



Newsletter  
**Moreton Island Protection  
Committee Inc.**

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## Cane toads establishing a bridgehead on Moreton.

Moreton Island is the only sandy Island without a breeding population of cane toads. To date Moreton Islands remoteness and vigilance by residents, campers and rangers has saved Moreton from cane toads becoming established on Moreton.

Over the last few months two cane toads have been found in The Wrecks area. Unconfirmed sightings have also increased concern by QPWS that toads start breeding on Moreton. A ranger also spotted a cane toad in freight on a Moreton Barge. Over the years individual toads have also been found and removed from Tangalooma and the townships. In March 1991 a cane toad was found by MIPC volunteers in wood chip that had just been brought to the dump at Koorinal by the Brisbane City Council for newly planted trees. This event resulted protocols for freight to decrease the risk of introducing toads. These protocols are not enforceable and depend on self regulation. If we are to keep Moreton toad free check of freight must be done in a more though way. In practical terms prevention toad introduction via freight and camping equipment is residents, contractors and visitors being vigilant in inspecting freight and looking for individuals on the Island.

**Please make a special effort now to look for cane toads and ensure possible sightings are caught.**

## New Government fees increase barge fares by at least 5%

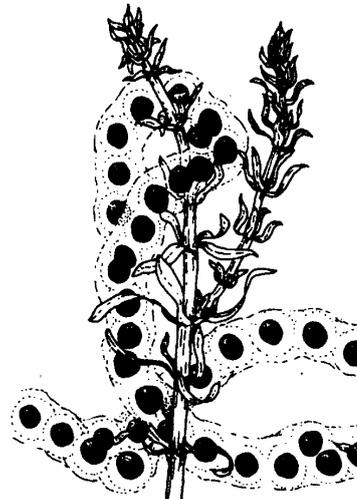
The government is utilizing provisions of the Recreation Areas Management Act 1988, to now require permits for ferry access to the Moreton Island Recreation Area. Barge operators are required to make a “**contribution ..... toward the cost of running the Recreation Area**”.

**A minimum of 5% of estimated annual revenue** of the ferry service in the first year becomes the fixed

### Identifying cane toads.

Adults Toads can be handled wet or dry, large or small. Wet native frogs, regardless of size will slip-through the fingers. Remember to wash hands after handling cane toads are their skin exudes a toxin.

Eggs Cane toad eggs are laid within a continuous string of jelly. Frog spawn is always a single clump whether floating in foam on waters surface or sunken, resting on vegetation or bottom of a pool.



Toad spawn

Tadpoles; Cane toad tadpoles swim and feed in schools. Native tadpoles operate independently.

Mating call A continuous purring trill that sounds like a running motor.

*Once a cane toad breeds on Moreton the battle to keep Moreton toad free is likely lost.*

annual fee. In kind financial contributions are also sought in the form of free or at reduced cost, servicing of Parks bins and transport of QPWS personal and vehicles

.....cont p 3.

## Moreton Island Protection Committee Inc.

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### Statement of Aims

1. To promote the preservation of Moreton Island as a natural area to be managed for public recreation and enjoyment, provided always that the recreational uses are consistent with conservation aims.
2. To foster the conservation of the vegetation, fauna and natural features of Moreton.
3. To facilitate public awareness and appreciation of Moreton Island as a natural area and encourage support for its preservation and management in accordance with these objects.
4. To co-operate with, or promote co-operation by any means with and among persons, trusts, corporations, firms, associations, institutions, governments, instrumentalities or government, municipal authorities and other bodies in the Commonwealth or its Territories or elsewhere for the purpose of carrying out any object of the organisation.
5. To oppose any development or usage of Moreton Island which is contrary to the preservation and good management of the island in accordance with these objects.
6. Generally, to take such lawful action as it considers necessary or appropriate in the interests of promoting the preservation and good management of Moreton Island in accordance with these objects.

The views expressed in this newsletter are not necessarily those of the Moreton Island Protection Committee or its members.

