



Boat Talk

VMR Brisbane's Monthly Newsletter



Above: Standing in front of Sandgate 1 at Bribie's Emergency Expo are QFES Commissioner Greg Leach, Deputy Commissioner Mike Wassing, and Assistant Commissioner Joanne Greenfield

Around the Rigging

Welcome to our new Members. We look forward to seeing you around the base. (Waterside Assist members are listed on page 4.)

0

ACTIVE CREW

None this month although we do have lots of volunteers training to become qualified crew.

2

FULL MEMBERS

Paul Cosker

Anne Isdale

November 2021 Crew Roster

Sat 6	Delta	Sun 7	Tango
Sat 13	Foxtrot	Sun 14	November
Sat 20	Alpha	Sun 21	Papa
Sat 27	Bravo	Sun 28	Quebec

December 2021 Crew Roster

Sat 4	Charlie	Sun 5	Sierra
Sat 11	Delta	Sun 12	Tango
Sat 18	Foxtrot	Sun 19	November
Sat 25	Sat Crew	Sun 26	Sun Crew
Mon 27	Charlie	Tues 28	Papa



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](#)

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DATES TO REMEMBER

POLY VA'A MORETON CROSSING

6th November

OPERATION CLEARWATER

Saturday, 13th November from 6-9 am
 Shorncliffe Boat Ramp

CAROLS BY THE CREEK

19th November, 2021 from 5 pm.

Every one of us is probably well aware of the Hornibrook Bridge as it is in our backyard. How it came to be there is a very interesting story and you can read about it on pages 9 and 10.

It was National Water Week from 18th-24th October but we are including their plea on page 7 for saving water as Wivenhoe Dam is low, at just over 40%.

If the weather is fine, by the time you receive this, our Poly Va'a Outriggers may well be undertaking a double crossing to Moreton Island and back.

Tenders aren't just a means of getting from your boat to land or vice-versa. They are boats in themselves and it is important to recognise that they can easily be overloaded. See what to avoid on page 11.

A limo is just a car that has been cut in half, had a piece inserted and stuck back together again. Doesn't sound particularly appealing but it works and it is what has happened to three motorised yachts in the Windstar fleet. Read how it happened on page 13.

We would really like you to support our Christmas Carols by the Creek on 19th November. The Sandgate Guide article on page 4 and the poster on page 12 should tell you everything you need to know before you come along to our base for a great evening sponsored by Cr Jared Cassidy.

Editor Deidre

October in Summary

Activations:	27
Fuel Used:	1,827
People Assisted:	5

VMR Brisbane is proudly supported





President's Report

A warm welcome to our 2 new Full Members and the 24 new Waterside Assist members who joined VMRB this month. The weather is warming up which will entice a lot more

people out on the bay so please remember we are here to help you if you encounter any problems.

At this point, I would like to draw your attention to a very helpful hint on page 7 which could be a life-saver if you do run into difficulty and your phone battery is running low.

This is my first report since our AGM. As I was unable to attend, I would like to take this opportunity to thank those people who are no longer on the Management Committee but who were so helpful during their term. I would also like to welcome those new Management members who have put their hands up to do all they can to keep us operating as effectively and efficiently as possible.

Work by Woody Marine on our new rescue vessel is continuing apace. You can see some progress on page 8.

We have considered all the responses to the member survey regarding our building but the jury is still out on the best avenue to achieve a satisfactory result.

We had two public holidays in October which always makes it busy for our volunteers because it gives us additional duty days. An extra event which was a pleasure to be involved in was the VMR Bribie Island Emergency Services Expo which showcased all the emergency services organisations and their equipment.

Due to a change in circumstances, we are now looking for a Coordinator of Training for our Unit. There is no requirement for a TAE Qualification but there must be a keenness to talk with and communicate not just with VMR Brisbane Crew but also our surrounding bases to Coordinate Crew requiring assessment and available Assessors who may not necessarily need to be with VMR Brisbane. You can see how volunteers begin their training by the photos on page 5 of November Crew members who did their initial formal training at VMR Raby Bay.

Operation Clearwater is an initiative by the Brisbane Water Police to develop ongoing boating safety. You have the opportunity to have Coffee With A Cop and a real discussion at the Shorncliffe Boat Ramp from 6-9 am on Saturday, 13th November. More details on page 6.

There is an important event coming up on Friday, 19th November which is open to everyone and which we would like you all to vigorously publicise. The Food Trucks are returning to help us celebrate Christmas Carols by the Creek from 5 pm. Cr Jared Cassidy is sponsoring the evening and we will have entertainment for all with a choir, as well as a jumping castle and face painting for the youngsters.

