

Vsheet

Volunteer Marine Rescue

FREE ISSUE

SEPTEMBER 2017

Seaway Shoal Warning

Breaking waves and tricky conditions at the entrance

Check the accuracy

of your GPS navigation equipment at The Spit boat ramp

Rules for watching marine mammals

Approach Zones apply

Don't take the risk

Check your boat insurance

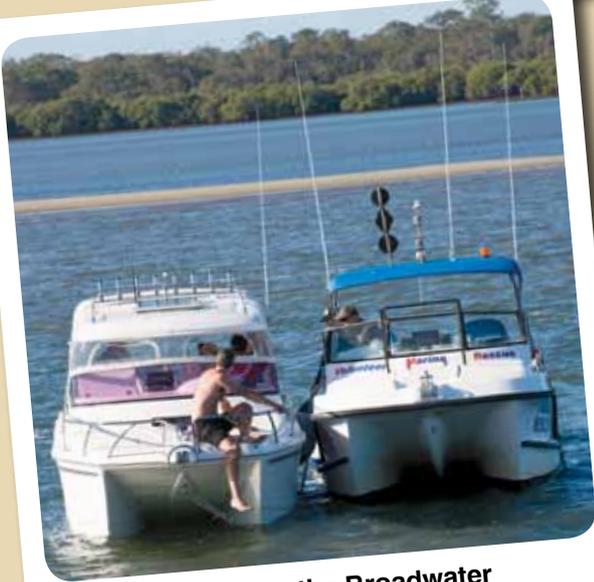


vmrsouthport.com.au





SUPER SNAPS



**Raftup on the Broadwater
courtesy of Murray Waite
MWA Viewfinder - The Photographers**



Communication Tower



VMR Currumbin Rescue



The end of another day



Volunteer Marine Rescue Base



Volunteer Marine Rescue
SOUTHPORT - SURFERS PARADISE
Assoc. Inc.

PO Box 866 Southport Qld 4215

Phone: 5591 1300

Fax: 5532 0331

E-mail: info@vmrsouthport.com.au

Web Site: www.vmr-southport.com.au

MANAGEMENT COMMITTEE
2016 - 2017

<i>PRESIDENT</i>	<i>Dave Macdonald</i>
<i>VICE PRESIDENT</i>	<i>Martin Walsh</i>
<i>SECRETARY</i>	<i>Diana Gibson</i>
<i>TREASURER</i>	<i>John Kaus</i>
<i>OPERATIONS</i>	<i>Glenn Norris</i>
<i>SEARCH & RESCUE</i>	<i>Merv Handley</i>
<i>COMMUNICATIONS</i>	<i>John MacDonald</i>
<i>RADIO OPERATORS</i>	<i>Beverley Weldon</i>
<i>COMMITTEE</i>	<i>Alan Coy</i>
<i>COMMITTEE</i>	<i>Helen Stanfield</i>

Vsheet

<i>Editor:</i>	<i>Diana Gibson</i> radiolady400@gmail.com
<i>Contributors:</i>	<i>Kevan Wolfe</i> kevan.wolfe@bigpond.com
<i>Graphics:</i>	<i>Mike Oram</i> mike.oram@optusnet.com.au
<i>Advertising:</i>	<i>Glenn Norris</i> wombatnorrie@yahoo.com.au

Gold Coast Seaway Tower

Hours:
Mon - Sat: 0500 - 2100
Sunday :0500 - 1800
Phone: 5591 2948
Fax: 5571 2360

DISCLAIMER

The opinions expressed by the authors and contributors of articles in the Vsheet are not necessarily those of Volunteer Marine Rescue Southport - Surfers Paradise Assoc. Inc. (VMR) nor does VMR guarantee the accuracy of statements made by contributors or advertisers or accept any responsibility for any product or service statement made herein.

From the Wheel House



PRESIDENTS REPORT - 2017

Another year has flown by and it seemed like the busiest ever in relation to callouts and jobs done. We did continue with the forward impetus that is ongoing and places a lot of pressure on a squadron of willing volunteers who ensure the day to day operations go like clockwork. The Training of active members continues and our presence on the Broadwater helps to keep our name out there.

During my term as President I had a number of items that I wanted to see implemented, the communications at our Base and Seaway Tower to be improved by the installation of fibre optic cables and a micro wave link to the Tower. This has happened, although working through government channels, the time frame to us appeared long and winded, but with the enthusiastic hands-on approach by Optus, we now have moved into the 21st century with regard to communications.

Another item that I felt needed attention was the condition of the work areas in the Seaway Tower and again with the very enthusiastic and proactive assistance of a committee member, we are hopefully going to see a result, although probably not before 2018. I don't believe in naming individual members of the committee as each and every one of the committee has excelled in their output over the last management year.

Our continued working relationship with Channel 7 has, I believe, become stronger and their supplying four GoPros for use on our boats will in the long term, I hope, supply Channel 7 and ourselves with file footage for future reference and assist in updating our Website and Facebook pages, enabling the public to see what we do.

The financials for this year show a steady and solid growth, and with an ever increasing financial cost to our operations it is reassuring to know that our growth is continuing to stay ahead . Having said that, we will, over the next few years, be confronted with large expenses in relation to boats and I know that the incoming committee will plan for this.

At the time of writing this report I understand that the majority of the current committee will nominate for positions in the 2017/2018 year. Alas, I will be standing down for awhile and I have every confidence in VMR Southport members to get behind the committee and in the event of a vacant position nominate to fill the vacancy.

I thank you all for the assistance and courtesy you have shown me over the past year.

Regards

Dave Macdonald
President 2016 - 2017

FRONT COVER: *Marine Rescue 4*



PROUD SUPPORTERS OF VMR SOUTHPORT





Notable Jobs

by Glenn Norris

A Gold Coast based charter boat called VMR Southport recently, advising that they had a seasick passenger on board their vessel, who would like to be retrieved and taken back to dry land. VMR offered to assist. The vessel gave its position, which the crew members plotted on a chart, then determined distance and the approximate arrival time at the location. The location was 12 nautical miles north east of Jumpinpin Bar and 6 nautical miles offshore. Being a beautiful calm day, the crew headed off on their journey, with whales and dolphins aplenty. The vessel was located after approximately 45 minutes travel, with the seasick passenger very happy to see the VMR crew, who would return her to the VMR Base. A substantial donation was made to VMR by the grateful passenger.

A man contacted VMR Southport midweek requesting a tow of his brand new jetski. The jetski had only been delivered the previous day and was on its maiden voyage when a large bang was heard, resulting in the vessel's engine stopping. VMR attended the Broadwater near Sovereign Island to assist the caller. He had contacted the Jetski Dealership where he had purchased the craft and their over the phone diagnosis appeared to indicate the engine had seized. The jetski had 1.3 hours use and was towed to Labrador.

