

PORT CHATTER



SUMMER 2020
DECEMBER

MARINE RESCUE NSW PORT STEPHENS UNIT

'Volunteers Saving Lives on the Water'





MARINE RESCUE NSW – PORT STEPHENS UNIT

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VOLUNTEERS SAVING LIVES ON THE WATER

UNIT APPOINTMENTS

Patrons: Kate Washington MP, State Member Port Stephens Meryl Swanson MP, Federal Member Paterson Stephen Bromhead LLM MP, State Member Myall Lakes The Hon. Dr David Gillespie MP, Federal Member Lyne		Corporate Services Administration Officer Assistant Clerical Assistance Security Officer WH&S Officer Honours/Awards Providedore Comms Centre Service Data / Stats Supply Membership Maintenance Team Electricians		Jenni Fryer Krystyna Winslow Erica Smith John Smith Angus MacKenzie Jenni Fryier Jenny Fitzsimmons and Deb Buckley Julia Lynch Maureen Wheatley Margaret & Andrew Morrison Loris Webster & Erica Smith Peter Merlino & Jim Christie Doug Craike & Dieter Greiter
Unit Commander Welfare / Liaison Assistant Protocol Officer Deputy Unit Commander Emergency Services Liaison Officer Data Management/Network/Comms Brian Richardson, Robert Johnson, Dieter Grieter Operations Operations Officer Assistant Operations Officer Communications Centre Manager Assistant Manager Duty Callout Officers: Frank Van Drueten, Julian Lyddy-Meaney, Trevor Brighton Radio Club Manager Elizabeth Francis Rescue Vessels Manager Assistant Manager Ashes Scattering Coordinator Chief Engineer R.F.S. Liaison: Lower Hunter Hunter Valley Coxswains Sue Freeman, Robert Johnson, Barney Pinney, Laurie Nolan, Brian Bibbing	Ben van der Wijngaart Harold Gibson Jenny Fitzsimons Harold Gibson Colin Couper Laurie Nolan Lee Ryman, Richard Pizzuto Sue Freeman Nigel Eves Dee Gilliland Angus MacKenzie, Neil Fraser, Barney Pinney Vacant Harold Gibson Bill Haskell Ross Debenham Colin Couper Robert Johnson, Barney Pinney, Laurie Nolan, Brian Bibbing	Trust Management Sub-Committee Chairman Deputy Chairman Treasurer Secretary Committee Cottage Curator Property Officer Historian Port Stephens Historical Society Tea Rooms Liaison Wedding Events Co-ordinator: Assistant Tours John Reid Greg Walsh Adrian Hill Ross Debenham Harold Gibson Vacant Trevor Brighton Paul Farnhill Dennis Corr Vacant Jenni Fryer Greg Walsh Kevin Griffey		
Unit Training Unit Training Officer Training Systems Officer Rescue Vessels Training Officer Course Presenters: Peter Dentrinos, Neil Fraser, Trevor Moxham, Barney Pinney Provisional Member Support	Angela O'Dea, Jan Sami Brian Bibbing Paul Buckley, Colin Couper Angela Tilling, Krystyna Winslow	The <i>Port Chatter</i> is the quarterly publication of Marine Rescue NSW, Port Stephens unit. It is available free to all members of the unit, its advertisers, sponsors, and other interested members of the community. Contributions are most welcome from all members, advertisers, sponsors or other interested community members. They should be accompanied by the author's name, address and phone number, and can be emailed to the editor at editor.portstephens@marinerescuensw.com.au Contributions are subject to review by the Executive Committee prior to publishing. Advertising enquiries are welcomed. Contact the editor at editor.portstephens@marinerescuensw.com.au for more information. Sponsors can make tax-deductible donations to Marine Rescue NSW Port Stephens. All sponsorships will be acknowledged in <i>Port Chatter</i> if requested. Cover Photograph - Tony O'Donnell		
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OUR PRIMARY FOCUS

Saving lives at sea on open and closed waters in and around Port Stephens

MARINE RESCUE NSW – PORT STEPHENS UNIT SERVICES PROVIDED



Category One Marine Search and Rescue Co-ordination Centre (SARCC). Located at the former Inner Light and now Heritage Site at Nelson Head, 32°42.632 S; 152°09.667 E (overlooking Shoal Bay and looking out through the entrance to Port Stephens). Accredited by the State Rescue Board.

Communications Centre, Nelson Head - VMR217. Operated by trained and qualified volunteers, 24 hours a day; 7 days a week; 365 days a year. Monitoring 27MHz, and VHF marine frequencies, emergency and calling channels. Open during each day to the visiting public.

Apart from radio coverage generally to the local boating community, the Communications Centre offers:

- Emergency support to vessels in trouble
- Emergency and routine after hours communications for Rural Fire Service operating in the Lower Hunter and Hunter Valley districts
- A Marine Radio Safety (MRS) service – Boat Register
- A checkpoint and radio coverage for recreational vessels transiting up and down the coastline adjacent to Port Stephens.
- Weather readings and local conditions observations and
- Current Bureau of Meteorology weather forecasts and tidal information. (These can be obtained by contacting the Comms Centre by phone or radio and are also offered in regular radio skeds).

Accredited Rescue Vessels Available on a 24 hr call-out basis, subject to Police tasking. (See 'Rescue Vessels' page).

Weather recording facility Accredited by the Bureau of Meteorology. Regular reports on local conditions are electronically communicated to the Bureau, as well as to Radio, TV and Print media outlets in the local area.

Nelson Head Reserve and Heritage Inner Light Cottage. The Nelson Bay Unit of Marine Rescue NSW is responsible to the State Government for upkeep of this heritage precinct, through its 'Nelson Head Lighthouse and Rescue Station Reserve Trust Management Sub-committee' (which includes a representative of the Port Stephens Historical Society).

A small museum is operated by volunteers and is open to the public, 7 days a week from 10am to 4pm.

A portion of the building is leased to a private operator for morning/afternoon teas/coffee and lunches.

Wedding Ceremonies. Bookings can be made to hold these in the grounds (see Lighthouse Weddings page).

Below the Comms Centre, on the ground floor, is a tourist Gift Shop operated by Marine Rescue Port Stephens. Without profits from the Gift Shop, together with support from the local community, clubs and businesses, the Unit would find it very difficult, if not near impossible, to operate.



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UNIT COMMANDER'S REPORT

UNIT COMMANDER

As we come towards the end of my first half year as Unit Commander of Marine Rescue Port Stephens, I reflect on the events of the year that have re-shaped so many of the norms we took for granted a year ago and how we have weathered some unusual storms.

As a State emergency response unit focusing on saving



lives at sea and on our closed waters, we have naturally focused on how we can cope with the tempests in the marine environment. However, the land environment viral storm this year has proven the most difficult challenge for us.

We have lost a number of valuable members through natural attrition through retirement and sadly a couple of deaths. There have been others who have understandably felt the need to stand-down for family health concerns. To make matters worse, we have had to suspend for 10 months our recruiting and training pipeline, so crucial for replacing our losses.

All this has made crewing our two rescue vessels and supplying 180 shifts/month in the Communications Centre a real challenge. During the July COVID scare at Salamander Mall, 20 of our crew had to self-isolate and for 8 nights we had to suspend 38 years of continuous 24/7 operations for the first time. Nothing impressed on me more the impact of COVID than the night we handed our comms to Marine Rescue Sydney and turned the lights off in the Comms Centre for the first time after such a long tradition.

However, it was impressive for me to witness the resilience of our remaining crews as they, in best possible spirit, stretched the thinning blue line to cover the gaps. We continue to do so. We have rebooted our recruiting and training with revitalised programmes and processes and our new recruits show much promise. The Gift Shop and Cottage/Museum are also back in full swing, despite

the additional challenges the COVID restrictions have imposed.

