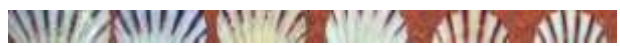




Blue Swimmer

Newsletter of the Friends of Gulf St Vincent
Issue 20, January 2012



President's Message

A look in the eye and a lolly fish

As a young fella, my sisters and I met Dad every Friday night at the Adelaide Central Market.

Two buses into town raised that expectation of smelling the roasted nuts and the display of colour of fresh fruit and veggies. Our treat was a large bag of boiled lolly fish of all colours with my big sister counting out into four small bags an equal share of these tasty morsels. Dad knew a lot of people, so it was not unusual to stop in the middle of an aisle exchanging handshakes and a few hugs and talking about a winner at the Wayville trots. We kids didn't care too much about the wait because we had the lolly fish and the crunchy apple that had been added to the menu.

Our final call for the night was the fresh fish market and our Mum would say the same thing every time 'always look at the fish's eyes because if they are shining that fish is fresh 'and she was right. I still do it when I purchase fresh fish and it never fails to make me think of two things; my Mum and for how much longer can we catch and eat fish as part of our diet.

We are over-fishing and it raises the question of how much longer do we wait until the Government makes the hard decisions to protect the marine environment so that these wonderful creatures remain a part of our eco system.

On a related subject, I was listening to the ABC the other day about the killing of whales for "scientific purpose" and it never fails to move me that these wonderful creatures are killed by cruel methods to take back to another country to be cut up for steaks. How much longer do we allow this to go on? Surely we have a collective responsibility to speak out against this needless killing.

If a whale is lucky enough to miss the harpoon shot then its next encounter could be the oil spills that are becoming more and more prevalent due to shipping accidents or off shore oil exploration.

It would be a shame if we allow these events to go unchallenged and this is my challenge to you as the outgoing President. Don't become complacent and expect others to raise their voice, for if we do nothing will change.

Thank you so much for the privilege of being a foundation member and your President .I have enjoyed meeting so many dedicated people who are out there challenging the decision makers and daring to speak out. We need more of you with new ideas and energy - dare to challenge - dare to change.

Jim Douglas

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More than 100 members and friends showed up at the Port River on Saturday 12th November 2011 to join our 'cruise' Forum. Despite some sound quality issues, it was an enjoyable trip, with plenty to see on the two hour journey. For those who missed the talks, here they are again!



Verity Gibbs
Adelaide Dolphin Sanctuary

The Adelaide Dolphin Sanctuary was established in 2005, due to community concerns for the health & safety of Port River dolphins after 8 dolphins were deliberately killed. The Sanctuary was established to protect the dolphins and their habitat of the Port River and Barker Inlet.

The Dolphin Sanctuary was established by an Act of Parliament, the *Adelaide Dolphin Sanctuary Act 2005*, which is integrated into eleven other Acts including the Fisheries Management Act – so any activities that occur under amended Acts must take into account the objectives of the Adelaide Dolphin Sanctuary Act 2005.

The six objectives are:

- *Protection of dolphins from direct physical harm*
- *Maintaining, protecting and restoring key habitat features*
- *Improvement of Water*
- *Ensure the interests of the community are taken into account in management of the area*
- *Promotion of public awareness of ecological importance of the area*
- *Promotion of the principles of ecological sustainable development*

The Adelaide Dolphin Sanctuary covers from Inner to Outer Harbor, the North Haven marina and stretches north up to Pt Gawler Conservation Park – in all, 118 square kms - equivalent to 6000 AAMI stadiums or 40 Adelaide CBDs. This is a significant and difficult to patrol in its entirety.

This environment is very significant nursery for fish stocks, both recreational and commercial species. It is also significant economically and

socially – one of the busiest and most used waterways > 2000 vessel movements (cargo ships) per year.

Approximately 30 resident dolphins and (over the years) another 300 dolphins have been recorded visiting over time for breeding or feeding.