Contributions to this newsletter are welcome, but the editors accept no responsibility for alterations made to articles.

### Printed by

Rex Leo ph. 3878 5248

Editor Alan Genninges

Printed 14<sup>th</sup> February 2005

## Q P W S works

**Roads** A grader has been on the Island reworking the road between Bulwer and North Point. The grader will also be establishing the roads required for the North Point camp ground. Although most visitors to Moreton Island enjoy the "off road character" of Island tracks, the Bulwer to North Pont road does provide an opportunity to deflect traffic from the northern beach. To decrease beach traffic the road does have to be a practical alternative ~ kept in reasonable condition.

**A \$13,000 tractor mounted mulcher** in on its way to the Island. It will be used to cut and mulch roadside vegetation, returning vegetation to the road. This will save hand cutting roadside vegetation and improve the stability of the sand tracks. **This will reduce the need for importing woodchips which reduces risk of cane toad introduction.**

**Walking tracks** The steps to the desert from the bayside beach have been replaced. (*In February 1989 MIPC volunteers, assisted in painting with sump oil and placing steps on the desert walk to prevent erosion.*)

The platform destined for the top of Mt Tempest has been built. The walking track to Mt Tempest has been cut and benched in. Installing the steps has been delayed until cooler weather in autumn. It is planned to re-open this track after Easter. Source; Greg Carter , QPWS

## Feral Pigs targeted.

Trapping, tranquilliser darts and shooting have been used to cull 100 pigs over the last 12 months. In February 2005 a baiting programme is planned. *Source Moreton Island Update: No 29 Nov 2004.*

Feral pigs have the capacity to significantly impact on the number of

frogs and ground orchid bulbs.

## Sun Aqua fish cage proposal rejected!!!!!!!

Premier Beattie announced the rejection of the Sun Aqua fish cage proposal during the election campaign for the Federal Election held on 9<sup>th</sup> October. Included in the grounds for the rejection was the inescapable fact that no matter how the cages were managed, nutrients would have been added to the pristine waters in Eastern Moreton Bay.

During the previous State election campaign, The Liberal and National party jointly announced a policy prohibiting Fish Cages in all Queensland Marine Parks. Such a policy is needed to be taken up by government to prevent the possibility of further applications to be made for establishing fish cage aquaculture in Moreton Bay.

## Lynngbya monitoring

The Eastern banks were surveyed on 18<sup>th</sup> November 2004. Lynngbya growth from Tangalooma point to the Blue Hole of the west side of Moreton Island was light to dense in almost all sites inspected.

*Source Moreton Island Update: No 29 Nov 2004.*

## Visitor survey

A visitor survey which will run for 12 months has been launched by QPWS. It canvases types of activities undertaken, locations visited, factors which impacted n your enjoyment, your opinion on campfires, pedestrian safety, and generator use.

Survey booklets and collection boxes for completed surveys are available on the barges.

Visitors who complete the survey go into the draws for a QPWS publication which are scheduled throughout the year.

cont. from page 1.

## Barge Permits now required.

“Individuals and organizations with the vision, financial resources, professionalism and expertise to **capitalize on this limited opportunity** are therefore invited to lodge an expression of interest” page 3

The minimum annual fee required is defined as 5% of estimated turnover for the first 12 months. This annual fee will then be increased by 3% each year.

### **Some of the service operator’s requirements are;**

“To operate daily services to barge landing areas on Moreton Island consistent with November 2004 schedules”

“To provide the occupants of each vehicle departing the mainland for Moreton Island with QPWS interpretive material relevant to the sound management of the Island.”

“To provide and service waste management bins on the barge(s) of a type and design approved by QPWS.”

“Retains service to Koorinal, Bulwer and the Wrecks”

“The proposal must demonstrate how barge scheduling will be consistent with the desired rates and patterns of use in the Moreton Island management plan.”

Once approval is given operators will have 6 months to commence operations.