Viewed from the outside, working at MRPS as volunteers may seem to be all about the high-tech boats and radios, but from the inside, you realise it is all about the people and each of us looking after each other. This became so evident to me when, in the last month, a couple of our Watch Officers offered, quite unsolicited, to take over a number of my shifts as they were concerned about my workload. I was most touched; but it shows up that important esprit de corps and concern for your mates so vital for a small group working in stressful circumstances.

There is no doubt, that we face a trying summer, with boat traffic already increasing well ahead of the usual holiday rush. We have already had to put on extra morning shifts to cope with log-ons.

The effect of our new recruits won't be felt for some months yet as they gain experience and qualifications. But we are determined to make the thin blue line hold and maintain our services to the boating public.



To our friends in the boating community I nevertheless encourage you to log on with us, with the mobile app or by radio or over the phone. The stats are in your favour if you do – 90%+ of our rescues are for vessels who have not logged on! However, bear with us with a little more patience over these busy months. Wear those life jackets and for Christmas ask Santa for a good VHF radio (not a hand-held) if you haven't got one.

Also, don't do anything 'courageous' on the water on New Year's eve as I'm on duty that night!

To all the MRPS crew, I extend a heartfelt 'Thank you' and my and Sharon's best wishes to yourselves and your families for a safe and peaceful Christmas and New Year.

Ben van der Wijngaart
Unit Commander



UNIT COMMANDER'S REPORT

RECENT RETIREMENT OF PROMINENT MARINE RESCUE VOLUNTEER COLIN CAHILL

One of the best known and well-liked members of Marine Rescue Port Stephens, Colin Cahill, has recently retired. In just nine years, Colin Cahill has used his skills and life experiences to assist many volunteers to achieve their goals within Marine Rescue Port Stephens.



Col volunteering at the RFS Control Centre during the fire season.

As a dedicated volunteer trainer, advisor and mentor to many, Colin has been a shining example of service above self as he helped keep the boating community safe.

Having quickly obtained Marine Radio Operator and then Watch Officer qualifications, Colin has stood almost 3000 hours on watch in our Communications Centre, often alone on long overnight shifts. To this must be added the many hours he spent in his other roles in the Unit to appreciate the full extent of his contribution.

Col's calm, easy manner quickly put boaters in distress at ease knowing that help was on its way. His calmness was sorely tested on the night of 6/7 January 2016 when contact was lost with the Port Stephens Rescue Vessel PS40 for a short time, in mountainous seas while attempting to rescue a vessel in trouble.

For his efforts that night, Colin was awarded a Commissioners Citation along with other Unit volunteers who received various awards for their efforts during that fateful day and night.

Colin also served as Deputy Unit Commander during a very difficult period for the Unit, and subsequently as Unit Commander for a short period.

Subsequently, Colin continued to contribute as the Unit's Emergency Services Liaison Officer representing the Unit with distinction on the Port Stephens Local Emergency Management Committee. In those roles, he played an

important role in organising additional resources from within Marine Rescue to assist the Lower Hunter RFS Fire Control Centre during two major bushfire events. Last summer, he coordinated with the Lower Hunter RFS



Communications Brigade for 20 Marine Rescue volunteers to assist with over 500 hours of service helping provide valuable radio communication expertise when RFS resources were stretched. The Premier of New South Wales has

recently awarded a Bushfire Emergency Citation to recognise the outstanding contribution of volunteers and service agency personnel who played a significant role in the emergency response effort to combat the 2019-2020 bushfires. Colin and the other Marine Rescue volunteers will shortly be presented with their citations.

At the November Marine Rescue Unit meeting, a vote of thanks motion was passed unanimously. The



Mike Grover, Colin Cahill and Neil Grieves on the evening of 6 January 2016 monitoring PS40 after the knockdown.

motion read:

That Marine Rescue Port Stephens recognises and applauds, by extending a Vote of Thanks to, former Unit Commander Colin Cahill for the outstanding contribution he has made to the saving of lives at sea as a Watch Officer standing watch in the Radio Room, to the training of volunteer members in Radio Room operations, to the administration of the Unit as Deputy and Unit Commander during a difficult period in our history and to the broader community in his role as the Unit Emergency Services Liaison Officer.

Thanks, Colin, from all of us at Marine Rescue Port Stephens. You will be missed.

Iain Blackadder



DEPUTY UNIT COMMANDER

DEPUTY UNIT COMMANDER



A number of new technical facilities have been delivered or are being implemented shortly.

As a 24/7 Base, we have a single Watchkeeper working overnight from 7.00pm to 6.00am. To ensure they have a reliable way of calling for outside help, be it for health or danger reasons, MRNSW has installed in all bases a Lone Worker Alert device. This

consists of a pendant that can be worn and is in fact a small mobile phone. If the SOS button is depressed, an SMS is sent to five pre-determined mobiles and then the device begins to call the first of the five phones. It continues dialling each of the respondents until a call is answered. The Base also has nine CCTV cameras covering the Nelson Head facility. Safety of our members is paramount.

While MRPS has NBN connection for our telephones and internet, MRNSW has arranged that all bases be upgraded to Telstra's emergency services level of support known as Telstra Lanes. As such, we will have access to the highest level of service from Telstra for phones, internet and Radio Over Internet Protocol (ROIP), the latter being used should we need to hand over our radios to MR Terrey Hills in the event of an emergency at Nelson Head. This ensures that distress radio calls are still being heard by someone in Marine Rescue, though they be hundreds of kilometres away.

Col Couper



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OPERATIONS

OPERATIONS OFFICER

The Operations Group encompasses the Comms Centre, Rescue Vessel and Callout Officer functions.

Marine Rescue NSW and Transport for NSW (Roads and Maritime Services) have both been pushing the message over the last few months that they are expecting a surge in boating activity throughout the State over the coming holiday period. Their rationale is quite simple: overseas and some domestic travel restrictions mean that the vast majority of holiday makers are likely to constrain their travel to their home state.

The driving holiday is making a comeback, and plenty of those cars plying the motorway will be towing or carrying a boat of some description.

It's also true that some of these boats will have been maintained better than others; that some will plan their trip on the water better than others; that some significant changes in the weather will not be foreseen; and that when all is said and done, some boaters will have luck on their side whilst others might suddenly find themselves in a dire predicament despite having done everything a reasonable person might otherwise do when venturing out on the water.

Here at Marine Rescue Port Stephens, we'll be staffing the radios 24/7 as always over the coming months, ready to take the call from those whose luck has run out. Our two rescue vessels also remain ready to put to sea, within 20 minutes of a call, at any hour.

Maintaining such a service doesn't come cheaply. There are: the more than 13,000 volunteer hours per year needed to staff the Search and Rescue Coordination Centre (SARCC) 24/7; the 3,600 plus hours per year of training put in by the rescue crews; and obviously the 250 plus hours per year put in to on-water operations, often at night and often in the sort of conditions where most people would rather stay indoors.

This is the pointy end of the 'business', but it's only made possible by a raft of people working voluntarily behind the scenes. At the dock, the Wednesday morning boat maintenance team quietly go about their job, tightening this and polishing that, all under the watchful eye of the Boat Officer and his Chief Engineer. A few miles away, within the Nelson Head Reserve, you'll find the grounds staff mowing this and painting that, and otherwise generally keeping the place looking pristine. Meanwhile, inside the historic inner light cottage, the guide will regale you with stories of the area's maritime history, whilst the gift shop ladies will happily sell you things you didn't realise you needed, all in the name of keeping two boats on the water and a SARCC open all hours. It is very much a team effort, with the singular goal of saving lives on the waters of Port Stephens.

Statistics

The statistics for this time of year certainly paint an interesting picture. At first glance, August, September and October have been quite busy with 16, 16 and 20 incidents respectively, or 52 incidents in total across the three months, compared to a total of 35 for the same time last year. A 49 per cent increase in marine incidents

seems to back up the messaging. If you delve deeper however, it gets even more interesting. October looks like a busy month. It was, but only before the 22nd. We didn't have a single marine incident for 25 days after that, until 16 November. In the same timeframe, Marine Rescue units from around the state dealt with 195 incidents. Another observation: of all the marine incidents we handled throughout September and October, almost 90 per cent of them occurred inside the Port. It's literally only in the last week or so that we've been required to venture outside.

