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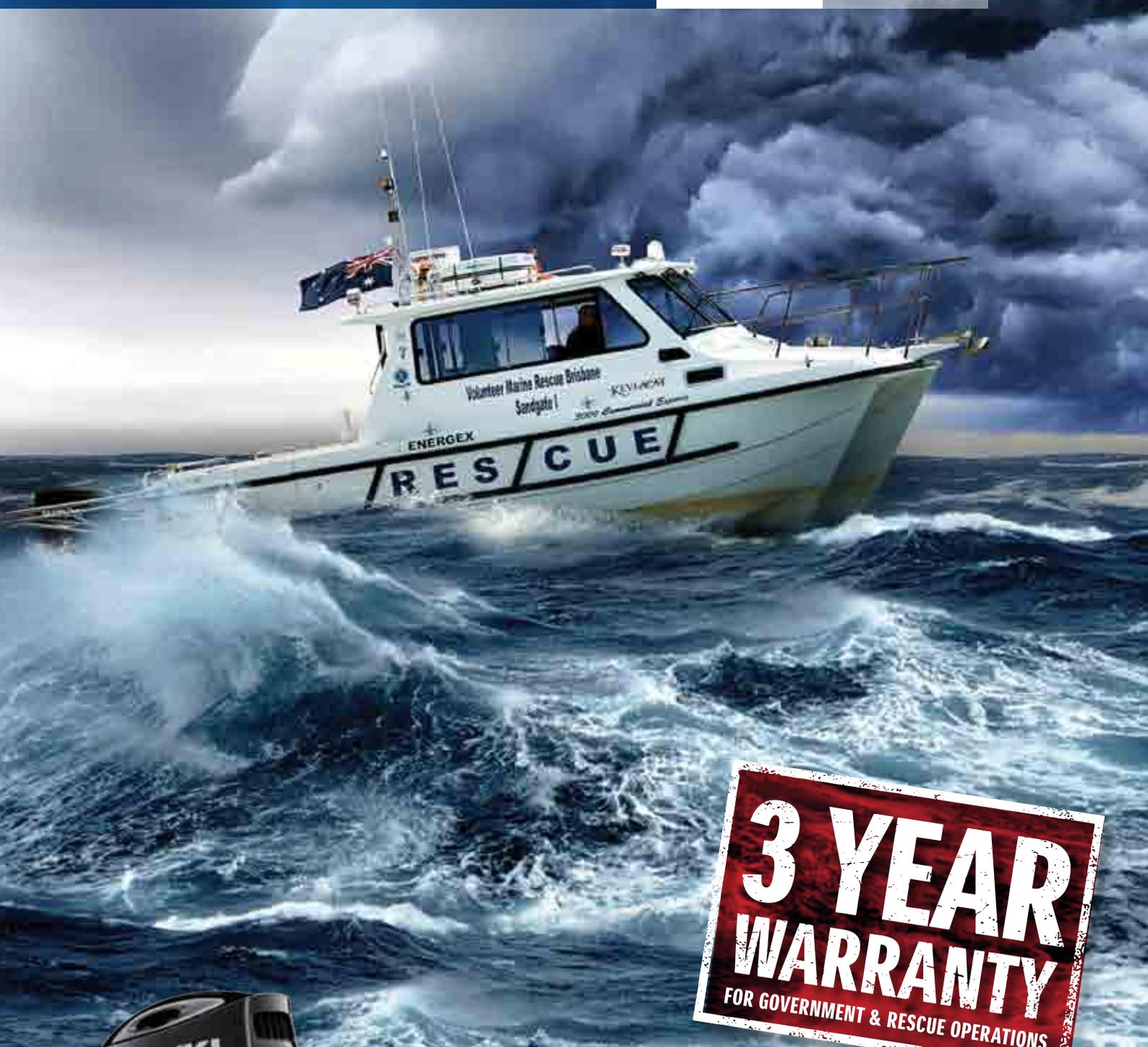
Spring 2017



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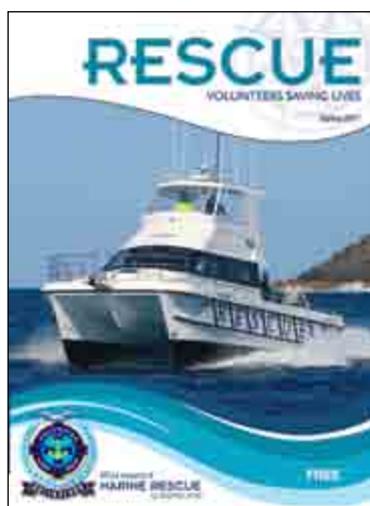
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QUEENSLAND



FRONT COVER:

The arrival of
Whitsundays' new
rescue boat, a Noosa
Cat 4400 Flybridge.

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RADIO COMMUNICATIONS

Squadron Call Sign

Squadron Call Sign	VHF Repeaters	HF (2Meg)	27MHZ	VHF
VMR ST PAULS				
VMR THURSDAY ISLAND	VMR 422	22, 82	YES	YES
VMR WEIPA	VMR 430		YES	YES
VMR AURUKUN	VMR 498			YES
VMR KARUMBA	VMR 490	80		YES
VMR BURKETOWN				YES
VMR MORNINGTON ISLAND	VMR 457		YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES
VMR BOWEN	VMR 487	21	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82	YES	YES
VMR MIDGE POINT	VMR 458	81, 21		YES
VMR MACKAY	VMR 448	80, 21	YES	YES
VMR GLADSTONE	VMR 446	82	YES	YES
VMR ROUND HILL	VMR 477	81, 82	YES	YES
VMR BUNDABERG	VMR 488	22, 80, 81	YES	YES
VMR HERVEY BAY	VMR 466	22		YES
VMR BRIBIE ISLAND	VMR 445	81, 21		YES
VMR BRISBANE	VMR 401	81, 21		YES
VMR RABY BAY	VMR 455	81, 21, 82		YES
VMR NORTH STRADBROKE	VMR 449	81	YES	YES
VMR VICTORIA POINT	VMR 441	81, 82		YES
VMR JACOBS WELL	VMR 450	82	YES	YES
VMR SOUTHPORT	VMR 400	82, 22	YES	YES
VMR CURRUMBIN	VMR 420	82	YES	YES

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VOLUNTEER MARINE RESCUE BUNDABERG	PO Box 566	Bundaberg 4670	(07) 4159 4349
VOLUNTEER MARINE RESCUE HERVEY BAY	PO Box 120	Urangan 4655	(07) 4128 9666
VOLUNTEER MARINE RESCUE BRIBIE ISLAND	PO Box 85	Bribie Island 4507	(07) 3408 7596
VOLUNTEER MARINE RESCUE BRISBANE	PO Box 201	Sandgate 4017	(07) 3269 8888
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VOLUNTEER MARINE RESCUE VICTORIA POINT	PO Box 3276	Victoria Point West 4165	(07) 3207 8717
VOLUNTEER MARINE RESCUE JACOBS WELL	PO Box 279	Beenleigh 4207	(07) 5546 1100
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from the PRESIDENT'S CHAIR

The Zone AGM's have now been completed with state councillors confirmed for the next two years. We welcome Andrea Hindle from VMR Gladstone to council after the retirement of John O'Callaghan. John was presented with a service certificate at the Bundaberg AGM.

We have been active with our Coast Guard colleagues in engaging with Queensland politicians on both side of the house to highlight the disparity in funding of volunteer marine rescue organisations in comparison with others such as SES and QFRS. This interaction is essential as there is poor understanding of the inequity of funding for infrastructure and even uniforms.

The approach to the Federal Government by the National Volunteer Marine Search & Rescue committee for a 0.7% allocation of marine fuel excise to Australia's volunteer marine organisations was

not successful. This approach seemed reasonable given the takeover of domestic commercial vessel regulation (including Marine Rescue vessels) by AMSA and the increased cost of compliance with such regulation. The fact that we qualified for charitable organisation and excise rebate benefits was deemed 'sufficient'.

Squadrons are advised to be aware of the definition of 'altering' a vessel from its initial survey specification. AMSA Guidance Note 803 provides notes to this effect. Changes considered as alterations include fitting clears or a bimini, relocation of safety equipment, replacement of an engine or gearbox which is not identical to the original or if machinery is relocated. This requirement is to comply with NSCV regulations.

We welcome VMR Whitsunday's long awaited NoosaCat 4400 to the Marine Rescue fleet. I was



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COME IN AND VISIT US

PRESIDENT'S REPORT



Ready to go.



Abell Point here we come.



AMSA's Challenger 604.

fortunate to be able to have a short ride from the overnight mooring to the Mooloolaba fuel dock before the guys set off for Hervey Bay on the way home.

An interesting and concerning issue was raised with the commissioning of Whitsunday's new vessel. The 'Trim and Stability report' limited the towing capacity to less than twice the gross weight of the towing vessel. This meant tows could not exceed about 24t, well less than some of the vessels likely to require assistance in the Whitsundays. This limitation was subsequently increased significantly with the provision that 'horns' be fitted to the stern of the towing vessel to constrain the tow line within the stern quarter. MRQ considers this to be a potentially dangerous 'stand alone' fix as a girding situation could still develop if the towed vessel overran the towing vessel. A vigilant watch is required to avert such situations.

We are travelling in troubled waters in relation to the cost of insurance for our buildings as a result of the extent of community claims after cyclone Debbie. Premiums could rise by 20-30% and the excess applicable to cyclone related claims will rise from \$1,000 to \$100,000. MRQ is currently working with brokers to get the best possible outcome and we are hopeful that approaches to Government may result in a takeover of volunteer marine rescue insurances, as has happened in Victoria.

Our thanks go to Tom and Andy for the skipper reaccreditation program, which is almost complete. Those who have been through the assessment found it to be a valuable process, as it highlighted some areas we don't apply on a regular basis, but which are well within the ambit of more than likely 'what will I do?' The reaccreditation process also sits well with our marine hull insurers as it reinforces the current competency of our skippers.

During a recent NVMRSARC meeting in Melbourne we were treated to an inspection of the AMSA Search and Rescue Facility at Essendon Airport. This is the base for one of the new Challenger 604 SAR aircraft. Others are based at Cairns and Perth, with another backup aircraft to be based

at Essendon. The facility is managed by Cobham Aviation. The Challenger is fitted with an impressive array of sensing equipment and was recently applied to an overnight 18,000 sq nm search off Cairns for a missing fisherman. The sensors can detect vessel type and construction. Stores included liferaft packages, pumps and communications equipment.

Graham Kingston
President
VMRAQ



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VICE PRESIDENT REPORT



The VP's WATCH

As I travel around the state visiting squadrons and meeting our wonderful volunteers it amazes me the stories they tell of activations they have done, the challenges their squadrons face, and the amount of time their volunteers freely give to keep their squadron operational.

In the southern Gulf of Carpentaria I learn that marine radio communications are very poor, with very scratchy reception on all frequencies. Do radio calls ever get answered I asked? "If we hear them, but in a lot of cases, no," was the answer I received. So, "how can we fix this?" I ask. The Burketown squadron have the solution. They have been out and done some homework on purchasing a marine repeater station to install on Sweers Island. When installed this will give reception to the whole bottom half of the Gulf. "Who is going to pay for this?" is my next question. "Let's apply to the Qld Government for a special grant," they reply. Very quickly a plan is put in place to submit a grant application. Hopefully in the next short while this will be operational and all the mariners using these waterways will be much safer. What a wonderful initiative from this squadron.

Heading up towards the top of the Gulf, it is member numbers that these squadrons struggle to maintain. In Weipa, the mining industry brings in numerous people, however these people come and go. As explained to me, in any 24 hour period, a third of the members are working, a third of the members

are sleeping, and the other third are generally out of town on some other business, so it can be very hard to maintain a response to an activation, however the squadron manages to do this, which is very creditable to them. Most importantly, an activation from Weipa can be anything up to 10-12 hours so this is no mean feat maintaining crew numbers.

In the Torres Straits, the extreme heat causes much grief to the equipment owned by VMR squadrons. These members do some very decent rescues, mostly EPIRB activations for vessels that have broken down in some very unkind weather conditions. Their rescue vessels need to be in ship shape conditions. These squadrons are very unfinancial, they can't fundraise, so operating is very difficult. They need storage facilities to maintain their equipment for a long life. Currently, projects are underway to source land to build sheds for the three squadrons in the Torres Straits. I hope to see this happen in my time in this position.

Travelling down the north east coast of Queensland, these squadrons are in the middle of the sugar cane harvest, and the majority of members are employed in this industry, given its size. Its not as simple as being in the middle of a cane field, getting a request for assistance, turning off the harvester, jumping in the truck and heading down to the rescue base, hooking up the rescue vessel, heading down to the boat ramp to launch and then travelling 100nm to find the target.

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BRISBANE'S
ONLY

UNDERCOVER
DRY RACK
BOAT STORAGE

These members do that though. They don't let calls for assistance go unanswered. They are a credit to Marine Rescue in Queensland.

I heard a story of this happening, only for a rescue crew to arrive to find the boatie had run out of fuel, then be given a mouthful because they took longer to respond than what he thought was reasonable. Had this have been known at the outset, a delivery of a pair of oars might have been more handy!

On the Central Qld coast it's very hard to launch a rescue vessel because of sanded up creeks and rivers. Launching can only successfully occur from half to high tide in some areas. Sometimes travel to a boat ramp 40-50 miles away may have to occur just to get a successful launch. These guys don't batt an eyelid, the customer comes first. They just do what needs to be done. Once again these rescues aren't simple, they can take many hours of day and night, taking members away from work and families. I didn't hear any complaints.

In Moreton Bay, these crews are quite busy, they transport emergency paramedics to myriad islands in the area. This might be at 0100 in the morning. There are plenty of ill people out there that need help, and reliance on VMR to provide this assistance is ongoing. The members love doing this type of work because they get a real sense of satisfaction out of helping people. As well as this there are the regular other activations towing broken down and grounded vessels. These squadrons are well equipped for this and spend numerous hours doing so, only now to be hit with threats of legal action because a boat owner didn't like what they did to successfully rescue him, retrieving his vessel, with minor damage caused, from a very dangerous situation.

On the Gold Coast, rescue activations occur several times on a daily basis. Luckily, most are only one to two hour duration given the location. Still, these squadrons have challenges. Rescue vessels are in the water often, and with this comes ongoing maintenance issues, lots of boat cleaning, expensive fuel bills, and once again great satisfaction from members with the help they provide the community.

Across Queensland every squadron faces challenges, some unwanted, some easy to rectify.

I take my hat off to the members with the dedication and professionalism they show. Let's all know about the challenges and issues your squadron faces so we can all work together to get good solutions.

Keep up the great work you do, unfortunately not all activations are easy, and not all customers are appreciative, but the good far outweighs the bad.