“A selection committee comprising representatives of QPWS, Tourism Queensland and a Traditional Owner from the Quandamooka community will consider the proposals.”

All quotes and sources for tender details are from; Queensland Parks and Wildlife Service – Expressions of Interest, Moreton Island Barge Operations.

### **Comment.**

The first public announcement that the Government had chosen to exercise its right under the Recreation Areas Management Act 1988 to require a permit for vessels providing a public transport service to the Moreton Island on the Recreation Area was in the Preliminary Management Plan 2004, which stated on Page 18 of the 58 page document;

“*Introducing an open tendering process for the limited number of permitted barge landings*” The management plan has not yet been approved by cabinet, but has completed the public consultation process.

In my submission to the Preliminary Management Plan 2004, I stated;

“*Auctioning the right to provide access means a commercial operator buys the privilege to sell right of access to the Island, rather than purely selling the service that the operator provides. Such a process will necessarily increase the cost of the barge fares for*

*visitors. QPWS already has a system of charging visitors to the Island. The RAM board should revenue raise and control visitation through visitors actually entering the Park. This then results in a much more transparent process where revenue and number restrictions have to be justified to the general public rather than hiding behind transport operators.*”

During the public consultation meeting reviewing the draft Preliminary Management plan, the focus was on other issues ~ beach closures ~ trikes, rather than this issue which will add at least 5% to the cost for every person who uses public transport to access Moreton Island. However ferries servicing Tangalooma Resort will not require a permit as the Tangalooma Resort is not included in the Moreton Island Recreation Area. The Bulwer Residents Association is also very concerned about the increased living cost they will face, as all freight is delivered by barges and so will also be subject to the 5% surcharge. They have sought but as yet have not been able to obtain an appointment to see the Environment Minister.

*Alan Gennings*

## **Cape Weeding Trips**

On the weekends of September 25 & 26 and October 23 & 24, MIPC members and other dedicated weeders tackled Moreton invader, Mossman River grass. The reward for our work was being able to stay at Moreton’s iconic lighthouse and waking up to the brilliant sunrise and awe inspiring view from the Cape.

Mossman River grass had become established at the site of the old squatters’ camp at North Point, which is being cleared for a camping site. As we looked out over the field of seed heads gently swaying in the breeze, we knew we had our work cut out for us.

On the first weekend, the dry conditions had made the ground hard and it was difficult to dig out the roots of the plant. We were encouraged that areas cleared in a previous visit remained clear showing that pulling them out by hand really makes a difference. Rain had softened the ground when we made our return trip in October.

Considering the size of the area to be weeded, we invented all sorts of methods of eradication. We heard later that rangers were going to spray the site anyway.

Weeders cooled off with a swim at Honeymoon Bay. One of the volunteer’s fathers-in-law had been stationed at Moreton during the WWII. She told us his recollection of one of his comrades being taken by a shark there. No sharks on that particular October day just Moreton magic!

*Bronwyn Smith*

# Submissions Report

*Review of submissions on draft management plan for Moreton Island National Park. Linda Back.*

As MIPC representative, I attended the final meeting of the Moreton Island Advisory Committee conducted by the QPWS on Thursday 25 November, to review the 181 submissions received by the department in response to the Draft Management Plan released early this year. A 'Review of Submissions' document was issued to all attendees at the meeting, providing a summary of the main topics raised in the submissions with an indication on each topic of the level of concern generated by stating the number of submissions which had commented on that specific matter. *A copy of this document (20 pages) is available to anyone who is interested as well as the minutes of the 25 November meeting. Requests can be made by phone, mail or email to MIPC.*

The meeting was attended by;