The Queensland Police Communications Centre contacted VMR Southport at approximately 0100 on a Saturday morning to advise they had received a Triple 000 call from a frantic female who was drifting in a small tender towards the Gold Coast Seaway. As VMR was crewed at that time, assistance was requested. Unable to give an exact location of her whereabouts, two VMR vessels and crews were dispatched, with the lady found clinging to rocks on the south side of Wavebreak Island. The vessel was taken in tow and placed on the beach adjacent to the Grand boat ramp. The lady advised that she had met a man at the Grand Hotel, who had taken her to his yacht. Later in the night the man became hungry so used another tender to row to shore to find somewhere to eat. He didn't return. Wanting to go home, the lady hopped aboard the other tender, released the rope, and then couldn't get the outboard motor to start, hence her drifting predicament. An eagle eyed VMR crew member soon discovered why the engine wouldn't start. There was no fuel tank in the tender. As the tender was pulled up the beach to be secured, the outboard motor also fell off the transom of the vessel. This ladies night had the potential for real disaster had VMR not been on the scene so quickly. The Officer on Duty at the Police Communications Centre also found the situation quite comical.

A houseboat owner was notified by Police recently that his vessel was taking on water at Runaway Bay. The owner notified VMR, who provided pumps to try to assist with removing water so that the leak could be found. After an initial find of a leak and a temporary repair until the vessel could be lifted from the water, everything seemed fine. A frantic call to VMR the following day again requested the use of the VMR pumps. After several hours of attempting to keep up with the leak, the owner decided to abandon his efforts. Unfortunately, along with the houseboat going under, so did the VMR pump. The houseboat owner, kindly replaced the pump for VMR, with a brand new model, along with all the hoses that went under with it.

Queensland Ambulance requested VMR Southport assistance recently when they needed transport for Paramedics to a patient who had had a tree fall on him on South Stradbroke Island. Whilst VMR mobilised a crew to assist, Queensland Fire also contacted VMR, requesting transport for four Fire Officers to the same incident, as the patient was reportedly trapped. A second crew was organised for the Fire Officers, however, they were stood down soon after as the patient was not trapped, as originally reported. VMR transported the Paramedics, and were soon also joined by a Queensland Government Rescue helicopter from Brisbane. The patient had been unlucky enough to have the tree fall across his pelvic area, and the Doctor aboard the Rescue helicopter immediately requested this be the primary treatment area. The patient was stabilised before being stretched into the tray of a utility, before being driven to the helicopter for transport to a Brisbane hospital.

A crew was dispatched recently to assist an inflatable 'Thunder Cat' owner whose vessel had lost propulsion near Couran Cove. On arrival, the VMR crew were notified of the reason for the man's vessel losing propulsion. Somehow, the propeller had fallen off the engine, and was resting nicely somewhere on the bottom of the Broadwater. The vessel was towed to Paradise Point.

That would put anyone in a spin!!!!

VMR Southport were called to assist the owner of a small yacht recently, after he and his brother encountered difficulties trying to motor into the outgoing tide in the Seaway. The initial call was made to the Gold Coast Water Police who notified VMR, as they were closer. VMR attended and took the vessel in tow to Runaway Bay. The owner had just bought the yacht at an auction, and was planning to do up the vessel to go on a long trip. One would suspect a motor on a yacht would be good enough for the tide in the Seaway. Not this outboard motor, the reason being that the motor was mounted so high on the transom of the vessel, every time the yacht went over a wave, of which there are plenty in the Seaway, the engine would come out of the water. The Water Police also attended and had a good chat to the owner about his incident!!!!

THE SPRING WATERMAN
1300 555 774
Like us on facebook
WWW.SPRINGWATERMAN.COM.AU

Don't take the risk

There are a multitude of things that can go wrong on the water, which can prove very expensive if your boat is not insured.

by Kevan Wolfe

Along with your house and contents and the car your boat is probably the next most valuable investment you have.

There is no doubt the house and contents and the car are fully insured, but many boaties forget about their boats. Many take the view that there is no need to insure their boat... "I don't use it that often, it will never happen to me," is the common excuse.

OK, my own yacht has logged up some 14,000 ocean racing miles and except for minor damage expected in serious yacht races, I currently enjoy a no claim rating one from my insurer.

In the 64 or more years I have owned boats all have been fully insured and perhaps it's good luck or good management but I have never made a claim. All the same I was not prepared to take the risk, so my boats have always been fully insured.

There are more than a dozen major insurance companies in Australia offering marine insurance, but on the east coast there are only four that specialise in marine insurance.

Unlike motor vehicle insurance marine insurance can be quite complicated. It's a specialist field that involves a number of variables including the type of boat being insured. Whether it's a runabout such as a tinnie, a cruiser, a performance boat, Jet ski, a cruising or club racer yacht, even a canoe, and houseboats are considered unique, there's no one premium that fits all.

Then there are other conditions such as the geographical locations in which the boat will spend much of its time, such as smooth water like the Broadwater or offshore fishing off the Gold Coast. Will the boat be used for water skiing? If so water skier's liability needs to be included in the policy.

Does the coverage apply when the kids are being towed on water toys behind the vessel's tender? These are some of the questions that need to be asked when taking out a policy.

Some insurers offer just a basic insurance policy, which can be included at a discount with house and car insurance the owner already has with the company. However, don't just extend a motor vehicle policy to also cover your boat.

Some companies offer premium reductions by paying higher excess amounts and most offer flexible direct debit payment options.

Options such as agreed value or market value can also be negotiated.

Be aware that Third Property coverage is not compulsory for boats as is the case with motor vehicles. Some policies don't offer Third Party coverage at all. Third Party Property coverage only is available if an owner doesn't want to cover the vessel fully; just cover against damage to other vessels. However, the best option is a Comprehensive policy with Third Party that covers everything including fire and theft.

Most marinas will not permit a vessel to be moored in their complexes unless it is Comprehensively insured.

No doubt boaties looking for information about marine insurance policies will turn to the Internet. Be aware, though, that some of the websites can be confusing. There is one which offers to compare marine insurance policies, but the site only recommends one insurer.

Another offers a prize of \$200 if the insured lands a record fish recognised by the Australian National Sportsfishing Association.

Some of the incentives can be a little over the top, so do your

homework and read the fine print.

The best place to start is the insurance company's Product Disclosure Statement where the company discloses what it will and won't cover in plain English, so there is no ambiguity.

If you buy your boat from a recognised dealer they will have contacts with marine insurers who can offer the coverage you need for many relaxed and happy times on the water.

At the end of the day it is a wise boatie who covers his asset with a Comprehensive Insurance policy.

Disclosure: Kevan Wolfe is the former editor of Club Marine Magazine and his boats are insured with Club Marine Insurance.

Don't take the risk



Do you want to

Become a volunteer
Learn new skills
Meet new friends
Provide a community service



Vacancies exist for Marine Radio Operators to help maintain communications with the boating public and rescue boat crews.

For more details call VMR Base anytime

55 911 300

and talk to the Radio Operator on duty.



VMR₄₀₀
Volunteer Marine Rescue
SOUTHPORT

Ross Cooney
0411 872 000
sales@profender.net.au
www.profender.net.au
pontoonfenders@bigpond.com
www.pontoonfenders.com.au

Perfect Storm - all in a day's work

by Ken Gibbs

It was just like any other crew day we thought; there had been a strong wind warning out for a couple of days that meant all sensible boaties had decided to restrict their boating to inshore waters, or find something better to do for the weekend.