They can be identified by the dorsal fin – each having unique shape, notches and scratches. No invasive research is done – IDs are all by photo.

Living in such an industrial area, the population is at risk from increased boat traffic, pollution and entanglements in fishing gear, rope etc. Rangers plan disentanglement operations to free them from fishing line, rope and other marine debris.

A very unusual situation occurred when one dolphin swam up a water intake pipe at Penrice and ended up in a 6x4 sump. Such hazards represent an extra risk for 'urban' dolphins. The dolphin had to be lifted out of the sump in a sling crane and put back into the river.

Last year two dolphins, a mother and calf, lost the skin on both sides of their bodies, a condition not seen before and quite horrific injuries - we still don't know the cause, whether something in the water – a disease or bacteria. But they have both made a full recovery, but still have scarring. Otherwise unaffected

Dolphins tend to stick in pods of different compositions, there are males that stay together in pairs. There are some lone animals, and more complex groups with mothers and calves, previous calves and adults mixing. Calves usually stay with mothers for up to four years, staying until the next calf is born to that mother. The coming summer, from November to April 2012, is expected to be one of the biggest breeding seasons for a number of years. Looking at patterns over past years, we are expecting eight calves to be born, creating an issue over the busier summer months, which is not ideal timing.

We encourage users to keep their distance from newly born calves, which are not very agile and coordinated, and need a bit of time to learn to swim and be able to manoeuvre like adult dolphins can around boats.





Pat Harbison Mangroves

The Port River is a tidal waterway, which means that the level of the water changes up and down with the tides.

Mangroves are a species that have specially adapted over thousands of years to live in this sort of environment. Most plants can't survive the almost constant waterlogging with salty water that Mangroves are subjected to. When the tide comes in they can still

'breathe' because of the pneumatophores, which act like snorkels that stick up through the mud, which you can see at low tide. These are their breathing roots that allow the trees to get oxygen from the air, and to some extent from the surrounding water, when they are up to their necks in black mud and tidal water.

Most of the Mangrove sediments are very, very fine-grained sediments, having washed up in a very sheltered environment - the very finest fractions of the sediment are the last ones that drop out of a murky water body. If you go into the mangroves you will know that it is not too hard to get stuck up to your knees in that black sticky mud - that's because it is such a very fine clay sediment - the very finest fractions. All the coarse sands and coarser silts tend to drop out when the water is moving fast, but the clays drop out at the end, when the water has slowed down.

Mangroves have adapted very well to their environment. Their pneumatophores are important for their survival, and other plants have very few adaptations to that environment. So look



out for the mangroves, and don't trample too hard on their breathing roots!

The Port River is not quite the pristine river that Colonel Light first saw when he came in through what was called Light's Passage that comes from Outer Harbor. Colonel Light would have seen beautiful coastal vegetation on both sides and a lovely view of the Mt Lofty Ranges.

The Port River is now a very industrial area, and the water, and probably some of the animals in the River, after 100 years of factories discharging directly into it, have suffered very much because the sediments which support the shellfish and the weeds that they feed on are growing in contaminated silt. And the finer the silts and muds, the greater the amount of contaminants it holds, because heavy metals and other pollutants

tend to stick to sediment particles and sink to the bottom and so we finish up with a large load of pollutants the muds.

Another interesting feature of the Port River is dodge tides, which are characteristic of the whole Gulf. For seven days of each month there is no tidal movement at all. When the tide is stationary there is no circulation of water for the fish and other animals in the mud, so the risk of contamination is far greater, because there is no strong tide carrying away polluted water.

This is particularly significant when you think of the history of the Port River, which has been industrial for 100 years. Until not that long ago people thought that if you wanted to get rid of wastes, you could simply dump them in the river or the sea, to be washed away, but in most cases pollutants stick to the fine sediments and remain in the river.