Santa has booked a ride on our rescue boat so the littlies will be pleased to meet him. It is a fundraiser for VMRB as we will have our bar open but it is also a great opportunity to promote VMR and let people in our local area know what we do and how we are there for them 24/7.

Another Christmas celebration in which we will be involved is Sandgate's Jingle All The Bay on Friday, 3rd December. It is organised by the Sandgate Chamber of Commerce and we will have a boat and volunteers there as part of the event which 'transforms Sandgate Town Centre into a hype of free festive fun.' It is another time we will be promoting safety on the water.

Safe Boating

Thomas Grice, President,
VMR Brisbane

Congratulations: Allana Bold

Long-standing member of Sandgate Paddling Club, Allana Bold was announced as Paddling Queensland's Instructor/Guide of the year for 2021 on 23rd October. Allana is well known for her voluntary work with youngsters and spreading her enthusiasm for paddling to so many people through her business, All About Paddling. She is also heavily involved in helping disabled people experience paddling through her role on the Board of Directors and her practical participation in Outdoors Queensland. It is a well-deserved award, Allana.



Groups of VMRB

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



Activations

OCTOBER

3rd – Sierra Crew “had another awesome day on the water. The day started with Glenn joining us to take Ray and Paul from Sierra Crew and Matt from Quebec Crew through their respective VMR Coxswain practicals. It made for a busy morning with perfect sea conditions for a range of exercises from vessel handling to MOB. In the afternoon we received a call to assist a vessel with engine trouble located near the Story Bridge. Whilst we were underway, we received a call advising that the engine was now working and they would make their own way home. We waited at the Pinkenba boat ramp just to be sure everything went to plan.

When we returned to Base we received a call from the Water Police to see if we could locate a vessel in distress on the western side of the Houghton Highway. A good 15 knot northerly breeze faced us as we headed off in S2. We were joined by a Water Police vessel as we entered the South Pine River. After a comprehensive search, we couldn't locate the vessel so the search was called off. We returned to Base to clean S1 and S2 before heading home.”

4th - Sandgate 1 responded to a Water Police request to assist a vessel in rough conditions off the mouth of the Brisbane River. On arrival at scene, the police reported that the vessel was now safely in the river.

9th - Tow a disabled 6m powerboat with 2 POB from St Helena Island to the Whyte Island boat ramp.

10th – “November crew welcomed three new crew members, Michael Fearn-Wannan, Kim Hill and Ryan Virtue.



The sea state was a 15 knot northerly in the morning, this provided a reasonable helming exercise for the newer crew members to experience in both vessels.

The afternoon included docking practice and vessel handling in Cabbage Tree Creek, utilising various techniques to leave and approach the pontoon.

No calls to assist were received, but it was another great training day.”

16th - Tow a broken down 6m powerboat with 3 POB from the Coffee Pots to Cabbage Tree Creek.

ACTIVE CREW ANNIVERSARY

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

Greg Henderson	2012	9 years
Ian Simmons	2016	5 years

16th - Water Police initiated a search of the banks of Cabbage Tree Creek for any personal items after an empty kayak was found floating in the creek. Nothing was found.

17th - Sandgate 1 and Sandgate 2 travelled to VMR Bribie to support them during their Emergency Services open day. During the day, Sandgate 2 towed a vessel from Mission Point to Spinnaker Sound, jump started a vessel at Parrot Island and towed a grounded vessel at Poverty Creek.

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

Seating

The mid-week crew have been at it again: repairing broken outdoor bench seats; smartening up the bench seats in the Ladies' and we've even got replacement seats on the Radio Room balcony.



Carols by the Creek

On 19th November, Cr Jared Cassidy is sponsoring our Christmas function. The Food Trucks will be back and there will be entertainment and a choir as well as the bar being open. Santa will make an appearance using our rescue boat rather than a sleigh and there will be a jumping castle and face painting for the youngsters.

Read the article that appeared in the November issue of the Sandgate Guide and see the full poster on page 12 of this newsletter. Then tell all your family and friends to join in the fun from 5 pm on Friday, 19th November at our base.



STORY BROOKE JACOBSON

Shorncliffe's Volunteer Marine Rescue (VMR) will be kicking off the festive season in 4017 with Carols by the Creek.

VMR volunteer David Massam said they were delighted to be holding the first of many Christmas activities on the northside, on 19 November.

"We thought we'd get in early this year and get into the Christmas spirit," he said.

"The VMR hosted Carols by the Creek in 2019 and it was very successful. We wanted to hold it again last year, but of course COVID threw a spanner in the works there."

Carols by the Creek will feature entertainment, a wide selection of food trucks and face painting for children, while the VMR bar will be open for the grown-ups.