Just before lunch at the VMR Base we received a call from the Seaway Tower Radio Operator advising that they had been observing a racing skiff operating in and around the Seaway area, and that they had seen it capsize. The two sailors were trying to right the vessel.

The SWT requested that VMR put a vessel on standby, and that they would call us should the vessel not be able to be righted. At the time we were dealing with a run out tide. Nothing more was heard from the Seaway Tower until about 45 minutes later when we received information that the skiff was righted but had capsized in the Seaway again, this time the mast had broken and one of the sailors had been trapped underneath the vessel for a minute or so before resurfacing. As this was all happening, the skiff was being taken out to sea by the ebb tide. A check was taken of the wave height buoy anchored off Main Beach, which read significant wave height of just over 4 metres, with the mean sitting at about 2.2 metres, the swell being whipped up by strong ENE winds.

Three crew members proceeded toward the Seaway in VMR Southport's flagship, *Marine Rescue 1*. Trouble started early as we made the short trip out from our Base to the Seaway. Both outboard motor steering sensors began sounding, with a high pitch squeal. A quick check of our steering ability found everything was normal, so we continued proceeding. Upon rounding the corner towards the Seaway we could see white water all across the entrance, and a fair swell running through from the Seaway to Wavebreak Island.

We made a call to the Seaway Tower for an update, where we were told the vessel had been taken by a sweep to the north across 'Deadman's Bank'. Sizing up the swell we headed out with caution, slowly manoeuvring our way through the breaking waves that seemed to come from everywhere. We all had the task of acting as lookouts for the sailors in the abyss, without any success. We again called the Seaway Tower in the hope that they could give us some direction where to head, fortunately they had done a great job of keeping the skiff in view and they guided us to the sailors about 400m NE of the Seaway.

We were greeted with frantic waving in amongst the white-water spray and the sailor's eyes were the size of dinner plates after their ordeal. Whilst we manoeuvred our vessel as close as we could, the next problem surfaced of how were we to tow this skiff with no recognised towing points. The young guys on board hurriedly fastened the VMR tow rope to a transverse stabiliser in the bow of the skiff and we were underway. The sailors decided to stay on board the skiff to keep it upright under tow, as we battled our way back through the breaking waves. As we approached the Seaway entrance the steering alarms once again sounded and at one of the most critical points of the tow we suddenly lost all steering, not that that stopped us. The training with, and knowledge of our vessel's Safety Management System kicked in and we used the engine throttles to steer. After we were through the worst of entrance we stopped and reset the computers of both motors and the steering returned. The VMR vessel was met by a Water Police vessel that had been shadowing us through the Seaway. After a quick chat with the sailors, it was established that they required to go back to the Hollywell Clubhouse of the Southport Yacht club.

We made it back in good time and the 2 young sailors were greeted by relieved friends. The Water Police had a good chat with the sailors about the circumstances of their ordeal. They were very thankful to their rescuers and the quick action by members of the Seaway Tower, no doubt reflecting on how things could have ended up a lot worse than they did.

The Seaway Tower

Radio Operators view

by Pauline Allingham

It was a beautiful Sunday morning and my fellow Radio Operator Bev Weldon and I were enjoying the view from the Seaway Tower, in particular watching two sailors who were having fun tacking to and fro across the Seaway, sometimes capsizing in the messy conditions. The 470 class sailing vessel had capsized and been righted a few times, however, on the outgoing tide it was being pulled out to sea through the Seaway entrance. The vessel appeared to be in trouble. The conditions at the time could only have been described as similar to that of a “washing machine”, better classed as atrocious, and the roughest I had seen in the Seaway.

There was no time to take photos as our hands were on binoculars and phones.

We kept the binoculars focused on the boat as best we could. After alerting VMR Southport and the Gold Coast Water Police of the situation, we continued to watch the hull of the vessel disappear from view behind the sheer height of the waves, only to see it come back into view briefly, and then disappear again and again. We could see the sailors were in extreme difficulty, not being able to right their boat, as they were being buffeted too severely by the huge waves.

We watched with our hearts in our mouths as VMR vessel *Marine Rescue 1* crossed the Seaway and headed north, which is where we had last viewed the hapless sailors. By this time our view was obstructed by the trees on South Stradbroke Island.

Two Water Police vessels had arrived in the Seaway area, standing by and communicating with both us in the Seaway Tower and *Marine Rescue 1*.

There must be a god, as when *Marine Rescue 1* re-entered through the Seaway entrance with the sailing vessel in tow and the two sailors facing the right way up, the seas had seemed to calm amazingly.

We and the numerous members of the public who had gathered on the Seaway rock wall were very pleased to see the rescue completed.

All I could imagine is what the crew of *Marine Rescue 1* were thinking as they approached these conditions. I would dearly also love to know what the two exhausted sailors thought when *Marine Rescue 1* located them and also how much salt water they had swallowed.

The sailors looked exhausted as they hung on to their boat. The mast appeared broken.

Bev said to me at the completion of our shift, we saved two lives at sea today. Nothing could be more true than this.

It was very much a team effort and it made us very proud that we are part of Volunteer Marine Rescue Southport and the Seaway Tower Radio Operators team.





NOTICE TO MARINERS

235 (T) of 2017

Issued by Brisbane Maritime Region on 22 June 2017

Area: Southport pilotage area

Locality: Gold Coast Seaway

Activity: shoal warning

Mariners are advised that due to recent heavy weather a shoal area has built up across the entrance to the Gold Coast Seaway, east of the southern breakwall and is drifting north towards the centre line leads (255°T). Frequent breaking waves are experienced south of the centre line leads when seas rise above 1.2 metres.

Mariners are advised against using the southern approach leads (291°T) when transiting the seaway and to keep the centre line leads open to the north to avoid the area of shoal water and breaking waves to the south. Actual depths over the shoal area have yet to be determined.

Refer to notice: none

Cancel notice: none

AUS charts affected: 230 & 814

Latitude and longitude positions are on WGS84 horizontal datum and are compatible with GDA94 datum.

For further information about this notice, please contact:

The Brisbane Regional Harbour Master's office:

Phone: 07 3632 7500

Email: vtsbrisbane@msq.qld.gov.au

Notice authorised by: Regional Harbour Master (Brisbane) - Maritime Safety Queensland

Simon Dyer
0417 683 815

Aqua Piling
The Piling Experts

☎ 1300 207 848 ✉ info@aquapiling.com.au 🌐 www.aquapiling.com.au

CLASSIC
MARINE TRIMMING

Unit 36, Gold Coast City Marina, Waterway Dve, Coomera 4209
Email: dianne@classicmarine.com.au
Telephone: 07 5502 7782 | Mobile 0421 064408

ALL MARINE TRIMMING • SUEDE & LEATHER LOUNGES • SEATS • CARPETS

BOAT COVERS • BIMINI TOPS • ALL CLEARS • CANOPIES • CUSTOM REFFITS



Seaway Shoal Warning

by Greg Turner

A noticeable shoal has built up across the southern side of the seaway entrance that is causing breaking waves and tricky conditions for skippers heading out towards the south-east. The shoal first appeared back in June most likely due to the formation of an outer bank along the Gold Coast's northern beaches.