Pat your fellow volunteer on the back often, and tell them what a great job they are doing, because without all of you, Marine Rescue in Queensland wouldn't exist.

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GLADSTONE

WANTED – VMR GLADSTONE BARISTA!

Like so many in the Gladstone region, this family headed off for a weekend on the water. Kelly and Brendan took their two girls, for a usual weekend of crabbing and fishing with their first ever camping trip at Pancake Creek.

“We were on our way to get bait when the motor just died on us. We tried a bit of troubleshooting with the fuel system, but no matter what, the motor would not run,” said Kelly. The adventure continued with some yachties coming to their aid and towing them back to their camp.

Kelly said “we made contact with VMR to arrange for a rescue the next morning. The girls and I were on board the rescue boat and were made to feel very welcome. The girls took great delight in letting the crew know what their favourite fish to catch was and where they go fishing”.

On the way back the girls pointed out on land all the places that they go and in turn the crew showed them on the map where they were. The crew made their young passengers feel at ease and one said that she especially loved that they gave her lollies. Whilst our other young passenger’s favourite thing about the rescue was seeing the whales.

“It was a fairly long activation,” said skipper Jeff Caldwell. “This family are very experienced boaters and were well prepared for the trip. They were able to tell us exactly where to head to pick them up and pointed out sandbars that weren’t on the GPS,” said Jeff.

“You can have good weather and be very experienced and prepared but things can go wrong, so it pays to be a VMR member,” said Jeff.

Kelly posted this on our Facebook page:

“Thank you so much to the absolutely amazing guys who came to our rescue today. They really did go above and beyond to turn our little disaster into such a wonderful magical adventure for these two complete with a whale watching show. The girls will be talking about you and our adventure for a long time to come.”

A very appreciative Kelly said that the only thing that could have made getting rescued better, was a hot cup of coffee, so the hunt is on for a VMR Gladstone barista!



TOP: The girls, pretty happy with their adventure.

ABOVE: Safely under tow.



HANDY HEALTH TIPS : MARINE CUTS AND GRAZES

by GLENN NORRIS

Many of us at some time in our lives have had the misfortune of cutting ourselves on oyster shells, or grazing a jetty pylon encrusted with barnacles, or in fact slipping on wet rocks and opening skin to the elements.

Any one of these events where skin has been damaged has a real potential to expose our bodies to infection. In fact, the number of patients who present to medical services with symptoms of marine source infection is sufficiently larger than we ever commonly hear about.

In worse case scenarios, infection can be so severe that limb amputation is the only cure. Generally though, thorough cleaning of the wound and antibiotics will promote successful recovery.

Grandma always used to say that if you cut yourself, bathe the wound in saltwater because it has great effect on cleaning a wound. Doctors have also long used saltwater in wound management. However, recent events published in the media have highlighted that doing this does not always have successful outcomes, with people claiming to have been infected by flesh-eating bacterial infections from wound exposure to saltwater.

It appears there is no simple answer as to whether saltwater is beneficial, and doctors says the evidence is not clear because different situations are very different based on a number of different factors. Saltwater in the ocean is not sterile due to the state of the water which you may be swimming in. Factors such as rainfall or storm water runoff and tropical waters are known to encourage bacterial growth due to the warmth of the water.

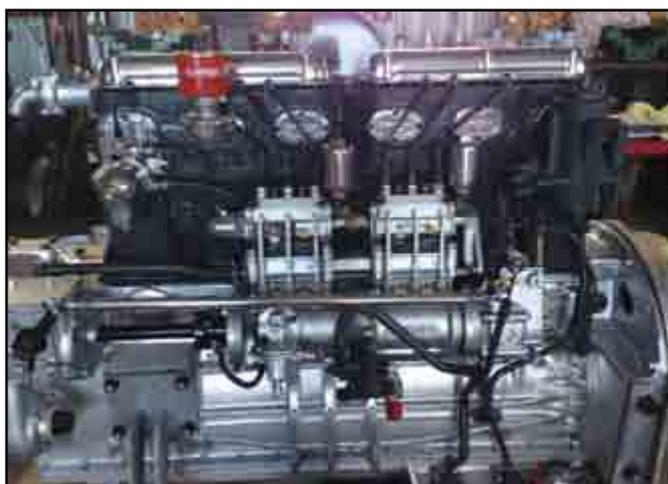
Underlying medical conditions also contribute greatly to a persons' ability to battle infection. People with low or compromised immune systems are far more likely to attract environmentally borne infections, which would not normally affect a healthy person.

In essence, people will never stop cutting themselves; people will never stop swimming; people will never always remember that open body wounds and saltwater can be dangerous and people will never really know the consequences until after the event.

The best advice that one can give is that if you are unfortunate enough to have an incident involving a marine cut, graze or breaking of the skin, consult a healthcare professional and let **them** decide the best course of treatment.



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BRIBIE ISLAND

JULY 28, 2017 – YTD RADIO ROOM STATISTICS:

7961 calls, 2355 vessels logged on, 128 vessel assists, and 99 Securite broadcasts.

UNDER 8's DAY

Marine Rescue Bribie Island displayed *Bribie 3* at the recent Under 8's day at the Bribie Island State Primary School. Some 400 children clambered over *Bribie 3*, received stickers for their activity card and generally had a great day. Parents and teachers also showed interest and many questions on all sorts of topics were fielded in this annual event.



Vice Commodore Liz Radajewski 'controls' students climbing aboard 'Bribie 3'. Squadron Secretary and crew and Secretary Noel Wendt, can be seen on the opposite side, helping students off the boat.



Students queuing up to view 'Bribie 3'.

Bribie 3 is a 5.5m RIB with a 2.3m beam and a draught of 0.6m making it an ideal rescue vessel for the Pumicestone Passage. It is powered by a 130hp Yamaha outboard, and is classed to carry eight adults including at least two crew, it has a top speed of 42kts with a 150L fuel capacity and carries bottled water. It has a Lowrance Chartplotter, 2 x VHF radios

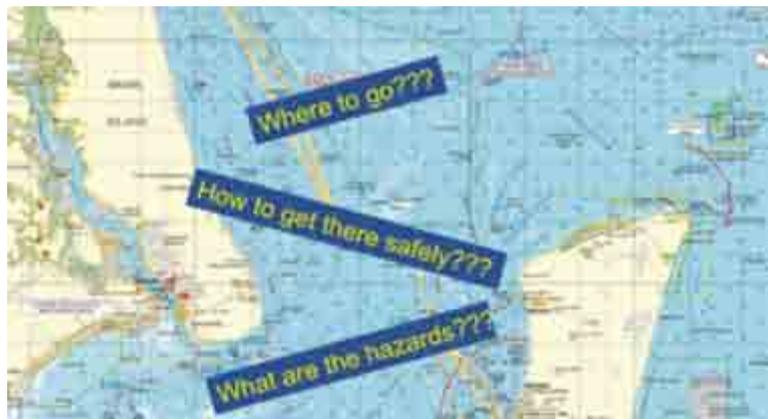
and 1 x 27Mhz radio. Its safety gear comprises an overboard container, fire extinguishers, 2 x EPIRB's, and a medical kit.

MAINTENANCE WORKING BEE AT VMR BASE



Members at the Working Bee spruce up the base.

FREE LOCAL BOATING KNOWLEDGE COURSE



A free workshop on Local Boating Knowledge was conducted by Commercial Coxswain, Gary Voss at 2pm on Sunday June 18, 2017. It was well attended (45+) and topics included an introduction to the Pumicestone Passage and Moreton Bay, boating hazards, highlights of Moreton Island, various tips and tricks with some likely fishing spots. Positive feedback was received regarding this free course, another is planned to be conducted in September and will most likely be on boating safety.

EMERGENCY RESPONSE EXERCISE AT SPINNAKER SOUND MARINA

Members of VMR Bribie Island, Commodore Nathan Gundy, Vice Commodore Liz Radajewski, Training Coordinator Alan Tranter along with members of QFES including Station Officer Wayne Brown, Captain Bribie Island Fire and Rescue Josh Clare, along with Benjamin Hansell Operations Manager, Spinnaker Sound Marina, and staff, undertook an exercise designed to improve the initial emergency response

to an incident at the marina, and subsequent response with operational crews from Bribie Fire and Rescue.

The use of the VMR resources as assets, should an incident occur in the marina was of great benefit enabling fire crew exposure to firefighting from a vessel (*Bribie One*). Site specific hazards were identified when vessels become involved in fire and members concentrated on safety aspects, vessel types and construction, on site specialist knowledge and possible environmental considerations/issues should an incident occur within Spinnaker Sound Marina.



Fire and Rescue staff transported by 'Bribie One'.

Follow up training will include working in partnership with Spinnaker Marina and on-water drills with VMR to review/improve firefighting from VMR vessels. This exercise demonstrates another example in which VMR Bribie Island's assets and resources are utilised to support Emergency Services agencies within the community.



Participants assembled for group photo.

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BRIBIE ISLAND

PROMOTIONS AT VMR BRIBIE:

Volunteer Marine Rescue Bribie Island is a recognised training organisation and is continually involved with the training of crew and radio operators. The minimum requirement for a VMR vessel crew is Cert 1 TMD10107 Elements of Shipboard Safety which is to be completed within six months of joining as a vessel crew member. Members then work through the required MAR training units to obtain a Certificate II in AMSA Grade 1 Near Coastal Waters Maritime Operations – Coxswain Grade 1. The VMR crew member can then apply to AMSA or Maritime Safety Queensland for their orals to obtain their Commercial Coxswain Certificate dependent on medical, eye test and sea time, as to what restrictions may apply. Accordingly, there has been advancement in rank for a number of our members, VMRBI congratulates these following members:



Coxswain Gary Voss and Senior Crew Bill Stainton pin Peter Paschke's Competent Crew epaulettes on.



Coxswain Ray Gibbs places on John Meeke's Crew epaulettes.



Vice Commodore Liz Radajewski places on Lindsay Crompton's Crew Epaulettes.



Commercial Coxswain and Vice Commodore Liz Radajewski pins on Graham Parker's Crew epaulettes.



Commodore Nathan Gundry puts crew status epaulettes on Ben Mohr.



Vice Commodore Liz Radajewski pins anchors on Andrew McAlister's epaulettes signifying his elevation to senior crew status.

MINISTER VISITS VMR BRIBIE ISLAND



VMRBI welcomed The Hon Mark Ryan MP, State Member for Morayfield and Minister for Police, Fire and Emergency Services when he visited on May 31, 2017, above Minister Ryan aboard 'Bribie One' with Commodore Nathan Gundry.

Also attending the base for a brief tour and a demonstration of some of VMRBI's capabilities were: Superintendent Michael Brady from Qld Police Service and Moreton District Disaster Co-ordination, Superintendent Wayne Waltisbuhl and Inspector Lance Duncan from Qld Rural Fire Service, Superintendent Mark Dole from Qld State Emergency Service, Qld Fire Emergency Services Station Officer Wayne Brown and VMRAQ General Manager Keith Williams.

The assembled group aboard rescue vessel 'Bribie One'.



**YOU'RE THE SKIPPER
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LOCAL HOME SCHOOLING GROUP VISIT VMRBI



Local Home Schooling Group in front of rescue vessel 'Bribie One'.

Local Home Schooling Group made up of six adults and 12 children between the ages of four and 10 years visited VMR Bribie where they were given a tour of the base and shown how the radio room operated.

The highlight of their visit was a tour of the three rescue vessels. The children were broken up into four groups and VMR crew members Ian Grimes, Ray Gibbs, Noel Wendt, radio operator Arthur Brown and Vice Commodore Liz Radajewski conducted the tour.

101.5FM BROADCAST FROM VMRBI



ABOVE: 101.5fm Morning Magazine Program was broadcast live from the front of VMR Bribie Island Base on Friday morning June 23, 2017.

INSET: 101.5fm's Morning Magazine Host Keith Birks conducted interviews with Vice

Commodore Liz Radajewski and VMR Emergency Services Liaison Officer Graham Gibb on the operation of the VMR and promoted the upcoming Emergency Services Expo on the October 15.

RADIO OPERATORS MEETING AND ACTIVE MEMBERS BARBECUE

A radio operators' meeting was held at the VMRBI base on Saturday, June 24, 2017 at which the Commodore Nathan Gundry updated radio operators on what was happening around the base and discussed a new flow chart for activations. The commodore thanked those members for their continued dedication, after which he and other committee members cooked a barbecue for 80 plus active members of VMR Bribie Island and their partners.



Superintendent Wayne Waltisbuhl of Qld Rural Fire Services outlines expectations from Marine Rescue Bribie in the upcoming Memorandum of Understanding agreement between the two organisations which will be put into place in the coming months.



Commodore Nathan Gundry addresses the radio operators meeting – Saturday, June 24, 2017.



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BRIBIE ISLAND

BRIBIE ONE – PRIMARY RESCUE VESSEL



Bribie One is an 11.5 m NAIAD built by Yamba Welding and Engineering, with a beam of 3.2m, a draught of 0.8m, is powered by 3 x 250hp four stroke Yamaha outboards, is capable of over 40kts and a range of 460nm.

Electronics include: Garmin Radar GPS, AIS Class 'A', FLIR Thermal Imaging System. 406 MHz EPIRB x 2, VHF Radios x 3 (1 Handheld), and 27Mhz Radio x 1. She also carries a fire pump, fire extinguishers, medical kit and stretcher, fresh water and also has a toilet.

LOCAL ES SUPPORT AGREEMENT

This month a Local Support Agreement was signed between VMR Bribie Island, Queensland Fire and Emergency Services, Queensland Fire and Rescue, Rural Fires Service Queensland, State Emergency Service and Queensland Police Service. This is a momentous step forward to have these emergency agencies seamlessly working together and understanding each other's role should joint services be required for any emergency situation.



Local Support Agreement was signed at VMRBI July 20, 2017.

L-R: Rick Murdoch from the State Emergency Service, Doug Lythgo Treasurer VMRBI, Lance Duncan Superintendent Northern Zone Queensland Fire and Emergency Services, Graham Gibb VMRBI's Emergency Services Liaison Officer, Fergus Adrian Rural Fire Services, Keith Williams Manager VMRAQ, Superintendent Michael Brady Moreton District Queensland Police Service, Josh Clare Auxiliary Captain QFES Bribie Island, Wayne Brown Station Officer QFES Bribie Island, Bob Skinner VMRBI, Noel Wendt Secretary VMRBI and seated signing the agreement Nathan Gundry Commodore VMRBI with Vice Commodore Liz Radajewski beside him.

ORIGIN SERIES

All three games of the 2017 Origin Series were well attended and enjoyed on the big screen at VMRBI. As usual the social committee did a wonderful job catering with the traditional football fare of pies, hot dogs and toasties.