"The Multitude Choir will be performing, they're a great local choir and they'll be performing all the classic Christmas carols," David said.

"Santa will be coming along as well towards the end of the night."

The event, sponsored by Deagon Ward Councillor Jared Cassidy, is free, with takings

SANDGATE GUIDE

from the bar going to support the work of the VMR.

"We're putting this on as a night for the community," David said.

"The VMR operates 24 hours a day, seven days a week and we provide on-water help for people who have broken down, or if there's an emergency situation – and it's all totally volunteers."

David said one of the highlights of Carols by the Creek was the location itself at VMR headquarters.

"It's really beautiful, there's views right across the bay to the Port of Brisbane. People can come along and spread out on the grass there, with a chair or a picnic rug," he said.

"It's a great family night out that doesn't have to cost the earth, so we'd like to encourage the whole community to come out and start their festive season with us at the VMR."

Carols by the Creek
Friday, 19 November, 5pm-8pm
VMR Headquarters
Allpass Parade, Shorncliffe.

NOVEMBER 2021

Poly Va'a Outriggers Update

A good day on 9th October at Bribie Island supporting sister club Bribie Mahalo in their first ever Regatta. Great weather, good water and over 500 people attended.

Congratulations to the crews who paddled, especially the mixed crew who came third across the line out of 34 canoes on the water and Phill and Pete who won their OC2 10km race. A special mention to the paddlers who paddled in their first races.



Three paddlers from PVOCC competed in the Marlin Coast up in Cairns 45km relay race on 17th October. Great results:-

Amy Bortman - Master Mixed GOLD: 4 hrs 11 min

Vince Cook - Senior mixed GOLD: 4 hrs 13 min

Corrina Cook - Master Women GOLD: 4hrs 18 min

On Saturday, 23rd October, 24 Poly Va'a paddlers experienced a 14.5km Brisbane City training paddle from West End to Story Bridge return. Paddling in varied and great locations and waters is one of the exciting aspects of outrigger paddling and this was a perfect day to experience both the river and the City.



24

NEW WATERSIDE ASSIST MEMBERS

Andrea Abate

Jane Carroll

Laurie Giggins

Noah Johnson

Dale Spring

Rudi Vedelago

Mo Abdelsalam

Simon Chen

Wayne Hall

Andrew Kelly

Kennedy Taavale

Daniel Williams

Wesley Allen

Michael Denny

Scott Humphries-Norton

Shaun Mulholland

Joua Thao

Shane Wright

Todd Brown

Adrian Ford

Ravel James

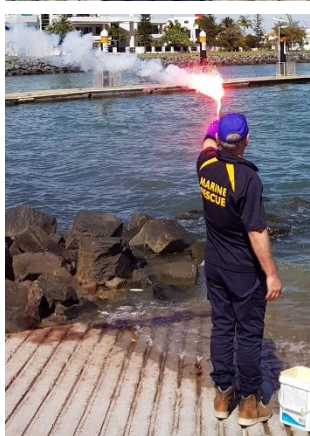
Peter Ruyl

Maarten van Koersveld

Jesse Xiong

Training

Four of November crew were privileged to undertake training at VMR Raby Bay under the State Training Coordinator. Michael Fearn-Wannan, Kim Hill, Ryan Virtue and Jayson Payne had an excellent few hours covering everything needed for their Shipboard Safety Skill Set. qualification, as you'll see in the photos below.



Michael Fearn-Wannan, Kim Hill, Ryan Virtue



Missing is photographer: Jayson Payne

Pontoon Guides

"Good things come to those who wait"

A big thank you to Bylaser Australia MD Mike Traynor for supplying all the stainless profile gratis to VMRB, also to Phillip Johnstone also from Bylaser Australia for taking it to the MD on behalf of VMRB.

AMU Engineering took delivery of \$2500.00+ of steel which was supplied free pf charge and cut to fit. This was wonderful and allowed Karl of AMU Engineering to weave his magic and complete the two new pontoon guides which the midweek crew fitted.



Pot Luck Dinner

Another great night was had on 24th October with our second Pot Luck Dinner. A dozen people took the opportunity to socialise with fellow volunteers and their families. There was plenty of lovely food and everyone had a great time.

Thanks to Cameron and Julie for this initiative.



Operation Clearwater

During 2021 the Brisbane Water Police responded to 44 marine Search and Rescue incidents in the waters of Moreton Bay from 1 April to 7 July.

Of these incidents, five were significant due to the loss of life which attracted both national and international media interest due to the similar locations, types of incident and short time frame they occurred in.