Miles Yeates	QPWS
Ross Patterson	QPWS
Greg Carter	QPWS
Lisa Ford	QPWS
Uncle Pat Iselin	Ngugi Elder
Uncle Bob Anderson	Ngugi Elder
Darren Burns	Chairperson, Quandamooka Land Council
Alastair Gow	Bulwer Residents Association
David Farley	Solo Sailing; Brisbane Region Tourism Advisory Committee
Linda Back	Secretary Moreton Island Protection Committee
John Dobson	Moreton Bay Environmental Alliance
Rob Sharpe	Combie Trader Barge
Heather Truman	Manager Stradbroke Ferries incl. Combie Trader
Michael Griffin	Senior Program Officer Conservation Reserves, BCC
Denise Robinson	Secretary, Kooringal Landholders Association
Lynne Murray	President, Kooringal Landholders Association
Brian Osborne	Tangalooma Wild Dolphin Resort
Ros Shaw	Moreton Venture

Miles Yeates, (Acting District Manager for Moreton Bay) chaired the meeting and in his introduction he advised the group that all the submissions received plus a report on the matters raised at this meeting would be sent to the Minister for the Environment along with a final version of the management plan to be written after the meeting. The

Minister may change the final plan based on information contained in the submission review before presenting it to Parliament.

Eight topics had elicited the greatest number of public comments:

1. Beach closures to vehicular traffic.
2. Blue Lagoon car park.
3. Visitors and impacts.
4. Quad bike and trike permits.
5. Kooringal vessel use.
6. Further input, fire management and cultural heritage.
7. Wildlife management.
8. Camping facilities and impacts.

Of all the issues, those of the quad bike permits, beach closures and visitor numbers and impacts dominated the discussion at the meeting, with the representatives from the Kooringal Landholders Association and Bulwer Residents Association being the most vocal.

## *Quad bikes.*

Despite the fact that quad bikes are designated 'non-compliant vehicles' by Qld Transport and can only be given 'conditional registration' which does not permit them to be driven on public roads on the mainland or in any other National Park in Queensland (except Kakadu?) they are permitted for use only by residents on Moreton Island due to a State Government decision in 1997 in consultation with the Department of Environment. The residents argue that the quads are a convenient way for them to commute between townships with minimal impact on tracks and beaches and that banning them would result in greater usage by residents of 4WD vehicles, which do more environmental damage.

The problem is the persistent irresponsible behavior by a minority of users (often unlicensed underage drivers) who have been abusing the privilege and taking the vehicles for joy rides off the gazetted tracks, particularly around the Big and Little Sandhills, leaving significant tracks and disturbing the abundant aboriginal midden sites in the area. The residents feel that the actions of these few should not result in a total ban, but that the rangers should be more active in trying to catch the culprits and increase the penalties for misuse. They also insist as the quads can go into places not accessible by 4WD vehicles they provide an important role in emergency situations when injured people in remote areas need to be quickly transported out.

It was acknowledged by the QPWS that the penalties for misuse should be greatly increased to act as a more effective deterrent. However changing fines takes a long time, adequate surveillance requires a great deal of time and manpower, seizing vehicles creates problems of storage and maintenance, and apprehending offenders is difficult due to the fact that these vehicles can so easily disappear into areas not accessible by 4WD.

I believe the problem is more easily resolved by simply extending the accepted legal status of quads in the general community to cover Moreton Island as well. Recent research shows quads are unsafe vehicles which have been implicated in many farm accidents. As long as vehicle permits are allowed for them on Moreton they will continue to be misused by some residents creating the potential for a serious accident and continued unacceptable damage to environmentally fragile areas which are inaccessible to other vehicles.

#### *Proposed Beach Closures.*

In the draft plan there are proposed areas of beach to be closed to vehicles for either human safety and recreational reasons, eg at Comboyuro Point, North Point and Cowan Cowan (the latter is already closed to beach traffic except for vehicles launching boats), or for protection of special conservation values, e.g. Heath Island mudflats to protect soldier crabs and wading birds, and seasonal beach closures of Mirapool Lagoon area (September – April) to protect roosting and feeding sites of migratory wading birds.