The formation of this outer bank is typical during the winter months as sand migrates northward with the southerly winds creating shallow banks along the surf beaches. The last time this bank formation had a significant impact on the seaway depth was in 2012.

Maritime Safety Queensland has issued a Notice to Mariners warning of the shoal and advising that minimum depth is around

3.3 metres LAT. Vessels navigating the Gold Coast Seaway should avoid using the southern approach leads (291°T) whilst the shoal area remains evident, especially on the outgoing tide and when wave height is above 1.2 metres.

In previous years the onset of summer's northerly winds usually causes the outgoing tide to bend more towards the south-east which has caused the shoal area to break up and drift northward. Keep an eye out for further Notice to Mariners about the shoal and its depths on the MSQ website and when crossing the seaway keep clear of the area south of the centre line leads.

VMR₄₀₀
Volunteer Marine Rescue
SOUTHPORT



ACTIVE MEMBER PROMOTIONS

Active Members who have achieved higher ranking
Congratulations to:

Crew

David Fadden

Mary Jane Michelmore

Senior Crew

Wayne Summerhayes

Offshore Skipper

Steven Phillips

SOME STATS

ACTIVATIONS	MAY 2017	JUNE 2017	JULY 2017
Towed Vessels	37	37	36
Jump Starts	2	1	5
Pump Outs			
Transporting	11		
Fire			
Standby		1	
Medical	3	2	1
Searches		2	1
Dispersals	1	1	1
Public Relations	4	6	5
Crew Training	55	54	67
Groundings	1	3	4
Other	1	6	1
TOTALS	115	113	121

Rules for watching marine mammals



There are a number of rules that are in place to make sure marine mammals can live naturally in Queensland waters without being disturbed, while at the same time allowing us to watch them in safety.

An explanation of these rules is provided below. A full description of these regulations can be found on the Office of Queensland Parliamentary Counsel website (PDF) (<https://www.legislation.qld.gov.au/LEGISLTN/SLS/2013/13SL061.pdf>). Penalties apply.

Approach distances for whales and dolphins

Approach distances reduce the risk of disturbing whales or dolphins. They apply to boats, prohibited vessels (including jet skis and hovercraft), aircraft (including helicopters) and people who are in the water.

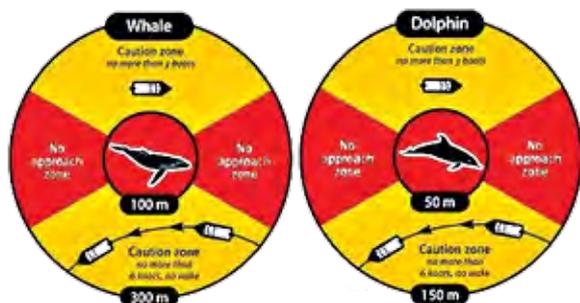
Approach distances for dugongs only apply where a Special Management Declaration has been made.

Approach distances are divided into caution zones and no approach zones.

Caution zones

The 'caution' zone is an area surrounding a whale or dolphin in which boats cannot travel at speeds of more than six knots or speeds that create a wake. The caution zone extends out 300 metres from a whale, and 150 metres for a dolphin.

No approach zones



Within a caution zone there are areas designated as 'no approach' zones that boats cannot enter. These are the areas closest to an animal and directly in front of and behind an animal. For a whale, the no approach zone surrounds the animal for 100 metres and extends 300 metres in front of and behind the animal. For dolphins, the no approach zone surrounds the animal for 50 metres and extends 150 metres in front of and behind the animal.

Something to think about...

A fully loaded semi-trailer weighs 36 tonnes. A fully-grown humpback whale weighs up to 45 tonnes. You wouldn't stand in front of a moving semi-trailer, so why would you put your boat in the way of a whale?

The '3-boat rule'

A boat cannot enter a caution zone if three boats are already present within the caution zone of an animal. If there are boats waiting to enter a caution zone, boats inside the zone should 'share the water' by moving away after they have had an opportunity to watch a whale or a dolphin.

When a marine mammal approaches a boat

If a whale approaches a boat so that the boat is within the caution zone, the boat must not operate at a speed more than six knots or at a speed that creates a wake. If a whale approaches a boat so that the boat is within the no approach zone, the operator of the boat must turn its engines off or disengage its gears, or withdraw from the no approach zone at a speed that is less than six knots and doesn't create a wake.

If a dolphin approaches a boat within the caution zone or the no approach zone, a moving boat can continue on its way as long as any change in speed or direction is made gradually in a way that is unlikely to disturb the dolphin, particularly if it is bow riding. The boat may even slow down or stop to watch the dolphin providing it does so in a way that does not disturb it.

When a marine mammal appears disturbed

If a marine mammal shows signs of disturbance (e.g. acting in an aggressive manner, changing its breathing patterns) a boat must withdraw beyond the caution zone at a speed that is not more than six knots so as to not create a wake.

Other situations where specific approach distances apply

Specific approach distances also apply for the following:

- 'prohibited' vessels (e.g. jet skis and hovercraft): not within 300 metres of a whale or a dolphin
- a person: entering the water to approach a whale within 100 metres or a dolphin within 50 metres
- aircraft: not within 300 metres of a whale or a dolphin
- helicopter: not within 500 metres of a whale or a dolphin, and no hovering above a marine mammal.

In the Great Barrier Reef Marine Park and other Commonwealth waters, boats must not come within 300 metres of a whale calf or within 150 metres of a dolphin calf. If a calf appears, causing a boat to be within a no approach zone, the boat should stop with the engines turned off or the gears disengaged, or the boat should withdraw at a slow, constant speed.

Special Management Declarations

The Special Management Declaration framework gives marine mammals additional protection when it is required and provides a flexible and streamlined management tool for responding quickly to situations where marine mammals are under threat.

Special Management Declarations can be either temporary or permanent and made for animals (special management marine mammal declarations) or areas (special management area declarations) that need to be given greater protection or require additional management.

At present there are two permanent Special Management Declarations. One has been made declaring Migaloo (<https://www.ehp.qld.gov.au/wildlife/animals-az/whales.html#migaloo>) and other humpback whales that are more than 90% white to be special management marine mammals. This means boats and prohibited vessels cannot approach within 500 metres of a predominantly white whale and aircraft cannot approach within 610 metres.

Special Management Declarations can be made in different situations including when:

- an animal is at risk of stranding
- a calf becomes separated from its mother or group
- a female marine mammal is about to, or has recently, given birth
- dugongs need additional protection to help them recover from habitat loss when their usual seagrass feeding area has been damaged or destroyed by a natural disaster.

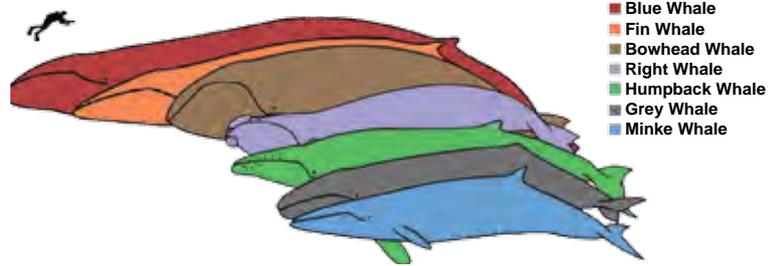
General boating regulations around marine mammals

Please follow these general rules to protect marine mammals:

- Never restrict the path of a marine mammal or cause it to change direction.
- Never drive a boat into a pod or herd of marine mammals causing it to divide into smaller groups.
- Do not deposit rubbish near, make a loud or sudden noise near, or attempt to touch or feed a marine mammal, unless it is part of an authorised dolphin feeding program.

