



Boat Talk

VMR Brisbane's Monthly Newsletter



Above: There's no doubt our Polynesian Club members know how to throw a party! See page 5 for more.

Around the Rigging

Welcome to our new Members. We look forward to seeing you around the base.

2

FULL MEMBERS

David Byrne

Anthony Ross

14

WATERSIDE ASSIST

Aaron Drego

Aaron Drego

Rob Heaydon

Denis Hurley

Alexandru Ion

Glen King-Turner

Iain McLean

Nicole Midgley

Bao Nguyen

Robert Oliver

Luke Pedrana

Anthony Timmins

Mark Trembath

John Woodsford

DATES TO REMEMBER

JINGLE ALL THE BAY 2020

Friday, 4th December from 6.00 pm
Along Bowser Parade

FOOD TRUCKS EVENT

Friday, 18th December 2020
4.00 pm to 8.00 pm
Hosted by Delta Crew

You can certainly count on our Polynesian Va'A-Alo Outrigger Canoeists to put on a great evening and they didn't disappoint anyone who attended their Christmas party on 21st November. They had a very busy day with a regatta first and then later in the day there was the blessing of their new canoes.

The Christmas theme will be continued with our involvement in the annual Sandgate Chamber of Commerce's Jingle All The Bay and then with our crews' participation in the VMR Bribie Island Christmas Lights. The last one will be the monthly Food Trucks event at our base on 18th December and Santa has arranged his schedule to join us there.

If you haven't made plans for Christmas Day, Kedron-Wavell Services Club has a special traditional Christmas lunch you can enjoy – page 4.

We're being encouraged to think cruising will be back on the agenda soon so there is a report on the new Brisbane International Cruise Terminal at Pinkenba on page 8.

How much do you know about the Queensland Water Police? You can fill in the gaps in your knowledge by reading about them on pages 9-11.

Last month we told you about a new group: The Moreton Bay Foundation which is endeavouring to restore Moreton Bay to its original pristine condition. For those people who doubt we can bring endangered species back in greater numbers, take a look on page 12 at the success one Mexican group has achieved with the scarce black turtle.

Thanks to my photographers and contributors.

Editor Deidre



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With all the latest VMR Brisbane news, photos and events! [@VMR Brisbane](https://www.facebook.com/VMR.Brisbane)

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proudly supported





President's Report

We know the year is drawing to a close when Christmas functions start and our Poly Va'a-Alo Outriggers did a great job with the combined PVOCC / VMRB Christmas party on 21st November. We'll be involved in quite a few Christmas events in December so do see if you can catch us at Sandgate, Bribie or Shorncliffe.

A big welcome to our new members – no doubt some of you will have holidays coming up so should be able to make the most of your time to join us around the base.

The PVOCC are forging ahead with their first new canoes which were blessed by PVOCC elder Pili Muauulu before the Christmas party and they also have a group of juniors who are keen to learn team paddling techniques. They are quite a new club but they have 73 members in 9 age categories which is quite an achievement.

It was sad to learn that one of our Life Members has passed away. Henry Klein was a familiar face at VMRB for many years and was especially well known for his expertise with knots.

Kedron-Wavell Services Club is a keen supporter of VMRB and I would like to draw your attention to some promotions they have going at the moment with special emphasis on Christmas. They've had a rough year with COVID so it would be nice if we could support them now we are back to socialising again.

Quite a few of our volunteers have used their time effectively during our enforced quiet times to get back into their training and it is good to see progress being made.

Unfortunately, the pathway to achieve other things can be rather tedious. So it is with our ramp situation. Soil sampling and core drill are now completed, so once the pontoon plan is received we will be starting the tender process - although with Christmas and New Year there may be a delay in commencement.

We often have quite a bit to do with the Queensland Water Police when we assist with searches so you might be interested to read on pages 9-11 about how their branch of the Police Force began in Queensland and what craft they have now.

There is always a lot of activity around our base so why don't you come on down and join in...?

Safe Boating
Thomas Grice
President, VMR Brisbane.

December 2020 Crew Roster

Sat 5	Delta	Sun 6	Quebec
Sat 12	Foxtrot	Sun 13	Sierra
Fri 19	Papa	Sun 20	November
Fri 25	Volunteers	(Sat crews)	
Sat 26	Volunteers	(Sun crews)	
Sun 27	Tango	Mon 28	Foxtrot

January 2021 Crew Roster

Fri 1	Alpha		
Sat 2	Bravo	Sun 3	November
Sat 9	Charlie	Sun 10	Papa
Sat 16	Delta	Sun 17	Quebec
Sat 23	Foxtrot	Sun 24	Sierra
Tues 26	Tango		
Sat 30	Alpha	Sun 31	November

Farewell to Henry

It was lovely to see so many long-standing members remembering Henry and attending his funeral. Here are some faces you might recognise.



