plans showing the on-deck position of each yacht are arranged well in advance. This allows the deck of the ship to be prepared with the required cradles, fixtures and fittings before arrival at the designated harbour.

Upon arrival the vessel is prepared for semi-submersion. Ballast tanks are flooded which submerge the ship to the required depth in preparation for the float on/float offloading of your yacht. The specific amount of ballast required is carefully calculated based on maximum yacht draft and maximum cradle height ensuring safe FLO/FLO loading of all yachts.

And this is what it looks like when fully laden! You do have the option of travelling on board your vessel (known as the "rider") while it is being transported, providing you agree to the conditions of carriage.

Interestingly the only Australian port this ship regularly berths at is Brisbane.



The only negative (3rd world problem!) may be that the main engine exhausts are all the way aft while the gens are on top of the house and with salt spray, boats need to be washed every couple of days.

MSQ New Watercrafts

Coming this summer: the [#MaritimeSafetyQld](#) Maritime Enforcement Team!

Angus Mitchell, General Manager of Maritime Safety Queensland, said, "Our marine officers will have a heightened presence on South East Queensland waters thanks to new personal watercrafts.

With fatalities increasing on our waterways, our priority is to minimise injuries. This is why our officers will be checking safety equipment as well as licences and registrations."



"Make sure if you're on our waterways, you understand your responsibilities. You understand licensing, you understand safety equipment and you're behaving in a manner that doesn't have an adverse impact on others." "We will be out in force, expect see us on the waterway, expect to be stopped. Make sure you have your licence, you have the right safety equipment and make sure you understand what you need to be doing in the waterway that you're in. You understand speed limits but you understand your safety obligations. We want everyone to enjoy what are some of the most pristine waterways in the country but we want everyone to go home safely after every trip."

Poly Va'a Outriggers

The huge event planned for February, 2022 has now been deferred to 8th and 9th October, 2022. COVID is the reason the PVOCC AO Ocean Ozone Australia Race 2 Downwind Summer Double has been deferred. It will still have 16km and 28 km races on the Saturday for the OC1/2 and ocean skis and an 18km race for the OC6 teams on the Sunday.



You may have seen the new sign, installed at the end of last year, letting everyone know the Poly Va'a Outriggers are based at Shorncliffe..

Brisbane River Ferries

There are now 16 major bridges that cross the Brisbane River. The Clem Jones Tunnel, opened in 2010, is the river's first underground crossing for road transport. The CityCat ferry service collects and delivers passengers along the inner-city reaches of the river. However, it once was very difficult to get from one side of the river to the other.

In 1838, when Brisbane was opened up to free settlers, one of the biggest obstacles to its expansion at the time was the Brisbane River. In February 1842, the first real wave of settlers up the river followed the proclamation of the free settlement of Moreton Bay District. Early settlers crossing the river by row boats often had their horse swimming behind.

In 1842, with the creation of a by-law, John Williams was awarded the contract at 45 pounds a year to operate the first ferry service between Russell Street, South Brisbane, and Queen's Wharf, Brisbane, located in the vicinity of the nowadays Queens Wharf Road, Brisbane. It was locally known as the "Time Killer" due to its slowness. After commencing operation in 1843, it went in and out of service as successive Victoria Bridges were built and lost to the waters of the river.

Samuel and Matthew Buckley began a row boat service in 1850. Around 1883, the first steam ferry commenced operation between Charlotte Street and Kangaroo Point.

The early ferry services were privately run until Brisbane City Council created by-laws in 1860 governing their operation. By 1893 the council had taken control of all ferry services and leased them out to private operators. In 1925, with the merger of all the local Brisbane councils into the Brisbane City Council, all ferry services from the Moggill Ferry to the mouth of the river came under its control.

In 1864 John Watson commenced a vehicular ferry service with the steam paddleboat *Advance*. The 1893 Brisbane flood saw this transferred to the city with the loss of the Victoria Bridge, a winch and cable punt continued in its place.



Bulimba Ferry n 1912

In 1928 the steam ferry *Hetherington* enter service and it carried passengers and vehicles, between Bulimba and Teneriffe until its demise in 1952. Bulimba village was served by a vehicular steam ferry (1886), connecting with the Newstead horse-tram service (1888) which was electrified during the late 1890s. A walk down Oxford Street to the ferry remained the sole means of convenient public transport to Brisbane until the 1930s.

The first Dutton Park-to-St Lucia ferry service commenced operation in 1920, with John Cloherty

being given a £40 annual subsidy to operate the service. The Brisbane City Council took control of the route and operated its own services from 1925 until 1931 when they resumed leasing the route to private contractors. During World War II, the ferry was an important connection to the American Army facilities operating from the Forgan Smith building at the University of Queensland campus at St Lucia. Later that ferry service was discontinued.

