

RESCUE

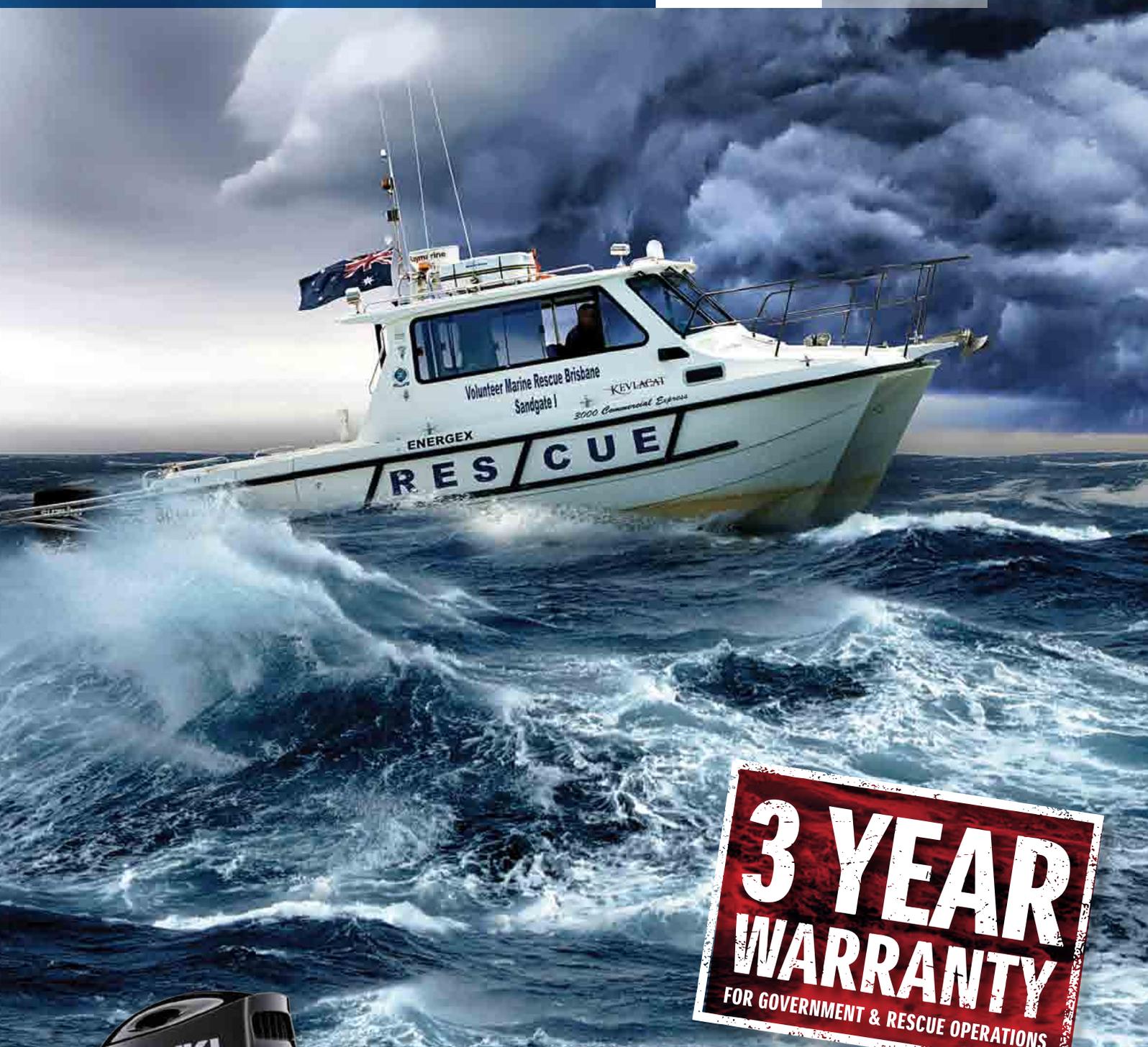
VOLUNTEERS SAVING LIVES
Winter 2017



Official magazine of
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QUEENSLAND

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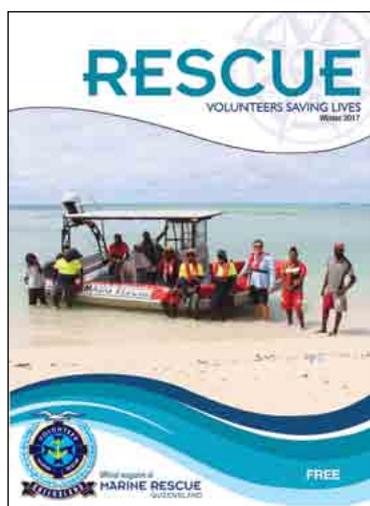
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FRONT COVER:

VMR Masig vessel at the recent Boat Safe course.

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RADIO COMMUNICATIONS

Squadron Call Sign

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

AFFILIATED SQUADRONS

VOLUNTEER MARINE RESCUE ST PAULS	Moa Island	C/- Thursday Is.	0428 713 073
VOLUNTEER MARINE RESCUE THURSDAY ISLAND	PO Box 1018	Thursday Is. 4875	0477 040 440
VOLUNTEER MARINE RESCUE WEIPA	PO Box 580	Weipa 4874	(07) 4069 7535
VOLUNTEER MARINE RESCUE AURUKUN	C/- Shire Council	Aurukun 4871	(07) 4060 6120
VOLUNTEER MARINE RESCUE KARUMBA	PO Box 163	Karumba 4891	(07) 4745 9999
VOLUNTEER MARINE RESCUE BURKETOWN	PO Box 68	Burketown 4830	(07) 4745 5101
VOLUNTEER MARINE RESCUE MORNINGTON IS	PO Box 1854	Gununa 4871	(07) 4745 7336
VOLUNTEER MARINE RESCUE BURDEKIN	PO Box 167	Ayr 4807	(07) 4783 1014
VOLUNTEER MARINE RESCUE BOWEN	PO Box 130	Bowen 4805	(07) 4786 1950
VOLUNTEER MARINE RESCUE WHITSUNDAY	PO Box 298	Cannonvale 4802	(07) 4946 7207
VOLUNTEER MARINE RESCUE MIDGE PT.	PO Box 624	Midge Point 4799	0408 946 940
VOLUNTEER MARINE RESCUE MACKAY	PO Box 235	Mackay 4740	(07) 4955 5448
VOLUNTEER MARINE RESCUE GLADSTONE	PO Box 797	Gladstone 4680	(07) 4972 3333
VOLUNTEER MARINE RESCUE ROUND HILL	PO Box 282	Agnes Water 4677	(07) 4974 9383
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 NTH STRADBROKE	PO Box 28	Dunwich 4183	(07) 3409 9338
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
VOLUNTEER MARINE RESCUE SOUTHPORT	PO Box 866	Southport 4215	(07) 5532 3417
VOLUNTEER MARINE RESCUE CURRUMBIN	PO Box 99	Currumbin 4223	(07) 5534 1000



from the PRESIDENT'S CHAIR

Hello everyone. So much for my opening in the Autumn journal about the absence of cyclones this season. Well Debbie certainly made up for numerical shortages by her intensity. Fortunately our Burdekin colleagues dodged the storm, but squadrons between Bowen and Mackay were all impacted. Damage to our buildings was largely confined to water damage and loss of aerials on roofs. Whitsunday had damage to the vessel bimini, but both Whitsunday and Mackay vessels were lucky to escape significant damage from dislodged pontoons in the marinas. The most significant effect on our operations was associated with damage to two repeaters for both Whitsunday and Mackay. We thank MSQ and the Bare Boat operators for early assistance in assessing the damage. Repairs will be effected with a combination of disaster relief and insurance funding. Major damage to the Laguna Quays Marina resulted in the loss of a berth for the Midge Point vessel and they

now need funding for a heavy tow vehicle to get the vessel from the Midge Point shed to the marina boat ramp. While all of the above was being handled many of our volunteers were also struggling with repairs and clean up at home. Great effort people.