As already alluded to, the first two weeks of November were uneventful, with no incidents. We've had six incidents since then, five of which occurred over the weekend just gone. The local Water Police handled one of these, and we saw Maritime 1 come to the aid of a jet ski rider suffering from a badly broken leg. We handled the other four.

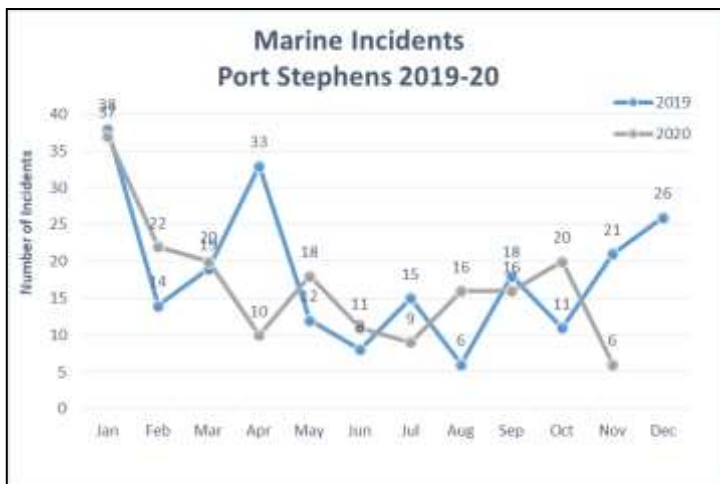


The damaged vessel returning to Port Stephens from Coal Shaft Bay, shadowed by PS31. The rock damage to the vessel



The first of these, at 0414 on Saturday morning, saw us responding to an urgent call for help from a sailing vessel which had drifted onto rocks in Coal Shaft Bay. The full story of this rescue, as told by the Master of our rescue vessel, can be found [here](#) on our website.

Then, on Sunday at around 3pm we received a mobile phone call from a vessel which was experiencing steering difficulties after having suffered a hydraulic leak. The eight meter cabin runabout with four people on board had a modicum of control and was slowly making its way



(Continued on page 11)

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OPERATIONS AND GIFT SHOP

(Continued from page 9)

south-west, from a position some 7.5 nm east-nor-east of Broughton Island. Those on board were able to provide three very accurate position reports over the space of an



hour. The RV was therefore able to locate the DV with ease, and had the vessel under tow in quick order. Jump forward two-an-a-half hours, and you'll find the RV nudging the DV into the pontoon at the Soldiers Point boat ramp (cover photo). Another job done.

Wind Warnings

In a slight departure from my normal missive, I thought I might take the time to provide you with some in-depth information about a topic of relevance to those heading out on the water. My topic of choice for this summer edition of the Port Chatter is marine wind warnings. Marine Wind Warnings are promulgated by the Bureau of Meteorology (BOM) as part of their coastal waters forecasts, and are broadcast by Coast Radio stations and Marine Rescue bases as a matter of course. You can also request an update on wind warnings (either in effect or forecast) from any Marine Rescue base at any time. The BOM may issue a forecast wind warning as much as 42 hours in advance, and will then issue updates on this warning every six hours at least.

Wind warnings are categorised depending on the strength of wind forecast, as follows:

Strong wind warning – winds averaging from 26 kts up to 33 kts

Gale warning – winds averaging from 34 kts up to 47 kts

Storm force wind warning – winds averaging from 48 kts up to 63 kts

Hurricane force wind warning winds averaging 64 kts or more

It's important to know that these wind speeds are averages only, and that gusts can be up to 40 per cent greater, and stronger still in the vicinity of thunderstorms and squalls.

The BOM also puts out wind warning summaries, which list the coastal and local waters areas affected by wind warnings.

When boating in Port Stephens and the surrounding waters, you'll want to check for warnings affecting the Hunter coastal forecast area. If however you're planning on heading as far south as Broken Bay, you'll also want to review the Sydney coastal forecast. For those destined for the waters around Seal Rocks, it would be prudent to also check for wind warnings affecting the Macquarie coastal forecast area.

You can find all you need to know about wind warnings on the BOM's excellent website.

This is the final Chatter before Christmas. It's our first COVID-19 Christmas, and I don't know what that will mean. Whatever it does mean, I wish you and yours the very best of it.

Until next year...

Richard Pizzuto



GIFT SHOP

This edition sees us celebrating with our two nonagenarians – Monica Thompson and Shirley Clark, they are truly valued foundation members and we salute their very long dedication. As usual, the shop is picking up pace as the holiday season is almost with us. Lots of new "must haves" arriving and our workload is increasing. We would like to see you in the shop, it is a nice way to spend some time and our staff always pleased to help.

From the Gift Shop, we wish everyone a happy and healthy Christmas and New Year.....

Sandra Scheuber
Manager



Shirley Clark and Monica Thompson



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BOATS OFFICER

BOATS OFFICER

Since the Spring Issue (and generally all the time before that) our boats have been able to respond to every tasking and for every training day programme. PS31 has assisted the RAAF (CHC) Helicopter on each of its training sorties. For a volunteer organisation, this is an enviable record with the reasons being:

- The quality of the equipment we work with
- The preventative maintenance programmes
- The fast and thorough response to problems when they do occur
- The contractors we engage

and especially to the work carried out by our small but dedicated volunteer maintenance team (Bill, Ian, Rex, Robert,



Iain, Tony and naturally Barney).

In September, PS31 was lifted out of the water for the annual below the water-line maintenance. She was cleaned, antifouled, had all the sea cocks and filters serviced etc. We took the opportunity to inspect the cutlass bearings where it was decided to replace them and realign the engines and shafts. Thanks to Bill Haskell and Mark Southerland (Fleetguard Marine) for a magnificent effort. This is the 3rd time in four years these bearings have been replaced. Hopefully with the work Bill and Mark completed we will see better performance from those bearings in the future.

Several Multi-Function Screens (MFDS) were replaced on PS30 under warranty.

In October PS30 was lifted for routine engine maintenance.

In September, the torsion bars (there are dozens of them) within the new dock were all tightened to the recommended level. This is a 6-monthly job which will extend the life of the dock.

With careful management of the dock electrical system we are surviving – especially on the cloudy and rainy days where the solar panels are less efficient. We are expecting the delivery of

an automatic and quiet generator which will make it possible to have both boats switched on to shore power 100% of the time and to increase security lighting, add security cameras etc. With international shipping delays we are uncertain when the generator will arrive.

Finally, most people are aware that our Boat Officer, Barney



Pinney, has been having a tough time health wise over recent weeks. Despite that he is always available for consultation and always has his fingers on the pulse of the boat operations and ensures that everything runs to plan. Probably he wouldn't want this published but anyway.... He recently had a ride in an Ambulance. Barney being Barney took a photograph of a new style oxygen bottle and sent it to us saying – we need to investigate these. Barney you are an inspiration.



**Tony O'Donnell for
Barney Pinney**

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NELSON HEAD RESERVE

NELSON HEAD RESERVE CHAIRMAN

The change-over from Trust to Reserve has been completed and the Reserve now reports directly to Marine Rescue NSW H.Q.



Reserve operations:

The Tea Rooms have been operating very well albeit with reduced capacity due to COVID-19 restrictions. Hopefully these will be further relaxed in time for the school holidays.

The museum has been operating at only six days/week until recently due to a shortage of guides.

This has now been rectified and normal operations are now back in force. We have updated a number of displays and are focusing on more

displays of the maritime history of Port Stephens and, in particular, shipwrecks along the adjacent coast

The refurbishment of the Light Room is proceeding well with painting now completed. The manufacture of new lamps should be completed by the end of November. We are hopeful that we will be able to open the room to the public by mid-December and will be able to show all visitors exactly how the Light Room originally operated to

guide vessels into Port Stephens.