In 1967, the Dutton Park Ferry became operational again between the University of Queensland and Dutton Park. As a prank, the University of Queensland's Student Union created a petition with approximately 4,000 signatures, largely gathered at the Regatta Hotel, and convinced Lord Mayor Clem Jones of the need for the ferry service. Upon completion of the *Pamela Sue* ferry, the service began in March 1967. Six months after it commenced the number of passengers was well short of expectations. In 1967, the fare was 5 cents, the service had limited running hours and catered for 300 passengers a day. At its highpoint the service had two boats, a fare of \$1.40, four captains, serviced 1,900 passengers per day and running hours from 06:30 until 21:55, five days a week. Over the years 3 boats serviced the crossing.

The 1974 Brisbane Flood washed away landings and destroyed ferries. The Dutton Park crossing was Brisbane's only wholly privately run ferry service but it closed on 17th December 2006, when the new Eleanor Schonell Bridge opened. The *Pamela Sue* ferry (renamed *Hamilton*) was sold into private ownership for use at Karragarra Island but ended up in storage at Thornlands. In 2020 the University of Queensland acquired and restored the ferry and put it on display (out of the water) at the St Lucia campus.

Travellers between Ipswich and Brisbane, prior to the opening of the Indooroopilly rail bridge in 1876, would travel by train to Oxley Point (renamed Riverton in 1888, and replaced by Chelmer Station, just to the south, in 1889), catch the ferry across the river then finish their journey by coach. On 11th June 1891, the ferry service was interrupted as a result of floodwaters. Increasing motor traffic meant the Indooroopilly ferry was perceived as overtaxed and local associations and bodies as far away as Ipswich formed a bridge league, headed by the president of the Graceville progress association, Walter Taylor. They wanted the Chelmer-Indooroopilly ferry service replaced by a road bridge and they won their battle; the ferry continued to operate until the opening of the Walter Taylor Bridge on 14th February 1936.

At Queensport Road, Murarrie was a vehicular ferry named the *James Holt* that was launched in 1966 by the Lord Mayor Clem Jones who named it after the designer of Brisbane's Story Bridge, Sir James Holt.

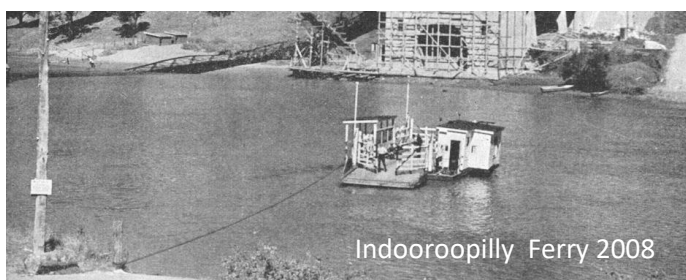
The *James Holt* was built by Evans Deakin for £192,000, was 169' and powered by 3 twin Rolls-Royce diesel marine engines. The James Holt ferry officially went into service on Monday, 7th February 1966 at the south bank berth. (Cont page 10)

Brisbane River Ferries (Cont'd)

on Queensport Road and was manned by a crew of three and had deck accommodation to hold up to 36 vehicles. After the completion of the Gateway Bridge on 11th January 1986, the James Holt ferry was no longer needed and it was retired from service.



Not long after its retirement as a ferry, it underwent an extensive refit and found a new role as the party boat known as "The Island".



Ferry services in Queensland are regulated by the Department of Transport and Main Roads. Services in Brisbane, including the CityCat are operated by RiverCity Ferries under a contract with Brisbane City Council.

Now the CityHopper service allows you to rediscover Brisbane for free with ferries running every 30 minutes between 6am and midnight, seven days a week.



Brisbane City Council currently operates a fleet of 23 CityCats and five KittyCats. A network of 23 terminals stretches from The University of Queensland (UQ) St Lucia to Northshore Hamilton.



(Left) one of the early CityCats, and (below) the new double-decker CityCat and (bottom) the KittyCat.



Included info from https://en.wikipedia.org/wiki/Ferry_transport_in_Queensland

Giant Jellyfish

Chirotectes is an incredibly rare genus of [box jellyfish](#) in the family Chirodropidae. It contains a single species.