Poly Va'a-Alo Membership

A very interesting summary of the rapidly growing PVOCC membership, and their juniors section is leading ahead too.



Groups of VMRB

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



Activations

NOVEMBER

2nd - Callout to assist a yacht aground at the entrance to Nudgee floodway. Vessel with 1 POB towed to the mooring area in Nudgee floodway.

15th - Tow a broken down jet ski with 2 POB from Tangalooma to the Nudgee floodway.

21st - While conducting offshore training, our vessel was on the spot to assist a Coast Guard Redcliffe member's 24 ft Haines Hunter with 5 POB which was broken down and drifting 4NM east of Flinders Reef. It was towed to Scarborough Marina.



22nd - "November crew received a frantic call from the owner of a 22ft Bayliner that was taking on water in the Brisbane River. It was located about 500 metres downstream of the Gateway Bridge with 5 people on board. The owner had managed to get the vessel to a pontoon on the northern side of the river and get everyone onto the pontoon.

After notifying the Water Police, our crew loaded the Honda water pump onto KW Sandgate 1 and went to assist. Unfortunately, the vessel sank beside the pontoon before Sandgate 1 could get there. Upon arrival the Water Police asked us to stay clear due to fuel in the water and KW Sandgate 1 proceeded to assist in slowing down passing vessels to reduce wash. Marine Safety Queensland arrived to deal with the fuel in the water.



A later conversation with the owner revealed he had only purchased the vessel 2 days before and, although it was an older model boat, the engine was new and only had 300 hours on it. The cause of it taking on water was a sudden split along the length of the exhaust hose from the engine to the hull."

ACTIVE CREW ANNIVERSARY

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

Les Pascoe	2004	16 years
Neil Sheppard	2007	13 years
John Lemon	2013	7 years

24th - A call out in the evening saw most of Charlie Crew respond to a phone call to water police from someone on a plane flying from Hamilton Island to Brisbane. They reported seeing a person in a lifejacket floating in the Bay. Considering it was horrendously windy, it would be surprising if anyone could be seen but a rescue chopper and rescue units from Redcliffe, Manly and Raby Bay joined VMRB in searching for several hours. As Bribie were setting out, the search was cancelled due to the dreadful conditions. By then KW Sandgate 1's search area had them almost at Moreton Island.

28th - In the morning, training took Charlie Crew to Tangalooma and on the way back to base they refuelled in the Brisbane River and received a call from someone broken down ... at Tangalooma! Just as KW Sandgate 1 was about to return to Tangalooma, the caller said his engine started and he didn't need help.

However it got more exciting about 3.15 pm when the Water Police called to say apparently a kite surfer was in trouble off Sandgate. It was blowing wildly and two rescue helicopters were helping search. One of the choppers shepherded our boat towards a second person, a sailboarder, who suddenly took off, obviously not in difficulty and unaware of the search efforts to help him. The search was called off.

29th - Tow a disabled 6m powerboat with 2 POB from the Brisbane River to the Cabbage Tree Creek boat ramp.

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 through to editor@vmrbrisbane.com.au and also to social.media@vmrbrisbane.com.au.



A little bird told us that President Thomas Grice has obtained his Cert2 NC1 certificate so congratulations Thomas on the upgrade.

To everyone who is endeavouring to obtain further qualifications, it certainly is possible to pass the units and then it's just a matter of securing enough sea time.

November in Summary

Activations:	29
Fuel Used:	1,841
People Assisted:	17

Food Truck Event

The Food Trucks now are coming to VMRB on the third Friday evening of the month and on 20th November we had Charlie Crew in charge of the bar. There wasn't a huge crowd but the people there seemed to be enjoying themselves.



In December, Santa is looking forward to meeting all the kiddies (who will be able to play on a jumping castle) and Delta Crew will be on hand to serve drinks at the bar including boutique beers provided by the [All Inn Brewing Co.](#) So make a note in your diary for Friday, 18th December from 4 pm to 8 pm to meet up with a few friends for dinner at VMR Brisbane.

FYI Santa should be arriving about 6.30 pm.