The strategic location of marine rescue bases and assets means we are well placed to form partnerships which add real value to communities. Several examples spring to mind.

In remote areas of the Gulf of Carpentaria our Training Manager, Robert Brock, has developed a partnership with the Ranger Program, wherein rangers are trained in the VMR system and several have progressed to coxswain level.

Recently VMR assets were partnered with AMSA to run a Boat Safety Course in the Masig / Yorke Island region. This program highlights issues for safe boating in the region to reduce risks in the high

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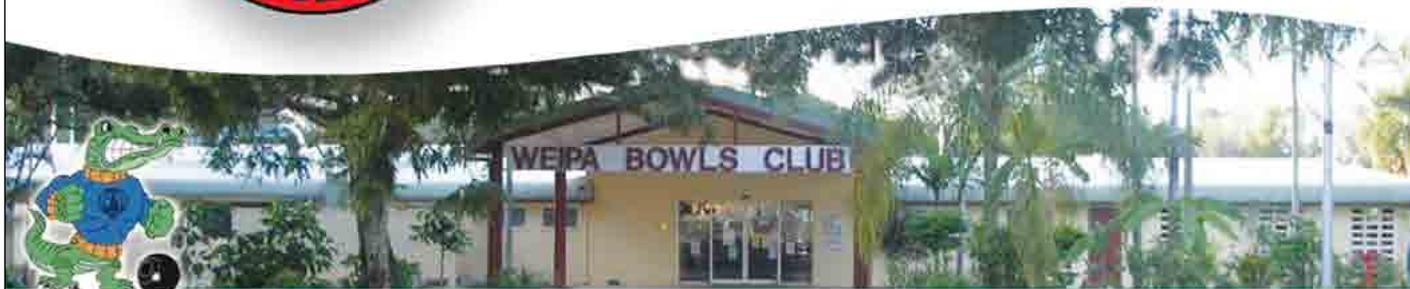


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PRESIDENT'S REPORT



VMR Masig vessel at the recent Boat Safe course.

usage of small boats in the area. VMR is happy to participate in the program as it reduces pressure on our crews for rescue activations (see above).

Further south VMR Bribe has developed a comprehensive partnership with all of the emergency response resources in the region so that VMR's vessels and base facilities can be utilised in response to medical, fire or weather related emergencies. The ever growing annual Emergency Services Expo highlights this capability.

We often hear that the average tenancy of a volunteer is three years. Well there are many people in VMR who have and are helping to push this average higher. We recently distributed service badges to crews and there were many in the 10-15 year bracket with some to 30 years – almost founding members. One outstanding commitment was recently recognised from Peter Saunders. Peter has been a VMR member for 22 years and since the aggregation of VMR's phone accounts Peter has undertaken the slicing and dicing to allocate calls to the relevant squadrons. Peter's meritorious service was recognised at the recent Southern zone meeting with the presentation of a plaque. Thank you Peter.



The president presents the meritorious service plaque to Peter Saunders.

Another story of long service can be told about Harry Hubner. Harry became a member of Air Sea Rescue in 1973 and was a foundation member of the Jacob's Well unit. He took on the secretary position for the Air Sea Rescue Association in 1987 and was heavily involved in the government review that led to the establishment of VMRAQ and its incorporated squadrons. Harry became VMRAQ's secretary / manager in 1992 and worked hard for improved funding from Government. In 1997 he was instrumental in the establishment of seven new VMR squadrons in the Gulf and Torres Strait region. Harry took his well-earned retirement in 2016. His service to the Gulf and Torres Strait



Harry and Pam Hubner.



Craze recounts the tale of Rindacella.



Harry and Pam catchup with Peter and Jan Saunders

region and at state level was recognised at a dinner in Cairns earlier in the year and recently in Brisbane.

We are pleased to report that representations to Minister Ryan (Police and Emergency Services) has resulted in the government assessing potential for support of the insurances required by marine rescue units in Queensland. This principle has already been adopted in Victoria. The government is also taking a strategic look at the marine VHF repeater network which is the first element in our marine safety network. The infrastructure is aging and the high cost of access (by helicopter) to several sites places maintenance beyond the scope of the volunteer budget. We keenly await outcomes from these projects.

Search and rescue requires a team effort across the agencies involved. Thanks must go to Senior Sergeant Jim Whitehead (State SAR Coordinator) for involving VMR and Coast Guard personnel in SAR courses he runs for search and rescue officers in the police force. This training allows marine rescue volunteers to be better placed to assist the police in a SAR situation (see Sue McEvoy's article in this issue). I did find that there was one element of commonality between maintaining a track line for land and marine SAR's – on that day it was water.

Some of our activations can be associated with traumatic outcomes for the rescued which have potential to impact on our crews. VMRAQ management is investigating how best a peer support program can be rolled out across the state to provide early and appropriate guidance for crew members who feel need for support after a difficult activation.

I will finish with activations. Jacob's Well crews have certainly highlighted our goal of 'saving life at sea' with two major rescues on the Jumpinpin Bar. One incident was very close to a critical outcome. The importance of currency in first aid training was highlighted recently when VMR Mackay were enroute

to an activation and a crew member presented with symptoms of a heart attack. The crew applied first aid training until the crewman could be evacuated by helicopter. In other instances the importance of crew rotations for rest were highlighted for Bundaberg crews with involvement in 11 and 18 hour activations.

Graham Kingston
President VMRAQ

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The VP's WATCH

Whilst thinking about something to write for this edition I consulted a few members for their advice. They gave me a great idea, what about telling us about the 'state of the state'. What a great idea I thought. Given that the majority of the state has gone through hell in the past few months with cyclones, floods and other sad events, there is certainly plenty to talk about.

Commencing in the Torres Straits, the Marine Rescue Qld family was devastated to hear of the sudden passing of one of our stalwarts Mr Adrian Davidson. Adrian was an angel to the three squadrons in this region, Thursday Island, St Pauls (Moa Island) and Masig (Yorke Island). Working for the Australian Maritime Safety Authority, based in Cairns, but regularly travelling to the top end, Adrian's commitment to marine training and promotion of marine safety in these indigenous communities was second to none. Instrumental in the set up of the Masig Yorke Island squadron in 2013, Adrian never missed an opportunity to promote marine rescue.

Adrian will be extremely sadly missed, however, plans are already underway in the Torres Straits for his memory and his great work for Marine Rescue to be remembered forever. Hopefully I can report about this in coming editions of this magazine.

Moving around into the Gulf of Carpentaria, things have been progressing nicely. Success has been achieved for the Weipa, Aurukun and Mornington Island squadrons with grant applications. A new navigation and communications package is currently being installed on the Mornington Island rescue vessel, enabling them to navigate the lonely, dark and desolate waters of the bottom end of the Gulf, in a much safer fashion.

Weipa can now safely launch and retrieve their rescue vessel thanks to funding for the purchase of a new tractor. As the biggest and busiest squadron in the Gulf, the replacement of the 'old banger tractor' was absolutely necessary prior to it falling apart on the boat ramp.

Funding has also been sourced to security fence a new building being constructed for the Aurukun squadron. This building will securely house the

rescue vessel when not in use and further provide a rescue base for the squadron.

The Karumba and Burketown squadrons also continue to provide their vital service to their respective communities.

We would sincerely like to thank the Qld Government's Community Benefit Fund for their generosity with these grants.