The first and only scientifically studied specimen was captured from Outer Barrier Reef, northeast Queensland, about 43km off the mainland on 2nd May, 1997. The specimen could only be observed for several hours in an examination lab due to how delicate it was. There are no recorded cases of a human sting from Chirotectes, but it is assumed Chirotectes is incredibly venomous and as deadly as other species of box jellyfish. A 23-second video was recorded underwater of the Chirotectes alive before being collected. It is currently unknown where the video is stored, and is likely lost. However, four photos captured from the original 1997 video exist and were published in the scholarly journal *Memoirs of the Queensland Museum* in 2005.



A newer video was posted on 26th December, 2021, on social media, showing the creature moving at sea when a diver came across it. It was spotted near Papua New Guinea and was described to be "...a bit bigger than a soccer ball" and "quite fast swimming". The Chirotectes seen in the video was not captured for research. This is believed to be the second video ever recorded. Unless the original 1997 video is found and not confirmed lost, the video published on social media is the only known video to exist of Chirotectes. <https://en.wikipedia.org/wiki/Chirotectes>

How Fast Can Fish Swim?

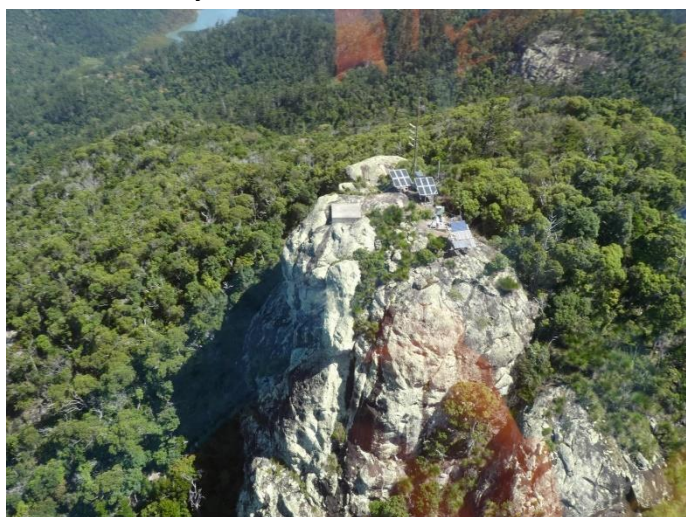
If you've ever had one of these fish on a line, you can testify how fast and strong they are. Opinions vary but it seems that these are the ten fastest fish and it is most likely these reported speeds could be right!

Black marlin	129 kph
Sailfish	110 kph
Swordfish	90 kph
Striped marlin.....	80 kph
Wahoo	78 kph
Mako Shark	74 kph
Atlantic Bluefin tuna ..	70 kph
Blue Shark	69 kph
Bonefish	64 kph
Fourwing flying fish ...	56 kph

VMR Whitsunday and AIS

Volunteer Marine Rescue Whitsundays (VMR Whitsunday) is proud to announce that it has won a worldwide photo contest run by Marine Traffic for the Most Innovative AIS station installation. AIS stands for Automatic Identification System, and is used by all large commercial vessels and a growing number of smaller commercial and recreational vessels to transmit vessel details – speed, course, destination, track, etc. to shore based or mobile receiving stations for collation into the Marine Traffic database for display on maps in real time. It is used by many commercial operators to keep track of their fleets, and can be accessed by the general public at the <https://www.marinetraffic.com/.../center:-20.2/zoom:11> website to see vessels anywhere in the world.

The VMR installation on Mt Robison, on Whitsunday Island, is truly unique. It is at an altitude of 400 metres and is accessible only by helicopter – and when the helicopter lands, they are not permitted to turn off their engine as it would be impossible to get help if it were not to restart. The installation shares power at the site with the solar and wind generator used for VMR's VHF radio installation. The installation covers an area of between 2,400 and 3,500 square kilometres, and is one of three AIS installations that VMR has in the Whitsundays, with one on Hayman Island and the other at Shute Harbour, providing almost 100% coverage of AIS-equipped vessels in the Whitsundays and to the outer reef.



Marine Traffic said "It has been with your persistence and continued support that the coverage in Whitsundays has greatly improved. We are very thankful for this cooperation."

VMRW President Mal Priday said "We are pleased with the recognition from Marine Traffic, and can see the number of vessels fitted with AIS growing all the time. In the event of an emergency, AIS gives emergency services the latest position of the vessel, and will greatly assist in searches and emergencies to locate the vessel"

VMRW also thanks Helibiz for their support and assistance with the installation.