In April 2022 we will celebrate the 150th anniversary of the initial opening of the Light Room. A small working group has been formed to plan the activities around this

historic event for both the Reserve and for Port Stephens.

The bunker has been out of action due to ground subsidence which caused cracking in the walls of the structure. We have had inspections and reports from a structural engineer and are in the process of getting a geotechnical inspection to determine how we might correct this subsidence and stabilise the building. This building has quite



Light Room in 1902

an historic background and we are keen to be able to have it open again for volunteers and visitors.

The grounds maintenance team have been hard at work keeping the grounds looking in top condition and preparing them for the influx of visitors over the Christmas period.

We were able to commence holding weddings again in September and a number of couples took the opportunity to hold their ceremonies over the last couple of months. We have seen an increase in interest in sunrise ceremonies and we are looking forward to holding more of these events over the summer period when couples and their family and friends can enjoy the magnificent views as the sun rises over the ocean and bay.

John Reid

Inner Light Weddings Nelson Head



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COLIN CAHILL

WEDDING CO-ORDINATOR

During October only one wedding went ahead. The lovely couple decided to have an intimate ceremony of 20 guests. As the bride's family were in New Zealand, the guests were mainly the groom's immediate family.

There were several unique things about this wedding.

Firstly, technology made an appearance. With the help of our ever resourceful team, a mobile phone



and ipads were attached to a stand to enable both live streaming on Facebook of the ceremony to New Zealand, and videoing of the ceremony as well (see photo). As several of our other couples plan to do, Cole and Nick will show the video and have a "reception" next year or when all the families can get together.

Secondly, our team received many thank you's after the ceremony, including from the celebrant, for enabling the ceremony to be as beautiful as possible given the inclement weather. We were very gratified to receive a donation of \$100 from the the groom's parents in recognition of our thoughtfulness and efforts.

Our final wedding for the year occurred in November and was another intimate affair. Beautiful weather made for an idyllic setting.

We continue to receive enquiries for both 2021 and 2022 and with the further easing of restrictions on travel, we are confident our beautiful site will once again be in



demand.

Thank you as always to the wonderful wedding team for their tireless efforts and always helpful, smiling dispositions despite weather conditions and COVID-19 changes.

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Jenni Fryer
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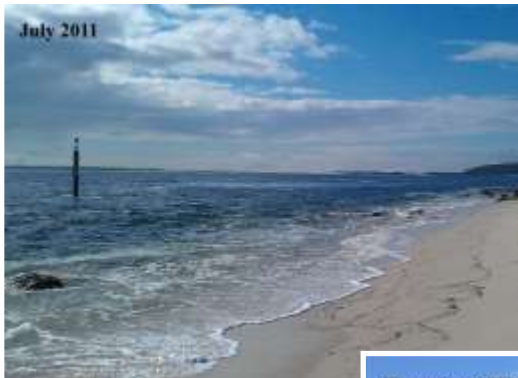
THE SHIFTING SANDS OF PORT STEPHENS

THE SHIFTING SANDS OF PORT STEPHENS

Anyone who has lived in Port Stephens for some years will be aware of the regularly reported erosion events around parts of the bay such as Shoal Bay, Halifax Point, Jimmy's Beach, Sandy Point, Tanilba and Pindimar. As well as foreshore erosion there has been bank erosion along local rivers, ecological and water quality changes in tributary waterways, and shoaling in areas important for navigation and/or tidal exchange. Harbourside residents have been vocal in their demands for action resulting in attempts by local councils and the State Government to rectify problems, often involving expenditure of millions of taxpayer dollars. To most of us, the day-to-day outlook across the bay appears unchanged, but beneath the surface is a dynamic, constantly changing sedimentary environment. The following article looks at some of the current problems and the recorded history of sand movement in the bay and its tributaries. It also discusses the processes that drive sand movement and attempts to forecast the future.

Shoal Bay and Halifax Park.

Erosion along Shoal Bay has been documented since the 1960's. The beach is subject to westward sediment transport by refracted ocean swell that removes sand from the eastern end of the beach and widens the western end. Intermittently, sand builds up to such an extent that westward bypassing occurs around Nelson



Head, causing burial of the highly valued sponge gardens at Halifax Park. This occurred most

Jimmy's Beach, Winda Woppa, Corrie Island and the Lower Myall River.

Jimmy's Beach is a NSW Coastal erosion "hot spot" where the beach has been receding at around 1m/year since the 1960s. The situation in this area is complex with sedimentary processes dominated by storm waves and to a lesser extent, tidal currents. Studies have shown that beach sand from the vicinity of The Boulevard, Hawks Nest is dominantly being transported to the east while to the west of Barnes Rocks, sand is being transported towards Winda Woppa. Much of the accreted sand at the Winda



Erosion on the Halifax Park Foreshore July 2011

Woppa sand spit has been sourced from the shoreline west of Barnes Rocks. Currently, a dredging operation is being conducted at Winda Woppa to reclaim sand from the Myall River to nourish Jimmy's Beach and areas west of Barnes Rocks with pronounced erosion.

Corlette

The shoreline at Corlette has been subject to progressive net westward sediment transport with erosion and subsequent foreshore protection around Sandy Point since the area was first settled in the late 1940s. Following the construction of the Anchorage Marina in the early 1990s, sand has built up against the



breakwater at the western end of Corlette Beach while the eastern end around Sandy point had been steadily eroded.



Erosion at Sandy Point, Conroy Park 1992 and 2015 (Photo Wainwright et al., 2015) Port Stephens Today.

To understand the present geomorphology of Port Stephens, we need to look back in time. When the Pleistocene ice age ended around 11,500 years before present (BP), sea levels rose, and on the east coast of Australia reached their present levels 7,900 to 7,700 years BP. Prior to that, the area we now call Port Stephens was a valley through which flowed the Myall

River towards to a distant eastern shoreline. A ridge from Soldiers Point, through Middle Island to Bundabah, divided the watersheds of the Karuah River to the west and the Myall River to the east. The Karuah River then flowed southwest along what is now Tilligerry Creek to join the Hunter River system near Fullerton Cove. As the sea level rose the ridge was submerged and the Karuah River was captured by the Myall River. The Myall River valley continued to fill with sediment and eventually produced the "drowned river valley" that is Port Stephens today. The port today has an area of approximately 134 km² and extends 24 km from the port entrance to Karuah. Its maximum width is 6.5 km and at its narrowest point is 1.1 km wide.

(Continued on page 21)

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THE SHIFTING SANDS OF PORT STEPHENS....

(Continued from page 19)

Port Stephens can be broadly separated into two sedimentary basins. West of Soldiers point is a shallow mud settling basin with water depths typically less than 10m. The Karuah River is the only significant supply of fluvial sediment to this part of the estuary. An active delta is present at the river mouth that incorporates Wurrung Island, Swan Island, Back Island and Corribah Island.

The eastern part of the port is dominated by an extensive marine flood tide delta covering around 22.5 km² which extends west from the port entrance to Corrie Island and Corlette. The delta is shallow, generally 4 to 8 metres deep and is slowly moving westwards into the port. A steep drop-over is present at its western edge where water depths increase to around 20 m. The delta receives a continual supply of fluvial sediment from the Myall River much of which is deposited at the leading edge of the delta. The flood tide delta is composed dominantly of unconsolidated sand which is being continually reworked by swell waves and ocean tides, resulting in constant modification of fringing shorelines on

Definition: A flood tide delta is an accumulation of sand on the shoreward sided of an inlet. These deltas are initially formed during storm surges and maintained by flood currents.

both sides of the bay.