Another hazard for fish and other animals in the river is summer water temperatures. Once the temperature is high, dissolved oxygen concentration in the water is reduced, making it

much harder for fish and other vertebrate animals to obtain enough oxygen to move around, so they tend to be more sluggish in the summer – maybe that's lucky for the fishermen.

The other risky time for organisms living in the Port River is at night, because that is when green plants in the water, like sea grasses and algae, stop producing oxygen. During the night with no oxygen being produced in the water, there is a far greater danger of fish kills. It has been noted that fish kills occur mostly at night, in summer, when there are high water temperatures and a dodge tide. That combination of conditions reduces oxygen supply available for fish to critical levels.

Pat confirmed this some years ago when she stayed out night after night in the Barker inlet measuring dissolved oxygen concentrations in the water and found that the levels were often close to zero during a dodge tide. There would be shoals of dead fish floating out to sea on the surface of the channel, and the fishermen attributed it to pollution or spills, and sometimes it was, but more often it was because it was a still, warm summer night with a dodge tide, with very little oxygen available in the water. This is something to look out for in an industrial area and increases the risks for animals in the water.

When there are proposals for industrial development near an environment like this, consider all those factors; anything that is increasingly going to pollute the water, raise the temperature or restrict the tidal flow is going to be bad for aquatic life. Fortunately nowadays we have the EPA, which to a huge extent has worked hard to reduce those inputs to the river, but the history of the Port is still there in the sediments of the river, hopefully being increasingly buried by cleaner sediments as the years go by.



Andrew Winkler Torrens Island Quarantine Station

Sailing ships came from overseas in the 19th century on long voyages lasting several months and sometimes the people on board contracted highly infectious illnesses, such as typhus, smallpox, bubonic plague and yellow fever. Typhus is transmitted by lice, and in the cramped shipboard conditions it rampaged through passengers and crew alike. Smallpox was the main problem; infected passengers would be segregated for treatment; the un-infected, after disinfection, were detained

for a short period of observation and re-examined before release.

Initially, in the earliest days of colonisation, those ships not issued with a 'clean bill of health' on arrival were quarantined, which obviously caused problems for the ship owners who had to wait until the disease ran its course before the ships could be released. To overcome this problem and to ease the conditions under which those detained were held, by 1855 a temporary quarantine station was set up at the southern end of Torrens Island.

Quarantine stations – there were eventually 12 built around Australia – were generally built on sites on islands or peninsulas chosen for their isolation, and Torrens Island actually remained isolated from the mainland until the 1950s when the causeway to the Torrens Island Power Station was built.

This first temporary quarantine station used tents and later the permanent station was established at its present location, with the first phase of building construction in 1878-79. There is now only one building, from an original 30 or so, remaining from this period. These prefabricated wooden buildings were imported from North America and used for accommodation, with each holding two or three families. The accommodation was segregated by class, with the single men being accommodated separately to the families and single women. By 1909 the 551 acre complex could accommodate 224 people; at the same time animal quarantine was established at a separate location to the south with its own jetty, now demolished.

Those to be quarantined were disembarked at the station's jetty and assessed in the 'Waiting Room'. Then they would have to go through a decontamination procedure in the so-called 'Bathing Block', where the first class passengers could have a bath, whereas the second class only had showers. Meanwhile their luggage was disinfected, initially using a sulphur treatment





the station's permanent staff to go to school on the mainland.

A notable incident at the station occurred in 1919 after the end of WW1, when soldiers on a troop transport returning from the war came down with the Spanish Flu; several died and are buried at the station's cemetery. It is not a large cemetery, but is historically interesting.

Since its closure, in more recent times the station has been used by government bodies such as the police STAR force for training in urban terrorism exercises,

process that was later replaced by steam heat treatment.

This was a State-run facility until it was taken over by the Commonwealth, resulting in a period of major rebuilding in 1911-1921, with many of the currently existing buildings dating from that time. The next phase of building was in the '50s, when better block motel-style accommodation replaced the earlier wooden huts.