Former Commodore Wayne Sclater and his wife Sue braved the majority of Maroons at the 'decider'. Great to see Wayne back on crew again.



'Queenslander' Ex Victorians Sheryl Traill and Barry Carew enjoyed the Decider, supporting Maroons of course.

AWARDS JUNE SUNSET DRINKS

June Sunset Drinks was very well attended, with about 65 members and guests. The social committee ladies provided a wonderful spread with lasagne and salad. It was a very fitting occasion for significant awards to be presented to long serving, dedicated members – congratulations to all those deserving recipients.



Shirley Beatie, Radio Operator and Peter McNamara, Radio Officer and Committee Member, proudly display their respective Service Awards.



Betty Snell, Social Committee Member VMRBI proudly displays her award, Betty is flanked by Vice Commodore Liz Radajewski and Commodore Nathan Gundry.

Betty Snell was recognised for her 15+ years of service, in which Betty served as a radio operator, radio officer, duty officer, management committee member, fund raiser, social committee member and wrote many 'Flashback' articles in *Baywatch*, which highlighted members that had made a significant contribution to VMRBI.

JULY SUNSET DRINKS

Some 55 members and guests attending, Sunset Drinks held July 28 was another spectacular evening with a sunset to match. With burgers served up by the Social Committee and our barbecue specialists Arvo, Les and Ron. The usual raffles for vouchers and a meat tray were also conducted.



Radio Officer Peter McNamara, LNP Candidate for Pumicestone Simone Wilson and Assistant Radio Officer John Bodycombe checking their raffle tickets.

A Christmas in July function was held for our long time major sponsor Busyfingers, to show our appreciation to that organisation who pays our fuel bill for our rescue boats from proceeds of their operation in Cotterill Street.

We urge all our members and their friends to support this wonderful organisation who not only assists us but also countless organisations in our community. With approximately 50 attending a pleasant night was had by all in attendance.

NAVIGATION HAZARD REMOVED



The once proud 'Lady Melodie', now beached near Kalmakuta ramp, it was a work in progress for its owner when it sank just off Turners Camp, as it was completely submerged, it had to be marked with buoys etc. to lessen the hazard. It is believed to have changed hands in exchange for re-floating it.

COMING EVENTS @ VMRBI

HIGH TEA & FASHION PARADE: 2pm Saturday August 19, 2017 at the VMRBI base at Sylvan Beach. Best value High Tea around, enjoy a free glass of bubbly on arrival, the fantastic fare prepared by our multi-talented social committee, participate in the many raffles and enjoy great company in the magnificent surroundings. Only \$30 entry with a fashion parade by Island Designs who provides a percentage donation from any sales to VMRBI.

GOLF DAY BRIBIE ISLAND GOLF CLUB WOORIM Friday, September 15, 2017, the VMRBI 5th Annual Golf Fundraiser Day at The Bribie Island Golf Club, Links Court, Woorim. The event is a Four Ball Ambrose, looking for both sponsors and players. \$40 per player which includes green fees, barbecue burger and a drink. Drinks cart will be on course, lots of prizes offered. Shot Gun Start at 11am. Bookings at The Bribie Island Golf Pro Shop 3408 2484, numbers are limited – so get in quick.

EMERGENCY SERVICES EXPO 10am to 2pm Sunday, October 15, 2017. A great family day showcasing all emergency services available to our community should they be required. Come along and meet these front line experts, get advice, or just see and experience their equipment.



Last year's assembled participants in EXPO 2016.

OWN A BOAT?

You can join VMR Bribie Island online at www.vmrbrbie.com phone (07) 3408 7596 or call in person at Marine Parade Bellara, and enjoy many benefits including:

- breakdown assistance;
- vessel and contact details recorded in our database in case of emergency;
- access to first aid, radio, navigation courses plus safety/boating information sessions;
- regular social events;
- reimbursement up to \$100/per year for tows by other VMR/Coastguard units; and
- overnight/weekend secure car and trailer parking at the base.



NEW RESCUE BOAT FOR VMR WHITSUNDAYS

The arrival of our new rescue boat, a Noosa Cat 4400 Flybridge, is the culmination of three years work by our boat committee – Adrian Bram, Ray Lewis, Tom Manning, Roger Wodson and Mal Friday. Special mention must go to Tom Manning, who supervised the construction phase and personally raised sponsorship and goods of over \$135,000.

THE NEW ABELL POINT MARINA VMR1

- NoosaCat 4400 *FB Patrol* just under 12m long, 4.5m across the beam, only draws 1.2m;
- Twin Cummins diesel engines delivering a combined 960hp. Configured for long distances and towing vessels. Cruise speed is over 25kts and uses less fuel per hour in operation than our current vessel. Maintenance costs long term should also be reduced;
- Specifically designed and purpose built as an offshore rescue vessel with a flybridge – a must for visibility near the reefs in the Whitsundays and for Search and Rescue operations;
- Larger fuel capacity of 1600L provides a range of 300nm, which would allow us to go beyond our official working area but gives plenty of safety margin for long tows;
- The larger footprint will provide safer handling in the rough seas we can encounter in the Whitsundays and a safer working environment for Volunteer crews. It has walk-around decks – safer for crew and more efficient access;

- It is fitted with state-of-the-art Furuno electronics with touch screen technology, Forward Looking Infrared Radar (which can pick up a person in the water up to 900m) and VHF Radio Direction Finder;
- The Cummins engines are below deck – providing a spacious working area. Engine wells have automatic fire protection;
- Larger cabin is designed for medivacs and stretcher handling. The vessel is fitted with its own QAS Stryker stretcher, plus our own first aid equipment;
- It has its own liferaft and a Life Cell for flares and emergency equipment;
- In cabin it has air conditioning, toilet and shower (good for hyperthermia recovery), a more spacious working area, kitchenette with microwave, fridge and coffee maker for long distance activations. It is air conditioned for the comfort of crew, emergency personnel, and any passengers that we are assisting.

We are pleased to announce that Abell Point Marina and VMR Whitsunday have agreed to a three year Platinum sponsorship. Abell Point Marina have secured naming rights on the vessel, *Abell Point Marina VMR1*. Berthing is in a privileged position near the fuel dock, is convenient to crews and emergency services, providing a speedy departure. The sponsorship also includes a cash component, which will greatly assist to cover operating costs and unforeseen circumstances. We wish to thank our new Patron, Paul Darruzet, of Abell Point Marina for his generosity and support.

Rotary donated \$100,000 toward the new vessel, and we were also helped by a significant contribution from VMRAQ.

The new boat is the future of Whitsundays boating safety.

ACTIVATIONS

Apart from the usual tows, these are some of the more unusual tasks over the last few months.

Activation July 8, 2017

Skipper: Ray Lewis

Crew: Roger Wodson and Michel Del Aguila

Task: Boat on fire – near Almora Islet



I happened to be at the radio room when Alan, the duty radio operator, and I heard radio conversations between vessels and VMR Mackay about a vessel on fire near Daydream Island. After contacting the vessel and VMR Mackay, I spoke to the water police, who were also activating, and was told to go to the government marine jetty and pick up fire officers.

With Roger and Michel on board we departed our jetty at 1055 and picked up three fire officers and a fire pump and headed off to find the vessel burning south of Almora Islet.

We checked with the water police, who had the owners on board, that the gas bottles on board had gone off before attending the fire and after quite some time spraying water on the vessel, we managed to get a small heaving line attached and started towing the vessel to the shore line.

A bow wave from a passing vessel snapped the small line so the water police used our tender anchor as a grappling hook and attached an anchor line and towed the vessel into to the small bay west of Almora Islet where it eventually sank.

The owners and their tender were transferred to our vessel and we returned to APM at 1300. This incident was also well publicised on social media and the Whitsunday Times. **Time on job: 2hrs**

Activation: July 16, 2017

Skipper: Fin Forbes

Crew: Tim Hearn and Lance Robins

Task: Tow – near Daydream Island

I was just settling in to watch the Cowboys/Rabbitohs NRL game when Tom (in the radio room) rang looking for a crew to assist a VMRW members in his 7m runabout with four people on board. A beautiful Whitsunday Sunday afternoon meant everyone was out enjoying themselves, so he had tried at least 15 people before he had a crew for this activation.

VMR1 left APM at 1635. We had a description of where the vessel was (just past Daydream Island) and coordinates to navigate to. Both of these bits of information were not accurate or even close. (**Note:** if you seek assistance, endeavour to get the information on your position as precise and accurate as possible! Make sure you give your vessel position, not the cursor!)

After much fruitless searching in the wrong vicinity, we finally established where they were (via the mobile phone) and rapidly got to them and had them in tow by 1710hrs. We towed them back to APM at approx 9kts and dropped them off at the public jetty.

We were refuelled, signed off with Hay Point VTS and our 24/7 Phone Holder (Bill) and back in our pen by 1805 hrs. **Time on job: 1.5 hrs**

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WHITSUNDAYS

Activation June 10, 2017

Skipper: Ray Lewis

Crew: Wendy Davidson and John Caldwell

Task: Search for supposed breakdown – near Hayman Island and Pioneer Bay

Received a call late in the afternoon from the radio base that a non-member in a 14ft runabout had broken down between Airlie and Hayman Island so I headed down to *VMR1* thinking this will not take long.

After completing some pre-departure checks I called the base to get an update on the incident, and was informed that the person had sent a GPS position from Google Maps (which I thought was a great idea) that showed that he was west of Hook Island. We departed APM at 1625 and with a reasonably flat sea we were on the scene in good time but could not see a boat anywhere on the horizon.

I phoned the person, whose accent made it a bit hard to understand, and was then informed that he was out from Funnel Bay. We travelled over to Funnel Bay and behold I could not see a boat anywhere!

I called him again to say that we were close to a large two masted vessel anchored off the bay and could he see us to which he replied that he thought so and he was in front of us and to head towards the sunset. So off towards the sunset we went only to get close to a position between Bluff and Grimston Point and still no boat to be seen!

At this point we started to think that this was a hoax and as it was getting dark I decided that it was a search and rescue and tried unsuccessfully to call the water police. I then called the Cannonvale Police to report the incident and also called the person to tell him that I was handing it over to the police.

We saw a flashing light and some navigation lights in the area and checked those out before returning to APM to fuel and berth. On the way back to APM we received a call from another person to say that they were north of Pioneer Rocks but I had no intentions of running around in the dark so we returned to base.

Wendy and I then went to the Cannonvale Police station and reported the incident and went home expecting a call out later, but after a half hour I received a call from the 24/7 phone holder that the person was safe and sound at the Port of Airlie.

Two hours and 180 litres of fuel wasted on a person who did not know where he was!

Activation: May 19, 2017

Skipper: Fin Forbes

Crew: Roger Wodson, Rod Wilson and Michel del Aquila

Task: Tow, north of Hannah Point



On this wet Friday morning, our vessel (*VMR1*) was involved with training for the Whitsunday Training Academy and had a tutor and three students aboard. Bill, our 24/7 phone holder, rang at 1000hrs to give us our assignment; a 60ft ketch with eight persons on board was having engine troubles.

The rest of the VMRW crew arrived and we were out of APM by 1025. This was also going to be good 'on the spot' training (by observation only) for the Academy students – towing being a part of a Coxswains course. I hope they enjoyed it.

Seas were reasonable, considering the wind and rain being experienced. We arrived at the vessel at 1050, and had her in tow by 1055, thanks to an efficient and slick VMRW crew. We towed her back to APM at 6.5kts, shortening the tow line while entering the marina, and put her alongside while in the marina itself.

This vessel was almost double our length – and at 43 tonnes was five to six times our weight – so momentum was a major concern when manoeuvring. We took her to her allocated berth with no incidents, immediately refuelled, and after reporting our safe return to Hay Point VTS and to Bill, were back in our own pen by 1255. As always – thanks to the crew for making it look easy. **Time on job: 2.5 hours**

**YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE!**

Well, didn't central Queensland cop a hiding earlier this year? Cyclone Debbie roared in from the ocean and then stopped directly over our northern neighbours in the Whitsundays, resulting in an enormous amount of property loss and damage, a lot of which still hasn't been repaired.

Here in Mackay, we once again 'dodged the bullet'. Not to say we got off scot-free as there was some serious flood issues in the Pioneer Valley as torrential rain fell throughout the region and gale force winds buffeted the coastline. The Mackay Marina was subject to a large northerly swell that, unfortunately due to the design of the harbour entrance, rolled into the marina area and caused considerable damage to a lot of the marina pontoons. As our vessel Mackay *Rescue 5* is normally moored on the fuel berth structure, we have to move her during cyclonic events and for a 48 hour period it was a continual process of monitoring, checking lines and even relocating as the floating pontoons disintegrated around her. Thankfully, no vessels were lost in the Mackay marina but it was certainly an eye opener to what could happen if we had suffered a direct hit. It was to be many weeks before power was restored to all the berths as complete rewiring was required on many arms and at the time of going to print, work has still not started on repairing the destroyed pontoons. But to give credit where it is due, the southern breakwater was reopened to traffic only a day after the weather event passed.

This is a credit to the Port Authority and the amount of time and money they spent rebuilding the wall after it was damaged during the previous close call with Cyclone Ului. A change in the design of the northern breakwater to include an easterly facing nib wall would lessen the impact of strong northerly winds on the marina and is hopefully being considered by the authority.



THE MACKAY MARINA ANCHOR

As you enter the Mackay Marina precinct you are now greeted by a huge anchor sitting proudly in the middle of the roundabout. The 12 tonne anchor is quite a fitting landmark and has an interesting story to tell. As anyone who has flown into Mackay or arrived by boat from the south will know, there are a large number of bulk carriers at anchor at any time off the ports of Hay Point and Dalrymple Bay Coal Terminals waiting their turn to berth and load coal for shipment around the world. It was from one of these ships, *Wakashio*, the anchor was originally lost when a chain broke. Being a hazard, the lost anchor meant that one designated anchorage could not be used and at the order of the Mackay Harbour Master, Ed Korber from Subsea Diving and Salvage was contracted to locate and salvage the offending item.

As each anchorage has an area of almost 0.6sqm, the job of finding the anchor was not as simple as

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MACKAY

most would envisage but with the use of a towed sonar brought up from Brisbane, and 3D bathymetric imaging, it was pinpointed and raised to the surface using the tug *Capricorn Alpha*. Under the international salvage rules, Ed was now the owner of this rather large anchor but having no use for it or a buyer lined up, the Mackay City Council was asked if they would like it as a gift. As they say, the rest is now history and the anchor creates a formidable entrance to our marina area.

CREW AND TRAINING NEWS

During the last few months VMR448 has been blessed with an influx of new crew members. More than a dozen ladies and gentlemen have been placed on crew as trainees with varying levels of skill ranging from a Master 5 skipper with Torres Strait pilot experience to our first official junior. We were lucky enough to have Marine Rescue trainer, Tom Hudson come to town and utilised his visit to conduct an Elements of Shipboard Safety module allowing a lot of the newer crew members to complete this importance phase of their training.