Although it was generally agreed that beach safety for campers at popular campsites like Comboyuro Point was very important, the Bulwer residents were strongly opposed to that particular closure as they believed it would increase traffic through their township and the alternative inland track (Taylor Bite Road) is narrow and not maintained. Other arguments against included that, except in peak holiday seasons, the beach was usually deserted and closure would force residents to travel a 5.2 km rough detour instead of 0.5 km on the beach, and also that stretch of beach is only passable by vehicle for 1½ hours either side of low tide and many times of year not at all, therefore access is regulated by tides.

The North Point closure apparently was dependent on the development of a day use parking and picnic area at the northern end of the proposed North Point campground (old squatter's camp) which would have provided access for vehicles to within 400m of the North Point rocks and Honeymoon Bay without having

to drive on the beach. This day use area plan has been shelved due to lack of finance after the expected significant expenditure of setting up the campground facilities. Therefore the proposed beach closure would deny vehicle access closer than 1km to this popular area, which is considered as being discriminatory towards elderly, disabled, very young or unfit people. Also that it would potentially establish a private beach for campground users.

The proposed Mirapool beach closure has been already amended after the Moreton Island Fishing Club (based at Koorinal) made a direct presentation to the Minister (then John Mickel) resulting in a proposal to trial a 'go slow zone' (20km/hour) in the area during the summer season and to allow access only at half tide and below. In order to monitor the effects of this proposal, the QPWS has initiated a project with the Qld Wader Study Group (special interest group of Birds Queensland) to measure the impact of human disturbance of waders at the Mirapool roost over the next two years. As a result they hope to have an indication of the level of disturbance before and after the new plan is gazetted. I have contacted the Study Group to register MIPC's interest in being kept informed of the progress of the project and offering volunteer assistance if required.

Similarly the proposed closure of the Heath Island mudflats was not supported by the residents' groups, mainly due to its requirement to use a poorly maintained back road. The suggestion was to mark a desired route through the area with easily moved markers to prevent the current wide ranging movements of vehicles looking for the best crossing point over the creek.

There was even a challenge to the legality of the QPWS being able to close 'roads' i.e. beaches! To my mind, surely there is a stronger case the other way around – on the legality of cars being allowed to drive on beaches, which are, in most circumstances, essentially recreational or protected areas. In national parks like Moreton where there are no sealed roads, the need to protect the general environment from too much damage necessitates vehicles driving on beaches to access different areas. Also beach driving enables the very popular pastime of fishing in the surf to be enjoyed with ease. It seems that the convenience and greatly increased popularity of 4WDs has resulted in the rights of the vehicle being taken as paramount and any move to inhibit them in the slightest is met with indignant outrage and cries of 'discrimination' from vocal minorities. The proposed

beach closures on Moreton would only restrict vehicle movement in less than 1% of the total accessible beach area. In my opinion, the reasons given for the restrictions are valid, convincing, and in keeping with the vision statement quoted in the introduction to the draft management plan, namely *'The protected areas on Moreton Island will remain and be managed as a relatively undisturbed coastal landscape where people will continue to access and enjoy the island's regionally unique, nature-based recreational activities. Conservation of the island's natural communities and species and cultural heritage will be the key focus of management on the island.'* (My emphasis).

I sincerely hope that the Minister for the *Environment*, charged with 'protecting the environment,' is able to withstand the pressure from small interest groups and bring the balance back a small way in favour of protecting native communities (birds, soldier crabs, fish etc) in sensitive areas from disturbance and destruction of habitat, and to ensure the enjoyment and safety of alternative human recreational activities namely walking, swimming and bird-watching on some vehicle-free areas of beach.

The proposal to relocate the Blue Lagoon car park back to the hybrid toilets met with strong objections again on the basis of discrimination against less agile people being able to access the Lagoon, and the perceived inadequacy of the current toilet amenity. Apparently the efficiency of the hybrid toilet systems is being compromised by some campers emptying their port-a-loos into them. Greg Carter (QPWS) agreed that the entire Blue Lagoon campground needed to be upgraded and better planned regarding access roads and facilities.