Evolution of the flood tide delta over a 38-year period can be demonstrated by comparing bathymetric surveys from 1969 and 2007. Over this period there has been an overall deepening of the flood tide delta which indicates an overall loss of sediment. In conjunction with this change, the entrance shoals have deepened and the southern main tidal channel has widened and deepened. However, to the west of Corlette where the main tidal channel meets the deeper estuarine basin, the area is shallowing as sand transported by the tidal channel is accumulated at the western edge of the flood tide delta. To the north of the flood tide delta where the northern and middle tidal channels intersect, the area is deepening. This reflects the erosion of the leading face of the flood tide delta by ebb tides, the widening and deepening of the northern and middle channels, and the transport of some sediment towards the port entrance.

This analysis indicated an overall deepening across the flood tide delta with most change associated with the widening and deepening of the main tidal channels. There is an overall loss of sand from the flood tide delta with some sand forming recurved spits to the south of Corrie Island and other sediment being transported to the western leading edge. There is no



The Port Stephens flood tide delta in 2010 (Image Wainwright et al. 2011)

evidence of sediment feed into the entrance from offshore.

The dominant sediment in Port Stephens is sand which is composed almost entirely of the mineral quartz. Most of the sand is medium to coarse grained (0.25 - 1.0 mm), is well rounded and tends to form loosely compacted deposits which are easily disturbed and redistributed by river flows, waves, tidal movements, currents and of course, dredging.

So, has the geomorphology of Port Stephens remained unchanged for thousands of years or has it always been in a constant state of flux? Some early accounts indicate the entrance to the port is relatively unchanged today.

When surveyor Charles Grimes, visited Port Stephens on 16 March 1795 he recorded: "There is a bar across the mouth of the harbour. Running in at low water, we had 3 fathoms of water (5.5 m), but coming out at high water 4 ½ fathoms (8.2 m). A Vessel running into Port Stephens must keep the north head close on board, within half a cable (90 m), and run over the bar, until they find 3 fathoms (5.5 m) of water, then steer for Salamander Point." He also recorded the middle of the harbour was "entirely covered with shoals."

When HMS *Beagle*, captained by John Clements Wickham attempted to enter Port Stephens on 5 June 1939, the vessel briefly ran aground on the bar at the port entrance. HMS *Beagle*, a 27.5 m brig with a draft of 3.8 m was at that time conducting surveys of the Australian coast for the British Admiralty. On board were some of the world's leading hydrographers and navigators. The account of the voyage by John Lort Stokes described the incident; "We found the Admiralty chart of the coast in the neighbourhood very defective. Within the entrance are extensive sandbanks, leaving between them and the south shore a narrow, and in some parts deep, channel, subject to a rapid stream of tide."

The Myall River

For thousands of years the dominant source of sand in the east of Port Stephens has been the Myall River. The state of the river mouth and related sand movement has been documented since the earliest exploration of the region. A compilation of maps since 1795 records the development of Corrie Island at the river mouth and to its east, the development of Myall Point. The channel between Corrie Island and Myall Point became the mouth of the river in the 1820s. Myall Point was a sandspit that extended around 2 km southwest from Winda Woppa, and by the 1890s it had stabilised and was well vegetated. A number of fisherman's shacks were present along its length. A series of gales in 1893 and 1895 and the Maitland Gale on 5 May 1898 caused

(Continued on page 23)



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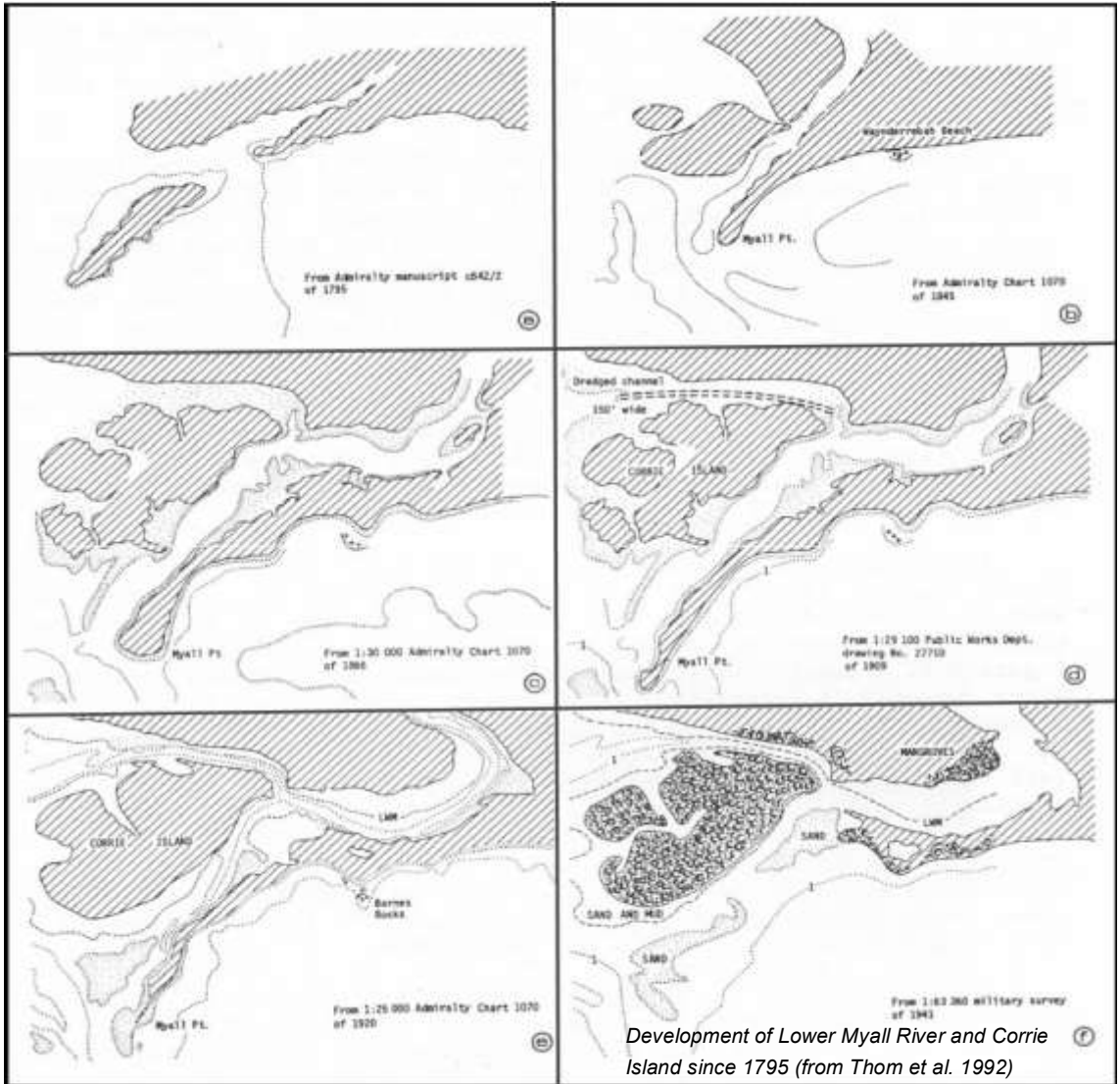
THE SHIFTING SANDS OF PORT STEPHENS....

(Continued from page 21) significant erosion to the Point. The fisherman's huts were destroyed and large trees were uprooted, blocking the Myall River channel. Finally, the Easter 1927 East Coast low catastrophically demolished the point, redistributing millions tons of sand across adjacent areas of the bay. Since then, there has been considerable reworking of sand landwards to form a beach across a southern end of Corrie Island and the redevelopment of the sand spit at Winda Woppa.

The build-up of sand around the Myall River mouth in recorded times

closely reflects the development of the hinterland around Bulahdelah from the 1820s. Timber getting was occurring from the mid-1820s and was followed by agricultural settlement from the mid-1840's. These activities resulted in land clearing, disruption of natural drainage, river bank degradation and erosion which produced siltation of the Myall River and associated lake systems. The only access to the Bulahdelah area was via the river, the lower section of which south from the Broadwater was notoriously shallow. By the late 1890s, Tea Gardens at the river mouth was a thriving inland port, boasting a number of timber mills and wharves for transfer of cargo.