With increasing air travel and improvements in hospital-based care, the need for human quarantine on Torrens Island ceased and the

station was closed in 1979. Animal quarantine on Torrens Island largely ceased in the mid 1990s, but there is still some avian quarantine for the poultry industry, which is expected to cease in the next few years due to construction of a new super quarantine facility proposed for Melbourne that will serve the whole of Australia.

Of what remains at the quarantine station now, the most significant buildings include the 1879 jetty, the mortuary building of 1912, the luggage block from 1913, the bathing block from 1914, the waiting room from 1915, the administration block from 1916, and the linen store and boiler house from 1916. The boiler house was used to generate steam for disinfecting luggage, as well as generating power. (An earlier boiler house, from 1887, was the first such in Australia.)

While it was operational the quarantine station was isolated and self sufficient, with its own power generator and a fresh water supply from roof run-off held in large tanks. The quarantine station was kept in touch with Port Adelaide by the motor launch *Aedes* (named after the mosquito which transmits yellow fever), which was also used by the children of the families of

and also for a juvenile diversion scheme. Unfortunately some of the kids involved in that activity lit a fire under the jetty, resulting in a large hole that now makes the site inaccessible from the sea.

In 2009 the State government submitted an application to subdivide the site, and lease or sell off lots for industrial development. This aroused the interest of the National Trust and the wider community. The initial development application was withdrawn, but resubmitted in a slightly different form, which we understand is still current. There is a great deal of community interest in the future of the site as a tourism destination, and the opportunities that may be forgone if the site is handed over to industry.

The problem has been one of a general lack of awareness of the site – many people have no idea that it is there, or of its significance, and that it has been on the State heritage list since the mid 1990s. The reason for this is largely due to the restrictions on public access. The Torrens Island Power Station, for its own security purposes, controls access to the island and permission to visit the site must be sought beforehand. In 2011, because of the focus on the development applications for the site, a number of tours of the site have been arranged by the Maritime Museum, which have proved very popular.

A large part of the island is actually a Conservation Park and there is much interest in forming a Friends of Torrens Island group, which is about to be launched with a picnic to be held at the Quarantine Station site on January 29. For more information about this group you can contact Andrew Winkler at littoral@chariot.net.au.



David Close

Birds of the Port River precinct

The Port River is one of the two large estuary systems in SA, and like most estuary systems has suffered very badly from human development. In the case of the Port River there have been a reduction in water flow, pollution and particularly land reclamation – it's a funny word reclamation, it means destruction of the tidal flats that are so productive in various forms of life.

However human intervention in this case has benefitted some species of birds in a very spectacular way, in particular the construction of the rocky revetment, which has provided a site for the breeding of the rarest species of cormorant in SA – the black faced cormorant or shag. Most of the cormorants that I have seen since we set off this afternoon, in the water, have been black-faced cormorants. They breed in enormous numbers every winter on that rocky revetment – numbers up to 6000 breeding pairs have been recorded – and it is always several thousand! The only serious threat to them is a natural one, and that is having their eggs washed off by high water during gales. Otherwise they seem to be doing extremely well. They feed entirely on fish.

There are several other species of cormorant here as well, in fact a cormorant expert at CSIRO has told me that this is the only place in the world where you can see five species of cormorant together – so there is something special about the mouth of the Port River in that respect.



The rocky revetment has and provides another important side effect. It provided a catchment area for drifting sand. As you may know, sand along the metropolitan shores tends to drift northwards, and much of it gets caught up in the north end of the catchment, and the island that it has created has been supplemented by dredging operations which have created an artificial island at the northern end of the revetment which is

known by the unexciting name – Section Bank – or by the locals as bird island.