Who could ever forget the destruction Cyclone Debbie caused to Qld towards the end of March 2017. The Northern Zone VMR squadrons, Burdekin, Bowen, Whitsunday, Midge Point, and Mackay were all in the danger zone, however, I am pleased to report that the Burdekin just missed out, but unfortunately the other four squadrons all received moderate damage to their buildings, mostly due to water ingress. Nothing was beyond what insurance could repair, and with great prior preparation by these squadrons, no rescue vessels were damaged. Communications equipment was severely damaged at all squadrons, however, at time of writing everything is operational again. I must commend the resilience of the members of these squadrons, they just accepted what happened and moved forward immediately after the cyclone had passed, doing whatever they had to do to ensure that they were 'back on the air' and ready to protect their communities. The Marine Rescue family commends your efforts.

RESCUES HAVE BEEN CONSISTENT,
WITH SOME LARGE VESSELS
TOWED TO SAFETY OVER LARGE
DISTANCES. SIX TO EIGHT HOUR
TOWS ARE NOT UNCOMMON IN
THIS REGION

VICE PRESIDENT REPORT

Into the Central zone squadrons of Gladstone, Round Hill, Bundaberg and Hervey Bay it's been business as usual. Rescues have been consistent, with some large vessels towed to safety over large distances. Six to eight hour tows are not uncommon in this region. The Qld Ambulance Service heavily relies on these squadrons for transport of emergency paramedics to marine medical incidents, and the past few months have produced several requests for just this.

Plans are underway to have the Marine Rescue Qld State Council hold one of its state meetings in this zone prior to the end of the year.

The Moreton Bay zone is moving along nicely. The Bribie Island, Brisbane (Sandgate), Raby Bay, North Stradbroke Island and Victoria Point squadrons all report very few issues of concern, with equipment running well, and member numbers at very good levels. There have been some very noteworthy activations in this zone over the period, with vessel capsizes, serious ambulance activations, and vessel fires.

At a recent zone meeting, the camaraderie between these squadrons was very evident, something that Marine Rescue Qld prides itself on.

The June State Meeting sees the state council descend on the North Stradbroke Island squadron.

Last but not least the Southern zone has had its fair share of excitement. The Jacobs Well squadron escaped serious repercussions from the remnants of Cyclone Debbie as it moved down the Qld coast. The local rivers experienced serious flooding, with locations completely disappearing under water in never before seen circumstances.

Southport has experienced a massively busy few months, with Easter, ANZAC Day and Labour Day weekends producing non stop requests for assistance. Thirty six rescue activations in one three day long weekend saw everything from multiple large vessels aground to vessels with engine failure to multiple ambulance activations and swamped jetskis.

Currumbin continues to face the perils of not being able to navigate the Currumbin Creek bar entrance due to massive sand build up, however, when and for whatever reason they are required, they continue to be available.

So there you go, that's the 'state of the state' of marine rescue in Queensland. It's in great hands, moving forward in leaps and bounds and a credit to each and every member who makes it what it is.

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BRIBIE ISLAND

MARCH IN PHOTOS



Commodore Nathan Gundry and committee member Craig Marriott with members of the TS Koopa Cadets. VMR Bribie Island were proud to host the TS Koopa Cadets during the last five months, and look forward to working together into the future. Their training ship is now renovated and operational again.



Congratulations to Bill Stainton promoted to the rank of senior crew by skippers Ian Grimes and Allan Tranter.



Congratulations to Denise Inggs on promotion to competent crew shown here receiving her epaulettes from Vice Commodore and Commercial Coxswain Liz Radajewski.



March 11, our crew that was over at Tangalooma was activated by the water police to look for a vessel that had left the Sunshine Coast and was overdue to arrive at Tangalooma. The membership details for the vessel was a white 5.4m Bayliner which could not be located and the skipper could not be contacted.

After three hours of searching it was discovered by local crews that due to a change in vessel by the owner it was actually a 40' vessel that our crew was now looking for ... the skipper was finally contacted and the crew was stood down.

The moral of this story is if you change your vessel make sure you update your membership details.

DID YOU KNOW?

In 1891 radios, in the form of wireless telegraphs, began to appear on ships at sea.

In 1899 the R.F. Matthews was the first ship to use wireless communication to request assistance at sea.



The Variety team getting ready for the Jetski trek at VMR Bribie Saturday, March 4. VMR social committee catered for breakfast, morning tea, lunch, nibbles and dinner on the Saturday and breakfast on the Sunday.



A tow back from Tangalooma wrecks for this family of five with electrical issues courtesy of 'Bribie 2' and the White Saturday crew March 4, 2017.



A large gathering of some 90 members and guests at the March 31 Sunset Drinks, those attending were treated with chicken schnitzel, baked potato with sour cream and salad for a mere \$5.



Radio Officer and Committee Member Peter McNamara lending a hand in the kitchen to help with the large crowd at Sunset Drinks.



An early callout with this yacht dragging its anchor in the wind Tuesday morning April 4 and coming aground off Bongaree.

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Mike Sweeney - Bribie Island

BRIBIE ISLAND

VMR COMMENCES PLANNING FOR EXPO

Planning is well underway for the 2017 Emergency Services Expo to be held at the Volunteer Marine Rescue on Sunday, October 15, 2017 between 10am and 2pm. This is a wonderful family day, showcasing to the community the capabilities of the emergency services available should the need ever arise.



At a recent meeting of all the major Emergency Service agencies, participants declared it would be a bigger and better event this year.

Commodore Nathan Gundry said "VMR Bribie Island is very proud to host this event again this year as it brings all of the emergency services personnel together in one place for all to see, and promotes safety and awareness".

INFORMATION MEETING



Treasurer Doug Lythgo, past Commodore and now Maintenance 'Boss' Bob Skinner, Vice Commodore Liz Radajewski, and Unit Training Officer Allan Tranter update the meeting on current issues.



Some of the members at the information session.

ANZAC DAY

Twenty one members marched in the VMR contingent on ANZAC day this year, other members also marched with their respective military units.



Commodore Nathan Gundry and Graham Gibb lead the VMR contingent.



Part of the large crowd starting to assemble for this year's service at the Bribie Island RSL.

BRIBIE TWO SHOWS MANOEUVRABILITY



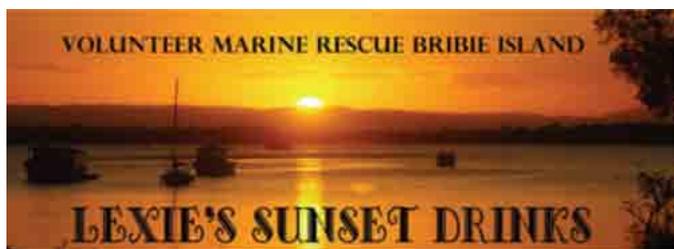
VMR's most recent purchase, 'Bribie 2'.

Bribie 2, a 7.2m aluminium monohull built by Swift Marine (Gold Coast) powered by 2x Yamaha 200hp 4-stroke outboards capable of propelling the vessel up to 50kts. With a draft of only 0.6m, coupled with its extreme manoeuvrability it is an ideal vessel for both the passage and the open water.

On board electronics include: Simrad radar/GPS with AIS, FLIR Thermal Imaging System, 3x VHF radios and 1 x 27Mhz radio.

Safety gear includes fire pump, fire extinguishers, 406 MHz EPIRB x 1, medical kit, and stretcher.

SUNSET DRINKS FRIDAY, APRIL 28



Once again this popular event (last Friday of the month) was well attended with 74 meals being served, \$5 for pie, gravy, mashed potato and vegetables, great value! Members and guests are always welcome, even if you are interested in what we do, come to the next one and find out first hand.

Two members of the Volunteer Marine Rescue Bribie Island, Graham Patrick and Bob Skinner were presented with their certificates for 10 years' service.



L-R: VMR Vice Commodore Liz Radajewski, State Member for Pumicestone Rick Williams MP, Graham Patrick and Bob Skinner with their 10 year Service Certificates, Moreton Bay Councillor Brooke Savige and VMR Commodore Nathan Gundry.



Graham Patrick proudly toasting his well-earned award with a glass of red.