The siltation of the Myall River was a constant impediment to development in the region. River transport was by shallow drafted vessels which took timber, wheat, cattle and dairy products to the Sydney market. Small unloaded vessels sailing from Sydney could at times navigate the river, provided they carried no ballast. Today a rock wall of



Development of Lower Myall River and Corrie Island since 1795 (from Thom et al. 1992)

ballast discarded on the then western bank of the Myall River forms a linear oyster bank down the middle of the eastern river mouth channel. Droghers, which were flat bottomed punts driven by paddle wheels, that could carry up to 40 tons, transported timber and supplies to and from



A drogher carrying timber on the Myall River, 1890s.

the wharves at Tea Gardens to Bulahdelah. The voyage was around 70 km. From the early 1890s alunite mined at Bulahdelah Mountain was also being exported along the river.

The earliest calls for dredging were from 1869 when the section of river between Broadwater and Tamboi silted up during a period of drought with depths as low as 0.6 m.

Private parties from the timber industry organised dredging of parts of the river from 0.75 m deep to 1.0 m

(Continued on page 25)



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Tuesday Dinner only 5.30-8pm

Wed - Sunday Lunch 12-2pm and dinner 5.30-8pm

Christmas Raffles

Wednesday Nights

25 Hams to be raffled on
2 December, 9 December,

16 December and 23 December.

Tickets on Sale 5pm drawn at 6pm

Friday Nights

Ham, Pork, Turkey and Meat Trays

4 December, 11 December, and 18

December Tickets on Sale 5pm
drawn at 6pm



Club Bingo and Trivia nights

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until further notice

RAFFLES

Thursdays

Fishing Club Meat Tray Raffle at 6.30pm

Fridays

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Sundays

Raffle and Membership Draw

Raffle tickets on sale from 5pm drawn at
6pm

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1st Draw 5.30pm, 2nd Draw 6pm and 3rd
Draw 6.30pm



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THE SHIFTING SANDS OF PORT STEPHENS....

(Continued from page 23)

depth in 1877. A Government funded dredge commenced work in late 1880, opening up all shallow areas between Tea Gardens and the Broadwater to depth of least 1.8 m. However, within 10 years the river had silted up again and further dredging was required. Following the blocking of the river mouth by trees uprooted by the 1898 gale, the river became inaccessible to all but the shallowest of vessels. Consequently, a second access channel to the Myall River was dredged across the north of Corrie Island along a shallow tidal waterway known as Corrie Creek. This was dredged by ploughs pulled by horses along the shore between 1905 and 1907. This channel was dredged to a width of 45 m and a depth of 2 m, and today remains the main access channel to the Myall River. Following the opening up of this channel, the main supply point for the hinterland moved to Pindimar when deep water wharves were constructed to service the larger coastal trading vessels.

In the next edition will be the next part of this story which will look at the processes that drive sand movements within Port Stephens and what the future may hold.

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Neil Fraser



RFS LIAISON

Marine Rescue Port Stephens takes over the communications role for Lower Hunter and Hunter Valley RFS nightly. From around 4.00pm until 9.00am the following morning all 000 fire calls for the region are

directed to the MRPS Watchkeeper who pages and maintains radio and phone communications with RFS units, duty personnel and Fire and Rescue.

HUNTER VALLEY RFS LIAISON

While we act as Firecom overnight, there are eight members of the HV Firecom Brigade rostered during daylight hours. They are led by Captain Greg Bruce, Snr Deputy Captain Judy Smith and Deputy Captain Mick McCrone and are always looking for more to join. There are occasions when the brigade is engaged on a weekend day with other official duties and at that time, we retain the radios and 000 Fireline.

Senseless crime is always present.

On 15 September, thieves broke into the Central Coast Fire Control Centre, stole a Hyundai iLoad and RFS members had to extinguish this car fire a couple of kilometres away.

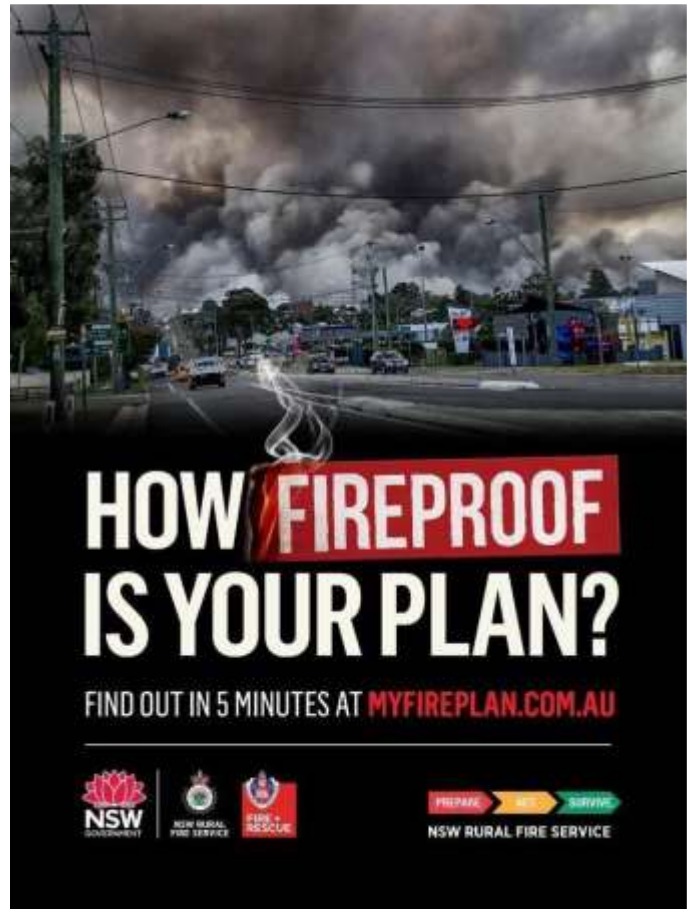
Closer to home, two men, whose images were captured on CCTV and released by the police, broke into the Sandy Hollow RFS station on 11-12 October and stole several RFS items. No comment necessary.

Bushfire arson is one of the most devastating crimes to property, animal life and tragically even human life. If you see something that looks out of place, this may be what police are looking for.

If you can, record the details of suspicious vehicles such as the make, model and registration – also the appearance of any person acting suspiciously. This information goes a long way in helping police solve these heinous crimes.

If you know about someone who is committing bushfire arson – don't hold onto that information, contact Crime Stoppers today by reporting online at www.nsw.crimestoppers.com.au or by calling Crimestoppers on 1800 333 000 (24/7).

Fact: Only 6.9% of NSW was impacted by bush fire in the 2019/20 fire season. This means there is a significant bush fire risk for the coming 2020/21 fire season. It only takes five minutes to improve or make a plan that will give your property, your family and yourself the best chance of survival.



Colin Couper

Prepare Act Survive

STATISTICS	Bush/Grass	Structure	AFA	MVA Car	CFR	Other	Total
HUNTER VALLEY							
Sept-20	3	1	1	9	3	2	17
Oct-20	1	0	0	12	3	8	24
Total	4	1	1	21	6	10	43
LOWER HUNTER							
Sept-20	26	3	1	27	9	17	93
Oct-20	17	1	5	22	10	25	80
Total	47	10	14	56	26	38	191
TOTAL	58	14	17	71	30	48	234

RFS LIAISON ...