L-R BACK: Col Bath, Michael Eastment, Peter Todd, Darrell Saunders. FRONT Charles Linsley.



L-R: Councillor Justin Englert, VMR448 Skipper Charles Linsley, Cr Ross Walker, Cr Kevin Casey, Mayor Greg Williamson.

While in town, Tom also put the VMR448 skippers through their revalidation ensuring we are competent to continue in our roles. The challenge is now on the squad UTC and assistants to ensure our next generation of skippers have completed all the required training and can transition into the position in a controlled atmosphere. With this next VMR Coxswain course scheduled to be held in Mackay in November, this gives the squad the ideal opportunity to bolster our ranks as sadly, June also heralded the retirement of long serving skipper Shane Tait. We wish Shane all the best and may there be many days fishing and relaxing around his beloved Clairview.

ACTIVATIONS AND ON-WATER ACTIVITIES



Image courtesy EMB Photography.

A lengthy period of strong south-easterly trade winds had limited the opportunities of the local boaties to get offshore until mid-July when the weather god's started smiling on us again. Murphy's Law struck in the second week of the school holidays when the winds dropped and the seas flattened for six days but this also coincided with the closing of half the marina ramp while a new floating pontoon was being installed on the southern side. Arriving home and taking up to three hours to retrieve your boat led to frustration on more than one occasion. As would be expected, VMR448 was kept busy during this period with a number of breakdowns and fuel related issues.

Our vessels have also been busy helping community organisations with their on the water activities. The Malanuka Outrigging Canoe Club race from the Pioneer River boat ramp, seaward of Round Top Island to the Harbour heads was a feat of endurance for the paddlers as they battled strong currents and moderate seas with the winning double surf ski completing the distance in one hour and 33 minutes. It even looked tough from the relevant comfort of the VMR RHIBS. VMR448 also assisted the Sunset Bay Outrigger Club with their Wai Puhi races offshore from the Mackay Northern beaches.

On the weekend of July 14 and 15, the first round of the Offshore Superboat Championships was held in Mackay. The three VMR448 vessels were ably assisted by VMR Burdekin and two Mackay members' private vessels throughout the races. It was all hands on deck when one of the race boats flipped, with *DBCT Mackay Rescue 6* first on hand with the paramedics, closely followed by *Mackay Rescue* with rescue divers. With the two crewmen safely evacuated, *Mackay Rescue* towed the boat back to the berth where it was righted. The following weekend, Geoff Osbourne and Kerry Abraham towed *Mackay Rescue* to Bowen to assist with the next Superboat round.

MEMBERSHIP INCREASE

Coinciding with the start of the new financial year, VMR448 has increased the annual membership fee from \$60 to \$85. The decision to make the increase was not taken lightly and was the result of rigorous debate and consultation but with the old fee not changing for many years and the erosive effect of inflation, the squad had no choice but to increase the membership if we were to continue supplying the high level of service required. A concerted effort was made to educate the boating public prior to the rise to promote understanding and provide time for people

to jump the gun and re-join prior to the increase. It is a sad fact that if a higher percentage of the 20,000 boat owners in the Mackay district were members, the fee would not have had to be increased.

COMMUNITY RELATIONS



It has been a busy period for VMR448 within the community outside of our usual on-water duties. From towing *DBCT Mackay Rescue 6* to the council grounds and participating in the Volunteer Expo, to conducting presentations to the AMWU RMD (Retired Members Division) and the BCF Club members night,

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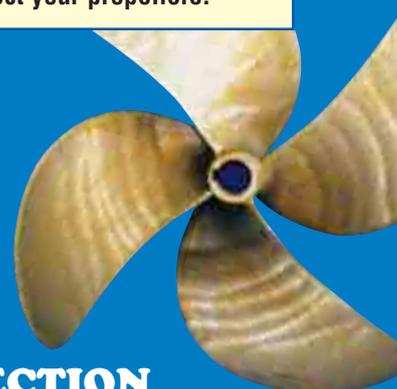
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to hosting the Mackay Mayor, Greg Williamson and the Mackay City Councillors during a 'Council in the Community' visit, we have been promoting VMR to the max. The council visit was a highlight, providing the perfect forum to explain the operation of our squad and the challenges we face to people who are in a position to listen and hopefully assist. Even though the attendees had another appointment, a ride in the vessels proved too enticing and proved entertaining to all. The media attendance and subsequent publicity was a bonus.

VMR448 has established a bond with the Mackay Men's Shed that is reaping rewards. After an initial meeting by VMR skipper Charles Linsley, the woodworkers at The Shed, which include retired VMR448 skipper and vice president, Col Goldston, offered to manufacture a purpose built table to house the squad's charts and navigation utensils. After years of rolled up charts and loose parallel rules, we now have a beautiful, multi drawer cabinet to house this important equipment. Many thanks to all the guys involved.

MEET THE VMR448 MACKAY SKIPPERS

This quarter we introduce Heath Kennedy.

Began with VMR: December 2013.

Why VMR: I've always enjoyed being out on the water for whatever reason so it seemed to be the right organisation to be a part of. I thought it would be a good way to give back to the community and to help develop my people and leadership skills.

Most memorable activation: We were activated to assist a vessel which was taking water. By the time we left the harbour the vessel had sunk and the crew had been picked up by another recreational vessel. Seeing how it was only a mile out we continued out to see if we could recover any of their gear. When we got to the area we found a 25L fuel tank, a few eskies and some life jackets. About a mile in the distance



I could see what I thought was a grey kayak, I could see someone sitting on top but it just didn't look right, so we went over for a look. Well it wasn't a kayak, it was a rolled over tinny with a guy sitting on the bow. We slowly approached him, he didn't call out or signal us for help so I said "hey mate, are you right?" to which he woke up and replied "No, No, I'm not," so we picked

him up. Turns out all the gear we found was his and he'd been sitting there for about four hours. We gave him some warm clothes, took him back to the marina and went back out to get his boat. Pretty exciting morning with good outcomes and good experience for us.

Have you been involved in any life threatening situations or emergency activations? There's been heaps of emergency situations, boats taking water, breaking down in bad weather. We had a SAR earlier this year which didn't have a positive outcome. We are lucky to have good training and a bunch of people who share their knowledge and experience. I think this is why we have the success we do.

What are your current roles in VMR? Currently I'm a commercial coxswain, and a VMR448 committee member.

Interests outside of VMR: A bit of camping and 4W-driving, catching up with mates, and apparently I'm pretty good at making babies with identical twin boys due in late August.

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VOLUNTEER MARINE RESCUE

ASSOCIATION OF QUEENSLAND INC.

CODE OF CONDUCT.

V.M.R.A.Q. Personnel will maintain the highest standards of conduct in serving the Queensland community. In particular, V.M.R.A.Q Personnel will always strive to maintain these five principles required of all members of Volunteer Emergency Services

V.M.R.A.Q Members Will:

- 1. RESPECT THE LAW AND THE SYSTEM OF GOVERNMENT.**
- 2. RESPECT OTHER PEOPLE.**
- 3. BE DILIGENT.**
- 4. ALWAYS ACT WITH INTEGRITY.**
- 5. MAKE DECISIONS AND UTILISE RESOURCES WITH DUE REGARD FOR ECONOMY AND EFFICIENCY.**

For more information on the 5 principles, please refer to the Code of Conduct & Anti Discrimination Manuals held by your Management Committee.

Date of Issue 01.09.96

Thankyou to our major sponsors to



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Queensland Government





VOLUNTEER MARINE RESCUE **ASSOCIATION OF QUEENSLAND INC.**

WORKPLACE HEALTH & SAFETY POLICY

The Volunteer Marine Rescue Association Queensland Inc. accepts the principle that the Workplace should be a healthy and safe place and therefore requires that its member Squadrons should adopt a standard Workplace Health and Safety Policy.

SQUADRON

WORKPLACE HEALTH & SAFETY POLICY

The Squadron shall:

- (a) Ensure by all practical means, the observance of Workplace Health and Safety Standards as may be required.
- (b) Ensure that all Squadron working/active members should have regards for the Health and Safety of themselves and others.
- (c) Conduct appropriate Health and Safety educational programs.
- (d) By periodic Safety Audits, identify unsafe or unsatisfactory equipment, conditions or practices and take steps to rectify these.
- (e) Maintain records of work associated illness or injury.



FISH RECIPES

BAKED ASIAN FISH PARCELS

Fish fillets -snapper or your choice
 ½ bunch Chinese broccoli /choy sum/ or some cabbage
 2 long red chillies
 Lemongrass (cut stem into aprox 10cm lengths and lightly crush)
 4 spring onions
 4cm piece ginger
 Garlic chives
 1/3 cup lime juice
 2 teasp sesame oil
 2 Tbsp Chinese rice wine
 Coriander/mint leaves to serve

Large sheet baking paper
 Place fish on baking paper in a baking dish
 Layer sliced and shredded veges on top of fish
 Drizzle with sesame oil, rice wine and 1 Tbsp lime juice
 Top with lime slices coriander and mint
 Make a parcel with the baking paper and contents
 Bake in oven for 8 minutes
 Discard lemon grass before serving

SNAPPER WITH GINGER & SPRING ONION

4 snapper pieces (or other fish)
 6cm shredded ginger
 4 spring onions
 ½ bunch coriander
 Juice of 1 lemon
 1/3 cup soy sauce
 2 Tbsp sesame oil
 1 Tbsp oil
 Large sheet baking paper

Place fish, ginger, spring onions (cut diagonally) coriander and lemon on baking paper
 Whisk Soy sauce, sesame oil and oil then pour over fish
 Wrap into parcels
 Put in steamer 10-12 minutes
 Serve with rice noodles

COCONUT CRUSTED FISH

1kg snapper
 1 cup coconut
 1 Tbsp (25gms) sesame seeds
 ½ bunch fresh coriander
 Zest and juice of 1 lime
 Sea salt and pepper
 1 Tbsp maple syrup

Cut fish into bite size pieces.
 Mix ingredients and coat fish
 Bake in oven 160°.

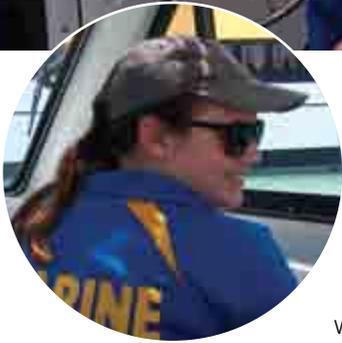
LEMON AND THYME SAUCE

1 shallot
 1 teasp thyme
 1 teasp Dijon mustard
 1 cup light cream
 Juice ½ lemon
 Cornflour blended with cream

Sauté shallot
 Add rest of ingredients and thicken with cornflour
 Serve over fish

HERVEY BAY

NEW YOUNG SKIPPER APPOINTED AT HERVEY BAY



At the age of 22, Josie Faulkner, gained her Commercial Coxswain certificate earlier this year and was appointed a VMRAQ skipper working with Marine Rescue Hervey Bay.

Josie joined the Hervey Bay squadron when she was just 19, with limited boating knowledge. She says she joined because she wanted a challenge and something different. Over the years Josie committed her time to the squadron and on regular occasions was the first crew member to put up her hand to go on activations. She has progressed through all of her crew training solely with the Marine Rescue Hervey Bay.

Since becoming a skipper, Josie says it has been one adventure after another. From transporting people and retrieving vessels, to medical evacuations and searches. Josie was even able to skipper our vessel last week to help National Parks and Wildlife Service to move and monitor a pod of juvenile whales from the shallow Sandy Straits area into deeper water. Not that whale watching is anything new for Josie, as she has been working as crew on a Hervey Bay whale watch boat for the last four years and this year has picked up a job as skipper on a whale watch vessel.

Since becoming a skipper, Josie has been involved in over 50 activations. Josie says "It's exciting because every job is different".

Josie says volunteering has allowed her to grow personally. Josie is now giving back to the organisation by passing on her knowledge to others training in crew duties.

NEW GENERATOR FOR THE BASE



We were lucky to be the recipient of a grant from the Gambling Community Benefit Fund to replace our aging generator at the base. The new generator was installed in July and on the day that the electrician was on the base connecting up the power we had an unplanned power outage. We were able to test the system was fully functional while the power was out. The generator performed admirably even when we had to launch our vessel for a medical evacuation during this time!

The new generator is a 40 kVA diesel and powers the entire base, which is markedly different from our old generator which only powered the radio room.

REEL BUOYS TOYS AND OPEN DAY EVENTS



August 12 was a very busy day for our volunteers at Marine Rescue Hervey Bay. The day started before 6am for a few hardy soles who were marshalling those wishing to sell their boats or marine bits and pieces onto the Seafront Oval. Reel Buoy Toys is in its second year and is a boating buy, sell and swap day. This year we invited some commercial marine businesses to join the private sellers and this worked well. The sausage sizzle was well patronised by the public during the day and we hear that at least two boats and four kayaks were sold on the day.

At 2pm we packed up the Reel Buoy Toys event and headed to the base for an Open Day. Members of the

public were invited to tour the base to see what we do, visit the radio room and look over the boats. Our volunteers escorted parties through the base. There was good interest from people in our work and we gave away a trip on one of our vessels, when people made a donation to Marine Rescue Hervey Bay.

Our Open Day wrapped up at 5pm and at 6.30pm our vessel left with one very excited young boy on board, along with his dad to take part in the Blessing of the Whale Fleet celebration.

We rounded out the evening with a working members barbecue to thank all the willing volunteers who had helped during the day. Members watched the Blessing of the Fleet celebrations and the fireworks that followed.

A long but successful day!



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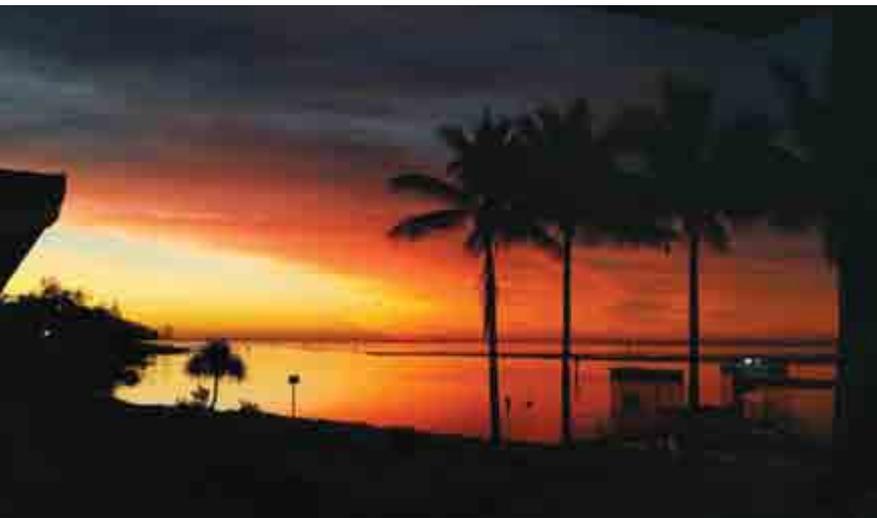
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LEFT: Getting ready for the Emergency and Community Services Expo in Shorncliffe. Thomas Grice (President, in front) with Tony Lloyd, Katie Kaiser and Jean-Paul Cardoso and his children Lucca and Marcus.