The social committee is holding a High Tea and Fashion Parade by Island Designs Saturday 2pm, August 19, 2017. Keep that date in mind as bookings will be essential, and is definitely the best value around.

OWN A BOAT?

You can join VMR Bribie Island online at www.vmrbribie.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 undertaken by other VMR/Coastguard units; and
- overnight/weekend secure car and trailer parking at the base.

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BRIBIE ISLAND

VALE
GARY ADAMS

Gary has affected all the lives of those who volunteer in the radio room and on crew in some way or another, as it was Gary's skills and foresight that allowed us to have a computerised membership database as well as our Elog System that handles logons/logoffs as well as recording any activations for vessel

rescues and the subsequent sea time accumulated by crew.

Gary joined VMR Bribie Island in 2010, served on the management committee, call out rosters for both crew and radio, and fundraising team, but more importantly as our resident IT specialist. Gary had almost completed his training for coxswain when he was diagnosed. Sadly Gary passed away March 9, 2017 aged only 64.



Gary aboard 'Bribie 3' on the Pumicestone Passage.

Gary spent most of his working life in NSW and some years in PNG, retiring to Bribie Island he was a very keen 'boatie', and had a penchant for the water, he loved water skiing when younger and whilst in PNG he ran a diving business in Rabaul, as he was a fully qualified dive instructor.

The last couple of years Gary was the full time carer for his wife Lindsay. He was a devoted father of two daughters and loved spending time with his grandchildren.

A very moving service was held at Traditional Funerals, Burpengary on March 23, 2017 and afterwards at VMR Bribie Island base, Gary will be very sadly missed by all who knew him.

FAREWELL
STEVE ROBINSON

Steve joined VMR in 2008, joined White Saturday crew in 2010, Emergency Response crew in 2013, Snr crew in 2014 and had almost completed his training for Coxswain. Steve passed away after a short illness on January 21, 2017.

Steve ran a busy panel beating business on

Bribie Island (Island Body Works), but always found time to volunteer for callout every Tuesday night and his monthly crew day. He was also a regular fund raiser and manning the barbecue at all sorts of events, he was the gourmet chef for his White Saturday crew.

Steve was also a regular at any function, he was the life of the party and enjoyed the 'Origin Nights' with a running commentary, even though soccer (or football as he called it) was his background, as he emigrated from Birmingham (England) as a young man.

Steve was also the go to man for anything to be repaired or painted, and has done many jobs around the base, painting lockers and function room chairs, providing tint for the windows and installation, repairing and painting outboard covers to name a few, and of course all for gratis. We thank Steve for his generosity and willingness to volunteer, he will be greatly missed.



A family affair, ANZAC Day 2013, Steve, son Ben, daughter Stephanie and wife Cheryl, who has been VMRBI social committee chairperson for many years.

He will be remembered for his love of life, for his love and commitment to his family, friends, workmates and VMR Bribie Island.

BLUE RINGED OCTOPUS



by **GLENN NORRIS**

Two teenagers presented at VMR Southport with a bucket containing a small marine creature they had found in the Marine Stadium. Although dead, this creature was immediately identified as a Blue Ringed

Octopus, known as one of the world's most venomous marine creatures.

Despite the small size of these creatures (approx 12-20cms) they are capable of producing a toxin so venomous that is estimated to be 10,000 times stronger than cyanide. This toxin is produced by bacteria in the salivary glands of the octopus and can be fatal to humans.

The Blue Ringed Octopus is generally found in the Pacific Ocean region from Japan to Australia, most commonly from the south coast of New South Wales around to South Australia, however it is not uncommon for them to be found in rocky tidal pools along the Queensland coast, feeding on shrimp, small crabs and fish.

Normally quite docile, these creatures will become very agitated when provoked and their normal black/blue rings appear much more pronounced, almost appearing iridescent blue in colour on their yellowish/brown skin. Prior to being incited, a Blue Ringed Octopus can easily camouflage into its surroundings and is not commonly seen.

There is currently no anti-venom available and many victims may not realise that they have been bitten by

a Blue Ringed Octopus because the bite can be tiny and often painless. Due to the chemical composition of the venom a paralysis effect occurs, disabling a victim's respiratory muscles within minutes of being

bitten, resulting in respiratory arrest and then cardiac arrest due to a lack of oxygen.

Pressure should immediately be applied to a bite from a Blue Ringed Octopus and preparation for commencing Cardio Pulmonary Resuscitation (CPR) should be commenced, as the paralysis slowly takes effect.



A victim may remain conscious and alert during this period, however this can be temporary, and immediate advanced medical assistance should be sought regardless of whether or not the creature was actually sighted and identified.

Generally with speedy medical intervention a victim of a Blue Ringed Octopus bite can recover well if the signs and symptoms are recognised early and the correct first aid treatment applied.

In saying this, if you are unlucky enough to come across a creature such as the Blue Ringed Octopus, and you cannot identify it with certainty, do not attempt to touch it as the outcome may not be pleasant.

CYCLONES



by SHARON MCLEAN

With the recent widespread destruction from category 4 Cyclone Debbie, still impacting many lives from Bowen in North Queensland through to parts of New Zealand, in this issue of the journal we will look at cyclones.

A cyclone is a large-scale air mass that rotates around a strong centre of low atmospheric pressure. Cyclones have inward spiralling winds that rotate about a zone of low pressure. Cyclones in the northern hemisphere rotate in an anticlockwise direction, while cyclones in the southern hemisphere rotate in a clockwise direction. A tropical cyclone develops in the tropics and is sufficiently intense to produce sustained gale force wind of at least 63km/h or over and wind gusts in excess of 90km/h near the centre. The gale force winds can extend hundreds of kilometres from the cyclone centre. If the sustained wind reached at least 118km/h with wind gusts in excess of 165km/h, the system is defined as a severe tropical cyclone. In other parts of the world they are called hurricanes or typhoons.

The most common feature are destructive winds and heavy rainfall that can lead to flooding. Storm surge or coastal inundation by seawater can be the most dangerous element of a cyclone. Though rare in Australia, tornadoes have been reported during cyclone events.

The circular eye or centre of a tropical cyclone is an area characterised by light winds and often by clear skies. Eye diameters are typically 40km, but can range from under 10km to over 100km. The eye is surrounded by a dense ring of cloud about 16km high known as the eye wall, which marks the belt of strongest winds and heaviest rainfall.

Tropical cyclones derive their energy from the warm tropical oceans and do not form unless the sea-surface temperature is above 26.5°C, although once formed, they can persist over lower sea-surface

temperatures. Tropical cyclones can persist for many days and may follow quite erratic paths. They usually dissipate over land or colder oceans.

Because cyclones form over warm tropical oceans, they generally hold enormous amounts of moisture and can produce heavy rainfall over extensive areas. Rain can create severe impact by causing flooding, landslides and through direct damage by contact from being driven by wind into buildings. This damage is the result of wind damage to walls, windows or roofs, which allows water to penetrate buildings. Rainfall can be associated with the cyclone when it impacts on the coast or further inland as it weakens to become a tropical depression.

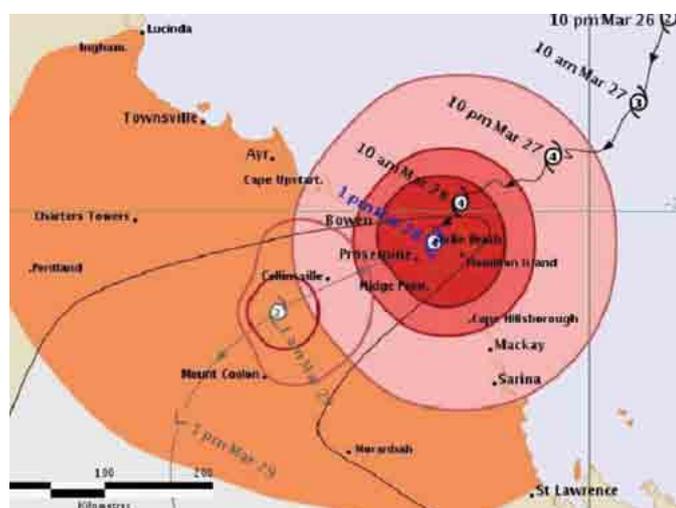
Potentially the most dangerous hazard associated with a cyclone which makes landfall is the storm surge. Storm surge has been responsible for more deaths than any other feature of tropical cyclone. A storm surge is a raised dome of water and typically about 2-5m higher than the normal tide. It is caused by a combination of strong winds driving water onshore and the lower atmospheric pressure in a tropical cyclone. In the southern hemisphere, the onshore winds occur to the left of the tropical cyclone's path. In Australia, this is the east side on the north west and north coasts and the south side on the east coast.