LOWER HUNTER RFS LIAISON

I read with some interest that two houses on the Hawkesbury River were burnt to the ground in the early hours of 6 October, at Bar Point which we passed on the Units boat cruise on the Hawkesbury last year. Bar Point has a small brigade as can be seen from the photo. The fire fighting resources were not enough, apparently, so



Bar Point RFS Station

additional brigades had to be employed. These had to come from somewhere else on the river. The problem is how to get those resources to Bar Point. After I checked on line I found a photo of Hawkesbury 21 transporting RFS personnel, most probably from Mooney Mooney RFS to the fire. Then I got to thinking about the things Marine Rescue now do compared to the days of Coastal Patrol. We help out in the RFS Communications Centre in times of major

emergencies. Boat crews evacuated people from towns on the south coast when they were trapped by the fires early this year. In 2014 PS30 helped to fight a fire in the Myall Lakes National Park. Those who assisted in the Communications in the major fires in December 2019 to February, 2020, will receive a special pin to be worn above the name tag, in appreciation.

Nigh Duty Trainees

A few trainees have come to the Command Centre during the night shift to learn what we do with the RFS over night. Those attending must realise that incidents cannot be guaranteed. Angela sat there for six hours and didn't see an incident, whereas Ann who was on her first ever shift, experienced three incidents in the first hour. Just a box of chocolates I guess.



Ross Debenham

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BIRDS AROUND PORT STEPHENS

BIRDS AT THE BASE – GOULD'S PETREL (*PTERODROMA LEUCOPTERA*)

This is the first of a number of articles about birds that can be seen around the Nelson Head base or are common around Port Stephens.

Gould's Petrel is a small seabird, 30 cm in length with a wingspan of about 70 cm. It is grey above and white below with a blackish crown and hind neck, and a black M-shaped band across the

wings and rump. It is named after the English ornithologist and bird artist John Gould (1804-1881) who first described the species from Cabbage Tree Island in 1844.

Gould's Petrel is Australia's rarest endemic seabird and until recently was known to breed only on Cabbage Tree Island. It spends the majority of its life at sea and only returns to land to breed. On Cabbage Tree Island breeding sites are located in two gullies on the western side of the island where steep, rocky scree slopes are present beneath a canopy of Cabbage Tree palms. Cabbage Tree Island was declared a Nature Reserve in 1954.

Birds arrive on the island to breed in mid-September. The petrels are monogamous and pairs use the same nest site year after year. Nests around 1 m apart are located in rock crevices and other natural hollows. Egg laying commences in early November. A single egg is laid and is incubated for 49 days. Each parent takes shifts of around 16-17 days and both parents share responsibility for feeding the chick. While breeding, parents fly thousands of kilometres to return to forage in the south Tasman Sea where they take mainly cephalopods and fish. Parents feed their chicks by disgorging the contents of their gullets which consists essentially of oil. They arrive and depart the island under cover of darkness.

The young bird remains in the nest for about 13 weeks, achieving weights of around one and a half times that of their parents. Fledglings depart from late March to early May and remain at sea for around five years before returning to the location where they hatched to search for a mate and a suitable nest site. Gould's Petrel may live for 30 years or more.

Between 1970 and 1990 a significant decrease in the population of Gould's Petrels was recorded and the species was listed as Endangered under NSW and



Federal Government legislation. A management programme was commenced by the NSW National Parks and Wildlife Service in 1992. At that time there

were less than 250 breeding pairs, breeding success was low and the species faced extinction. Major threats were predation of chicks and eggs by Pied Currawong and Australian Raven and entanglement of young birds in the fruit of bird-lime trees.

A recovery plan was implemented in 1996. Bird-lime trees were removed from breeding sites, Pied Currawong

and Australian Raven were controlled, rabbits were removed and other predators monitored. The removal of rabbits allowed understory to re-establish providing increased protection from predators and from falling bird-lime fruit.

A second breeding colony was also established by translocating near-fledged chicks from Cabbage Tree Island to Boondelbah Island. 100 chicks were transferred in February 1999 and a further 100 in March 2000. The chicks were placed in artificial nest boxes and hand fed until fully fledged. Almost all chicks fledged successfully and a population of around 50 breeding pairs has been established on Boondelbah Island.

As a result of the recovery programme, breeding success has increased from 20% to 50% and the total number of breeding pairs has stabilised between 800 and 1,000 pairs. In 2012 the status of the Gould's Petrel was downgraded to Vulnerable reflecting the success of the recovery plan.

Recently, small numbers of Gould's Petrel have been found breeding on Broughton Island and Montague Island, both of which have been recently cleared of predators and other threats. This will further help ensure a successful future for the species.

A distressed, newly fledged Gould's Petrel was found at the Nelson Head base on 11th April 2014. The bird was checked by a vet, found to be ok and released. It is probable the bird became disoriented on its first flight by bright on-shore lights. Normally, the petrels would fly out to sea towards the rising moon. Coastal light pollution poses an increasing threat to navigation for some seabirds.

Neil Fraser

TwitcheR

PORT STEPHENS WEATHER

Nelson Bay, NSW - October 2020					Nelson Bay, NSW - November 2020				
Date	Day	Temps		Rain	Date	Day	Temps		Rain
		Min	Max				Min	Max	
		°C	°C	mm			°C	°C	mm
1	Th	13.9	25	0	1	Su	14.6	21.2	2
2	Fr	14.2	23.4	0	2	Mo	16.1	22.5	7
3	Sa	14.9	24	0	3	Tu	15	22.2	0
4	Su	16.1	24.6	0	4	We	14.7	23.6	0
5	Mo	16.1	25.5	0	5	Th	13.1	21	0
6	Tu	16	20	0	6	Fr	12.5	19.6	42.2
7	We	16.4	23.9	0	7	Sa	13.5	21.3	0.6
8	Th	18.1		0	8	Su	15.5	22.2	0.2
9	Fr		25.5	0	9	Mo	15.8	26.5	0
10	Sa	15	24.3	0	10	Tu	15	23.2	0
11	Su	14.7	25.6	0	11	We	16.5	24.2	0
12	Mo	15.4	25	0	12	Th		27	0
13	Tu	14.5	26	0	13	Fr	19.3	24.5	3.6
14	We	16.7	23	0	14	Sa	16.5	24.4	15.5
15	Th	16.4	24.4	0	15	Su	17	26.1	0.3
16	Fr	15.9	21	0	16	Mo	15.2	27.8	0.1
17	Sa	17	23.9	0	17	Tu	19.5	23.6	2.4
18	Su		21.3	0	18	We	18	24.6	0
19	Mo	15.8	19.2	17.4	19	Th	18.7	24.5	0
20	Tu	15.7	23.3	0	20	Fr	15	26.6	0
21	We	15	22.3	0	21	Sa	18.5	24.5	4
22	Th	15.5	24.6	0	22	Su	18.5	25.8	0
23	Fr	17.2	24.7	0.1	23	Mo	19.9	26.2	0.4
24	Sa		21.6	1.8	24	Tu	18.9	23.3	2
25	Su	16.5	17.2	12.4	25	We	17.4		0
26	Mo	13.6	17.4	11.4	26	Th	18	26.3	0
27	Tu	13	19	66	27	Fr	19.5	26.5	0
28	We	15	19	1	28	Sa	17	38.7	0
29	Th	15	25.9	14.2	29	Su			
30	Fr	13.1	23	0	30	Mo			
31	Sa	15	26.6	2					