Report any sick, injured or dead marine mammals or marine turtles by contacting the

RSPCA Queensland 1300 ANIMAL (1300 264 625).





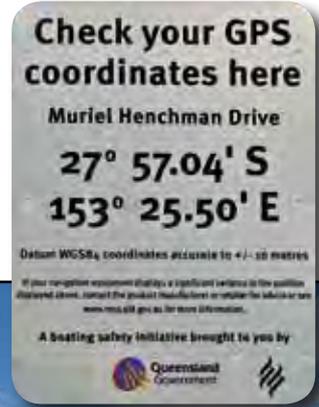
GPS verification marks

GPS verification mark locations

GPS verification marks are signs installed at selected boat ramps to be used by boaters to check the accuracy of onboard GPS navigation equipment. Signs that display verified GPS coordinates and are installed at boat ramps in coastal locations between Southport and Port Douglas. The signs have been installed in locations that are easy to access either on water or on land (for example, in rigging areas).

Signs are currently being installed across Queensland. GPS verification mark signs have been installed at the following locations:

- Gold Coast
- Jacobs Well
- Harley Park, Labrador
- Proud Park, near Sundale bridge



Located on The Spit, Gold Coast.

How to use GPS verification marks

From the list of GPS verification mark signs determine the most convenient location to where you would normally launch or operate your boat.

On arrival at the selected location, position your boat next to the GPS verification sign.

As part of your launch preparations, turn on your GPS system and compare the sign coordinates to those displayed on your screen. Keep in mind a GPS system does take a little time to initialise and stabilise before displaying accurate coordinates.

Consider that a minor variation is expected due to the difference between mark location and the placement of your GPS unit on board.

Coordinates are displayed in degrees, minutes and decimals of a minute.

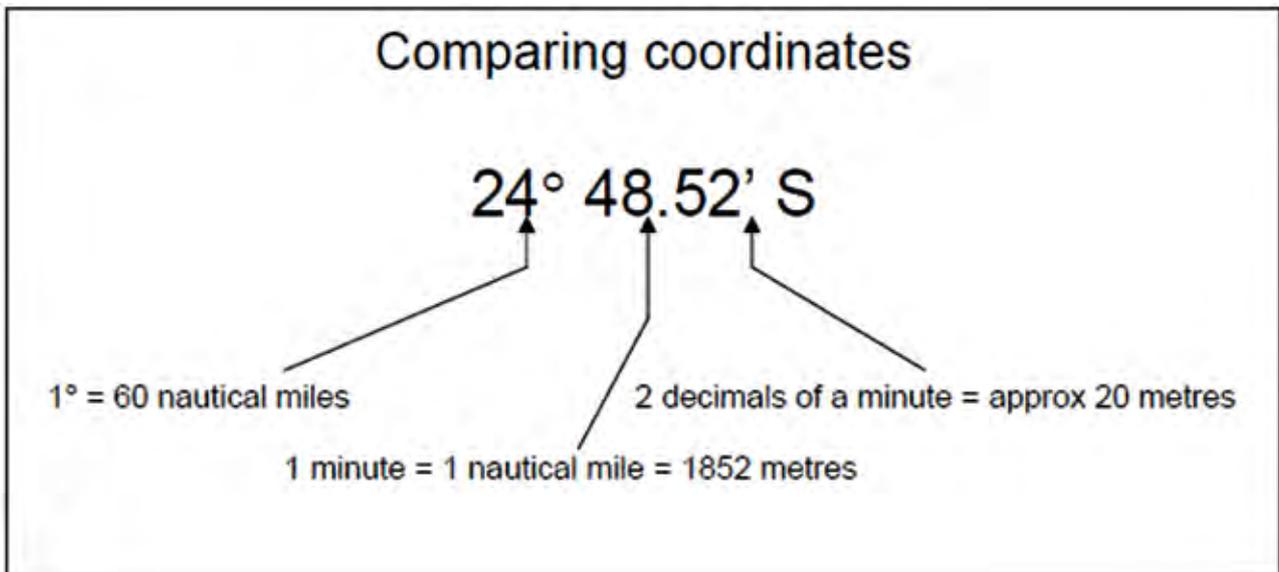
All coordinates are determined using WGS84 datum (compatible with GDA94).

How to compare sign coordinates to your GPS display

If your navigation equipment displays a significant variance to the position displayed, check that your system is using a base datum of either WGS84 or GDA94. This information should appear during system start up or on a system settings/information screen.

If your system is using the correct datum and still shows an inaccuracy of greater than 0.01 of a minute (see illustration above) you should contact the product manufacturer or retailer for advice.

Older datum such as AGD84 or AGD66 can display positions that may be inaccurate by 200m or more. Always update your GPS system with the latest software. GPS systems require regular updating to ensure all current objects and dangers are charted.



Tips on using a GPS unit

Zoom in to the largest available accurate chart scale. Before heading out, switch the unit on and select the correct chart datum.

Check electrical connections to prevent power failures. Make sure your GPS unit has the current software and up to date electronic charts.

When going to a waypoint – check what is in between your boat's initial location and the waypoint, which will be in a straight line.

Don't rely on a GPS unit alone

While a GPS unit is a great aid to navigation, it must never replace the skipper's responsibility to keep a proper lookout. Over-reliance on a GPS unit can be dangerous, particularly at night, so always travel at a safe speed and maintain a lookout. If you are not sure where you are, double check your position using another method, for example a chart and compass.

These requirements are outlined in the *International Regulations for the Prevention of Collisions at Sea* (the collision regulations). Two important rules from the collision regulations about safe navigation are:

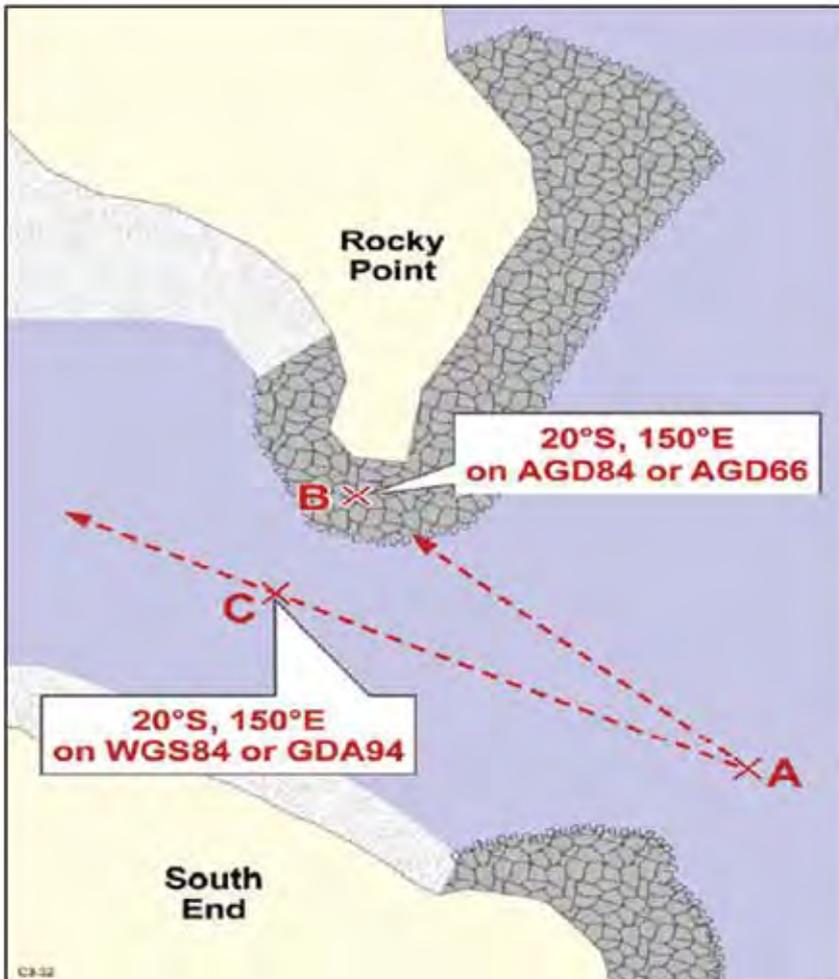
Rule 5—Lookout

Every vessel shall at all times keep a proper lookout by sight and sound, as well as by all available means appropriate to the circumstances in order to make a full assessment of the situation and of the risk of collision.

Rule 6—Safe speed

Every vessel must proceed at a safe speed so that action can be taken to avoid collision and to be able to stop within a distance suitable to the prevailing conditions, for example visibility, traffic conditions and weather conditions.

Using a GPS unit does not exempt a skipper from complying with the rules of the collision regulations.



Dredging the Gold Coast waterways

Sustain. Enhance. Promote.

www.gcwa.qld.gov.au | Find us on 

Our waterways are vital for our city's economic prosperity and social well-being. An important part of our role is maintaining safe navigational access. In the four years since our establishment, we've invested \$8.5million dredging 10 channels in:

- The Broadwater
- Tiplers Passage
- Biggera Creek
- Labrador Channel
- Cabbage Tree Point
- Jacobs Well
- Coomera River
- Canaipa Passage

More dredging is planned for completion in the next four years. We'll be investing over \$7.5million in these waterways:



- Canaipa Passage
- Coomera River
- Eastern Channels
- Main Channel South
- Nerang River
- North Channel
- South Channel
- South Wavebreak
- Island Channel
- Tiplers Passage



Keeping our waterways open for everyone

HORIZON SHORES MARINA & SHIPYARD
 Cabbage Tree Point Road
 Woongoolba QLD 4207
 Ph: (07) 5546 2300 Fax: (07) 5546 1353
 admin@horizonshores.com.au
 www.horizonshores.com.au

HORIZON SHORES MARINA • SHIPYARD

MORETON BAY • GOLD COAST

SHIP YARD SERVICES

The full-service shipyard has over 20 tenants on side to ensure all your needs are covered

- TRAVEL LIFT
- FORKLIFT UP TO 10 TONNE
- EXTERNAL HARD STAND
- WORK ARM
- REFIT & REPAIR SHEDS
- HIGH PRESSURE WATER BLAST

TO HELP YOU TO GET READY FOR THE SUMMER BOATING SEASON WE ARE OFFERING 20% OFF ON TRAVEL LIFT SERVICES, WATER BLAST, AND HARD STAND PRICING UNTIL 31st OCTOBER



DRystack/TRAILER STORAGE

350 long or short-term boat storage racks are the valet service for your boats. 1 hour pre-arrival launch service including; courtesy berth, motor flush, external wash down in a 24/7 secure storage facility

UNTIL 31ST OCTOBER HORIZON SHORES MARINA IS OFFERING AN EXCLUSIVE PACKAGE TO NEW MARINA CUSTOMERS. 14 MONTHS DRY STACK STORAGE AND SERVICE FOR THE PRICE OF 12 WHEN PAID IN ADVANCE

THE ANCHORAGE CAFE

A Life time of cherished memories begin with The Anchorage Cafe. Whether you are seeking a vibrant cocktail reception with your nearest and dearest, or a traditional seated banquet with friends and family we offer 20% off all our event packages if you book it in before 31st October.

- FULLY LICENSED
- ABSOLUTE WATERFRONT LOCATION
- CREATIVE FOOD PACKAGES
- FLEXIBLE BEVERAGE INCLUSIONS
- GARDEN LIKE SETTING
- KIDS' PLAY CORNER
- BOAT ACCESS



<https://www.instagram.com/anchoragecafe/>

WHITE SPOT



White spot disease is a highly contagious viral infection that affects crustaceans such as prawns, crabs and yabbies. It was first discovered on prawn farms in South East Queensland in December 2016, causing the largest response to an aquatic disease in Queensland's history.

Since its detection on prawn farms, the causative agent for white spot syndrome virus has also been found in a number of wild crustaceans in the Moreton Bay area, prompting movement restrictions to be put in place. This means that **raw** prawns, yabbies and marine worms cannot be removed from the movement restricted area, which extends from Caloundra to the New South Wales border. These restrictions are in place to reduce the likelihood of the disease spreading through human assisted movement.

It is not yet known how the white spot virus was introduced into Queensland, however to ensure the ongoing health of our extraordinary marine habitat and protect our local industries, it is important that fishers only use Australian wild-caught prawns as bait. Imported, raw prawns, especially those bought from the supermarket, should not be used as they may carry unwanted diseases, which could then be introduced into Australian waterways. As we have seen with white spot, these diseases can have devastating consequences.

To help stop the spread of white spot there are a number of things you can do. Firstly, make sure you don't move raw prawns, yabbies or marine worms out of the white spot restricted area. Heavy penalties may apply if you do so. If going fishing, check your bait to ensure it is Australian wild-caught from a quality bait supplier and not from the supermarket. Prawns bought from the supermarket are for human consumption and should not be used as bait. Make sure you put all unwanted bait and seafood in the bin and not into natural waterways, as imported crustaceans such as prawns could carry diseases. Lastly, have a go at catching your own bait, that way you know where they come from and that the fish already love them.

If you buy or catch prawns or crustaceans that you think may have white spot disease then remember to report it immediately by contacting Biosecurity Queensland on 13 25 23 or by filling out an online reporting form at www.daf.qld.gov.au/wsd – you can also find out more information about white spot here and view a map of the movement restricted area.