In response to this issue, Brisbane Water Police have worked with Maritime Safety Queensland (MSQ), Queensland Boating and Fisheries Patrol (QB&FP), Coastguard and Volunteer Marine Rescue to develop an ongoing Boating Safety Initiative for the remainder of 2021.

The *Coffee with a Cop* platform was established at boat ramps within the region as an educational measure providing an opportunity to have real conversations with the recreational boating community about safety before they depart the ramp. In total 10 events were planned for the remainder of the year.

The Water Police will be at Shorncliffe Boat Ramp from 6 am to 9 am on Saturday, 13th November for the education phase of this initiative. As well as coffee, VMRB will be providing some breakfast burgers.

The enforcement stage will continue with the afternoon crew and again through to the end of Sunday, 14th November. It will be focussing on some of the leading contributing factors to marine incidents: drink and drug driving, lack of safety equipment, as well as licence and registration compliance.

Go Boats

We're not usually into free adverts, but we thought this may be of interest, whether for people to hire or for skippers to be aware for local knowledge in case they get called to tow one.

Go Boats have set up an electric boat hire in Breakfast Creek at Newstead and at Kangaroo Point.



There's GPS tracking in each of their six boats which can be hired for up to 8 people aboard the self-drive picnic boat ranging from 1 hour (\$119), to 2 hours (\$189) to 3 hours (\$269). The boats are powered by an electric motor connected to a battery bank and are electronically speed controlled so anyone over 18 can be a skipper! The boats sail at about 4-6 knots depending on current and wind and carry all the safety gear you could ever need.

No Boat Licence Is Required. However, although we know that hirers will receive detailed instruction, not everyone listens as intently as they should - hence the thought there may be rescues involved

Around the Base



National Water Week

18th - 24th October, 2021

Water is one of humanity's common denominators. We gather around it. We long to be in it. We live because of it. But do you look after it?

In South East Queensland we have a network of dams, water treatment plants, water supply pipelines and more which form what we call the SEQ Water Grid. This allows Seqwater to move treated drinking water around the region.

Seqwater is the region's bulk water supply authority. They source, store, treat and supply bulk drinking water using the SEQ Water Grid. Urban Utilities supply this treated drinking water via our network of pipes, pumps and reservoirs to your home and tap. They also work together with Seqwater and other water service providers across South East Queensland to ensure water security for the future.

The combined level of the drinking water dams in South East Queensland is currently below 60%.

Wivenhoe Dam supplies around half of the South East's water supply and it's close to its lowest level in 10 years, at just over 40 per cent.

We haven't been receiving decent inflows into our major dams, and without this, water storage levels will continue to drop.

In an unpredictable climate like ours, we're likely to have more and longer lasting droughts in the future.

Our population is expected to grow by around two million people in South East Queensland over the next 25 years. Source: Queensland Government Statistician Office.

Despite the growing population, we have the same amount of water on the planet now as there was when dinosaurs roamed. This demand for water is even more reason for us to protect this precious natural resource.

We all need to do our bit now by continuing to save water at home and work. With **Wivenhoe Dam close to its lowest level in 10 years**, now is the time for us all to step up our efforts and reduce our water use.

Each of us can do a lot to save water.

To give an idea of dam levels, here are some as at 25th October, 2021.

Wyaralong	103,162 ML	100.3%
Wivenhoe	463,196 ML	39.8%
Somerset	232,654 ML	61.2%
Sideling Creek (Lake Kurwongbah)	3,759 ML	96.9%
North Pine (Lake Samsonvale)	130,931 ML	61.1%
Moogerah	33,029 ML	39.4%
Lake Manchester	21,859 ML	83.4%
Lake Macdonald	7,090 ML	88.4%
Ewen Maddock	13,714 ML	82.7%
Borumba	34,394 ML	74.6%

<https://www.seqwater.com.au/dam-levels>

Great Advice

Relayed to us by Judd McCann

IF YOU ARE EVER LOST... OR NEED AID...

...while walking, get stranded with a broken down car, etc., and you notice your cell phone is low on battery, here is a tip that very well may save your life.

Change the voicemail on your phone to a message that gives your approximate location, the time, the date, your situation (lost, out of fuel, car broken down, injured, etc.) and any special instructions such as you are staying with the car, you are walking toward a town, etc.

The best part of this is that **even if your cell phone dies or stops working, voicemail still works**, so anyone calling your phone looking for you will hear the message and know where to find you or where to send help.

Obviously this is something to remember if you encounter trouble out on the bay. If you have time to change the voicemail before your phone dies, or becomes submerged, valuable time can be saved if someone trying to contact you can hear your latest situation.

Hawaii Bound?