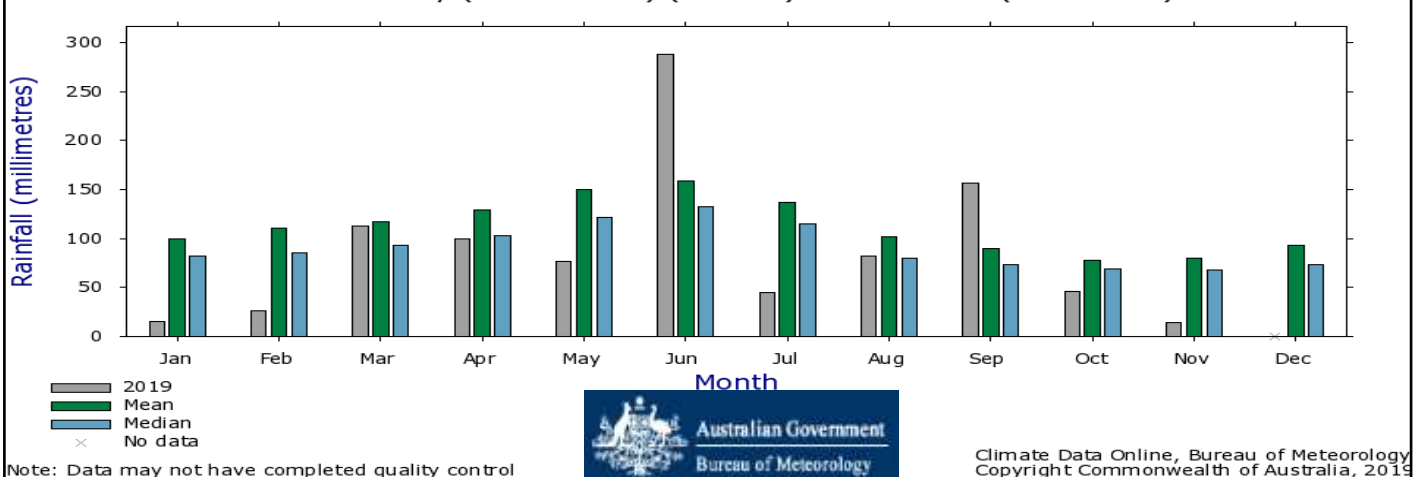
Statistics for October 2020

Mean	15.4	23	
Lowest	13	17.2	0
Highest	18.1	26.6	66
Total			126.3

Statistics for November 2020

Mean			
Lowest	12.5	19.6	0
Highest	19.9	38.7	42.2
Total			80.3

Nelson Bay (Nelson Head) (061054) 2019 Rainfall (millimetres)





MARINE RESCUE PORT STEPHENS

“Volunteers doing our jobs professionally”



Our service to Port Stephens 2005-2019

People saved/ assisted	5,883
Rescues and assists	2,528
Value of vessels saved	\$248M+
Rescue Crew volunteer hours	60,932+
Radio Base volunteer hours	298,200+
Radio calls made/received	304,758
Telephone calls made/received	284,594

Every day, Marine Rescue Port Stephens Members give more than 60 volunteer hours to serve our community

Volunteers saving lives on the water



IN APPRECIATION....

Contributors to this issue of *Port Chatter*:

Colin Couper, Ross Debenham, Neil Fraser, Jenni Fryer, Harold Gibson, Barney Pinney, Richard Pizzuto, John Reid, Will Scott, Ben van der Wijngaart. Other photos by Stephen Alta, Colin Couper, Ross Debenham, Penelope Highland, Tony O'Donnell, Richard Pizzuto, Will Scott, and Peter Young. You too can become a contributor and you will be most welcome. See inside front cover.

Distributors of the *Port Chatter*: This Monthly newsletter does not arrive in your letter-box via the tooth fairy. The following people give of their time (and petrol) in making deliveries. Distribution Co-Ordinator: Ross Debenham, Maureen Wheatley, Peter Merlino, Elizabeth Francis, Marian Chappell, and Deb Nolan.

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Health	Chemists	Salamander Centre Pharmacy
		Shoal Bay Pharmacy
		Terry White Chemart Pharmacy, Nelson Bay
	Eye Care	Specsavers
Funeral Services		France Family Funerals
Maritime	Marina	D'Albora Marina and businesses
		Soldiers Point Marina
	Boating Sales and Repairs	Nelson Bay Outboard Services
	Fishing Supplies	Duff's Salamander Bait & Tackle (at Coles Express)
Motor Vehicles	Service Stations/Tyres	Fingal Bay Service Station and Tyres
Windscreen Repairs		Novus Autoglass Shop
Real Estate		Century 21 Paradise Waters, Nelson Bay
Restaurants and Cafes		Inner Light Tea Rooms, Nelson Head
Radio Station		Port Stephens FM 100.9



Aerial view of Tea Gardens

MARINE RESCUE NSW PORT STEPHENS RESCUE VESSELS CURRENTLY IN SERVICE

The unit currently has two purpose built, specialised rescue vessels, crewed by motivated and trained volunteers who can be called upon at anytime, day or night, to head to the assistance of those who call.

A response time of 20 mins or less is estimated from alert to heading to sea. Our vessels boast a comprehensive inventory of the latest navigation, communication, safety and rescue technologies on board.

PORT STEPHENS RESCUE VESSEL *PORT STEPHENS 31*

JOHN THOMPSON



Specifications

Make / Model:	Steber International 38' - Category 3 SAR Vessel
Length:	11.46m (38ft)
Beam:	3.84m (12.6ft)
Displacement:	11.6 tonne
Draft:	1m
Fuel:	1350L
Engines:	Twin 420hp Yanmar diesel
Top Speed:	30kn
Crew:	Operational - normally 4
VHF:	Sailor 6222
Radar:	Raymarine Q24C Doppler
MFD's (Multifunction Display):	Raymarine Axiom 9 and 5 x Raymarine Axiom Pro 12 Hybrid Touch
AIS:	Raymarine AIS950
RDF:	Taiyo
27Mhz:	GME GX400B
DCN:	Tait TM9300

Rescue Vessel *Port Stephens 31 John Thompson* was built by Steber International, Taree, NSW and completed in May 2016. Her single hull is made of glass-reinforced plastic.

Port Stephens 31 is fitted with state-of-the-art radar, direction finding and navigation equipment as well as forward looking infra red search equipment.

John Thompson has been prepared to Marine Rescue NSW specifications with minor customisation at the request of Port Stephens Unit and is capable of covering Port Stephens and anywhere along the coast for example Broughton Island, Seal Rocks and 30nm out to sea or further if tasked by MACSAR.

**PORT STEPHENS RESCUE VESSEL *PORT STEPHENS 30*
*CODI-K II***



Specifications:

Make / Model:	Gemini WR-850
Type:	Rigid-Hull Inflatable (RHIB)
Length:	8.5m
Beam:	2.8m
Engines: -	2 x Suzuki four-stroke Outboards 200hp each (150kW)
Fuel Capacity:	2 x 200 litre tanks
Fuel Consumption:	Cruising speed - 50 litres / hour
Displacement:	3.2 tonnes
Survey:	2C
Crew:	4 operational
Speed:	Top speed around 40 knots. Cruising speed 25 to 30 knots.

Rescue Vessel *Port Stephens 30 Codi-K II* was manufactured in South Africa, prepared by Britton Marine of Taren Point NSW, and completed in February 2012. Her single hull is made of glass-reinforced plastic with alloy longitudinal keel reinforcement and her cabin is glass-reinforced plastic.

She boasts among her electronic equipment a Raymarine Radar/Plotter, Furuno AIS Class-A and FLIR Thermal Night Vision System.

Codi-K II has been prepared to Port Stephens Unit specifications in consultation with Marine Rescue NSW, and is capable of covering all of the areas of Port Stephens; ie, the Myall River system, Karuah River, and the other shallow areas of our waterways, as well as outside waters as required.

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“Have you visited d’Albora Marinas Nelson Bay recently?”

D’ALBORA TENANT DIRECTORY			
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Bay Booking Office	02 4984 3843	Mavericks on the Bay	02 4984 1203
Blueys Restaurant & Bar	02 4916 2706	Mid North Marine Engineering	0448 492 221
Boatyard by d'Albora	1800 DALBORA	Mobile Marine Electrics	0422 782 863
Broughtons at the Bay	02 4981 0865	Pacific Water Colours	02 4984 1922
Cafe & Convenience on the Bay	02 4981 0921	Popeye Laundromat	02 4984 1333
Corner Secrets	02 4981 1160	R Marine Port Stephens	02 4984 2355
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Let’s Go Adventures	02 4981 4331	Tin Tin Eatery	02 4981 5883
Lime Mexican	02 4984 4403	The Wood Oven	02 4984 4800