As an added bonus, talented young former Canberra musical performer Kaitlin Nihill will be singing for us and we're sure [she'll include some Christmas Carols.](#)

Christmas at Kedron-Wavell

KEDRON-WAVELL

CHRISTMAS LUNCHEON

Friday 25th December 2020

You're invited to celebrate Christmas Day in The Kitchen with a traditional plated 3 course roast lunch!

Doors open 11am, Lunch served from 11.30am

Members \$89.00
Non-Member \$99.00

Children (12 & Under) \$49.00
Children (4 & Under) \$25.00

To book your table for Christmas Day please call The Kitchen on 07 3359 9122

Safety Around the Base!

Please remember to log all incident reports not only on our vessels but also around the base, radio room and in the hall.

An accident / incident report form VMR002 is available from the Master on Duty at the Radio Room, or if not available, our Workplace Health and Safety Officer should be notified IMMEDIATELY to enable quick follow up for the safety of all. "Do Not Use" forms are to be placed on any equipment considered faulty or unsafe.

If management and your duty master are advised then an Out of Order sign on any equipment will be placed or the equipment removed. We know accidents can happen but failure to advise someone can have further, potentially serious, implications.

Christmas Hamper



Santa and his loyal helpers, Nino and Angie Aceto, have been preparing for Christmas early. After a busy day, the hampers for the December crews are all packed and ready to be enjoyed on their duty days in recognition of their dedication to VMRB.

PVOCC Regatta at Redcliffe

"PVOCC has now grown to a membership base of 75 up from 38 last year. Our new shed, refurbished canoes, more equipment and especially improved activities management has made the club more attractive and new members are joining at a rate of 1-2 a week. Our new juniors section has also been a source of 12 new young paddlers aged 13-17.

The club's attendance at the latest regatta at Bells Beach Redcliffe was full of fun and good paddling with improving results in all categories. Nine crews of six were entered and all did well. The club's next regatta is in Noosa on 5 Dec.

A big thank you to Graeme Dobson for arranging two support boats with Bill Wheatley and Tom Begby from the Sandgate Yacht Club."



2020 Christmas Party

It was a great celebration towards the end of a strange year when the Poly Va'a-Alo Outrigger Canoeists combined with VMRB to hold a Christmas party on Saturday, 21st November at our base.

The big day started with a regatta at Redcliffe in which 9 teams from PVOCC participated.

Another big highlight was the blessing by our PVOCC elder Pili Muaulu of the club's first new canoes. (OC1 Volare and OC2 Gemini Canoes from the Gold Coast and named after Life Members Frank Tofa and Pili Muaulu. The canoes are fully carbon fibre, light as a feather and fast as the wind.) "Canoes are as special to Polynesians and peoples of the Pacific as horses were to the plains Indians, or Mongols. They carry the life, wellbeing, protection, soul and future hopes of a tribe or village."

It was a lovely evening and 100 people congregated outside, trying to be COVID-aware, enjoying drinks from the downstairs bar, before adjourning upstairs for a fantastic dinner. The lights festooned downstairs and the Christmas tree upstairs set the scene.



Entertainment throughout the evening was provided by a guitarist and singer who at one stage had people snaking around in a huge conga line and also line dancing. Lots of fun!



VALE

HENRY HERMAN KLEIN

16/12/1927 - 17/11/2020 (Age 92)



It is with great sadness that we announce the passing of Henry Klein.

Henry was born in Goomeri. One of five children he attended the Tansey State School until the age of 13 and, because of the shortage of manpower due to the War, he left to learn how to drive farm equipment and spent the next two and a half years working on the family farm and other neighbouring farms. When his Brother Rudi (deceased) left school and took over Henry's farm duties, Henry obtained a job at the local cheese factory and stayed there until the war ended. His next job was with the local garage where he completed his Motor Mechanic Apprenticeship by correspondence.

He married Elizabeth (Betty) in Maryborough in 1950 and in 1951 moved to Brisbane and found a flat in West End. They both worked many jobs to save enough money to buy their first home in Geebung which is where we first met him.

Unfortunately, Henry and Betty were not able to have children of their own but delighted in "baby sitting" Tracey and Linda Hirn, our two daughters.

Henry joined the then Sandgate yacht Club Power Boat Section in 1970. He attended most monthly meetings and at various times held the position of Inshore Fishing Director and Tour Director and both he and Betty won many trophies. As the Club progressed, there were name changes and as The Sandgate Yacht Club Air Sea Rescue Henry studied and became qualified as a "Vessel Commander" which was the name appropriate at that time. We then became Volunteer Marine Rescue Brisbane and Henry continued on as a standby crew member. Many members were intrigued with his rope tying skills and he taught many new (and old) crew the art of rope-work.