Image Jacqueline Henry, Bayside Star News.



BELOW LEFT: The view seen by many of our volunteers when they arrive to sign on in the early mornings on weekends. *Image Vic Kussrow*

Rescue. (Within the Sandgate Yacht Club, the members formed a power boat section known as Sandgate Yacht Club Air Sea Rescue. After Sandgate Yacht Club Air Sea Rescue was formed, then joined Air Sea Rescue Qld and became known as Air Sea Rescue Sandgate Inc.) In the 80's Stan's involvement with Air Sea Rescue extended to delegate representation for Southern Zone and he was the Inaugural President of the Moreton Bay Zone, Air Sea Rescue Queensland (formed on March 18, 1988). (In 1998, Air Sea Rescue Sandgate became known as Volunteer Marine Rescue Brisbane.)

Allan Eustace's dedication to VMR Brisbane and his support of multiple crews as designated radio operator was recognised last year with the naming of our radio room in his honour. Allan spent many years helping the

Tuesday crew with his welding skills which kept the trolley for *Sandgate 1* in top shape to enable us to continue launching our primary rescue vessel. Both gentlemen will be greatly missed.

It was a wonderful opportunity to highlight our rescue squadron with Channel 9's new children's show, BrainBuzz, in an episode set to air in March 2018. VMR Bribie Island and VMR Brisbane combined to highlight our services.

We have the pleasure of welcoming another water-based group to our Association in the Xiang Shorncliffe Dragon Boat Club. As a matter of interest, a Dragon Boat is about 12.4m long, weighs 250kg, carries 20 paddlers in pairs facing the bow, a drummer or caller facing the paddlers and a sweep (or steerer) at rear, so you can't miss one on the water. Other associations belonging to VMRB are Sandgate Yacht Club, Sandgate Canoe Club and Polynesian Va'a-alo Outrigger Canoe Club.

As this is being written, excitement is building for our Emergency and Community Services Expo which is being held on September 10. There will be dozens of promotional and information displays by community and recreational groups as well as attendance by various suppliers and all land and water-based emergency services with live displays, plenty of food to choose from, and even an area for the kids to enjoy. More on this next issue.

Sandgate 1 and Sandgate Rescue 2 have now both been fitted with new Mercury Outboards: Twin 250hp to *Sandgate 1* and a 150hp to *Sandgate Rescue 2*, thanks to the Community Gambling Fund and Port of Brisbane Grants.

Over the last couple of months, we have had the usual succession of small boats with engine or fuel problems but it was a little different on August 19 when *Sandgate 1* was tasked by Brisbane VTS and the Brisbane Water Police to relocate a 28ft sailing vessel that had dragged its anchor and had become a navigational hazard in the New Farm Reach of the Brisbane River. This is a reminder to anyone who has a vessel to please check your moorings before and after high winds.

On another occasion, *Sandgate 1*, with an after-hours emergency crew, assisted a 10m bay cruiser experiencing fuel problems. The vessel was picked up 2nm from The Coffee Pots and was towed to Breakfast Creek. The next day, the cruiser's owner sent the following message: "An amazing effort by the crew of *Sandgate 1* ... hope found in a hopeless situation ... Thank you." It's nice to be appreciated.

Sadly, our squadron lost two valuable members recently. Stan Lewis joined the Sandgate Yacht Club in 1974 and before long was Commodore, VP and then president of Sandgate Yacht Club Search and



by GLENN NORRIS

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

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

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

To help stop the spread of white spot there are a number of things you can do. Firstly, make sure you don't move raw prawns, yabbies or marine worms out of the white spot restricted area. Heavy penalties may apply if you do so. If going fishing, check your bait to ensure it is Australian wild-caught from a

quality bait supplier and not from the supermarket. Prawns bought from the supermarket are for human consumption and should not be used as bait. Make sure you put all unwanted bait and seafood in the bin and not into natural waterways, as imported crustaceans such as prawns could carry diseases. Lastly, have a go at catching your own bait, that way you know where they come from and that the fish already love them.

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

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NORTH STRADBROKE ISLAND



State President Graham Kingston welcomed by VMR NSI VP and Duty Master Rob Brain.



State Council assembled before the meeting at VMR NSI.



Coxswain Richard Dunn wielding the tongs for the barbecue lunch at VMR NSI.



State Councillors enjoying lunch and the view from the deck at VMR NSI.



Simon Naawi from VMR Masig Yorke Island meets Jeremiah Abberdan from VMR NSI.

VMRAG STATE MEETING

On June 4, 2017, VMR North Stradbroke Island was pleased to host the VMRAQ state meeting at our base at Dunwich.

The meeting was held in the Boat Shed that normally houses our primary rescue vessel *North Stradbroke 1*.

Many thanks to Ann Millet, co-ordinator of our Resilience Group, who organised all the catering for morning and afternoon tea, and the salads for lunch. The meat for the barbecue was supplied by our local Dunwich butcher, Les Nothling, and there were many favourable comments on the quality. Coxswain Richard Dunn strapped on the apron, and was chef for the day.

Lunch time allowed council members time to relax and engage less formally. Simon Naawi, President of VMR Masig Yorke Island was able to meet with VMR NSI's new Indigenous Commercial Coxswain Jeremiah Abberdan, who is also acting Chief Ranger of the Queensland Parks and Wildlife Service on the island.

The day appeared to go well, and the follow up email from Vice President Glenn Norris thanking our squadron was greatly appreciated.



State councillors enjoying lunch and the view from the deck at VMR NSI.

HANDS ACROSS THE WATER

It's always rewarding to work with units within the Moreton Bay zone but it's also great to have the opportunity to share experiences with our northern neighbours.



Two visitors from Papua New Guinea maritime search and rescue were welcomed to our Victoria Point base for vessel familiarisation exercises on Moreton Bay. The Port Moresby operations were taking delivery of a vessel very similar to our VP1 and the visit provided a valuable opportunity for us to pass on our handling experience to the new skipper, Barnabas Mengi and Engineer, Eubert Murai.

Both gentlemen will operate out of the Maritime Rescue Coordination Centre in Port Moresby under the authority of the National Maritime Safety Authority (NMSA).

Our visitors soon proved to be competent operators and quickly became confident in performing high speed manoeuvres, man overboard rescues plus towing and rafting vessel recovery techniques.

Operation and maintenance procedures relating to VP1 were covered including a refuelling run to Raby Bay marina.



We wish both Barnabas and Eubert every success in their important roles and many years of incident free operations of their new vessel.

A couple of weeks later we had a visit on a Sunday afternoon of a very happy Japanese exchange student, Saki Suzuki, who came down to the base to have a look at rescue boats. Saki was hosted by one of our senior crew, Steve Szekely, and had never been on a small boat before. So here was an ideal opportunity to do something completely new.

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VICTORIA POINT



After completing the appropriate paperwork, the crew took her for a run on *VP Papillon* around Coochiemudlo Island. She had never experienced the sensation of racing across the open water and there were reported to be lots of squeals of delight when they hit the waves.

In the tradition of all good crew she even enjoyed the task of giving the boat a wash after her adventure on the bay.

OPERATIONS

Over this period the unit had 54 activations of which 38 were training and 15 were rescues. Of the 15 rescues engine breakdown remained the main cause of ruining an otherwise happy day on the bay with nine boats needing a tow. We only had three run aground and two with fuel problems.

There was one incident involving an unmanned canoe found drifting on the bay with fresh bait on board which sparked a major search involving Water Police and other VMR units. Everything indicated a possible man overboard situation. We spent seven hours and 40 minutes conducting search patterns with the other teams before the search was called off. The end result was the owner had neglected to notify water police that the canoe went missing after it was left unattended on a beach. I'm sure the person involved didn't intend to cause this level of drama. So please give a thought to the dedicated people who are looking out for your safety and make that call if you think even the most innocent of events can trigger such a major response.

TRAINING

Training takes up a good proportion of our time on the water and it is all worth it when you are having a casual conversation and mention you're a volunteer

for marine rescue. One such conversation attracted a comment from a business owner who had accidentally put petrol in his diesel tank on his 12m yacht. He had some trouble with his rigging during a day out and of course couldn't start his motor to return home. Not only was he happy a VMR crew were able to tow him back to his mooring, he was full of praise for the professionalism of the crew and the efficiency in which they carried out their tasks. He couldn't remember which base handled the rescue but understood the training that is carried out at every VMR unit can only instil confidence in every VMR crew operating on our coastal waters.



We conducted two night rescue simulations involving both visual and instrument navigation. We even included a simulated rescue up Moogurrapum Creek and if you know how difficult it is to navigate a 9m boat up that creek in daylight you will understand the value of learning to successfully navigate it in full darkness.

EXERCISE EXODUS

We also attended a disaster simulation called Exercise Exodus where over 80 emergency services personnel were involved. We were working in conjunction with Queensland Police, Coast Guard Redland Bay and Marine Rescue Raby Bay in a co-ordinated evacuation plan for a disaster scenario on Russell Island. Along with us was a flotilla of Surf Lifesaving boats as well as SES Flood Boats. We all had to work with State Emergency Service Departments to devise a plan to evacuate the lower section of Russell Island in the event of a natural disaster. In all there were over 170 participants in the exercise. We explored various ways of getting people on board the vessels to take them to the evacuation centre at the northern end of the island.

Nev Mills, our vice commodore, skippered *VP Papillon* during the exercise and attended a following meeting to report recommendations. It was deemed that the safest point of pickup was at Fisherman's Gutter as the sand was quite firm and all types of vessels

VICTORIA POINT



Awards going to Roy Sherrell, Brian Humphries, Del Mirams, Barry Jackson, Nicki Heath and Ed Pepping.

Most Improved Crew Member went to Dave Antuar with Nev Brown getting the Crew Member of the Year award.

Promotions were Greg Ivory and Keith Halloran to Crew and Barry Jackson to Senior Crew.

Thanks were given to all who contributed throughout the year and congratulations to those who received promotions during that time.

Thanks are also in order for our outgoing Secretary Marilyn Harford for the work she put in over her tenure.

UPDATED WEB PAGE

Our new web page is now up and running to provide you with up to date information on events training and membership.

You can find us at <http://www.vmr.org.au>

There you will find information on the Boaties Market which has become a hugely popular event held twice a year at the Victoria Point State School grounds. The market starts at 6am with an event on Sunday, October 8 and the next event in 2018 on Sunday, March 25. If you have something to sell you can acquire a site for an affordable \$10. To buyers looking for that bargain, entry is by donation.

Information is also available on our Marine Radio Course and Certification with the next session scheduled for November 11, 2017.

In conclusion we wish all our readers a safe and peaceful boating experience. Please log on when you are venturing out on the bay whether you are an associate member or not. But don't forget to ask about the benefits of membership. It may surprise you.

Happy boating everyone.

could access that point for stretcher and wheelchair pickups. It was also ideal for the frail and infirmed with vehicle access approximately 30m away.

A plan was devised and recorded by emergency departments for future actions in the event of real time emergencies.

AGM

Our AGM was held on August 17 and the following installed as Executive:

Commodore	Doug Mackenzie
Vice Commodore	Nev Mills
Secretary	Nev Brown
Treasurer	Mandy Paylor
Executive Officer	Del Mirams

Lance Hewlett was appointed patron and assisted in presenting awards which included the Commodore's



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THROUGH THE PORTAL

As we have an increasing number of members using the MRQ email I thought it was worth dedicating an article to explaining a little more about how it works and our plans for the future.

DOMAINS

While I am sure many do not really care about this level of detail, think of a domain as an identifier for an organisation. It is something that is effectively leased from the issuing authorities so if it is not renewed on time then it will potentially be taken over by somebody else. As a not-for-profit organisation we are entitled to use a .org.au domain, but many corporate entities use .com, .net etc. These domains are then used for websites and email addresses relating to that organisation.

Marine Rescue Queensland started off with vmraq.org.au and while we still maintain this domain it is no longer actively used. The main public domain is now **marinerescueqld.org.au** and many of you will recognise this from our website and also many of you will have emails on this domain. We have more recently acquired mrq.org.au All new accounts set up in the portal will use this domain. A key reason for

this is that it is much shorter, easier to remember and quicker to type.

Many squadrons maintain their own domains, mostly for websites though some also have local emails too.

EMAIL AND IDENTITY

With our portal solution, the email address allocated to an individual is also their single identity. It is used to log in to the portal and the intent over time is for it to be the single account used to log in to anything related to MRQ. As an example, a new training system in Moodle is currently being evaluated and this has been integrated with our portal to ensure crew members can log in using their portal account.

The email address is used to log in to your email itself and also to Skype for Business if you use that. This account will also be used to log in to the replacement for the extranet when this is released – hopefully later this year.

PERMISSIONS AND ACCESS

The email address or identity will also be used to allocate appropriate permissions to individuals. As an

example, the executive teams in each squadron have access to add and edit documents in their squadron site and UTC's have elevated permissions on the Training site which gives them access to assessments and answer sheets.

This will also be the case in the replacement extranet with users in specific roles having access to add activations and manage crew member and squadron details etc.



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Queensland Government

EMAIL ADDRESSES

Other than a handful of early exceptions, all MRQ emails will follow the format of:

firstname.lastname@mrq.org.au

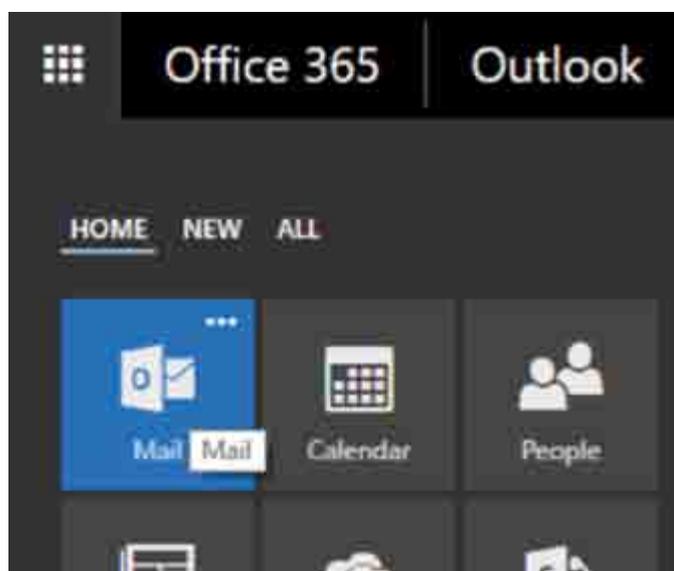
or for older accounts:

firstname.lastname@marinerescueqld.org.au

By the way, if anybody has an older account and would like it swapped to the new domain then let me know. The existing email address will continue to work for anybody sending emails. This will be an alias for the new mrq.org.au account so the main change will be that you start to log in using the shorter, simpler account name. If you use Outlook or have your account added to a mobile device then it will need to be removed and re-added but this is quick and easy to do and should take no more than a few minutes. That said, if you are happy the way it is then there is no compulsion to change – just keep doing what you are right now.