VMR Brisbane and AIS

You can check out the VMR Brisbane [MarineTraffic](#) station page for stats. There is a station located at our base which works on an antenna splitter system to Telstra phone tower. It allows a good part of Moreton Bay and inland waterways in the Brisbane region to be covered. We are grateful to [South East Queensland UHF Emergency Service Team \(SEQUEST\)](#) for installing and maintaining this equipment for us.. The equipment includes a donated GME AIS Antenna Splitter G213 coaxial ZCG B20G-N Marine VHF Antenna which is mounted on a Telstra 5G mobile phone tower.

https://www.marinetraffic.com/.../_:3b0c29ccb1f839134812c...

SEQUEST

"SEQUEST was formed on 1st August, 2009 with the aim of providing a community-focused volunteer emergency radio monitoring group to members of the public who use CB radio and also improving services to the CB Radio network. In 2011 we moved into marine radio and to help with coverage across Moreton Bay and surrounding inland waterways for when local blue water rescue groups are closed or areas of radio coverage cannot reach.

As an ACMA licenced limited coast marine rescue station, we provide a maritime emergency radio communications service to all vessels.

2011 was a big year for SEQUEST not only dealing with the flood disaster around southeast Queensland SEQUEST expanded its operations into the maritime radio network and obtained its first ACMA licence "VND717" limited coast non assigned. Dedicated to helping and assisting the maritime community and supporting volunteer marine rescue groups.

In 2016 our founder **Shane Barnes** was awarded the City of Ipswich Medallion for recognition of the valuable contribution made over a period of time to the Ipswich community."

Shane is our Social Media Coordinator.

Xiang Dragons

Trainee Sweep Ann is proving to be a rising star in the Xiang Dragon Boat circles.



Here she is nailing her first approach into the boat ramp!

If you are looking for a new challenge or interest for 2022, try dragon boating!

Xiang paddlers train on Tuesday and Thursday evenings from 6.30 to 7.30 pm and on Sunday mornings from 6.30 to 8 am

Great Barrier Reef Update

"As you may be aware, over the summer months the Great Barrier Reef Marine Park Authority monitor Reef conditions very closely and provide weekly [Reef health updates](#) using the best available information.

This includes publically available forecast tools from the Bureau of Meteorology (BOM) and the National Oceanic and Atmospheric Administration (NOAA), water temperature heat mapping, in-water surveys, citizen science and aerial surveys. This information is then interpreted and communicated in a balanced and factual manner via the Reef Authority website and through our Chief Scientist Dr David Wachenfeld at government, scientific and media forums. The 2016, 2017 and 2020 mass bleaching events have allowed us to improve our communications approach collectively across Reef partners, to ensure messaging in the public domain is as accurate as possible. You may have already seen some media around the hot temperatures and the predictions by some of a significant bleaching event this year."

The Great Barrier Reef Marine Park Authority website's weekly updates include a summary of current Reef health status and forecasts, a Myth-busting coral bleaching video to help distil common myths and misconceptions about coral bleaching and further educational material on coral beaching to support guest interpretation.

To report sightings of healthy corals or impacted corals download the [Eye on the Reef app](#) and report away, this app also contains Marine Park zoning."

On 28th January, 2022, the Australian Government announcement of an injection of more than \$250 million into the Great Barrier Reef Marine Park Authority's world-leading marine park management reflects the importance of the Reef and will keep our Reef protection programs at the cutting-edge.

The funding boost is part of the additional \$1 billion the Australian Government will invest in a raft of measures to protect the Great Barrier Reef, bringing its total investment to \$3 billion.

CEO of the Great Barrier Reef Marine Park Authority (Reef Authority), Josh Thomas, said the Australian Government's announcement was great news for the Reef and great news for the industries and communities that rely on it.

"Australians and the world care deeply about the Great Barrier Reef – a reef system bigger than most countries in the world," Mr Thomas said.

"In addition, the Reef contributes billions of dollars to the national economy each year as well as supporting tens of thousands of jobs. Industries and communities rely on the Reef and a healthy, functioning Reef is critical to their survival. "This funding means the Reef Authority can do more to look after Australia's iconic Reef, for the enjoyment of all."

Encouraging Coral Growth

On a sleek, low plinth in the National Gallery of Victoria, Alex Goad's artificial reef structure looks perfectly at home beside other installations.



The archway of interconnected modules, made with the help of three-dimensional printers, is part of an exhibit featuring creative professionals who fuse design, technology and science to imagine the future. It's visually pleasing in luminous white. The bumpy, lattice-like construction is highly tactile and tall enough for visitors to experience from the inside, like a sheltering fish.

About 9,000km away, in the Maldives, clusters of the same modules sit on the sea floor off Summer Island. Three years ago, the naked building blocks were quickly assembled by divers, and these days they're covered in coral, sponges and algae and double as a protective home for tropical marine species.