Betty passed away on 21st. August 2000, aged 66 which dealt Henry a huge blow. Following Betty's death Henry spent much more time at VMRB as the friendly faces there helped him recover from the loss of his soul mate.

Whenever we had any sort of function or event, Henry's favourite place was at the B-B-Q cooking, as he always liked to help anyway he could. He often visited crews on their duty day and stood in whenever necessary. In 2006 Henry was honoured with Life Membership of VMRB in recognition of his many years of service.

In 2008, Henry's health worsened and he had to sell his house. He moved into "Parkview" in John Wesley gardens at Geebung and was there until 2014 when the whole complex was demolished to make way for a new Wesley facility. Henry moved to Cooper House in Weller Gardens at Chermside where he spent the rest of his days.

Henry's wish is to have his ashes spread on Moreton Bay where Betty's ashes are spread so they can now be together forever.

May he rest in Peace.

Bill and Rae Hirn

Many of our members showed their respect for Henry by attending his funeral in uniform on 25th. November, 2020 at Traditional Funerals, Burpengary. The service was conducted by our VMRB Chaplain David Taylor.

Safety Around the Base!

Please remember to log all incident reports not only on our vessels but also around the base, radio room and in the hall.

An accident / incident report form VMR002 is available from the Master on Duty at the Radio Room, or if not available, our Workplace Health and Safety Officer should be notified IMMEDIATELY to enable quick follow up for the safety of all. "Do Not Use" forms are to be placed on any equipment considered faulty or unsafe.

If management and your duty master are advised then an Out of Order sign on any equipment will be placed or the equipment removed. We know accidents can happen but failure to advise someone can have further potentially serious implications.

VMR Brisbane Needs You!

We are still looking for some volunteers to assist with some very important Support Positions to Management that were not filled at the AGM. If you feel you can hop on board to help, it will be gratefully appreciated for all or part of any role.



The positions open are:

Administration Officer: Manage VMRB forms and Standard Operating Procedures in liaison with President and Snr Vice-President

Corporate Relations & Sponsorship:
Assist President

Internal Social Activities Organiser

Community Relations / Publicity Officer

Mid-week Maintenance Crew: A group of Members who get together each Tuesday or as available to keep up the very important equipment maintenance and general maintenance works around the base. Volunteers are always welcomed to undertake a myriad of different but necessary tasks.

If you feel you have an interest in any position or could possibly assist with one, please feel free to call or email any of the following:

- [President Thomas Grice](#),
- [Snr Vice President Ben Gillespie](#),
- [Junior Vice President Paul Hollingdale](#), or
- Members Representatives [Les Pascoe](#) and [Darren Bates](#)

to discuss any aspect of the vacancies. Remember any little bit helps, no matter how small or how often. We look forward to hearing from you.

Hardstand Entry Gate

Recently Management has had several reports of the hardstand entry gate being forced to remain open for extended periods by double touching the entry card, or blocking the gate to allow it to stay open.



This not only poses a security risk for the property of hardstand tenants, but also causes damage to the expensive electronic equipment controlling the gate and paid for by your subscriptions.

It would be appreciated if Crews on duty could please keep an eye on this and report any breach to Management. (We do not expect Crew to become engaged in debate with offenders.)

We need to remind everyone of the need for security to protect your property within the hardstand area.

All Groups are asked to please comply with the request that this practice must cease immediately, and bring it to the attention of all your Members.

Should this practice continue, actions will be taken by Management and persons or Groups causing the damage will be invoiced for the required repairs.

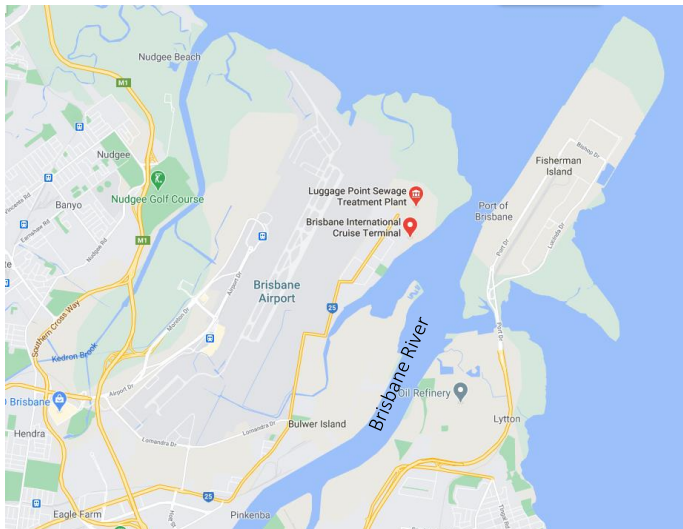
Sandgate Paddling Club

Sandgate Paddle Club members, through Nature Cloud, were encouraging disabled youngsters to enjoy the great outdoors recently. When the paddlers returned, these SPC members had a welcoming sausage sizzle ready for them.