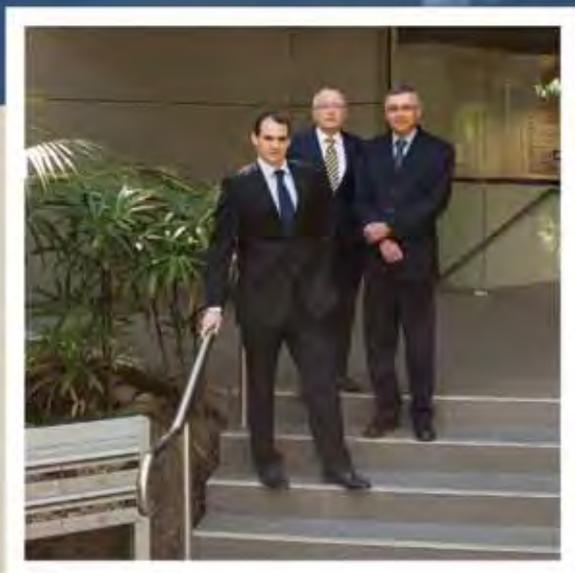
WHITE SPOT BIOSECURITY AREA



ABKJ LAWYERS

Adamson Bernays Kyle & Jones

Proudly VMR Southport's
Honorary Solicitors
Since 1984



SERVICES

- Body Corporate Law
- Wills and Estates
- Conveyancing
- Estate Litigation
- Commercial Law
- Commercial Litigation
- Property Law
- Business Law
- Notary Public Services
- Management Rights

3 Short Street, Southport Queensland Australia 4215
Ph: (07) 5532 3199 Fax: (07) 5591 3402

Email: admin@abkj.com.au
www.abkj.com.au



CNM Services Pty Ltd is a Gold Coast based company specialising in all Commercial and domestic electrical repairs and maintenance.

We also provide Fire protection installation, servicing and maintenance to Commercial Industries and Strata Titled Buildings.

Call Mal Graham **0411199064** or email cnmfire@bigpond.com
ABN 66474907166 QBS 1054792 & 1179071



White Diamond Realty



**SALES AND
RENTALS
FREE
ADVERTISING**

Mention this ad when calling our office; for every successful sale we will donate \$2000 in support of VMR. Conditions apply.

Shop 2/280 Olsen Avenue, Parkwood
P: 5577 4565 M: 0418 736 681

E: reception@whitediamondrealty.com.au

NEED A **QUOTE** FOR YOUR **BOAT**?

Over 65 highly skilled marine businesses in one convenient location. Whether you've got a tinnie or a superyacht, we'll get you back on the water sooner and keep you out there enjoying yourself longer.

discover more at gccm.com.au

5502 5888 STORE | MAINTAIN | REFIT

GCCM
— GOLD COAST CITY MARINA & SHIPYARD —

One Volunteer – Many Opportunities

by Diana Gibson

VMR Southport must be one of the most fortunate organisations on the Gold Coast with the calibre of our volunteers. Over the past nearly 50 years, our service has become known and respected by major government, businesses and other volunteer organisations. This is only possible because of the people who espouse their spare time to VMR Southport, many of whom also support other associations.

One of the good things about being a volunteer is that you get to know other volunteers. People who have determined to give of themselves and their time to support others. However, due

Jeff Crane a VMR VOLUNTEER

Meet JEFF CRANE, who joined VMR Southport in June 2012 following retirement from an IT sourcing company which had, fortunately for us, transferred him from Melbourne to Brisbane. Jeff and wife Heather took the better choice and took up residence on the Gold Coast, which now enables son Anthony, living in Bendigo, and Toronto Canada based daughter Natalie and family to have memorable, sunny, warm, family reunion holidays.

Thursday morning sunrise finds Jeff at the Seaway Tower or at the Base. He is another who is always good for an extra shift to cover holidays or emergencies and attending the monthly Radio Operators' meeting.

But there is a lot more to Jeff's volunteering and here is his story of another proud area of his life:

In 2011 after a biopsy test I was diagnosed with prostate cancer. This came as a shock as I had no physical symptoms other than a rising PSA in a recent blood test. The Urologist that did the biopsy said that he thought the cancer was localised (i.e. confined to the prostate). He listed a variety of treatments from "wait and see", through radiation to a radical Prostatectomy (removal of the prostate). The choice of treatment is very daunting especially when you are coming from a position of zero knowledge on the subject. The Urologist provided a book which gave a brief explanation of the options and potential side effects. I found it useful, but insufficient to enable me to make an informed decision. Where do you go to for help – my GP could not really help me, family and friends were unable to help – you feel quite alone with the problem. I eventually heard about the Prostate Cancer Support Group.

My Wife Heather and I went along to one of the meetings which I found to be extremely beneficial in helping me come to grips with the diagnosis and deciding the course of action I should take, which was the Radical Prostatectomy. They also provided advice on how to physically prepare for the operation to minimize side effects (i.e. pelvic floor exercises). I was lucky in that I was diagnosed early and the Urologist is confident that the cancer was localised and has been removed (although there are no guarantees).

A cancer diagnosis is a life changing event, after the operation I reassessed my life and decided to take early retirement which also resulted in me becoming an active VMR member. I also continued my involvement with the Gold Coast Central Support Group and eventually took on the role as a co-coordinator for the group. The group helped me when I needed help, so I firmly believe I should give something back and help other people that have been diagnosed with Prostate Cancer. I also enjoy the ongoing fellowship of the members of the support group.

Prostate cancer is the third most-diagnosed cancer in Australia, and the third most common cause of cancer deaths. It is more common in older men, with around 63% of cases diagnosed in men over 65 years of age. The number of new cases in a year is estimated to reach 25,000 by 2020; and the number of deaths per year total just over 3,000. However, survival rate is improving with early diagnosis and intervention.

to the reluctance of most volunteers to self-promote, it's been necessary for some subterfuge to get them to talk about what they actually volunteer FOR!

So....over the next few issues, we'll introduce some other volunteer associations supported by VMR Southport Active Members.



It is important to realize that prostate cancer is not just a man's disease since its side-effects, particularly erectile dysfunction, affect intimate relationships in couples as well. The rates of distress are often higher with the partners of men who have got prostate cancer than the men themselves. So, it's very much a couple's disease, not just the man who is affected."

People who attend prostate cancer support groups have access to a vast network of health professionals and a library of resources on all issues relating to prostate cancer, including treatment options, recovery, rehabilitation and quality-of-life issues. They also get the opportunity to listen to some of the most respected men's health researchers and health professionals who give presentations on topical issues such as handling post-treatment side-effects, psychological effects of a prostate cancer diagnosis, sexual function and the latest updates on research and clinical trials.

The Central Gold Coast Prostate Cancer Support Group meets at 6:00PM on the third Wednesday of each month (except January) in the Function Room at the Kurrawa Surf Club, Broadbeach Waters). Members and their partners who come along to the meetings find them very helpful.

Wives/partners are especially welcome and are encouraged to attend since it is a shared journey for everyone, and the partners of many of our members are regular attendees.

The purpose of support groups such as the Central Gold Coast/ Burleigh Waters Prostate Cancer Support Group is to provide information, education from health professionals, and support to men and their partners, carers and families affected by prostate cancer.

Support involves the group offering a place where men (and their partners) can share their experiences with like-minded people, and learn coping skills in a non-judgemental, caring atmosphere in the hope of relieving anxiety and the sense of feeling alone.