This has now become a very important breeding site for many species of water bird, including, notably, the Australian Pelican, the one species of pelican that we do find in Australia. Several hundred pairs of pelicans breed here every year, possibly their numbers are reduced this year because of the favourable breeding conditions in the inland salt lakes especially Lake Eyre. But in one year 800 breeding pairs have been recorded on that island. It would now certainly be the largest permanent breeding site for Australian pelicans in South Australia.

Pelicans forage far and wide. Carp have been found on the island suggesting that some of the adults that are feeding young go as far as the Murray; and the young, after they fledge, disperse as far as northern NSW. So this has become pelican central in south eastern Australia.

Many other species of water bird breed on Section Bank as well, including two species of ibis – the straw-necked and the white ibis. They breed on the natural vegetation on the island. The royal spoonbill breeds there, and three species of tern have been known breeding on the sandy shores of Section Bank. Terns are like gulls, but are more slender, with dagger-like beaks and shorter legs, and they feed quite differently from gulls, by splashing down on the water to catch fish, and they don't feed on land at all.

They would breed there in much bigger numbers if it wasn't for the vast numbers of silver gulls – the common species of seagull that breeds on the Section Bank. This is one species that has benefitted enormously from human activities. You may not believe it but 100 years ago silver gulls were uncommon in this area. They were unknown in the interior. Now they are super-abundant here and even at Lake Eyre when it fills up.

Because they are almost omnivorous they do prey on other species of bird, so they have become too much of a good thing. It's a parallel situation in all parts of the world where the common species of gull have adapted to human activity. They have become effectively a land bird, thrive on rubbish dumps and are, as a result, found in large numbers.

The Section Bank is part of the sea defences and as such it comes under the Ports Authority. Local biologists have however pressed the State Government to allow the Department of Environment to take responsibility for managing

the wildlife and so far the Ports Authority has resisted these moves and been uncooperative, but let's hope this does happen eventually, because management is necessary.

Unfortunately foxes and rats get across from Torrens Island in fairly big numbers and do predate the breeding bird sites on Section Bank, and pose quite a serious menace to the breeding birds. The mudflats between Section Bank and Torrens Island do become exposed and possible to cross at low tide, and as a result this artificial island is now a very important breeding site that is under threat. That is the main bird attraction of this area.

The revetment or the breakwater is really an important area. You can regularly see Australian sea lions and New Zealand fur seals on the rocks at the end of it, and you usually see enormous numbers of a local breeding wading bird the sooty oystercatcher, which is found in a concentration known in no other area in SA on that rocky revetment.

The other important breeding area in this vicinity is the mangroves, which are a very valuable breeding resource for water birds in SA – you hear about them more often as a breeding site for fisheries – but they are also very important breeding sites for water birds. Cormorants, egrets and night herons for example all breed in large numbers in mangroves. If the Department for Environment had the money to spare, a comprehensive survey of mangroves in SA would be well worthwhile as so many water birds breed there. There are vast areas of mangroves in Gulf St Vincent, Spencer Gulf and also out on the north western part of Ceduna? on Eyre Peninsula.

They are quite difficult to survey properly unless you have a tinny which can go up all the creeks, because they are an important breeding area for mosquitoes as well, and the mud tends to be pretty slippery and soft and it can be pretty uncomfortable going through them. It is however very rewarding.

The other important area for birds in the Port River area, which have been largely destroyed, are the salt swamps and coastal areas with native vegetation, there is not much of them left, but there are birds which are specialised in seashores which are found there, such as the rock parrot and the singing honeyeater which is found only along the coast. Still there is plenty to see and if you ever manage it, a visit to the section bank and revetment is well worthwhile. You can also see marine seabirds beyond the revetment, but only occasionally, and in small numbers.

Ground water problems at Henley

What a shock to be walking past a storm water outlet on a warm sunny day in front of Henley Square and see thousands of litres of water spewing out onto the beach and into Gulf St Vincent .

The next thing was to find out where this water had come from and the water quality.

After an extensive look around the area it was discovered that the water must be coming from the new development site opposite Henley Square.