If you were planning to venture to Hawaii (when we can travel again) to swim with the Spinner dolphins you are out of luck.

Despite swimming with Hawaiian spinner dolphins (*Stenella longirostris*) being a popular activity among tourists and residents in Hawaii that generates millions of dollars annually, the dolphins are nocturnal and they need protection from those seeking encounters with the playful species.

According to the study, an estimated 524 to 761 Hawaiian spinner dolphins, or naia, reside in waters around Kailua-Kona and 329 around Oahu. They're frequently seen close to shore and are known for their tri-coloured pattern, relatively small size at 5-6 feet and ability to spin while leaping in the air.

The National Marine Fisheries Service published its final rule banning the popular practice in Hawaiian waters effective 28th October, 2021.

The rule prohibits swimming with or getting within 50 yards (45.7 meters) of a spinner dolphin that is within 2 nautical miles of the shore of the main Hawaiian Islands. The rule applies to persons, boats, canoes, stand-up paddleboards, drones or other objects.

It is proposed to establish mandatory time-area closures at four sites in West Hawaii and one on Maui in essential daytime habitats from 6 a.m. to 3 p.m. daily.



New VMR Vessels

Colin Cassidy visited **VMR Hervey Bay** and saw their new \$1.4 m rescue boat.

The Squadron operates from its Base at Urangan Boat Harbour, from where it covers an area that stretches from Stewart Island in the Great Sandy Strait to Theodolite Creek, north of Woodgate ... and east to Long Shoal situated approximately 14 NM NNW of Sandy Cape.

It took VMR Hervey Bay 3 years to secure funding. Freemasons provided \$½ million – a significant grant. Now they will be able to carry out search and rescue operations beyond Fraser Island and will be able to handle the increasing number of medical evacuations from Fraser Island. Also it was a welcome boost for local business who built the boat.

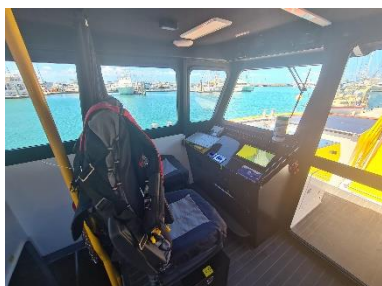
Rescue I is their Primary Rescue Vessel. It was purpose designed, and locally built by [Allweld Manufacturing](#) of Maryborough QLD.

Design: [Naval Architects Australia](#)

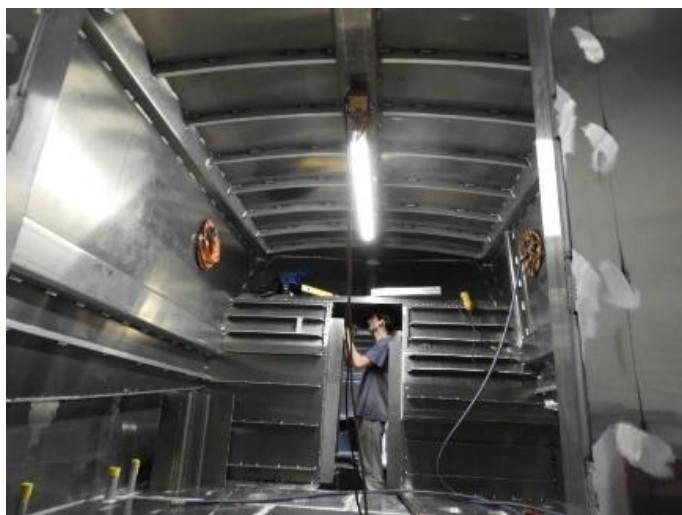
Survey Class: 2C, 2D

LOA: 11.94 m Beam: 5.0 m Depth: 1.3 m

Fuel Capacity: 2 x 810 L



As you are no doubt well aware, **VMR Brisbane** is having a new rescue boat built by Woody Marine and this will replace our Sandgate 1. At the beginning of the month, this was the progress recorded by Col Nielsen.



Hornibrook Bridge

On 4th October back in 1935, the Hornibrook Highway was officially opened by Queensland Governor, Sir Leslie Orme Wilson connecting Sandgate (called Warra by the Turrbal people) and Redcliffe (land of the Ningy Ningy people). It was Australia's longest road bridge for many decades.

Why was it named the Hornibrook Bridge? Below is a summary of a very detailed and interesting essay by Julie Hornibrook which can be read in full on the State Library of Queensland website: <https://www.slq.qld.gov.au/.../hornibrook-highway-essay>.