Coral fragments that were implanted onto the structure are now mature and have been joined by a bunch of natural recruits.

It's a satisfying proof-of-concept for Goad, an industrial designer who seems to sit somewhere between artist, inventor, environmentalist and lover of science.

MARS hasn't yet been used in Australia but another Goad invention is not hard to find.



At harbourside Rushcutters Bay and Milsons Point beneath the bridge, at Balmain and Barangaroo, flat harbour walls have been fitted with panels he designed for the Sydney Institute of Marine Science's (SIMS) Living Seawall program.

The visual effect is one of a three-dimensional mosaic on the waterline — a piece of public art that appears and disappears with the shifting tide.

But the panels are science in action, transforming man-made structures hostile to biodiversity into complex grooved and dimpled habitat for anything that wants to take hold.

A layer of algae usually comes first, followed by small shellfish and seaweed. Later larger life forms settle. It depends on the conditions, but in some harbour locations, encrusting layers of oysters have formed.

SIMS scientists have reported an increase of up to 36 per cent in fish, seaweed and invertebrate numbers in areas with Living Seawalls.

<https://www.abc.net.au/news/2022-01-03/artificial-reefs-showcased-national-gallery-of-victoria/>

Baler Shells

While on an afternoon walk around North West Island on the Great Barrier Reef in January, Brisbane couple Isabel Stubbs and Dan Crowther discovered something remarkable.

"We went for a walk around the island and found this washed up on the beach after last night's rough weather." "The casing we found today is full of little babies in all stages of life, from embryos to smaller shells, and larger shells at the far end."



This is an egg casing, which is a nursery for hundreds of precious seashells. Developing in this particular casing are large marine molluscs called Northern baler shells (*Melo amphora*). The embryos and shells in this casting may grow up to be 45 cm in length!

The eggs of the baler shell are normally found attached to rock or other shells, laid layer by layer to form a translucent, hard sponge-like casing in a mesmerising spiral with holes where the shells develop. The casing is hollow, which ensures there is water flow and circulation around the eggs. They can contain more than 100 developing shells. Juveniles develop and crawl away straight from the egg, immediately caring for themselves.



There are two species of baler shell: the northern baler (*Melo amphora*) and the southern baler (*Melo miltonis*). The shells of this mollusc were highly valued by Aboriginal people, who used them to store water. The name came about because early Europeans recorded Aboriginal people bailing out their canoes with these huge shells.

The southern baler is distributed from the Houtman Abrolhos Islands in Western Australia (near Geraldton) to South Australia. The northern baler is found from the Houtman Abrolhos north around the WA coast and across the Northern Territory coast to Queensland.

<https://www.australiangeographic.com.au/topics/wildlife/2021/01/have-you-ever-wondered-how-shells-are-birthed/>

Other Seashells

And while we're talking seashells, have you ever wondered why there are so many different shapes, colours and patterns?



Freelance author Claire Gillespie says: "Seashells are more than beautiful ornaments you see scattered along the beach. They were actually once home to various molluscs (invertebrate animals) like snails, clams and oysters. The seashells are the exoskeletons, or outer skeletons of these small, slimy creatures and provide protection for them."

"As molluscs develop in the sea, their mantle tissue absorbs salt and chemicals. They secrete calcium carbonate, which hardens on the outside of their bodies, creating a hard shell. The shell stays attached to the mollusc but it is not actually part of its living body because it is made of minerals, not mollusc cells (unlike most animal structures). The mollusc continues to take in salt and chemicals from the sea and secrete calcium carbonate, which makes its shell grow even bigger. When a mollusc dies it discards its shell, which eventually washes up on the shore."

"A seashell is made mostly of calcium, with no more than 2 percent of protein. It forms from the bottom up, creating three clear layers: an uncalcified outer proteinaceous periosteum (similar to human fingernails), a calcified prismatic layer and an inner pearly calcified layer of nacre. Seashells are self-repairing; they use the calcium carbonate secretions from their mantle tissue to fix any damage. Seashells vary so much because there are lots of different kinds of molluscs, eating many different types of diets. For example, molluscs in warm tropical waters have a wider variety of food sources, so they get lots of different pigments, which results in more colourful shells. On the other hand, molluscs who live in cold water have more limited food choices and tend to grow shells in more solid, dark colours."

There are between 50,000 and 200,000 different kinds of molluscs. The turn of a snail's shell is called a whorl. In 99 percent of all snail species, that whorl goes in a clockwise direction.

<https://sciencing.com/types-soil-ocean-5597489.html>