Sure enough it was confirmed by the local Council that permission has been given to dispose of 2,000 litres of collected ground water every 45 minutes and that equates to 64,000 liters every day 7 days a week for ever.

The development is four levels high and two levels below ground and ground water is leaching out from the site through a Council storm water drain directly onto the beach.

Numerous discussions with Council the developer and the Minister for Water have not yet resolved who is ultimately responsible for any problems that could arise from this de watering.

There has not been any testing for ground water levels adjacent to the site or any knowledge where the water is coming from. One would think that the first priority would be to collect the data before making any decisions.

The Western Adelaide Coastal Residents Association is continuing to seek answers, however this matter is far from being resolved at the time of printing.

Jim Douglas



Allen Phillips was at a recent talk given to the Henley and Grange Historical Society about the Gulf and why it is precious. He very kindly contributed the following items, which are very relevant to our concerns about both sea grasses and water quality!

Allen is a Life Member of the SA Sea Rescue Squadron



The movement of the sea in Gulf St Vincent

Allen Phillips O.A.M

A few years ago transponders from the SA sea rescue squadron were used by Flinders University to track the movement of the sea in Gulf St Vincent, using radar for tracking these movements.

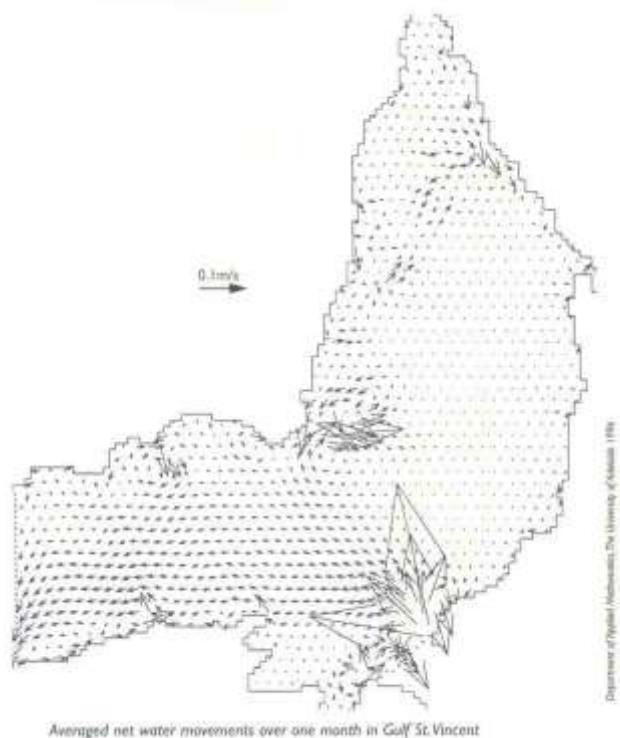
They noted that the sea entering the Gulf through Investigator Strait passed Edithburgh and travelled approximately five nautical miles north on the spring rising tide and approximately four nautical miles south on the ebb tide – a peak tide movement on the eastern side of the gulf on each tide change – an average of 2.5 nautical miles on a spring or doge tide.

The rising tide, on reaching the northernmost part of the gulf, near Port Wakefield, swings around to the east with the ebb tide running five nautical miles south and the incoming tide running four nautical miles north.

So each tide on the eastern shore moves approximately one nautical mile south.

In the Yankalilla Bay, south of Adelaide, the tide swings around to the west then to the centre of the Gulf and recirculates.

The sea in Backstairs Passage runs in and out of the Gulf an approximate distance of 12 nautical miles at an average speed of 2 knots peaking at five knots during peak tides and at an average 1 – 2.5 knots over fourteen days.



Sea Grass to Sand Hills

Allen Phillips O.A.M

Observations of the seagrasses and sandhills in the Henley Beach, Grange and Tennyson areas.

Sea grasses will grow in a sandy bottom in half a metre to 20 m of water depending on the wind and wave action.