Manuel Richard (known as 'MR') Hornibrook (Julie's grandfather) was described as "one of the county's leading building and civil engineering contractors" who was "admired for his inexhaustible drive and exacting work standards". He was local to Brisbane, grew up in Enoggera and married his wife, Daphne Brunckhorst, in Sandgate in 1915. In 1932, the company (headed by MR with his 5 brothers) had building projects all around Queensland and had just completed building the William Jolly Bridge in Brisbane.

MR had long envisaged a road link from Brighton at Sandgate to Clontarf Point at Redcliffe with a bridge spanning Hays Inlet and Bramble Bay, imagining how that would reduce isolation of the Peninsula, open up the beaches and create direct links to Brisbane, instead of making the long trip around the Bay by road or across the Bay by ferry.

Hornibrook Highway Ltd was formed and the building of the highway launched at a 'sod turning ceremony' by Premier Moore, on 8 June 1932 at Sandgate, where the southern portal of the Bridge would be built.

The Premier said that government could not provide loan money so it was up to private enterprise to help itself and this was the first time such an enterprise had been authorised in Queensland.

In an effort to move ahead and complete the work by deadline, it was decided that the company list on the stock exchange. It also negotiated a way out of the impasse with a £100,000 loan from the AMP Society, guaranteed by the State Government. A prospectus was issued and the stock market float listed on 1 March 1934 was fully subscribed within two weeks, so this time gained ready support by investors. £300,000 of security debentures were released at £10 each, offering 5% return for the first two years then on to a profit share arrangement, paid half yearly. This accelerated work from 1934 to finish on time in October 1935 at a total cost of £530,000.

MR negotiated a forty year franchise on the projected road-bridge and toll collection, after which all rights and responsibilities reverted to the Queensland government. The toll was set at a shilling a car, and didn't change over the next forty years of the

agreement. The Bridge was negotiated 1.6 miles (2.68 km) length with road access on south and north sides, taking the full length to 12 miles (19kms), needing land resumptions on the Sandgate side for the approach to the Highway.

The Bridge design had two rises for small boats to move underneath, designed to give clearance at low water of 21ft and 15ft respectively. It was designed by George Boulton, Chief Engineer. The fond memories of all who have driven over the Bridge and the memorable 'humpity bump' feeling came from driving over these rises but also from the effects of the timber decking becoming uneven under the bitumen road.



Photo by Paul McKenzie

An endearing feature of the construction is the art deco portals on north and south ends of the Bridge, designed by architect John Beebe and both identical in design. The portals held the toll facilities of a small office and a night safe and a private phone line ran between the two portals.

Beebe also designed a house provided for the toll master and built by John Liddle for £700.00. Roy Atkins, the toll master for many years, lived in the house, but it later burnt down.

The Bridge design was based on reinforced concrete piers with three concrete piles of varying depths and a timber superstructure made of ironbark girders laid on corbels, supporting large ironbark and tallowwood sawn decking. When it was completed, it was the longest road viaduct built over water in the southern hemisphere.

With funds assured, construction accelerated and 2.5 million super feet of timber was needed for girders, corbels and decking on the Bridge, to source, mill and prepare, with 15 months to completion date. MR knew forests in the Obi Obi area from childhood so turned to that area for timber and support by local people. A sawmill was bought at Mapleton and one built at Conondale to process timber, employing 250 timber-getters to cut ironwood and tallowwood timber around Conondale, Kilcoy and Mapleton. From there timber was loaded onto the Mapleton railway, then transferred to Queensland rail and finally loaded onto barges for the down-river journey to the bridge construction site at Bramble Bay.

The Highway Opening on 4th October 1935 was a grand event for the longest bridge in Australia, opened by the Governor, Sir Leslie Orme Wilson.

(Cont'd page 10)

Hornibrook Bridge (Cont'd)

At 6 p.m. the collection of tolls began and 3000 cars crossed the first day.

The Governor commented that some criticised the size of the project and that it was built too soon for demand. He defended the stance saying better to be too soon than too late.



Photo Wikiwand

While most of Australia stagnated in the Depression, Redcliffe's population more than tripled during the 1930s. It had the Hornibrook Highway, power and water schemes, tourist facilities and an integrated train and bus service connecting to Brisbane. Hornibrook were a major reason progress was so rapid as they provided land and built the Redcliffe Golf Course, a shark and jelly fish proof swimming enclosure and amenities at Woody Point in 1938 and other facilities.

The Courier Mail regularly reported monthly takings of the tolls as well as comparative annual takings. It was reported £14,592 was collected from Opening Day 1935 to 30 June 1936.