The group usually has a guest speaker nearly every month (usually medically-oriented speakers relevant to prostate cancer and associated subjects, such as urologists, and oncologists, etc., but occasionally, non-medical speakers are invited. Sometimes, informal meetings are held where relevant DVDs are shown as well as giving everyone the opportunity to discuss their respective situations and share experiences.

The meetings usually go on for about an hour, and most attendees tend to stay on for a light meal afterwards which gives them the opportunity to socialize and further discuss their respective experiences.

Central Gold Coast Prostate Cancer Support Group meets at Kurrawa Surf Lifesaving Club, Broadbeach, on third Wednesday of each month, at 6:00 pm.

If you have any queries or would like further information, contact
Jeff Crane (5562 2578 or 0468 495 339),
Bruce Chambers (5575 6636 or 0407 094 818),
or Peter Jamieson (0412 594 702),
who will be happy to talk to you.

CRUISECAT
Change your life!
**FAST, ECONOMICAL,
 OFFSHORE CRUISECAT**

*Designed and hand-built by
 Award Winning Designer - James Keay*

Call James on 0432 192 014
 Email info@cruisecat.net www.cruisecat.net

NEW Sedan Patrol design currently under construction.

Maritime Safety Queensland

**THEIR LIFE
 IN YOUR HANDS**

It's not a lifesaver if you're not wearing it.
 Lifejacket – wear it!

Where can I get more information?
 Visit your local Maritime Safety Queensland office or our website www.msq.qld.gov.au

Department of Transport and Main Roads



Runaway Bay PONTON BOATS

Australia's Premier Builder of Luxury and Sports Pontoon Boats



CAN BE BUILT TO SURVEY

- Various lengths and widths available
- Custom colour schemes and graphics
- Choose or supply your own outboard
- Save money with our DIY kits
- Customise your internal fitout
- Now stocking most pontoon boat accessories
- We can supply furniture to modernise your old boat
- Repairs to existing boats



**WE BUILD TO YOUR DESIGN OR OURS
AUSSIE MADE FOR AUSSIE CONDITIONS**
Stock Boats & U - Build Kits always available!
Australia's largest stockists of Pontoon
Boat Furniture & Accessories.
Factory Visits Most Welcome!



Ph: Office Weekdays +61 7 3440 9000
155 Ford Rd Rochedale Qld Australia 4123
www.runawaybaypontoonboats.com

TRADE & SERVICES DIRECTORY

PLEASE SUPPORT THESE LOCAL BUSINESSES WHO SUPPORT VMR SOUTHPORT

GOLD COAST SUZUKI MARINE

SUZUKI MARINE

WORLD'S BEST 4-STROKE

Mark Close
 QUALIFIED MARINE TECHNICIAN
 mc.marine@bigpond.com
Ph: (07) 5665 9566

"Your ONE-STOP Marine Shop"

MODERNOFF CHANDLERY BOAT STUFF

- Chandlery & Trailer Parts
- Batteries & Boat & Tackle
- Safety Equipment
- Marine Hardware
- Outboard Sales & Boats
- Fiberglass & Aluminium
- Ski Accessories
- Caravan Parts & Accessories
- Sounders & Electronic Equipment
- Paints & Antifoul

5537 7390
 9 GATEWAY DRIVE, BIGGERA WATERS (Off Brisbane Road)
OPEN ALL DAY - 7 DAYS

MARINE CLEAN

Est. 1997

SUPERIOR MARINE DETAILING

Adrian Twining
0404 491 747
 marinecleanoz@gmail.com

DONNELLY ENGINEERING

AUTOMOTIVE • GENERAL • MARINE

2/82 Ferry Road
 Southport Q 4215
 P: (07) 5531 4499
 F: (07) 5526 3399
 E: donnellyengineering@bigpond.com
 w: www.donnellyengineering.com.au
MTAQ Approved Member

Tony Donnelly
 0416 145 111

JSW POWERSPORTS

WORLD'S NO.1 SEA-DOO DEALER

(07) 5529 2616
 3 ERETON DRIVE
 ARUNDEL, GOLD COAST
 WWW.JSWPOWERSPORTS.COM.AU

SEA-DOO

PLUMBER

OLD LIC - 20946 - QBSA - 1104837
 VIC PIC - 49678

SEWER BLOCKAGES CLEARED

GENERAL PLUMBING MAINTENANCE
 KITCHEN & BATHROOM RENOVATIONS
 BACKFLOW TESTING & INSTALLATION

Chris Hargreaves 0407 655 813

OUTBOARD SALES SERVICE REPAIRS ALL BRANDS

5577 1011

SLADES MARINE

14 PARADISE PARADE, PARADISE POINT, GOLD COAST QLD

PARSONS OUTBOARDS

CLARK ALUMINIUM BOATS

KIRKBY BROS Signwriters EST 1994

Jason Kirkby
 T : 5597 4098
 M : 0418 754 705

E: kbsigns@optusnet.com.au W: www.kirkbysigns.com.au
 3/19 Dominions Road, Ashmore 4214 - P.O. Box 1994 Southport Qld 4215

SLADES MARINE

OUTBOARD SALES SERVICE REPAIRS ALL BRANDS

5577 1011

14 PARADISE PARADE PARADISE POINT GOLD COAST QLD

TOHATSU Outboards

Karam Property Services

Pontoon and Jetty repairs / resurfacing

David Karam

Concrete Corrosion Repairs
 Painting, Timber, Pontoon & Jetty resurfacing

davidkaram01@gmail.com
 0411 461 552

Place your **BUSINESS CARD** here for a year for details contact **5591 1300**

BOSUN'S LOCKER

BOAT SALES + BOAT GEAR

SOUTHPORT YACHT CLUB MARINA,
 MACARTHUR PARADE, MAIN BEACH, QUEENSLAND 4217
TEL (07) 55 911 911 FAX 55 916 147
 http://www.bosuns.com.au EMAIL chandlery@bosuns.com.au

MERCURY

Brisbane Marine

www.brismarine.com.au

MARINE CONTROL SYSTEMS

Steering and Control Specialists

Ph: (07) 5537 6099
Nick: 0407 210 195 Gary: 0417 752 747

Unit 3/8 Eriton Drive
 Labrador Qld. Australia 4215
 P.O. Box 51, Arundel M.C. Qld. 4214
 Email: sales@marinecontrolsystems.com.au
 www.marinecontrolsystems.com.au

Incorporating **MARCON** Hydraulic Steering

JOE AKACICH
 Accredited Marine Surveyor

Mobile: 0419 153 153
 Email: black@blackpond.com.au

BlackPond Marine Consultants
 www.blackpond.com.au

SEAPRO TECHNOLOGIES

SALES - SERVICE - INSTALLATION

Suite 5A
 The Boat Works Marina
 3 Seahawks Drive
 Coomera, Qld. 4209

P 07 5665 7174 info@seaprotech.com.au
 F 07 5580 3736 www.seaprotech.com.au

CARNIVAL CLOTHING

SCREEN PRINTING EMBROIDERY & DIGITAL PRINTING

PH: 07 55 352 811
FAX: 07 55 352 911
 EMAIL: info@carnivalclothing.com.au
 WEB: www.carnivalclothing.com.au