The New Brisbane International Cruise Terminal

Brisbane International Cruise Terminal is located in Pinkenba (access is via Marine Road). The terminal's official location is its suburb, Pinkenba, however it has been recognised that the Luggage Point reference will be familiar to some passengers, so this reference will be incorporated on the PBPL website to further help with directions/location finding. As expected, the planned opening of the A\$177m Brisbane International Cruise Terminal on October 3 has been delayed by Australia's suspension of international cruise ships until December 17.



Your editor decided to see how progress was going in mid-November and the directional signs looked promising. However, visitors are not encouraged as we discovered when we reached a road blockage a couple of kilometres from the new terminal. Passengers who eventually arrive at the terminal by sea will not be impressed by the road into Brisbane as it is not the smooth thoroughfare with scenic vistas as they might expect because it passes through developing industrial areas.

Globally, it's not unusual for cruise terminals to be located in industrial areas, such as ports, as this has the naturally occurring deep water and existing infrastructure required. Port of Brisbane has also jointly invested \$10 million with Brisbane City Council to improve the safety of local roads leading up to the terminal as part of the project, with Council having completed this work.

P&O Cruises Australia's *Pacific Dawn* was to have been the first ship to sail from the [new terminal](#) but even the *Pacific Dawn* has been a casualty, having been sold and now named *Satoshi*. Before COVID-19, there were more than 180 confirmed bookings for the first 2020/21 season but now there have been 42 cancellations between October 3 and December 17.

At this stage it looks like the first ship to visit the terminal could be the *Radiance Of The Seas* on 4th February 2021 and it should be leaving for a 9 day

cruise to the South Pacific. The next scheduled ship is the *Pacific Explorer* but this is pure speculation at this stage. More cancellations are likely.

The \$177 million cruise terminal was completed on schedule mid-year; however, it is not yet operational due to the current government restrictions on cruising in Australian waters. Access to the facility is being facilitated in accordance with COVID plans and industry requirements; key industry stakeholders will be involved with facility testing and familiarisation closer to opening.

The PBPL spokesman said, "We understand the community's interest in seeing the Brisbane International Cruise Terminal, and we certainly appreciate their support. It is a world-class cruising facility and new tourism gateway that the City can be proud of. We look forward to welcoming the community to the cruise terminal once it is operational and cruising can safely resume in Queensland."

The facility is ready to operate now. When an industry restart date is confirmed and when cruising can safely resume in Queensland, the final operational readiness preparations involving key industry stakeholders will be completed.



The Brisbane International Cruise Terminal will play a vital role in the industry's recovery once cruising can safely resume in Queensland. Not only will it support economic and tourism recovery post-COVID, it will be a catalyst for Queensland's tourism industry growth for decades to come.

The Brisbane International Cruise Terminal is a common user facility, available for use by all cruise lines.

In fact, by building this facility, Brisbane could well come onto the radar of other global players whose ships are too big for Brisbane currently, and would benefit from access to a world-class terminal facility. The Brisbane International Cruise Terminal can accommodate visiting cruise ships of all sizes, although only one at a time. (Portside at Hamilton, where the smaller ships that can fit under the Gateway Bridge dock, is a business unrelated to Port of Brisbane, so their operations are completely separate.)

All cruise bookings for larger ships will use the Brisbane International Cruise Terminal, to free up capacity at the Grain Wharf for grain vessels and other suitable cargo. It is not intended to use the Grain Wharf for cruise vessels.

Queensland Water Police

Whenever there is a prominent event on Queensland waters, you are most likely going to see some Queensland Water Police and their watercraft.

They have 11 bases supporting the Queensland maritime community located at Thursday Island, Cairns, Townsville, Whitsunday, Yeppoon, Gladstone, Hervey Bay, Sunshine Coast (Mooloolaba), Brisbane (Port of Brisbane), Redland Bay and Gold Coast.

The Port of Brisbane base also is home to the Water Police Inspector (in charge of all water police units across Queensland), the State Search and Rescue Coordinator Training Officer, the State Marine Training Section and the Police Diving Unit. Additionally, they work closely with the Marine Technical Section who look after the QPS Marine Fleet for procurement and maintenance.