By 1975, the population of Brisbane had increased to nearly one million so when the franchise of the Hornibrook Highway was surrendered to Department of Main Roads, a replacement structure to cope with the traffic was needed. Russ Hinze, the Queensland Main Roads Minister paid the final toll at a 'closing ceremony' and donated the ticket to the Historical Society. He said MR's 'brainchild' cost £530,000 to build but would cost \$5.5 million to replace. He paid the toll to Mr Cavanagh, the toll master who had been collecting for nineteen years. MR's sister Pearl McGhie represented her brother there, as he had passed away in 1970.

A replacement Bridge called the Houghton Highway, named after the local Member of Parliament was opened in 1979. Initially it was to supplement the Hornibrook Highway by taking two lanes of southbound traffic and the Hornibrook Highway would be refurbished to take northbound traffic. However, in 1979 a subsequent decision was made to close the Hornibrook Highway to traffic as a review showed significant structural problems with corrosion of steel, white ants in girders and cracking of the road surface. Its use was changed to a bikeway and

pedestrian crossing, but only until 14 July 2010 when it was permanently closed and then subsequently demolished, with the exception of a hundred metres on the Clontarf side for use as a fishing jetty. The portals at either end also remain as an art deco memorial to the days of the Highway and the achievement of the time

The Houghton Bridge caused a lot of local frustration as, even with modifications, its capacity was a total of three lanes and didn't have the charm and practicality of overhead lighting like the old Bridge.

After years of campaigning for another crossing, the Ted Smout Bridge, named after the longest living digger from WWI, who came from Sandgate, was opened in 2010. Its cost was \$315 million and takes three lanes of traffic north to south. The Houghton Highway, with bitumen surface upgraded, has three lanes for south to north traffic.

Locals continue to refer to the new crossings as the Hornibrook Highway.



Photo Wikipedia



Photo Mapio: Houghton Hwy & Ted Smout Bridge

Skipper Safety

Most boats have a fixed throttle system. This means that the vessel or boat will stay at the same speed until the skipper changes the speed, rather like a car with cruise control. If the skipper falls over board or leaves the steering position, the boat will continue moving.

However, if the skipper is wearing a safety lanyard connected to the motor, the vessel will stop accelerating in this situation. It is strongly recommended that the skippers of all boats, but especially tiller steered boats and PWC, have a safety lanyard attached to their wrist which will stop the motor instantly if the skipper loses control of the boat. Where a PWC is being operated by an unlicensed person, the supervising licence holder must wear the kill switch safety lanyard.

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

Overloading a Tender?

Overloading a tender has a detrimental effect on the vessel's stability, affects the vessel's normal handling characteristics and makes the tender more susceptible to swamping and capsize.

When you load too much in your tender, the vessel sinks lower in the water and the extra weight affects the buoyancy reserves. It is more likely water will come in over the sides or into the hull and once there is water ingress, the tender is likely to become unstable and can more easily swamp or capsize. The free surface effect of water moving from one side of the vessel to another makes this even worse.

A bailer or bilge pump are important safety equipment to minimise the amount of water in your bilge. Check this often, especially as large amounts of water can enter the vessel during normal diving and fishing operations.

Know the maximum load capacity for your tender

You need to know the maximum load capacity of your tender and have the evidence to show how this has been calculated.

When considering how much weight a vessel can support, it is important to consider the number of people on board, the engine including an auxiliary, portable tanks (fuel and other), equipment, supplies and any catch that may be brought on board.

Any alterations to your tender can change the stability and maximum load capacity, such as changing inbuilt tanks or re-powering. Make sure you get any changes assessed by a competent person to ensure your tender remains safe to operate and continues to meet the required standards.

Your safe load capacity reduces as wind and wave conditions increase

It is also important to consider the conditions your vessel's load capacity has been calculated for. A sheltered waters load capacity, such as typically displayed on the Australian Builders Plate, is calculated assuming the vessel will be used only within smooth waters. Venturing out further into larger waves and wind will result in a reduced load capacity for the vessel. Bad weather and increase in wave height can make your vessel more susceptible to swamping.



Your maximum load should be reduced when operating in offshore conditions – include this in the risk assessment of your safety management system. Remember wind and wave forecasts are averages and maximum waves can be up to twice the forecast height.

Safety Management System (SMS) and risk assessment

Your SMS should address the risk of swamping and capsizing and include measures to prevent it happening.

For example:

- not exceeding safe loading capacity
- ensuring operations are conducted in safe weather and sea conditions
- availability of bilge pump or bailer arrangements.

Your risk assessment should also identify measures that will assist in minimising the consequences if your tender does swamp or capsize, such as:

- everyone should be wearing a lifejacket
- an emergency plan including means to raise the alarm such as marine radio, flares, EPIRB or PLB
- ensuring your tender has level flotation.