ACCESSING EMAIL Through a browser

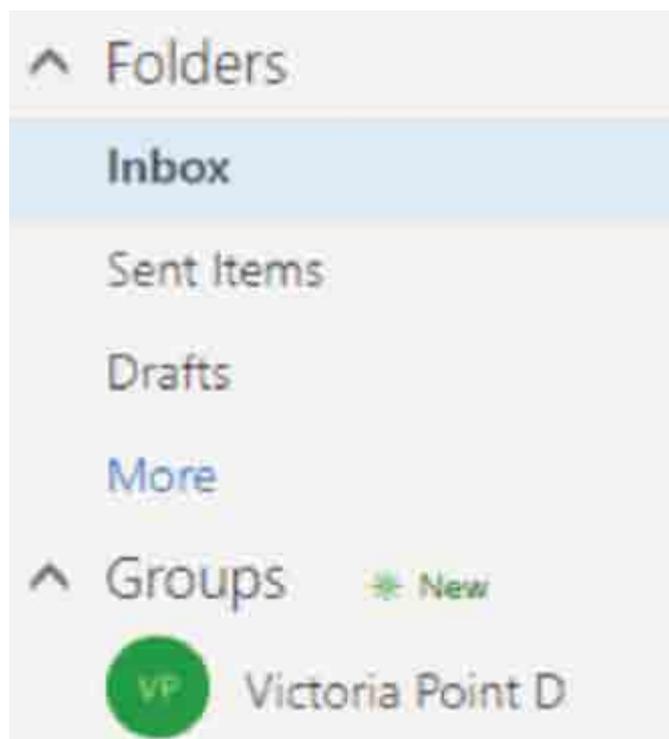
Emails can be accessed through most modern browsers such as Internet Explorer 11, Edge or Chrome. If you are already logged in to the portal then click on the waffle menu at the top left corner and select Mail:



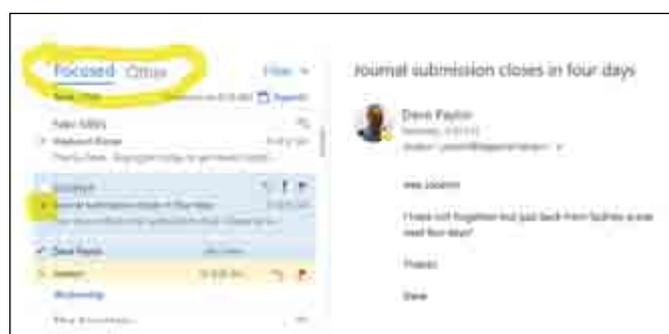
You can also go directly to <https://outlook.office.com>

This now shows what is hopefully a familiar email interface.

Folder are displayed on the left hand side. To show more folders click on the 'More' link. To add, more or remove folders then right click and select the appropriate option.



The email solution attempts to identify emails which you will be most interested in and separates them into 'Focused' and 'Other'.

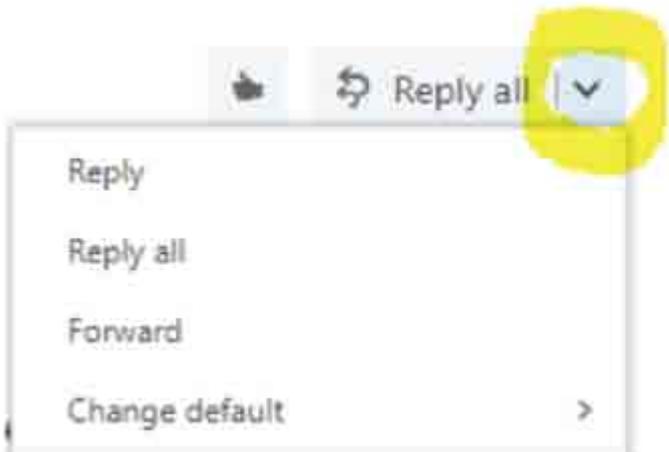


It will also group an email conversation together which you can expand using the small highlighted arrow. The content of the selected email will display in the panel on the right.

At the top right of the email panel is an option to reply. Note that the default is to 'Reply all' which will send your reply to everybody who was included on the original email. If you prefer to reply just to the sender then click the little highlighted arrow below and choose your preferred option. You can also forward this email to another recipient. Note that it is also possible to change the default option to Reply instead of Reply all.

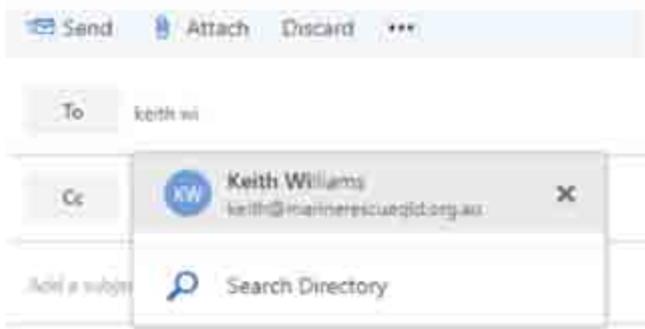


GENERAL



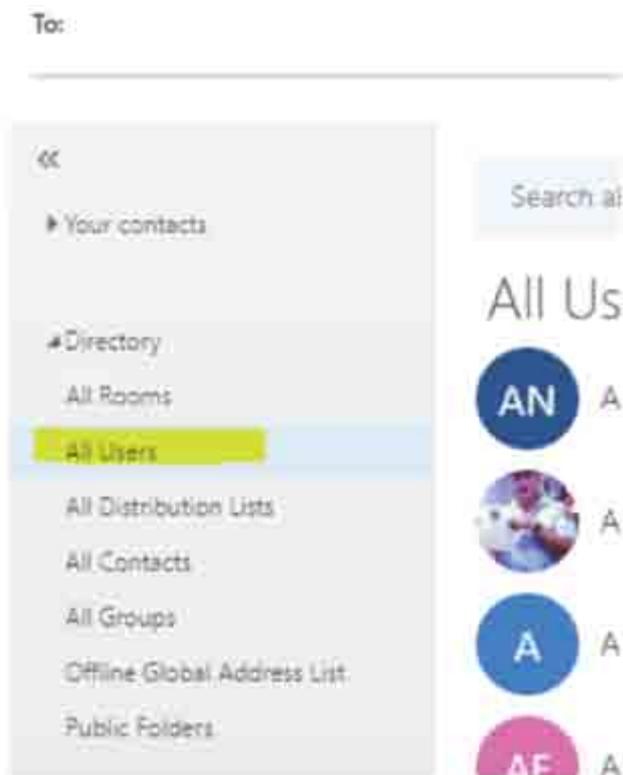
The menu bar at the top lets you choose from a variety of actions. Click New to create a new email. The New button also lets you create a new calendar appointment or a Group. I recommend you do not create groups for the moment until we are clearer how to use them but if it sounds like something you are interested in then let me know.

Type in the name or email address of whoever you want to send the email to:



Note that if you have already sent an email to this person then it will pop up as an option to choose.

Clicking on the To button will allow you to look at your own contacts or the full MRQ user list:



Click on the little arrows and select All Users to be able to scroll through everyone who has an email account. This will also show shared mailboxes. You can add multiple email addresses and also do the same for the Cc field which sends a copy to anybody added in that field.

Add a Subject and type the content of your email then click the Send button. You can also Attach a document or Discard if you no longer want to send it:



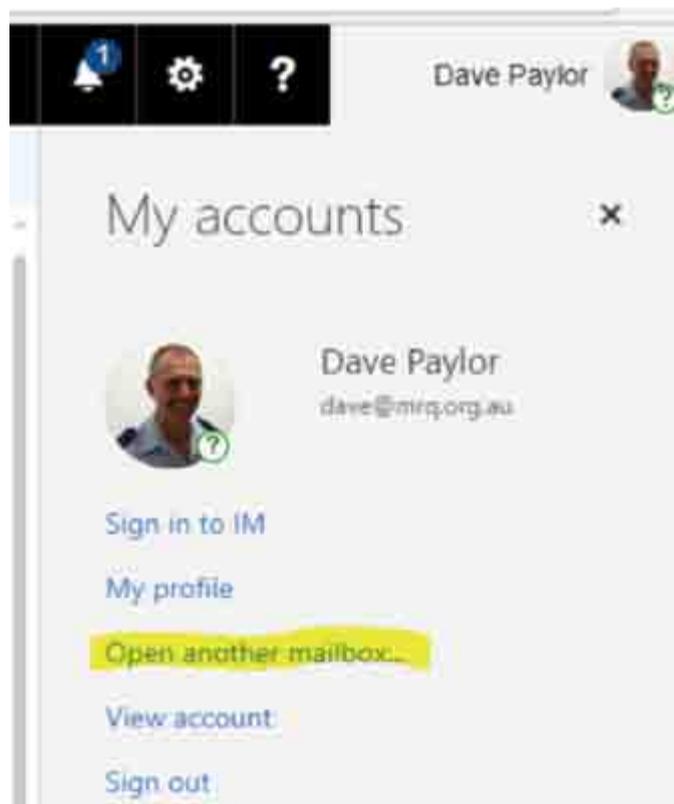
SHARED MAILBOXES

Shared Mailboxes have been configured for many roles across MRQ. As an example, **president@marinerescueqld.org.au** goes to a Shared Mailbox. This means our president can log in using his own personal account and maintain his own email but is also a member of this Shared Mailbox. If the president is away on leave for an extended period then it is simple to add somebody else to the Shared Mailbox so they can handle any emails that come in. It also means that when the role changes to a new person then all the email history is simply handed over to the new person and the individual mailbox is retained.

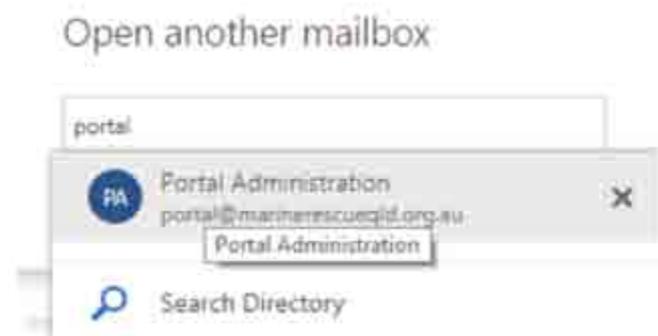
Some squadrons have chosen to add their local domains to the portal. This means that role-based

Shared Mailboxes can be created using their local domains – an example is **commodore@vmr.org.au** which is the boss at Victoria Point. If this is something your squadron is interested in then please let me know.

If you are a member of a Shared Mailbox then you can access that through the browser too. Log in to your individual account as usual, click on your name at the top right hand corner and select 'Open another mailbox':



Type in the name or email address of the Shared Mailbox you wish to access:



Click Open. This will now show the Shared Mailbox exactly as above. If you have appropriate permission then you will be able to send emails from this account so they will appear to come from this account rather than your individual account when received.

ACCESSING EMAIL FROM OUTLOOK

If you have a computer which has Outlook installed then you can add your email account which will allow you to read and send emails using this application. The approach will vary depending on the version of Outlook you are using but essentially you just need to 'Add Account' from the File menu. Enter your email address and password and it will automatically configure the rest of the details. Any Shared Mailboxes will automatically appear.

Note that you can add multiple accounts to Outlook and manage them all separately so if you are already using Outlook with a personal or work account then there is no issue adding your MRQ account as well.

This same concept applies for adding your MRQ account to other email applications.

Note that if this is a new account, you must log in to the portal via a browser at least once to set your password. When a new account is created then it has a temporary password and you will be prompted to set this when you first log in. This will prevent the account being added to Outlook if the password has not yet been set.

ACCESSING EMAIL FROM MOBILE DEVICES

Your MRQ email account can also be added to mobile devices such as iPads or smartphones. Again, these will allow you to add multiple accounts and the process will vary depending on the device and your preferred app. Personally I use the free Outlook app on a Galaxy S8 with my work, personal and MRQ accounts all added. Again, if you are struggling then the best option is probably to ask somebody local with a similar device but I am happy to try to help if I can so feel free to get in touch.

SUMMARY

I know some crew members have been a little frustrated that they have yet another email address to monitor and another password to remember. Hopefully, this gives you more context and helps to reassure you that the intent is actually to simplify things so your email is also your login account and will be used to access everything MRQ related – email, training, meeting agendas and minutes, sea time, etc.

If you need some individual accounts created for your squadron then let me know and if you are interested in moving your squadron domain to the portal for emails then get in touch.

Happy emailing :)

Dave

AQUATIC EVENT PERMITS – BETTER SAFE THAN SORRY

Spring has sprung – and that stirs something within the imagination of boat owners. Longer daylight hours of sunlit warmth are a sure-fire attractant to anyone who likes to get out on the water to do their thing.

That includes our watersports fraternity – from the yachties to the powerboat racers and waterskiers. When spring arrives it serves as a signal for those competitive instincts and the ‘need for speed’ to reassert themselves.

Indeed in north Queensland, where spring emerges rather more seamlessly from winter than it does further south, the Airle Beach and Audi Hamilton Island Race Weeks conducted in August have already kicked off our unofficial aquatic events season.

The Hamilton Island event alone drew almost 2,000 yachties from around Australia and even overseas royalty (Crown Prince Frederik of Denmark), to the azure waters of the Whitsundays in search of an adrenalin rush and the fun of being among kindred salt-sprayed spirits.

But aquatic sports events don’t take place without risk to competitors and sometimes others. So, as the state government regulator seeking to ensure they go ahead without mishap, Maritime Safety Queensland has long-established Aquatic Event Application procedures for these sorts of events.

Under these procedures organisers must satisfy MSQ that all people and vessels in the event are properly licenced and registered, that safety management and emergency response procedures have been developed, that suitable public liability insurance

has been obtained and that consultation has occurred with key stakeholders such as councils and environmental and enforcement agencies.

Once this has been established MSQ may issue a permit for the event and, if necessary, allocate boats and personnel in consultation with our compliance partners to help the event run safely and provide assistance in an emergency.