There are 84 uniformed water police positions as well as eight fulltime police divers and a number of part time divers, plus an Inspector, three State-level Senior Sergeants and four non-uniformed Admin support staff. They are supported by the eight-strong Marine Technical Section (non-QPS staff) consisting of three admin officers, four mechanics and one fabricator.



The QPS fleet consists of 65 vessels ranging from 24 metres down to jet skis and are strategically located to support the localised needs of the maritime community as follows:

- 6 x 24 metre vessels at Thursday Island, Cairns, Townsville, Whitsunday, Yeppoon, Brisbane
- 1 x 19 metre vehicle barge at Redland Bay
- 1 x 17 metre monohull vessel at Sunshine Coast
- 1 x 15 metre monohull vessel at Hervey Bay
- 4 x 12 metre vessels at Gold Coast, Brisbane, Gladstone, Thursday Island
- 1 x 10.2 metre vessel - Redland Bay



The remainder of the QPS fleet are vessels less than 8 metres. These are scattered around the State at

water police units, and 14 remote general duties stations in the Gulf and Cape.



Water Police have a number of motor vehicles for transporting watercraft and general policing duties. There are no aircraft attached to water policing units, although at times assistance is sought from these specialist units for search and rescue activities.

There is a dedicated State Marine Training Section to provide new water police officers Nationally-recognised courses such as General Purpose Hand and Coxswain Grade 1. A new training package for >24 metres NC is about to be commenced from the unit.

The unit also provides Small Boat Handlers, Radio Operators, First Aid and Shipping Inspector courses for officers.

Additional to this, the State Marine Training Coordinator and Training Officer deliver a Diploma and Advanced Diploma Police Search and Rescue course for officers (land based and water police).

Queensland Water Police conduct a large range of activities including

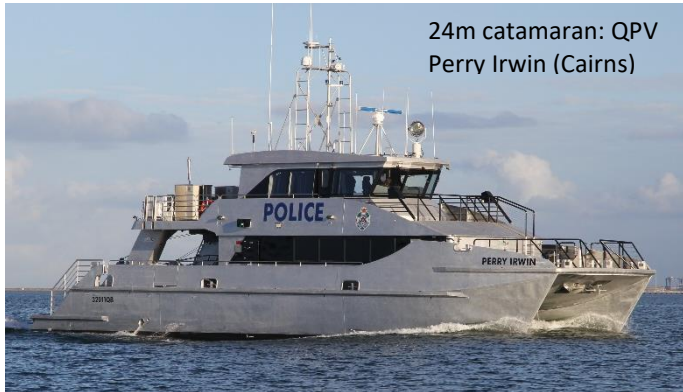
- Search and rescue coordination (SAR)
- Marine enforcement of State and National maritime legislation
- Enforcement of normal State legislation (general duties policing)
- Detection and enforcement of alcohol and drug driving offences on the water.
- Community education - youth and adult
- Major event operations e.g. Commonwealth Games, G20, International warship visits, fireworks displays, large vessel races, high risk activities on water
- General patrolling and engagement with the maritime community
- Engagement with other government and industry maritime agencies
- Extended (overnight) patrolling (may be with partner enforcement agencies)
- Vessel maintenance - general day to day.

Larger vessels within the QPS fleet are named in honour of officers who have given their lives in line of duty.

(Cont'd page 10)

Queensland Water Police (Cont'd)

Commissioner Carroll said, "Not only do the vessels serve as a lasting memory of the officers, but they also assist Water Police officers by providing them with the up-to-date and advanced technical support they require to service the community."



24m catamaran: QPV
Perry Irwin (Cairns)

Following are extracts from the full early history of the Water Police by John Rice which can be read at <https://qldwaterpolice.com/history.html> (Please note this is not a QPS website.)

The need for some permanent type of 'police' presence for Queensland came with the transportation of convicts to Brisbane. At that time there were two distinct Police Organisations in existence, the New South Wales Police and the Water Police. Both were controlled from Sydney and were involved in enforcing laws brought from England, and those that were being enacted by the Parliament of New South Wales.

The first convicts arrived in Brisbane in 1824 and between then and 1842 the enforcement of law and order in the districts within reach of Brisbane was under the control of the Military commandants stationed in Brisbane.

Captain J.C. Wickham, Royal Navy, was appointed Police Magistrate for Moreton Bay in 1842. He was paid the sum of £300 per annum and had under his control a chief constable and five constables of the New South Wales Force.