In the Gulf St Vincent from West Beach to point Malcolm the Sea grasses will only grow in 6 to 7 m down to a maximum of 23 m approximately.

In the 1940s to the 1950s the depth of the water at the end of the Henley and Grange jetties was approximately 4 m at low tide. At that time the seagrass (blue line) was approximately 150 m off the end of the jetties to a depth of 6 to 7 m.

In 2002 to 2003 the depth of water at the end of the jetties was 1 m, I have surveyed this area from my boat using an Echo sounder and GPS.

The depth of 6 to 7 m is now approximately 1.5 nautical miles west of high tide mark from Grange jetty.

Using my boat I have charted the edge of the seagrass (blue line) from West Beach to Tennyson and found the edge of the seagrass was 6 to 7 m deep and the distance offshore was 1000 m to 3000 m.

Where there is a limestone bottom that allows kelp weed and berry weed to anchor, the Sea grasses will grow in the sandy bottom between

the limestone reefs in as little as 4 to 5 m of water for example from Glenelg to Marino.

The netting fences on the beaches from South Henley to Grange and Tennyson are the best way to form sandhills, with gentle wind building sandhills in strong winds and wave washing the Sand away.

In the 1940s and 1950s a concrete wall was built from Henley Beach Road to the Torrens outlet, this wall was about 2 to 3 m from the base of the sandhills and sand was dug from the seaward side of the wall and deposited behind the wall to build up the sandhills so that the Esplanade could then be constructed in front of the houses that were built on the sandhills.

The trenches that were dug in front of the seawall were about 20 m long by 10 m wide and about 1 m deep and took about two years to refill again with sand.

When the high tide reached the wall it scoured the sand out until truckloads of sand were used to build up the beach that had been dug out to build the road.

During this time the weed line was about 100 to 200 m from the end of the Henley and Grange jetties and the depth of the water at low tide at the end of the jetties was about 4 m, and about 6 m at high tide.

I snorkelled and scuba dived around the jetties in the 1950s and was able to notice the average depth of the water.

With the erecting of the netting fences at the base of the sandhills along the Henley and Grange beaches the Sand has now been able to be built up behind it.

In 2005 I again surveyed the edge of the weed line (blue line) from West Beach to Tennyson using the Echo sounder and GPS in my boat and found that the depth of water on average was 6 m and it was from 500 m (minimum) to 3000 m (maximum) out at high tide mark.

Further to that, about 20 years ago some 20,000 tyres were dumped off Grange from a sand barge into about 12 to 13 m of water to make the Grange tyre reef for fishing. I went back to the area some 12 years later with some people from interstate who wanted to take photos of the Reef and fish life and who are interested in doing the same. Using land and GPS marks we could only locate two tyres. On checking our charts we found that the depth of water at that time was only 6 to 7 m, therefore our conclusion was that the tyres had been covered with about 6 m of sand.



Shark fishing off Adelaide beaches

Whilst shark fishing in SA is not prohibited (except for great white sharks, which are a protected species) some activities related to shark fishing are regulated in South Australia.

Berleying for sharks is highly likely to lure sharks, and therefore to areas near people. Sharks are very sensitive to blood or other attractive fluids in the water. According to some sources, depending on how quickly an attractant is carried in the water by tidal flow, it can bring sharks from 250 metres away within half an hour.

“For this reason, it is illegal to use the blood, bone, meat, offal or skin of an animal as berley within two nautical miles of

- the mainland; or
- any island or reef that forms part of the State and is exposed at low water mark

A restriction on the type of gear commonly used to take large sharks, like the great white, also exists. It is illegal to take fish by using a wire trace of 2mm or greater gauge in conjunction with fishing hooks size 12/0 or greater”. (source: PIRSA Fisheries website).

Recent shark catching from metro jetties has rekindled community concerns about this issue.

It has been common to see balloon floats hanging out from Henley and other jetties.