We appreciate that the aquatic event application process is not universally popular among event proponents. Some have even been heard to mutter the pejorative term ‘red tape’ when confronted with its requirements.

However, we need only to look back as far as last year to find an example of why these requirements can be valuable. The 2016 Australian Offshore Superboat Championships at Bowen saw a spectacular incident when a boat split in half after crashing at 160km/h.

Despite the forces exerted by the incident neither of the boat’s two occupants was seriously hurt – and that was partly due to MSQ’s requirements around the event.

MSQ assesses each aquatic event application with a view to ensuring the event is conducted in a way that is safe for participants, but also for the general boating traffic that normally uses the waterways in which the events are conducted.

“In the case of the 2016 Australian Offshore Superboat Championships, MSQ’s assessment of the application and the conditions it imposed on its permit to conduct the event ensured that sufficient safety boats were on hand to respond quickly and effectively to the incident, said MSQ’s General Manager, Patrick Quirk.

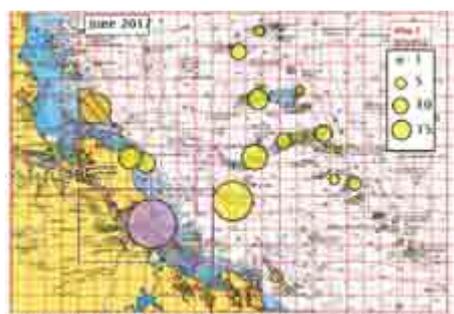
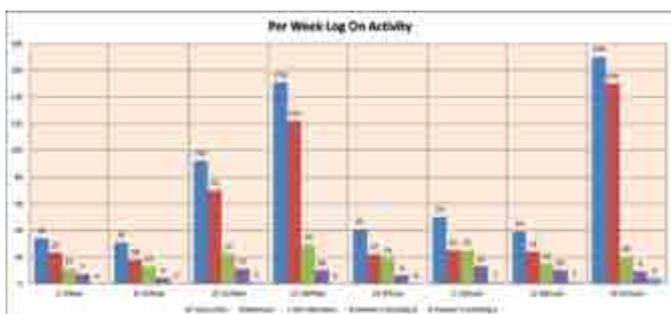
“If it were not for the quick response of the designated safety boats, the incident might have ended differently.

“So if you are thinking of conducting an aquatic event, don’t forget to apply to MSQ for an aquatic event permit.

“At the very least it will ensure that your event is not disrupted by unsuspecting boating traffic. But at the most it can save lives. Think of it as being like applying for an insurance policy – you hope you’ll never need it but, if and when you do, you’ll be really glad you took the time and trouble”.



IS THERE ANYBODY OUT THERE?



ABOVE RIGHT: Graph showing where boats went in June (area of the circle is proportional to the number of boats).

ABOVE LEFT: Bar graph showing weekly log on trends.

Yes there is. As with other squadrons, we have a group of hardworking radio operators who devote much of their spare time to logging boaties on and off. With our new radio program, we are getting some great information, sometimes confirming what we already suspected but also giving some new insights into boating activity in the Gladstone region.

Rock Cod Shoals which is about 40km from Gladstone, is one of the popular spots for boaties. "If we need to help someone out there, it means at least a three hour job," said Barry Taylor, radio operator and VMR committee member. "We have also found there are a number of people staying in close, just outside the harbour on the east side of Curtis Island and Facing Island and also in the Narrows," said Barry.

Members still make up the majority of people who log on and off, although we encourage everyone to use our service. Most people are heading out with two or three people on board, however there is still a surprisingly large number of solo boaties.

The peak time for log on traffic is when we open at 06:30 hours steadily decreasing until around lunch time. Log offs start to pick up around 1100 hours and continue until closing time at 1800 hours.

"The weather plays a big part in boating activity in Gladstone and from the stats, you can see when we had a period of great weather," said Barry. "Predicting peak radio traffic times and doubling up operators during these peak periods are challenges for the future".

"The radio program will provide valuable data and as time goes on we will be able to identify boating trends and consider them when looking at future operations," said Mike Lutze, President.

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RABY BAY

GENERAL BASE UPDATE



RBII's twin 300hp Suzukis being replaced.

With the winter season well advanced and the fish biting predictably well for this time a year, VMR Raby Bay had another busy quarter, as boaties enjoyed the unusually good weather and the opportunity to catch the winter snapper.

There have been plenty of opportunities to watch the whales, particular around the South Passage Bar, which seems to continue to be a resting ground for the travelling mothers and their calves.



Plenty of whale action at South Passage.

The winter quarter saw 164 activations, resulting in 263 people being returned to safety across 58 medivacs, 38 breakdowns in addition to 16 activations for SAR's, flare sightings and groundings.

The Annual General Meeting is scheduled for September 5, 2017 with the usual committee and executive roles being open to contest as well as the annual reports and accounts being presented.

VESSELS AND EQUIPMENT UPDATE

After running *RBII*'s engines up to more than 800 hours they were replaced in late August with brand new twin Suzuki 300hp outboards.

Given *RBII*'s weight and waterline length she ideally requires twin 350-400hp outboards and we hope this engine size will become commercially available in Australia before too long.

The unit received a \$35k grant from the Community Gambling Benefit Fund towards replacement of the old RB5 (Aluminium tinny) with a 4.5m RIB (Rigid Inflatable Boat). It will be used for quick response jobs and will be of particular use for shallow water rescues. The vessel will be similar to vessel used by the Brisbane Water Police, as pictured below.



Impression of the RB5 underway for Raby Bay.

The RIB will be come with a jockey seat and be powered by a 40-60hp outboard. Quotes have been sought from local manufacturers for delivery within 12 weeks.

During September and October, the Raby Bay base workshop will be used to completely refurbish the VMR St Pauls (Torres Strait) rescue vessel, which is an undertaking facilitated by VMRAQ.

The vessel will be stripped to its bare bones and everything bar the engines will be repaired and/or replaced in order to bring it back into survey.

VMR Raby Bay was fortunate enough to receive a \$2,500 grant from RSL for the replacement of radios in the central radio room. The new radios will be



VMR St Paul's vessel will be refurbished at Raby Bay.



Raby Bay will host the two weeks VMRAQ run SARMC course.

digital to minimise interference and enable future connections to external monitors.

TRAINING

VMR Raby Bay will shortly be hosting the two weeks full time Search & Rescue (SAR) course run by Qld Police Service, which has the objective of training 20 representatives from VMR, Coastguard and SES up to SARMC level (Search & Rescue Mission Controller).

All skippers at VMR Raby Bay have successfully completed the skipper re-validation process initiated by VMRAQ. There are also three new skippers coming

through, with one skipper having completed all modules and two more only needing to finalise the SAR module.

Other upcoming training events include:

- The bi-annual First Aid and CPR course in September;
- VMR will host the Sea Cadets for an evening on Navigation in early September;
- A skippers meeting is arranged in September, to update skippers on latest requirements.

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RABY BAY

ACTIVATIONS AND EVENTS

VMR Raby Bay was the setting for a four minute segment on Channel 7's *Creek to Coast* show on September 9 with Liz Cantor as presenter. The segment featured various rescue operations including recovery of persons from the water and rafts as well as towing demonstrations.



Channel 7 shoot in action.

Our commodore Bill Bennett was also interviewed for the show, covering general information about our activities.

In Mid August, Crew 1 undertook bar crossing training at the South Passage Bar, cover the four



The four main channels at the South Passage Bar.

main channels, as indicated in the below track. South Passage covers a very large body of water and sand banks that shift regularly, so it is important to stay current on the latest conditions. During the training, several whales were spotted.

Coincidentally, later in the day, an offshore rescue needed to be undertaken, which made the refresher training well worthwhile.

In late August, VMR Raby Bay's crew was deployed to rescue a 22t owner occupied yacht, which had been

blown onto the beach by a strong northerly. The particular beach serves as an off leash dog park, so the vessel received plenty of attention during its 24 hour stay there.

RBIII was dispatched to tow the boat back to sea, following a dig up around the keel during the day with an excavator. The story also made it to the front page in the local *Redland City Bulletin*.

Crew 6 had a quiet day and noted *Papillion* (VMR Victoria Point) was doing navigation training near Peel Island. A quick radio transmission resulted

Department of Transport and Main Roads

Maritime Safety Queensland

BOTTOMS UP? ALCOHOL AND BOATING DON'T MIX

Recreational boat skippers must remain under 0.05 and are also responsible for the safety and alcohol consumption of their passengers.

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Queensland Government



A beached 22t boat is towed back to sea by RBIII.

in *Papillion* 'breaking down' and requiring a tow into Raby Bay.

It was interesting to train with another VMR crew and learn how they approach similar situations. Watch out for more calls from Victoria Point in the future.

Finally, all the rescue activities need to be paid for, so a big thank to our tireless collectors, for spending their private time raising money for VMR.



VMR Raby Bay and Victoria Point training together.



Keeping the money coming to VMR!

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BUNDABERG

ACTIVATIONS

This quarter featured three long distance activations beyond Fraser Island and one very busy week.

The first big job on June 18-19 involved a yacht with lost steering enroute to Noumea with advice a crew member had suffered a broken wrist. At that stage the vessel was about 90nm from Burnett Heads and beyond the safe towing fuel range of *Bundy Rescue 2* given the prediction of strong winds offshore. The situation was escalated to the Water Police and then the Australian Navy. Fortunately *HMAS Melbourne* was just 20nm away and moved to render first aid assistance, but the navy crew were unable to repair the steering. A navy RHIB then towed the yacht for about six hours to rendezvous with *Bundy Rescue 2* at 02:00 in 2m swells. The trip back across the top of Break Sea Shoals was in rough conditions with speed down to 4.5kts. *Bundy Rescue 2* was safely back at base at 13:00 on the 19th after an 18 hour and 135nm round trip after rescuing the 2 POB on the disabled yacht. Well done guys and thanks to the Navy for helping in the good outcome

Then the busy week – it all started on a Tuesday afternoon with a call from the police to investigate an unmanned dinghy anchored in the channel in the Town Reach of the Burnett River. The 22nm round trip found no vessel – good outcome.



Preparing to float the fuel cans.



Fuel cans being retrieved off Orchid Beach.

Aerial view of the Classic and the Sunday crowd.



Then on Saturday just as *Bundy Rescue 2* was washed down after EPIRB tracker training the call came for an out of fuel vessel about 12nm from Burnett Heads. We supplied 20L to the 5.5m Cruise Craft half cab. Please do the sums people.

Early Sunday morning VMR was activated to assist a yacht that did not have enough battery power to start the engine and make way north against the Coral Sea current in calm conditions near Waddy Point on Fraser Island. Fortunately our battery booster kit was enough to get the engine going. This turned into a 156nm round trip using 968L of fuel over 9.5 hours.

While *Bundy Rescue* was on the way home from Waddy Point a call came from a 50ft motor cruiser out of fuel 11nm east of Orchid Beach, Fraser Island again. *Bundy Rescue 2* did not have enough fuel reserves to return and tow the vessel. Because of the abundance of whales in the area and the calm conditions our risk assessment indicated the vessel should stay on anchor for assistance on Monday. *Bundy Rescue 2* departed base at 06:00 with the requested diesel fuel secured on the aft deck and rendezvoused with the vessel after several stops and go slows to allow the passage of pods of whales. The moderate swell precluded rafting to the vessel, so the fuel was floated across. After some difficulty in raising the anchor the cruiser was underway and *Bundy Rescue 2* turned for home again having the avoid

whales. After 11 hours, 158nm and 925L of fuel our crew was glad to be home.

FAMILY FISHING CLASSIC

The 11th VMR Bundaberg Family Fishing Classic was held June 23-25 at Burnett Heads. For the first time in many years we had three days of perfect weather that allowed 1,479 people to register for the event which started at 06:00 on the Friday, with last weigh-in at 12:00 on Sunday. Because of generous support from Boats Galore in Bundaberg and Suzuki Marine we were able to offer three Quintrex boat, outboard and trailer packages valued at \$50,800. The total pool for prizes and lucky draws exceeded

BUNDABERG



Saturday's 390 being put to good use.



Denise was over the moon with her 440 Renegade.



Team 'This is it' with some winners.



There were winners in this family.

\$94,000. Bargara Rotary, Bargara Lions and the Bundaberg Sports Fishing Club kept the large crowds supplied with hot food during the prize ceremonies. We are most grateful of the continuing support of our many sponsors and the attending community that allows the Classic to be the major annual fund raiser for VMR Bundaberg.

MEDIA PROMOTIONS

VMR Bundaberg were invited to participate in 'community benefit' stories as part of the launch of Channel 9 Wide Bay. A journalist and camera crew were taken on a simulated EPIRB activation and life raft recovery. The story attracted 7,435 hits when posted on Facebook as well as the coverage from the news item. Thank you Channel 9.



Peter scans with the EPIRB tracker.



Help is at hand.



Karl and Warren glad to be out of the raft.

BUNDABERG



Doug Krueger presents the Smart TV to VMR Bundaberg.

Our generous friends at Harvey Norman Bundaberg, Harvey Norman Queensland and LG Electronics came to the rescue with a massive smart TV to replace our failed data projector. Thank you folks and to Doug who had the contacts.

RECOGNISING OUR VOLUNTEERS

A total of 513 years of service to Volunteer Marine Rescue Bundaberg was celebrated at the 2017



Stephen Bennett and Gary Dick with his 30 year badge.

Annual General Meeting. The active service of 32 volunteers across boat crew, radio room, fund raising and administrative activities individually ranged from five to 34 years.

In presenting the Service Badges, Patron Stephen Bennett MP for Burnett, said the community was highly reliant on emergency service volunteers such as VMR to fill gaps not covered by the government. Marine Rescue was a potentially high risk operating environment and it takes real dedication to perform

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It was a family event for the Morley's 10 year badges.



Carolyn recognised for 10 years of fund raising.

some of the recent long distance jobs beyond Fraser Island for tragic events and other rescues.

Marine Rescue Queensland General Manager, Keith Williams, commended VMR Bundaberg on the funding and deployment of the new rescue vessel, *Bundy Rescue 2*, with its demonstrated capacity for long distance rescues. He also commended the squadron on the healthy state of its finances which was a reflection of strong community support.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

Norship



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Norship Port Hinchinbrook shipyard is located at the Port Hinchinbrook Marina Cardwell and has an 80t travel lift capable of lifting mono & multihull vessels. With extensive secure hardstand for short & long term storage, paint & blast sheds, workshops for

engineering & fabrication, extensive marine chandlery and paint shop all with expert advice. There are marina berths available with access to refueling facilities and all of the yards shore based services and facilities. Stay aboard and do it yourself crews are welcome and/or you can have Norship trades people and/or you can organize your own contractors to carry out your repairs and maintenance.