On 31st May 1859 William Thornton was appointed as the first Water Police Magistrate for Moreton Bay. Thornton's appointment marked the birth of the Queensland Water Police and was followed on 30th December 1859 by the appointment of Richard Bingham Sheridan as the Water Police Magistrate for Maryborough. The Customs and Harbour Dept boats' crews at Maryborough performed the duties of Water Police Constables.

December 1859 saw the separation of Queensland from NSW, however, there was no attempt to treat the police force of the newly proclaimed State of Queensland as a separate organisation from that of NSW until 'The Police Act of 1863' came into force. It was only under the provision of this Act that the term 'Police Force' included the Water Police Force.

7th January 1861 saw the appointment of William John Brown, Sub-Collector of Customs with a salary of £475 per annum to the position of Water Police Magistrate for Rockhampton. Brown had under his control three Customs boatmen who also acted as Water Police Constables.

William Thornton (later to be the Hon. William Thornton M.L.C.) told an inquiry that "The Water Police consists of an Inspector, a coxswain, a carpenter, and five constables one of whom acts as cook. There are no other water police in any part of the colony. The water police are stationed on board the hulk at the mouth of the river, and the expense of keeping up of the hulk includes the keeping up of the water police.

There is a Sub-Inspector at £200 per year, coxswain at £120 per year, a carpenter at £120 per year, and five boatmen at £95 each. The carpenter coxswain and five boatmen receive £15 a year in lieu of rations, night allowances and good conduct money and they all receive two suites of uniform.

The other expense is for what paints are required to paint the vessel once a year. Twenty pounds a year should pay for keeping the hulk in serviceable condition".

"Including water police duties, the force has charge of the dredging plant lying at the mouth of the river off Fisherman's Island. It takes up much of their time. There are 27 vessels consisting of two dredges, the *Fitzroy* and the *Lytton*, one steam tug, the *Brisbane*, and 23 punts. The decks of the dredges and tug have to be washed down every day and the machinery on board the dredge has to be turned once a week. There are also repairs constantly required."

When asked what other duties the water police were required to carry out, Thornton replied, "...keeping order amongst the shipping in the bay, they act as Customs House Officers and search vessels going up and down the river, the Sub-Inspector is a health officer and boards vessels in his capacity as such, and assists the Tide Surveyor in his duty by lending him men in bad weather to go to vessels in the bay as the Tide Surveyor's crew has been reduced to 2."

Although the hulk *Proserpine* was used as the water police station as outlined by William Thornton to the select committee, it was also used to house prisoners due to overcrowding in Brisbane gaol and was the second vessel to be used for this purpose. The first hulk used for this purpose was the *Julia Percy*, a brig purchased from Hayes Brown and Company for £200, although it is reported that overhaul and fitting raised the amount to £871 (January 1863).

A succession of prison hulks followed until St Helena became Queensland's maximum security prison.

After leaving *Proserpine*, the water police were stationed at Lytton and continued to patrol the Brisbane River and Moreton Bay in river boats under oars.

(Cont'd page 11)

Queensland Water Police (Cont'd)

1882 saw the launch of a small timber steamer the S.S. *Vigilant*. Since that time the name *Vigilant* has had a long association with the Water Police both in Brisbane and on the Gold Coast with a number of small runabouts carrying the name. The first motorised timber police launch, the 21-foot *Patrol* was put into service in 1907.

Since that time a number of vessels have been brought into service as the need to police the waterways of Queensland increased. As the larger vessels became more common, water policing still required many smaller vessels to get the job done. Searching rivers and waterways often required the use of small dinghies.

On 27th February 1998 the Queensland Ambulance Service, Marine Officer Program was launched at the Gold Coast Water Police. The program, a first in Water Policing anywhere in Australia, enabled a high level of pre-hospital patient care to be administered to people suffering from illness or injuries sustained while on the water and out of the reach of normal Ambulance responses.

This program had been under on-going development since 1992 when the first Queensland Ambulance Officers were training in seamanship for the purposes of accompanying water police to search & rescue and medical missions. The water police officers were trained to Ambulance Officer 'Level 2' standard to provide assistance to the Paramedics working as a single officer onboard the police launch.

During 1990, while under the command of Commissioner Newnham, the Queensland Police Force was officially renamed the Queensland Police Service and the old motto of 'Firmness with Courtesy' was changed to 'With Honour We Serve'.

Following the renaming of the Queensland Police, the water police uniform was changed and is now the same as that worn by general duty officers.