The severity of a tropical cyclone is described in terms of categories ranging from 1 to 5 which relate to the zone of maximum winds.

NAMING CYCLONES

The current system of naming cyclones in Australia is a relatively new one which started in 1964. The names alternate between male and female names and in alphabetical order. The Bureau of Meteorology Tropical Cyclone Warning Centres, have a list containing 104 names that are used to name cyclones. The current list was introduced for the start

CATEGORY	STRONGEST GUST KM/H	TYPICAL EFFECTS
1 Tropical cyclone	Less than 125km/h gales. These winds correspond to Beaufort 8 and 9 (gales and strong gales)	Minimal house damage, damage to crops, trees and caravans. Boats may drag moorings.
2 Tropical cyclone	125-164km/h destructive winds. These winds correspond to Beaufort 10 and 11 (storm and violent storm)	Minor house damage, significant damage to signs, trees and caravans. Heavy damage to crops, risk of power failure. Small boats may break moorings
3 Severe Tropical cyclone	165-224km/h very destructive winds. These winds correspond to the highest Beaufort category of 12 (hurricane)	Some roof and structural damage with some caravans destroyed. Power failure likely.
4 Severe Tropical cyclone	225-279km/h very destructive winds. These winds correspond to the highest Beaufort category of 12 (hurricane)	Significant roofing and structural damage. Many caravans destroyed or blown away. Dangerous airborne debris. Widespread power failures.
5 Severe Tropical cyclone	More than 280km/h extremely destructive winds. These winds correspond to the highest Beaufort category of 12 (hurricane)	Extremely dangerous with widespread destruction.
NOTE: The above information has been sourced from the Australian Bureau of Meteorology.		



Cyclone Debbie track map.



Satellite image of Cyclone Debbie.

of the 2008/2009 cyclone season, replacing the three lists that previously existed.

The name of a new tropical cyclone is usually selected from this list of names. If a named cyclone moves into the Australian region from another country's zone of responsibility, the name assigned by that country will be retained for the cyclone. An example of this is Cyclone Aivu which formed from a tropical low which developed off the southeast tip of Papua New Guinea. The Port Moresby Tropical Cyclone Warning Centre named this cyclone.

Cyclone Aivu crossed the Qld coast in the Burdekin River delta near Home Hill, on April 4, 1988, bringing with it a 3m storm surge.

When a significant cyclone affects Australia (like Cyclone Tracy in 1974) the name is retired and replaces in the list with a name of similar initial and gender.

Tropical cyclones in the Queensland region mostly form from lows within the monsoon trough, between November and April.

RABY BAY



Cameron Bell (Dulux) receiving plaque from Commodore Bill Bennett in recognition of their donation.

GENERAL BASE UPDATE

Having entered into the cooler months, Raby Bay has been blessed with the usual calmer water this time of year. The ramps have been busy as usual and so was VMR Raby Bay, with a marked increase in activations, **ie** almost a doubling compared to last quarter.

This quarter we had 182 activations, which involved returning 188 persons to safety. This involved 68 medivacs and 46 breakdowns and with the balance being a mix of search and rescues, sinking vessels, groundings, etc. A total of 14,000 litres of fuel were consumed.

OPEN DAY

The Open Day on April 29 at VMR Raby Bay was a success. With the \$600,000 upgrade completed, MP Andrew Lamming officially opened the building.

Also in attendance were Mark Robinson (MP), Councillor Peter Mitchell, President of VMRAQ Graham Kingston, Peter Jeffrey Assistant

Commissioner for Qld Fire & Emergency Services (QFES) and Troy Davies (Capability Coordinator – QFES), Keith Williams (Manager, VMRAQ), Cameron Bell (Dulux – major sponsor) as well as representatives from the Water Police.

Official building opening by Andrew Lamming (MP).



Bay FM100.3 was broadcasting live from the VMR site during the event and a number of local groups and businesses attended the event including Bayside Suzuki Marine, SES Cleveland, Naval Cadets, local Fire Brigade, etc. There were also seminars on boating, fishing, rope/knot works, etc.



Graham Kingston (VMR President) meets Water Police representatives.

The workshops included flare demonstrations, which the sea cadets found particularly interesting.



Flare demonstrations.

RABY BAY

Various booths were set up to provide information about the groups that attended the event in addition to the all-important barbecue sizzle.



The barbecue sizzle was the busiest place on the day.

VESSEL AND EQUIPMENT UPDATE

Following the sale of our old RBIV vessel, pictured below, an order has been put in for new RIB rescue boat.



The old RBIV leaving the water for the last time!

The new vessel is a 7.5m rigid inflatable boat under order from Woody's Marine at Tingalpa with delivery scheduled for late 2017.



The new RBIV vessel under order.

It will have foam filled hull and inflatable tubes, two 175hp outboards, a hardtop, four seats, 350L fuel tank and a Samson post.

Another addition to the VMR Raby Bay base is a 2.5 tons Clark CS25 forklift to assist with heavy lifting in the workshop, e.g. engine replacements, oil drums, etc. Delivery will take place in early June.



The newly acquired 2.5 tons forklift.

The Gold Coasts Freshest Seafood straight from the boats!

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Email: millkraftboatyard@bigpond.com
Shed 3, Wyuna Court, Hemmant, Qld. 4174

RABY BAY

DREDGING OF RABY BAY

Dredging of Raby Bay is well underway. VMR vessels have had difficulties entering the base at low tides, but the channels are now being dredged to a minimum of 1.8m at low tide.



Raby Bay being dredged to minimum 1.8m depth.

The \$2.1m project is funded by the Department of Transport and the Redland City Council. The 43,000m³ of spoils will be dumped at the Mud Island disposal area off the Brisbane River. The dredging will improve access to the new public boat ramps and the boat club in addition to the VMR base.

VISIT BY MPS

In early May, Commodore Bill Bennett hosted Tim Mander, Shadow Minister for fire and emergency services, and Mark Robinson, MP for Cleveland for a visit to the VMR Raby Bay rescue base.



Tim Mander (MP), Bill Bennett and Mark Robinson (MPs).

The purpose of the visit was for the MP's to see first hand how a volunteer based rescue unit operates and to discuss challenges and issues for the unit as input to future government policy in this area.

ASSESSMENT & TRAINING

New Training Area

The Open Day provided an opportunity to showcase the newly completed regional training centre at VMR Raby Bay. All the engines, computers and other technical equipment required to complete the skipper training are now installed and operational, including a running Yanmar diesel engine.



New training facility being inspected.

VMR members have spent considerable time establishing the training facility, such as Cliff Matfin who built working bilge system, complete with water circulation, valves, bilge pumps and electronics – all for training purposes.



Cliff Matfin showing the new training bilge system.

Again, we thank Andrew Lamming's (MP) led Shark Tank initiative for providing funding towards this facility.

GENERAL TRAINING AND CREW UPDATE

From next month, the base will be running the annual First Aid and CPR course to ensure everybody stays current.

The six crews at Raby Bay are currently fairly full and there have only been limited new intakes the past three months. The next intake will be in July to top up a couple of crews.