#### *Visitor Numbers and Amenity.*

There was general agreement that visitor numbers have increased greatly over the last two years since the management plan was drafted and that the need to improve the infrastructure and facilities (especially toilets) was vital. Also that more education of visitors on the techniques, safety and conservation issues of 4WD driving in sand was needed. There was division over whether visitor numbers should be capped to current levels, or facilities upgraded to increase visitation levels. Representatives from Commercial Operators on the island favoured constant levels of visitation, rather than seasonal levels. It was also suggested that fees should be increased to finance the building and maintenance of facilities, particularly toilets, and to develop the day-use market. Buses are considered a more efficient at moving larger numbers of visitors around with less environmental

impact than convoys of 4WDs.

There were many other smaller issues dealt with during the course of the day which are listed in the documents mentioned at the beginning of this article, so if you want to know more ask for a copy.

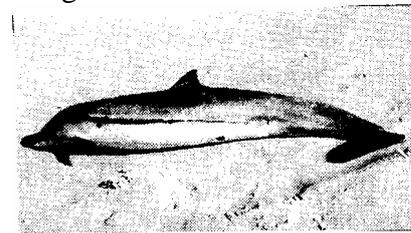
Generally the meeting was well conducted and the catering, delicious. The QPWS were approachable and very willing to listen to the concerns of the representatives present and to try to find compromises over sensitive issues. The most important thing at this stage is that the final plan is produced and gazetted as soon as possible.  
*Linda Back.*

### **Fraser's dolphin *Lagenodelphis hosei***

A dead Fraser's dolphin washed up on the ocean beach Moreton Island in November 2004. This was only the second confirmed sighting of a Fraser's dolphin in Queensland. The first was collected in December 1976 from Fraser Island. In January 2005 another individual washed up on Fraser Island. The British Museums F. C. Fraser identified this species in 1956 from a skeleton discovered in Sarawak, Borneo. The species was not seen alive until the early 1970's.

Fraser's dolphin can be found in deep offshore waters in tropical and temperate areas of the Pacific, Indian and Atlantic oceans. They take a wide variety of fish, squid and crustaceans. It is thought they hunt at night. There is strong evidence that these animals prefer to feed at depths of 250 to 500 metres and rarely at the surface. They are normally found in herds of at least 100. They are often found with other whales, especially melon headed whales, but also pilot whales and many other dolphin species.

Length 2 – 2.6 metres



*Fraser's dolphin. Washed ashore on Moreton.  
Picture Qld Environmental Protection Agency  
Sources Moreton Island Update Nov 2004 No 29  
Heather Janetzki, Qld Museum,*

## Wildfire burns 2,300 hectares in early January

A wildfire over the ridge behind The Wrecks campground was reported on the morning of the 1<sup>st</sup> of January. Parks convened meetings of the volunteer brigades from Bulwer, Koorungal and Cowan Cowan. The volunteer brigades back burnt to contain the fire between the bypass road and the Bay, finishing the back burns by about 9pm that night. By Sunday morning the fire was all but out, contained by the bypass road and the back burns. Just a few wisps of smoke were visible from the MICat on Sunday morning. The fire had been contained on the western side of the bypass road. Parks reopened Middle Track.

On Sunday afternoon, a large plume of smoke which could be seen from the Cape indicated a wildfire taking hold on the other side (eastern side) of the bypass road. How a wildfire started on the eastern side of the bypass road has not been established. The fire now had access to the whole of the Island south of Middle Track. Over the next few days the winds were North West to North East and the fire worked south forming a tear drop shape through inaccessible parts of the Island. On about the 5<sup>th</sup> day the southern fire front went out. A section previously unburnt in the vicinity of the desert restarted burning a previously missed section.

Of the section bordered by Middle Track and the Big Sandhills an estimated 30% was burnt – approximately 2,300 hectares.