Sailmakers' Craft

The work done by sailmakers was demanding and left no room for error as their sails would be what brings fishermen home safely. This is the corner of a hand-sewn sail made in the 1800s. The craftsmanship and quality of the work is amazing. This is a lost art.

"He is a skilled draftsman who cuts a suit of sails that fit perfectly, and he is clever with a palm who sews them." [Nancy Paine Smith]

The canvas sails were made of hemp along with clothing, ropes, and the caulking used to fill gaps between planks among other things. Hemp is 3 times stronger than jute and was preferred because it was unaffected by salt water.



Fridge Replacement

If you enter the kitchen upstairs, the big new commercial double door fridge is an obvious recent addition. When you see it, you will appreciate the mammoth effort it took Paul and Nino to get it into its position there all the way from downstairs!



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An Endangered Species

For anyone who thinks the little bit they can do to help a project along won't make much difference, have a look at the magnificent change brought about by local conservationists in Mexico.

On 1st November this year there was a turtle 'race' or more accurately, a release of local hatchery turtles. For the annual race, people paid 25 pesos (US \$1.25) for each turtle they released. That's the minimum donation for a baby turtle although Victor, hatchery resident and sole employee of the facility, said that people often get more animals than they paid for as there are a lot of hatchlings to release. Of course, you're not allowed to keep them or take them home. They all go into the ocean where their mothers came from, and hopefully one day they'll come back home to Playa Azul to lay their own eggs!



A friend who was there told me the following.

"I got there just in time to see everyone at the ocean-facing starting line, a short distance from the upper reaches of the surf, with baby turtles in hand for the 'race' to the water and freedom.

Nobody really cared about winning the 'race'. We all just wanted the little turtles to make it 'safely' to the surf. Many of these little guys wouldn't make through the shoreline's turbulent, big hungry fish-infested, bird-patrolled channel they would have to cross to reach open water.

This is the black turtle, known locally as the tortuga negra or tortuga prieta. They're actually a somewhat genetically distinct variety of the globally ranging green turtle (*Chelonia mydas* or *C. agazzi*), which is known to occur in many colors, shapes, and sizes."

The so called black turtle ranges throughout the Pacific coastal waters of the Americas from Canada to the Galapagos Islands to Tierra del Fuego at the southern tip of South America.

The black turtle thrived in Mexican waters until the late 1960's when intense harvesting of eggs (70,000 eggs per night were harvested from a single Michoacán beach during the peak of the 1965 nesting season!) and adult turtles (4,500 metric tons/4,960 U.S. tons of meat harvested from 1966 to 1970) led to a drastic decline in the numbers of nesting female turtles. The intense, unsustainable pressure resulted in a near collapse of the black turtle population, and by 1988 as few as 170 nesting females remained on Michoacán beaches.

Now more than thirty-five years after the start of black turtle conservation activities in the eastern Pacific, the Michoacán population is considered one of the 12 healthiest sea turtle populations in the world with a nesting population of approximately 15,000 females.

The recovery of black turtles in Michoacán is an example of how community-based conservation is a key element in the recovery of sea turtle populations around the world. The small hatchery in Playa Azul, initially funded by the Mexican federal government, continues to operate with the government's licensed consent but without any financial support. It now depends 100% on local support and donations.

Researchers began to respond to the population crisis in 1982. That year, Javier Alvarado-Díaz, a professor in the biology department at Michoacán University of San Nicolás de Hidalgo, led a trip to Colola and Maruata to begin systematic research and conservation of the black turtle. Despite the best efforts of Díaz and his team, the population continued to decline from 1982 to 1999, with the most drastic declines recorded in 1988 and 1998.

Part of the challenge the researchers faced was that the pressures from elsewhere in Mexico and the American Pacific also contributed to the decline. Working on the Baja Peninsula, Wallace J. Nichols, a scientist at the California Academy of Sciences, estimated in 2002 that in Baja California alone between 7,000 and 15,000 black turtles were captured for human consumption, despite the Mexican ban on sea turtles and products that had been in place since 1990.

The recovery of black turtles in Michoacán is an example of how community-based conservation is a key element in the recovery of sea turtle populations around the world. In particular, it would not have been possible without the valuable intervention of the Nahuas indigenous communities of Colola and Maruata. This is especially true of the younger generations, who adopted conservation as a way of life and have been committed to bringing the black turtle back to their communities as an important icon for their culture.



<https://www.seaturtlestatus.org/articles/2018/2/15/michoacns-black-turtle-back-from-the-brink>