An evening is already being planned to train all skippers up in the functionality of the new training facility room, so it can be taken into full use.

ACTIVATIONS AND EVENTS

There were numerous activations during the last quarter as evidenced by the stats provided earlier.

Ray Pearson and Bill Brancatella (both duty officers) joined forces to perform bar training for newer skippers (and yacht hunting as it turned out) to increase the number of operational offshore skippers.



South Passage bar training in progress.

With a particularly high tide thanks to the near full moon and large swell the resultant waves were about 3m, providing excellent training conditions.

Whilst offshore a stolen 40' sailing catamaran, which the Water Police had requested assistance locating, was sighted. Bar training suddenly became a recovery mission.



Found the stolen yacht at South Passage Bar.

After the appropriate parties had been notified and with their permission, we pulled up bow to bow for crew transfer.



Water police boarding the stolen vessel.

Three of our crew boarded the cat and, following the advice of water police, proceeded to check all the compartments for hidden pirates (or at least thieves) before pulling down her sails. VMR crew on the stolen yacht were joined by water police officers near the One Mile, after a successful inbound crossing of South Passage Bar.

In mid April, VMR Raby Bay was called to help to recover a yacht that dragged its anchor and ended up on the foreshore. Though we attended and did what we could, we were unable to recover the vessel without doing further damage and it became a salvage job.



High and dry.

MIDGE POINT

In March the squad was activated to tow a stricken yacht from Shaw Island to Shute Harbour. Cyclone Debbie hit the area a week later on March 28 and the yacht along with many others were lost in the cyclones fury when it crossed the coast at the Whitsundays.

The Midge Point people were advised by police to evacuate the area prior to the cyclone crossing the coast due to the storm surge threat. As the locals returned home after the cyclone, they were faced with the big clean up. Homes and sheds had been inundated with water, some had roofs stripped off by the impact of the wind, while other roofs had collapsed. Many yards were full of pumice stones that had washed in from the beach front along with damaged iron and other debris.

Around 20m of foreshore was lost due to the cyclones wrath, this also left a toilet block dangerously close to the beach. The squad luckily did not suffer any

direct damage to the rescue vessel or boat shed. *Midge Point Rescue* was removed from the Laguna Quays Marina in the days before the cyclone as a preventative measure and stored in the boat shed. The marina suffered major structural damage and has been closed to the public until further notice.

The Laguna Quays management have granted the squad permission to use the marina boat ramp for activations. We would like to thank them for their ongoing support and look forward to continuing a long-lasting relationship.

FUNDRAISING

Recently the squad was asked to provide a sausage sizzle at the Bloomsbury Rural Yard Sale at the Bloomsbury Service Station, located on the Bruce Highway at Bloomsbury.

This allowed to the squad to raise funds and pick up donations. The squad would to thank the management



Tow from Shaw Island.



Damage to beach front.



Flooding in Midge Point streets.



Gary Banham and Grant Brown.

of Bloomsbury Rural for the opportunity to make this a regular event.

On June 17, the squad will set up a sausage sizzle at Barra World located at 133 Main Street, Proserpine. We thank Lindsay from Barra World for his continuing support of the squad.









40 Chapple St, Gladstone
www.curtiscoastmarine.com.au
Phone: 4972 0135

THROUGH THE PORTAL

WHY CAN YOU NEVER FIND A PEN WHEN YOU NEED ONE?

Finding the right SOP or form or training document can be just as frustrating. I am going to dedicate this article to search. Hopefully after reading this you will all be able to find whatever documents you need in the Portal.

I CANNOT FIND A NEW DOCUMENT

Firstly, just a few words to explain how search works. We currently have hundreds if not thousands of documents in our Portal and increasing daily. If search had to rummage through them all every time you wanted to find something then it would take way too long. Instead, search carries out what is known as a crawl. This happens roughly every 15 minutes. The crawl goes through every document checking for changes and creates a search index. Think of this as a highly optimised filing system.

When you then do a search for a document, the Portal actually looks through the index and very quickly returns everything that matches what you are looking for. The main reason I share this is because there will be a short delay – up to 15 minutes – between you uploading a new document and it being available in search results. This is due to the crawl and the index.

WHAT IS SEARCHED?

Search will go through the complete contents of Word, PowerPoint and Excel files. The same is true for text-based PDF etc. However, if a document is scanned to a PDF then it will often result in an image-based PDF and in this case the search cannot go through all the text in the file.

All the properties of the file are also searched: the name, title, author, document type etc.

HOW ARE SEARCH RESULTS ORDERED?

Search results are ordered by relevance with what is considered to be the most relevant at the top.

If the word or phrase you are searching for is in the name or title of the document then that item will be given a higher relevance weighting.

If the title or phrase you are searching for appears multiple times in the document then that will increase the relevance.

SO HOW DO I SEARCH?

At the top right of our pages is a search box.



You can simply type the word or phrase you would like to search for in the box and press enter or click the magnifying glass.

By default, the search will initially return items from the site where you started your search. In this case, I started my search from the Victoria Point site and you can see below it has found some documents in this site.



If I want to widen my search then I can click on either of the arrows highlighted and choose Everything.

This will now do another search across all sites:

A screenshot of a search results page. The search bar contains the word "money". Below the search bar, there are tabs for "Everything", "People", "Conversations", and "Videos". A dropdown menu shows "Preference for results in English". The first search result is titled "ADM119_-_Unit_Bylaws" and is a PDF document. The snippet of the document reads: "ADM119 - Unit Bylaws 11/01/2008 Page 1 of 3 VOLUNTEER MARINE RESCUE GLADSTONE - INC. BY-LAWS ... (passed 17.09.79) 1.5 All monies collected at the Squadron's Headquarters shall be ...". The URL is "mrq.sharepoint.com/cz/446/.../ADM119_-_Unit_Bylaws.pdf". A second result is titled "September Minutes".

I now have documents from everywhere in the Portal.

Note that search results are specific to the permissions of the individual doing the search. If I do not have access to a document then search will not include that in the search results for me but it would for somebody else who did have access.

REFINING YOUR SEARCH

A screenshot of search refiners for the term "money". The refiners are organized into sections: "Result type" with options for Excel, PDF, PowerPoint, Word; "Author" with a list of names: Berni Bennett, President Keith Williams, Ann Ivory, Dave Paylor, Ann, and a "SHOW MORE" link; and "Modified date" with a bar chart showing results from "One Year Ago" to "Today" and a date range slider below it.

The search I did above for 'money' found over 100 documents.

There are a number of ways I can reduce the number down to make it easier to find exactly what I am looking for.

On the left-hand side of the search results are some refiners.

If you know what type of document you are looking for or who wrote it or when it was last changed then you can click on any of these refiners to narrow down your search. As an example, clicking on Keith Williams as the author reduces the results to only 20 documents.

On a side note, even though Keith's title has changed, because the document has not been updated since, it still appears in the search index as President Keith Williams.

If you are refining by date then you can also use the slider beneath the chart to choose a date range.

IMPROVING YOUR SEARCH QUERY

The word or phrase you search for is known as the search query.

By default, if you add multiple words, then search will return results that include all of those words. In this example, I get just one document in my results.

A screenshot of a search results page for the query "money risk ventures canberra". The search bar contains the query. Below the search bar, there are tabs for "Everything", "People", "Conversations", and "Videos". A dropdown menu shows "Preference for results in English". The search result is titled "National Volunteer Marine Search and Rescue Committee" and is a document. The snippet reads: "Brancher welcoming all attendees to the 8th NVMSARC meeting at Canberra hosted by AMSA ... Risk value to tasks need to be taken into account ...". The URL is "mrq.sharepoint.com/_/NVMSARC Meeting Minutes 18:19 Nov 13.doc".

If you are interested in a specific phrase then you can put those words in quotes:

Again, this example returns just one result.