This should be of concern to everyone that swims in the vicinity, and also to the Surf Lifesaving Clubs carrying out patrols or training exercises close to jetties. The hazard posed by shark fishing is totally unnecessary, not to mention illegal, and we will be actively seeking far greater compliance monitoring.

The Friends of Gulf St Vincent urge anyone with good reason to think that shark fishing is occurring from near shore to notify PIRSA Fisheries immediately on **1800 065 522**.

SNIPPETS



Article contributions are welcome.
Please email to the editor of Blue Swimmer:
angela.gackle@bigpond.com

Flags for sale

We now have some Friends of Gulf St Vincent flags available for sale.

They are about 600w x 300h mm flags printed and consisting of 1 ply printed polyester on both sides with a white polyester insert to separate both prints.

----- \$118.80 each

The flag is double sided - and is intended for use as a pennant suitable for boats, cars or at home.

Please contact Angela Gackle if you wish to order a flag (8345 5038).

Anti shark finning alliance - restaurant list for SA

A local organisation is trying to help put pressure on the appalling practice of shark finning - where the fins are cut off and the body discarded at sea. It is wasteful and often cruel, as the sharks are not always killed first.

The Australian Anti Shark Finning Alliance is compiling a list of restaurants in SA that serve shark fin soup, so that we can choose not to go to them. The web link to the list is at: www.taasfa.com/shame%20SA.html

If you know of a restaurant that serves shark fin soup that is not already on the list you can email them directly on shark@taasfa.com

Advance Notice of the 2011-12 Friends of Gulf St Vincent AGM

Which will be held at the Marine Discovery Centre Seaview Road Henley Beach, on Sunday the 18th March 2012.

Guided tours of the Centre will be given by Centre volunteers following the AGM, commencing at 11 am. Lunch provided!

RSVP required for catering purposes!
Please contact Val Wales 8242 2522 or by email: val_ray@internode.on.net to book.





Government of South Australia
Adelaide and Mount Lofty Ranges
Natural Resources Management Board



Measuring water quality in Gulf St. Vincent

The Friends of Gulf St Vincent (FoGSV) is a community group concerned about the protection and wise use of our gulf and its waters. We need your help to watch over the Gulf we all value, and enjoy in so many ways.

One of the most serious impacts of development and other human activity on Gulf St Vincent is the discharge of stormwater and treated wastewater. These discharges can cloud shallow coastal waters making them unsafe for swimming but also preventing light from reaching the sea grasses that provide important habitats for many marine organisms. Sea grass also stabilises sand, preventing it from being carried away during storm events.

Water turbidity (cloudiness) is one indicator of the condition of Gulf waters, and can be measured using a Secchi disc. The Secchi disc, a circular disc with black and white quadrants, is lowered into the water until it cannot be seen. This distance between the water's surface and the depth at which the disc disappears is a measure of water clarity or the 'Secchi depth'. This can provide important information on areas that are impacted by poor water quality and assist in raising awareness in locations that are particularly at risk.

We are seeking your support to help monitor water quality across Gulf St. Vincent

Our new Secchi disc project is a very quick and easy way to observe changes over time and simply involves regular sampling from a jetty or marina and recording other relevant data.

The Friends of Gulf St Vincent will provide Secchi discs for this important monitoring program of Gulf St Vincent's coastal waters, and will convene several coastal workshops to demonstrate the methods for collecting this information from our local jetties.

If you, or a representative of your organisation are interested in helping us protect the health of our Gulf through this project we would love to hear from you. We have attached a map with proposed jetty-based sites (overleaf) that we would like to use to start with.

For further information please contact the Friends of Gulf St. Vincent:

Rob Bosley - email bybeach@adam.com.au, phone 08 7329 9456 or 0447 285 565 or postal responses can be made to: 71 Esplanade, Port Noarlunga SA 5167



We are particularly keen to hear from people who are willing to sample on the eastern side of Yorke Peninsula!