Norship Engineering is located at Liberty St Cairns and specializes in Engine & Driveline remanufacturing. With specialized machining equipment, dynamic balancing, engine dyno testing up to 2500hp and highly experienced staff Norship Engineering can service all of your engine, gearbox and driveline repair and rebuild needs.

Norship Darwin is located at Hickman St Darwin. Norship Darwin specializes in on site repair and maintenance of commercial and defence vessel on site. With fixed & mobile workshops and highly experienced staff Norship Darwin can service all of your marine vessel repair & maintenance needs.

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WEIPA

Activity around a small base like we have in Weipa will appear to the casual observer that not much goes on around here. In fact even to the most observant the same pace would seem to be apparent. It is true. Unlike many of the larger units I have visited over the years where there seems to be someone floating around fixing that thing or mowing the grass. Gulf units tend to be bits of deserted real estate where the doors are seldom open and rarely a car parked out the front. Of course this is due in part to the lesser work load they are required to perform as a result of a very sparse population. That and the same population that tends to be far more self-sufficient in a country with no VHF, mobile phone RACQ or helicopters to come for you. In so many instances you have to sort out your problem and get home as best you can.

On closer inspection we see the duck on the water effortlessly moving without any apparent effort at all. Of course we know what is really happening below the surface. The duck tries to remain calm but is often paddling like there is no tomorrow in an effort to escape whatever it is today that desires duck for dinner. Likewise a small VMR unit. The pressures are similar on the two, three, or six people that keep the unit paddling. If you have a base with six then that's

it. There is not another six back in town doing stuff for you. There are no others behind them doing the accursed paperwork, maintenance, training and, well ... you all know what I am saying here.

There is one and only one constant resource that has kept the Weipa unit functioning at a high level for the past 23 years with just a handful of members doing it all. I truly wish it could be said the Qld Government. (I see state executive cringing now) but no one could possibly believe a unit can run let alone survive on the government funding. I am very thankful for the ongoing support of successive governments to

THE WEIPA BOWLS CLUB HAS
STOOD BEHIND THE UNIT FROM
DAY ONE AND IT IS NOT SO
MUCH THE CLUB ITSELF BUT
EACH INDIVIDUAL MEMBER THAT
DIGS DEEP EVERY WEEK TO KEEP
THE VESSEL AND THE BASE IN
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More information about weather can be found at www.bom.gov.au

support us to different degrees over the years but there is a far more important player here. For Weipa it has been the Weipa Bowls Club. They have stood behind the unit from day one and it is not so much the club itself but each individual member that digs deep every week to keep the vessel and the base in good order. Make no mistake. Weipa would not have a unit there today in its present form without the Weipa Bowls Club patrons. Yes, we do receive other funding in the form of donations from Rio Tinto and other streams but none come close to the support from the club members. I am talking about members who produce cash from their pockets every Friday night. Not promises or dropping a \$5 note in a tin now and again.

The Weipa unit has managed to raise a huge chunk of the funds for the 10m Noosa Cat to be 100% owned not by VMR but by the community. It is their vessel and they very much see it that way. The new shed is now completed with cavernous insides where 5 or six Noosa cats, trailers and tractors could easily be accommodated. Sitting beside the Noosa Cat is our recently acquired 6m rib with a 90hp to cover our inshore and river system operations. Once our new tractor has the final changes made to the hook up system it too will join operations. The unit now has a

13 seater bus that is put to use on raffle nights and airport transfers etc. The latest addition has been a 2,500 litre dual axle fuel trailer with all the bells and whistles for after hours refuelling.

I guess the point here is that without our various sponsors around the state we would not be in anything like the position many of our units are in today. I have said it over the years that we publish page after page of the same rope disappearing over the transom to some small floating object astern or a photo of a new pole we are putting an aerial on next week and so forth and so on. Start to think what you can do for your sponsors within these pages.

I am not going to prattle on about what we have done or not done since the last journal entry. What I do, on behalf of the Weipa crew is to say to each and every member of the Weipa Bowls Club, THANK YOU. I am not sure sometimes if you understand just how much the unit depends on the life blood that continues, week after week to flow from the club into our hands. In a community of 3,500 raising funds is not an easy call. You the members are champions. You are every inch life savers as are anyone of our active boat crew.

Crazy Pete
VMR Weipa

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'Marine Rescue 3.'

Winter has come and gone at Southport. Well it never really came, nor have the strong westerly winds we normally get sweeping across the Southport Broadwater. The sun has been shining and the temperatures have been beautiful and mild for the greater majority of days, with just the odd colder than average winter night.

The VMR Southport crews have been relatively quiet compared to normal. We generally experience this at this time of year, although there is enough to still keep the crews on their toes. The whale watching season is well and truly upon us with an ocean full of whales moving through daily. At time of writing the southern migration is just beginning, so we expect to see these beautiful creatures continuing to be plentiful for a couple of more months yet. Marine traffic in search of these is very heavy on any given day.

The squadron was recently lucky enough to receive a \$35K grant from the Qld Government's Community Benefit Fund to upgrade the concrete boat ramp at our rescue base. Age has certainly wearied this. We are progressing well with three companies putting their hat in the tendering ring. Hopefully by December this project will be well under way.

Plans are also well underway to decide the future of our 6.3 inflatable rescue vessel, *Marine Rescue 3*. Should we re-fit or replace? The burning question of the moment. This vessel was originally donated

to VMR Southport some 10 plus years ago and has served its purpose brilliantly in training our up and coming skippers. As with all things though, they age and become expensive to maintain, so a decision must be made on where we go moving forward. Given the workload of this squadron we definitely need a vessel of this type.

All four rescue vessels in the fleet are performing well, engines are continually being serviced, given the high operational hours we perform, and the maintenance programs are always ongoing to keep the vessels in pristine condition, so they can stand out in the face of the boating public.

VMR Southport recently appointed a new offshore skipper in Steve Phillips. Steve has been a long term member of the squadron and brings extensive experience to the new role he will perform. Two new radio operators have also earned their stripes in Gail John and Marnie Keith. Both of these ladies are very keen and bring a very confident vibrancy to the air waves. Several other members are progressing well through training modules and attendance is consistent at programmed training events.

Early September sees the AGM at Southport, with the heirarchy changing slightly. President Dave MacDonald retires to allow Vice President Martin Walsh to progress to the top job. Current Committee Member Alan Coy steps into the Vice's role. A new

committee member in Annie Erichsen also comes aboard. Radio Operator's Controller Beverley Weldon also commences retirement whilst Phil Bell takes Bev's position. All in all, the new committee looks in a great position to carry on the great work of the previous.

All is well and happy at Southport. The warmer months are approaching and expectations are that it will start to get busy again very soon. We are well prepared for this and looking forward to the challenge.

Stay safe on the water.

NOTABLE JOBS

A Gold Coast based charter boat called *VMR Southport* recently, advising that they had a seasick passenger on board their vessel, who would like to be retrieved and taken back to dry land.

VMR offered to assist. The vessel gave its position, which the crew members plotted on a chart, then determined distance and the approximate arrival time at the location. The location was 12nm north east of Jumpinpin Bar and 6nm offshore.

Being a beautiful calm day, the crew headed off on their journey, with whales and dolphins aplenty.

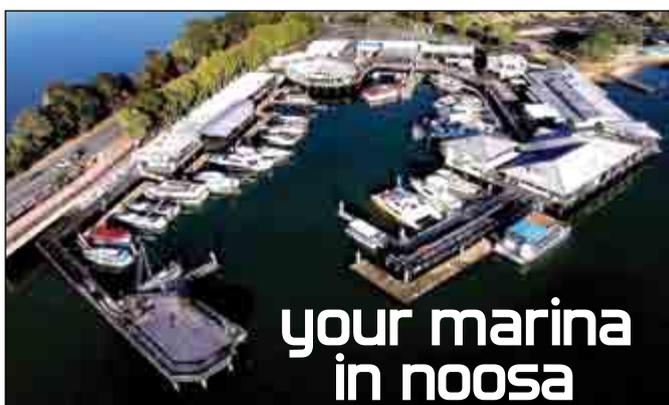


This is what happens if you take on the Gold Coast Seaway on a rough day. Rescued by VMR Southport.

The vessel was located after approximately 45 minutes travel, with the seasick passenger very happy to see the VMR crew, who would return her to the VMR base.

A substantial donation was made to VMR by the grateful passenger.

A man contacted VMR Southport midweek requesting a tow of his brand new jetski. The jetski had only been delivered the previous day and was on its maiden voyage when a large bang was heard, resulting in the vessels engine stopping. VMR attended the Broadwater near Sovereign Island to assist the caller.



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SOUTHPORT

He had contacted the jetski dealership where he had purchased the craft and their over the phone diagnosis appeared to indicate the engine had seized. The jetski had 1.3 hours use and was towed to Labrador.

The Qld Police Communications Centre contacted VMR Southport at approximately 0100 on a Saturday morning to advise they had received a Triple 000 call from a frantic female who was drifting in a small

AFTER SEVERAL HOURS OF ATTEMPTING TO KEEP UP WITH THE LEAK, THE OWNER DECIDED TO ABANDON HIS EFFORTS. UNFORTUNATELY, ALONG WITH THE HOUSEBOAT GOING UNDER, SO DID THE VMR PUMP. THE HOUSEBOAT OWNER, KINDLY REPLACED THE PUMP FOR VMR, WITH A BRAND NEW MODEL, ALONG WITH ALL THE HOSES THAT WENT UNDER WITH IT

tender towards the Gold Coast Seaway. As VMR was crewed at that time, assistance was requested. Unable to give an exact location of her whereabouts, two VMR vessels and crews were dispatched, with the lady found clinging to rocks on the south side of Wavebreak Island. The vessel was taken in tow and placed on the beach adjacent to the Grand boat ramp.

The lady advised that she had met a man at the Grand Hotel, who had taken her to his yacht. Later in

the night the man became hungry so used another tender to row to shore to find somewhere to eat. He didnt return.

Wanting to go home, the lady hopped aboard the other tender, released the rope, and then couldnt get the outboard motor to start, hence her drifting predicament.

An eagle eyed VMR crew member soon discovered why the engine wouldn't start. There was no fuel tank in the tender.

As the tender was pulled up the beach to be secured, the outboard motor also fell off the transom of the vessel.

This ladies night had the potential for real disaster had VMR not been on the scene so quickly. The Officer on Duty at the Police Communications Centre also found the situation quite comical.

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



In Queensland there are some 5000 committees, and the not for profit sector contributes a total of over 600 million hours of labour to the Australian economy annually.

This equates to 359,700 full time equivalent employees, using the base rate of pay, this equates to 3.5% of gross domestic product or in dollar terms \$16.5 billion dollars' worth of volunteer contributions. So the value of your contribution is not to be underestimated.

Qld Ambulance requested VMR Southport assistance recently when they needed transport for Paramedics to a patient who had had a tree fall on him on South Stradbroke Island. Whilst VMR mobilised a crew to assist, Qld Fire also contacted VMR, requesting transport for four fire officers to the same incident, as the patient was reportedly trapped. A second crew was organised for the fire officers, however, they were stood down soon after as the patient was not trapped, as originally reported. VMR transported the paramedics, and were soon also joined by a Qld Government rescue helicopter from Brisbane. The patient had been unlucky enough to have the tree fall across his pelvic area, and the doctor aboard the rescue helicopter immediately requested this be the primary treatment area.

The patient was stabilised before being stretchered into the tray of a utility, before being driven to the helicopter for transport to a Brisbane hospital.

A crew was dispatched recently to assist an inflatable 'Thunder Cat' owner whose vessel had lost propulsion near Couran Cove. On arrival, the VMR crew were notified for the reason for the man's vessel losing

propulsion. Somehow, the propellor had fallen off the engine, and was resting nicely somewhere on the bottom of the Broadwater. The vessel was towed to Paradise Point.

That would put anyone in a spin!

VMR Southport were called to assist the owner of a small yacht recently after he and his brother encountered difficulties trying to motor into the outgoing tide in the Seaway. The initial call was made to the Gold Coast Water Police who notified VMR, as they were closer. VMR attended and took the vessel in tow to Runaway Bay. The owner had just bought the yacht at an auction, and was planning to do up the vessel to go on a long trip.

One would suspect a motor on a yacht would be good enough for the tide in the Seaway. Not this outboard motor, the reason being that the motor was mounted so high on the transom of the vessel, every time the yacht went over a wave, of which there are plenty in the Seaway, the engine would come out of the water. The Water Police also attended and had a good chat to the owner about his incident!



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ARRIVAL OF NEW RESCUE VESSEL AT ABELL POINT MARINA

In a ceremony hosted at Abell Point Marina last week, VMR Whitsundays delightedly announced the arrival of their new rescue vessel. *Abell Point Marina VMR 1*, as it has been named, has been 10 years in the making and certainly a labour of love for the VMR committee.

After the old VMR rescue vessel and radio base in the Whitsundays suffering damage during TC Debbie, the timing of the new rescue vessel couldn't be better allowing VMR to get back to full capacity servicing the boating community of the Whitsundays. Partially funded by the VMR itself, as well as sizeable donations from Rotary Club of Airlie Beach, VMR Brisbane and major sponsor, Abell Point Marina, the fundraising effort for the new vessels has been taking place over the last few years and driven by the volunteer committee themselves.

Abell Point Marina General Manager Luke McCaul says of the sponsorship "With the Whitsundays being such a large boating community the services of VMR are essential. As the largest marina in the region, we are pleased to be able to sponsor the new rescue vessel, *Abell Point Marina VMR 1*, and provide premium berthing for the vessel to assist with the responsiveness and rescue efforts of the dedicated VMR crew."

VMR Whitsundays covers a 13,000sqm area of ocean/coastline known for its coral reefs, fast flowing currents and notorious wind-over-tide sea conditions. In addition, being the busiest private and commercial

boating community in Australia, the volume of vessels on the water at any given time in the Whitsunday region creates a high demand for the services of VMR. The new vessel will allow VMR Whitsundays to assist other VMR's in the area when their vessels are not available.

The vessel itself is a 12m NoosaCat with twin Cummins diesel engines, specifically designed and purpose built as an offshore rescue vessel with a flybridge, as absolute must for visibility around the fringing reefs of the Whitsundays and for search and rescue operations in adverse conditions. The larger fuel capacity will allow for 300nm which is beyond VMR Whitsundays operational area, but allows a considerable safety margin for long tows.

VMR Secretary, Roger Wodson says of the new vessel "On behalf of VMR Whitsundays I would like to thank those members of the committee, our sponsors, Rotary Club of Airlie Beach, VMR Brisbane and the local community for supporting the fundraising effort to generate the funds for this vessel. It has been 10 years in the making and its arrival will make a difference to the boating community of the Whitsundays."

For more information about VMR Whitsundays, please contact Norbert

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