If there is a particular word you would like to exclude then you can use a - sign immediately before it (no spaces):

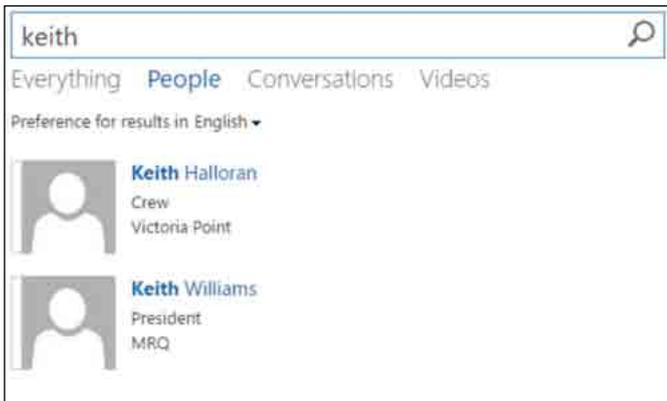
A screenshot of a search results page for the query "money -making ventures". The search bar contains the query. Below the search bar, there are tabs for "Everything", "People", "Conversations", and "Videos". A dropdown menu shows "Preference for results in English". The search result is titled "2014_VMR_Insurance & Claims Manual" and is a PDF document. The snippet reads: "Volunteer Marine Rescue Association QLD Inc ... Claims procedures 22 About Aon 33 Statutory and other notices 34 Contacts 39 ... This manual contains information, which is confidential to ...". The URL is "mrq.sharepoint.com/_/2014_VMR_Insurance & Claims Manual.pdf". A second result is titled "Insurance Manual 2012".

This example returns four results which include the words 'money' and 'ventures' but exclude the word 'making'

PREVIEWS

If you have managed to narrow down your result to a handful of documents but you are still not sure which is the one you want, then you can also preview the document. Hovering your mouse over the search results will pop up a preview of the document which you can scroll through.

GENERAL

**SELECTING YOUR DOCUMENT**

When you have found the document you are looking for then just click on it and it will open for you.

OTHER SEARCHES

You might notice it is possible to do searches for People, Conversations and Videos:

The People search will work but only for users who have a personal log in account on the Portal. This will become increasingly useful as we get more users populated so I would encourage all who had accounts to upload a picture and consider sharing contact numbers if you are happy to do so.

At the moment, we are not using Conversations or the Video service so these will both be empty.

IN SUMMARY

Search is very powerful and will make your life a lot easier if you know how to make it work for you. Hopefully this will give you more confidence to try a few things out and discover more as you progress.

I cannot help with finding pens though!

HAPPY TROLLER SLOWS BOATS TO FISH-STRIKING SPEEDS

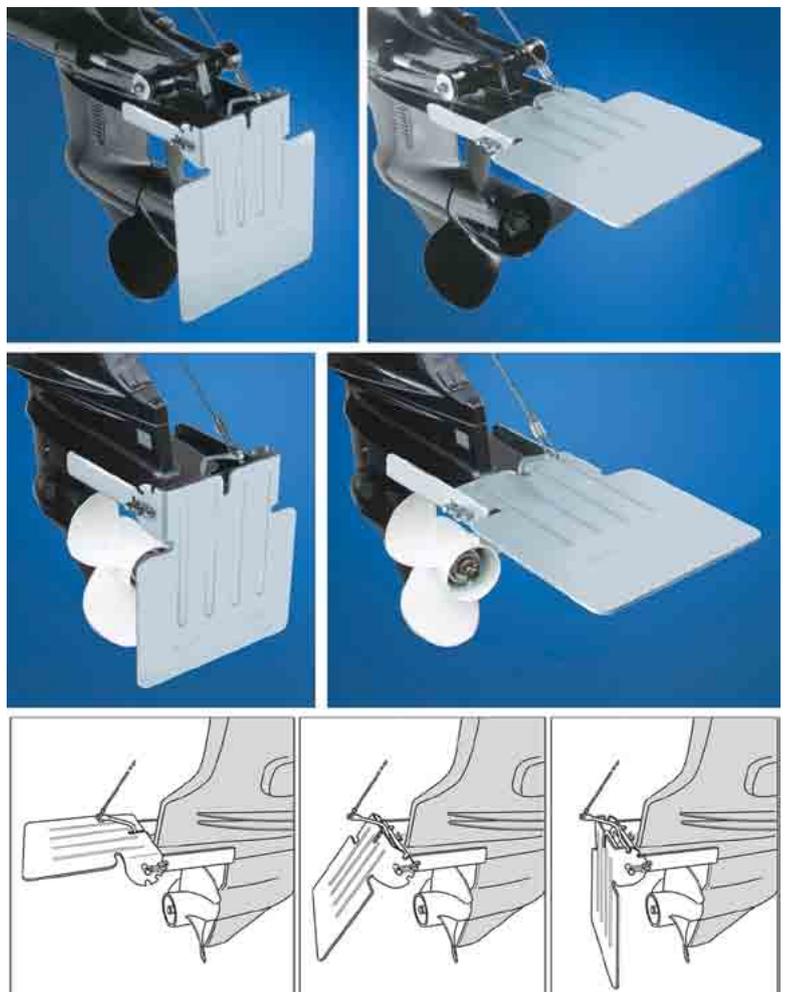
Some species of fish, especially after spawning, won't chase fast-moving bait. The problem is, many outboard engines won't run at the low RPMs needed to entice a bite. A kicker motor is an expensive solution, but is overkill for the occasional fisherman and not necessary—even for hardcore anglers. Davis Instruments' ingenious Happy Troller efficiently slows stern-drive and outboard-powered boats to tantalizing, fish-striking speeds, and adds stability to the vessel when cruising.

In about 15 minutes, Happy Troller mounts solidly to the motor's anti-cavitation plate. A cable allows the user to control the angle from 0°, 45° or 90° to optimize the speed and steering; the mid-range setting is new for 2017. The low-maintenance device diverts the propeller's thrust, slowing the boat, while placing no added strain on the engine.

When running at cruising speed, Happy Troller excels when set at 0°. It reduces porpoising and cavitation, smoothing the ride in choppy water.

Manufactured from marine-grade anodized aluminum and stainless steel, Happy Troller is engineered to provide years of reliable service in fresh or saltwater. It's offered in two sizes. The small version is designed for 20–50hp outboards and the large model accommodates engines over 50hp.

Davis Instruments
www.davisnet.com



FROM TOP: Davis Instruments' Happy Troller Large, Happy Troller Small and illustration of new 45° setting.



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

NORTH STRADBROKE

NEW TRAILER FOR BLUE DIAMOND

VMRNSI recently undertook an exhaustive tender process to replace the trailer for *Blue Diamond*, as the existing one was beyond repair and unroadworthy.

The successful supplier was the Molendina branch of Swiftco Trailers Pty Ltd, who offered the most competitive price with delivery in under two weeks, whilst all other tenders stated a six to eight week delivery period. Sales Manager Andrew Donovan explained that their competitive pricing and prompt delivery were because, as a large company with a number of branches, all the components are stored and immediately available to be assembled to order.

The service from the company was exceptional. Andrew delivered the Swiftco Shark at trailer in person on Saturday, May 27, and then personally supervised Colin Haigh (Duty Master) and his crew in the final fitting adjustment of the trailer to accommodate *Blue Diamond*. Andrew and his partner Jodie then spent the night on the island as guests of the squadron, returning home to the Gold Coast the following morning.

VMR NSI would like to thank Andrew and Swiftco for their prompt supply of the trailer, and their good old-fashioned after sales service.



VMR NSI crew fitting new trailer.

COMMUNITY SUPPORT FROM SEALINK PTY LTD (STRADBROKE FERRIES)

Once again the ferry company has supported our squadron and donated the transport of our new trailer from the mainland on the car ferry Minjerribah, and also transported Andrew and Jodie back to the mainland. We would like to thank Sealink for their wonderful support for our organisation.