Under the National Law General Safety Duties, you must not operate an unsafe vessel. An unsafe vessel includes a vessel that is likely to endanger a person on board due to overloading with people or cargo.

https://www.amsa.gov.au/tenders/overloading?utm_source=amsa-update&utm_medium=email&utm_campaign=nat-tender

Ship-shipping Ship



Have you seen this ship?

It's a shipping ship which is shipping ships, so it's a ship shipping ship but the ships that the ship is shipping are also shipping ships, so it's a shipping ship, shipping shipping ships.

Courtesy NepalScienceemagazine

VMR



Carols by the Creek

FRIDAY 19TH NOVEMBER
5PM - 8PM

5 PIECE
CHOIR
CAROLS

SANTA
VISIT

JUMPING
CASTLE

FACE
PAINTING

FOOD
TRUCKS

CRAFT
BEER
WINE

VMR BRISBANE
95 ALLPASS PARADE, SHORNCLIFFE

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Windstar Cruise Ships

Windstar has three sailing ships with names starting with Wind but they also have three yachts with names starting with Star.

The three *Star*-class ships were originally built at the former Schichau Seebeckwerft yard for Seabourn in 1988-90, and they were acquired by Windstar in 2014-15. At the time, the ships were considered somewhat controversial as they brought Windstar away from the classic masted sailing vessels that had engendered a loyal following.

Star Pride, the third ship of the extension and modernisation Star Plus Initiative project of Windstar Cruises was delivered at the Fincantieri shipyard in Palermo early in October 2021.



The project, costing \$250m and involving the cruise ships *Star Breeze* and *Star Legend*, delivered respectively in 2020 and last May, and *Star Pride*, envisaged three main complex activity areas: installation of a new 25.6 metres mid-body section; the total renewal of the propulsion engines and diesel generators for a more environmentally responsible navigation; and extensive modernisation of public areas, passenger cabins and open decks.

Before the start of extension works, *Star Pride* had a length of 134m, with a gross tonnage of approximately 10,000 tons and a capacity of 212 passengers. Now, after its completion, the ship has a length of approximately 160m, a GT of around 13,000 tons, and a capacity to accommodate 312 passengers on board.

The ship's four Bergen main engines and three Bergen auxiliary engines were replaced by a pair of V12 Wärtsilä 26 engines and a pair of eight-cylinder in line versions of the Wärtsilä 26 giving an extra 4kt speed and extending the range of the ship. The new engines will run on distillate fuels to meet the 2020 sulphur cap requirements.

The new sections were built in Trieste and then transported south by barge to the Fincantieri yard in Palermo, Sicily, Italy. After the ships were fully cut in half, the bow and stern sections were moved apart on giant skid plates and the new mid-section was wheeled into place. It took all night to move the 4,000-ton bow forward one centimetre at a time.

The work was delayed slightly as the load had to be balanced perfectly on 12 bright red skid plates, each outfitted with sensors that stopped the entire operation when there was a discrepancy in the load. Once the bow was far enough forward, an operator

used a joystick to move the midsection block adjacent to the ship, pivot it 90 degrees, and slide it into place.



Why go to all this effort? The process is called a ship lengthening, and is seen as a far more cost-effective way of extending a vessel's revenue-generation ability without the huge outlay of a new build. It also means the small ships can continue to go to places not accessible to large ships.

Big ships have to stick to tried-and-true ports of call because of their size. They also need to visit ports large enough to handle an influx of thousands of passengers at one time.

With their shallow drafts, small cruise ships and yachts carrying 350 or fewer passengers can get into small harbors at intimate, off-the-beaten-path ports of call, places big ships can't visit due to their size. In expedition locations such as Iceland and Alaska, your small ship can go deep into the wilderness-surrounded waters of national parks to bring you closer to nature and wildlife.

Big ships sell shore excursions for the masses. Even on tours focused on small groups, passengers at the pier face crowds trying to find the correct bus or guide. At ports where big ships cannot dock, passengers tender (on small boats) to get ashore, and you may have delays. With thousands of people coming off the ship, some ports will have more cruise passengers in town than residents.

Small ships eliminate the crowd factor. Guests do relaxed exploring on their own or join curated small group excursions with local guides, such as a walking tour through medieval alleyways, a biking trek in the countryside, or visiting markets and food producers (perhaps even accompanied by the ship's chef). Unrushed itineraries, including more late-night and even overnight stays, allow time to delve into local culture and nightlife – a deeper experience than just a quick look at a destination's top attractions.

On Windstar's sailing and all-suite yachts, onboard marinas (a water sports platform off the stern of the yacht) afford additional opportunity to borrow kayaks, paddleboards, and other equipment to do your own coastal exploring in select places.