The fire burnt in a mosaic pattern. The fire was mostly cool, but with some very hot burning in some areas. In some areas the fire was so cool bracken was left un-burnt. The section of the Island burnt by the wildfire was scheduled for ecological burns in the winter of 2004 but by the time property protection burns were completed; seasonal weather conditions had become unsuitable. Park management was concerned that if a wildfire occurred in summer then a catastrophic wildfire could occur. Fortunately weather conditions were such that the wildfire was mostly cool, and burnt only about 30% of the section from Middle Track to the Big Sandhills. Some areas were exposed to very hot burns. Extremely hot burns can provide space for colonizing species to re-establish themselves in the plant community. Hot fires can also create hollows in trees suitable for gliders, bird nests and native bees.

There are unconfirmed reports of flares being fired over the Island from the anchorage area at The Wrecks on New Years Eve. This seems a likely source of ignition given the fire started away from camping areas.

*Alan Genninges*



*Cypress forest to the south of the wildfire remains untouched by fire since 1981.*

## What's on .....!!!

**Mar 11~13** Stay at Cape Moreton

**Mar 11~13** Camp at Blue Lagoon

**Mar 18 ~ 20** N P AQ affiliated groups annual meeting.

**Apr 1~3** Wildlife Pres. Society camp at Blue Lagoon

### Cape Moreton March 11 – 13

Accommodation in the bunk room at the rear of the interpretation centre has been allocated for MIPC volunteers. The planned project is hand removal of Prickly Pear and or Mossman River grass. Accommodation is restricted to 6 places, with basic facilities such as refrigerator, stove and bathroom. MICat departs 6.30pm Friday, returns Sunday 4.30pm.

**Cost \$60** Covers taxi cost and ferry fares.

**Bookings Ph 3321 1463** Places will be reserved until 23<sup>rd</sup> February for members who have not yet stayed at The Information Centre.

### Blue Lagoon camping. March 11 – 13

Camp at Blue Lagoon, camp kitchen and marquee tents with stretchers. Volunteering optional ~ QPWS have suggested Mossman River grass removal in campsites north of the creek to the North of the Blue Lagoon campground. **Bookings Ph 33211463**

Departs 6.30 pm Friday. **Cost \$85** Includes \$10 for Moreton Experience camp and \$13 for Parks fees.

### Blue Lagoon camp, Bus tours April 1 - 3

Camp kitchen, marquee tents with stretchers. Trips to Sandhills and Cape Moreton. BBQ provided Saturday night otherwise BYO food. MIPC members are invited to join this Wildlife Preservation Society trip.

Departs 8 am and 6.30 pm Friday. Cost \$105

**Bookings 0428 783 780 More information for Blue Lagoon camps go to [moretonexperience.com](http://moretonexperience.com)**

## National Parks Day Weekend

### 18<sup>th</sup> – 20<sup>th</sup> March

This year The Toohey Forest Protection Society is hosting the National Parks Day Weekend. This is an opportunity for members to network with other conservation groups who are affiliated with the National Parks Association of Queensland.

The venue is the Kindilan Outdoor Education and Conference Centre at Days road, Redland Bay. Activities include;

**Friday** 6pm Twilight insectiferous bat viewing and identification using sonar

#### Saturday

Guided tour of Redlands Indigiscapes Centre \$9

Art workshop drawing forest \$15

Cleveland Historical sites tour \$15

Navigation exercise

Coochiemudlo Island guided walk with artist Rosemary Opala and bush care leader Mary Preston

Mt Cotton winery \$10

**Sunday** 9am Formal meeting with invited guests and reports from affiliated groups

1.30 pm Meeting of NPAQ Members and delegates from affiliated groups.

A full copy of information sheet and booking sheet can be requested from the MIPC on 3321 1463.

### Mirrapool survey

Linda is contacting The Queensland Waders Study group to offer help from MIPC members in their planned survey of disturbance of roosting birds at Mirrapool. Proposed restrictions of vehicles in this area have been watered down, after representation to the Minister by fisherman. Anyone interested in volunteering should contact Linda direct in case survey work starts before our next newsletter.