ACTIVATIONS

In the last quarter we have had a total of 53 activations, consisting of 31 medical evacuations, 15 training activations and seven vessel assists. Two of the vessel assists were noteworthy.

ACTIVATION ONE

On April 26, 2017 Skipper Allan Chaplin and Crew Colin Haigh aboard North *Stradbroke 1 (NS1)* departed One Mile Pontoon at 06:20 following initial contact from Queensland Water Police (QWP), and at 06:50 NS1 was notified of a vessel in trouble on South Passage bar with 11 persons on board. At 07:20, NS1 sighted QWP vessels off Amity Point with rescued persons on board, and was instructed by QWP SARMAC to look for the upturned vessel on the bar and recover if possible.

At 08:00 *Coast Guard 22 (CG22)* reported they had found the upturned vessel close to Amity banks, and at 08:53 SARMAC requested NS1 stay with CG22 to assist if required. The upturned vessel was slowly towed to Myora where all attempts by CG22 to right the vessel failed. At 09:57 CG23 arrived to assist and became entangled in lines trailing from the upturned vessel and had to be cut free, with the quick action of the skipper on CG23 preventing any damage to their vessel. NS1 and CG22 made numerous

attempts to right the vessel using a variety of procedures without success, and NS1, CG22 and CG23 all connected to the upturned vessel and attempted to roll it to a righted position.

All attempts failed, and at 11:57 CS22 took the vessel under tow with CG23 as escort, NS1 was stood down and returned to One Mile to log off with QWP. A big thank you is extended to Julie Chaplin for driving to Amity Point jetty with shackles for the righting attempt.

ACTIVATION TWO

On April 30, 2017 Skipper Rob Brain and Crew Allan Chaplin and Colin Haigh aboard NS1 departed One Mile Pontoon at 22:03 following initial contact from QWP at 21:20 reporting a flare sighting off Point Lookout. Contact was made with *Raby Bay 3 (RB3)* by mobile phone, and at 22:23 QWP were notified that NS1 and RB3 were crossing

South Passage bar, and then proceeded to Shag Rock and Flat Rock to commence the search. At several times during the search rain squalls came through, and the lights of Point Lookout were not visible at these times.

Nothing was sighted during the searches around Shag and Flat Rocks, and at 23:30 both NS1 and RB3 were stood down by SARMAC and returned to their respective bases.

FOR SALE BLUE DIAMOND

The management committee of VMR NSI has reluctantly decided to offer *Blue Diamond* for sale. Whilst our crews are willing, the committee feels that at present we do not have a sufficient number of trained members to crew and maintain two major marine rescue units. We also consider that ***Blue Diamond*** is too valuable an asset to sit in the shed as a backup secondary rescue vessel.



VMR NSI *Blue Diamond* and trailer.

BLUE DIAMOND DETAILS

- 2007 Kevlacat 2400 Offshore, 6.5m hardtop Patrol (rescue) vessel – the hardtop provides crew comfort in inclement conditions
 - In Survey 2C, 2D. AMSA Certificate of Operation 900032140: 31 July 2021
 - Power Plant: 2 x Suzuki DF175G/ZG, 128.7kW motors – approx. 170 operational hours – powerful boat for towing and vessel assists
 - Navigation: 2 x Garmin 12-inch-high speed touch, model m7012. Chart G2 AUS/NZ HXPCO24R
AIS: Garmin model AIS600 Class B. Antenna Garmin GA30GPS
Radar: Garmin GMR18HXD Radome 18 inch 4 kw
 - Radios: 2 x Icom VHF marine transmitter model IC- M417
1x GME model Gx300 27 M Hz CB radio
- Blue Diamond is offered for sale with a brand new Swiftco Shark Cat galvanized trailer.**

POA

For further information contact Richard Dunn,
VMR NSI.

Mobile: **0458 800 592**

Email: **rdunn@marinerescueqld.org.au**



SEAFOOD CHOWDER

- 1 medium carrot, finely chopped
- 1 stick celery, finely chopped
- 3 (750g) potatoes, peeled, roughly chopped
- 4 cups (1 litre) chicken stock
- 2 corn cobs
- 500g gourmet marinara mix
- 200ml thickened cream
- Sea salt and freshly ground black pepper, to taste
- 2 tablespoons chopped fresh chives
- 2 tablespoons chopped fresh parsley
- Crusty French bread



Place carrot, celery, potatoes and stock in a large pan. Cover and bring to the boil. Reduce heat and simmer for about 10 minutes, or until vegetables are tender. Process mixture until smooth. Return to pan.

Cut kernels from corn cobs and add to soup. Simmer for 10 minutes, or until corn is tender.

Reduce heat and add marinara mix and cream. Stir, without boiling for about three minutes or until seafood is cooked and chowder is hot. Season to taste.

Stir through chives and parsley. Serve immediately with bread

TOM YAM KUNG SOUP

- 3 cups fish / chicken stock
- ½ lemon / lime
- 4 lemon/lime leaves or rind
- 1 stalk lemon grass
- 1 clove garlic
- ½ red chili
- Tab's fish sauce
- 1 teaspoons coriander
- ½ teaspoons chili powder
- 1 teaspoons salt
- 1 tablespoons grated Palm sugar
- ¼ pepper
- 400g prawns
- Lemon/lime juice
- spring onions
- vermicelli rice noodles

Boil all except prawns
Add prawns in last minutes of cooking

SOUTHPORT

It's been a very hectic period on the Gold Coast over the past quarter. With three short working weeks in a row, the boating public have been out in force and not all of them have managed to make their own way back to the boat ramp.

The Easter weekend was extremely busy, with a myriad of different activations ranging from ambulance medivacs to houseboats sinking to abandoned jetskis with no riders. We even had a wallaby with a broken leg!

The ANZAC Day week following was exceptionally busy again, with the weather providing beautiful days for people to get out on the water after attending Dawn Services and the like around town.

Unfortunately, the Qld Ambulance Service has been one of the biggest customers of VMR Southport in this period with 11 activations in one month alone. We generally only average one to two QAS activations per month. Only a couple of these jobs were considered minor, with several being on the upper scale of very serious.

It was interesting to note the number of vessels that found themselves grounded over this period. On one day it was noted that four large motor cruisers were aground within a 500m diameter, none were even

PWC riders exploring creeks and channels off the main rivers also seem to be learning the hard way about how quick the tide can drop, with several calls for assistance coming from those who were stranded in mud with no way out except by foot. Luckily crocodiles don't lurk down this way, just very big, hungry, healthy mosquitos.

The highlight at VMR Southport of late has been the successful completion of assessments for the squadron's latest breed of Qld Ambulance first responders. Five extra members are now fully qualified, taking the total to seven.

On May 9, the official presentation of certificates was held at Southport, with the Gold Coast hierarchy of the ambulance service attending to welcome the new members to the ambulance family. Whilst in training these members were exposed to several activations and the experience they gain on each and every job puts them in good stead for when they need to assess and treat patients while waiting for a higher level of medical assistance to arrive at a scene.

These new first responders have also been exposed to the general public whilst doing on road shifts with paramedics, and some of the stories of unappreciative patients certainly opens their eyes to the rigours of the job. The assistance these people



VMR Southport first responders. Glenn Norris, Matt Fitzpatrick, Martin Walsh, Jayde Morris, Martin Hood, Annie Erichsen.



VMR Southport President David MacDonald presents new Inshore Skipper Andrew Milne (Scozzie) with his stripes.

close to marked navigation channels, none could be successfully assisted by VMR Southport due to their distance from deeper water and none of the vessel's skippers seemed to think it was a big issue that their vessels were almost totally out of the water at the bottom of the tide.

were able to provide to emergency paramedics over Southport's recent spate of medivacs was also very highly regarded.

Well done to Annie Erichsen, Jayde Morris, Martin Walsh, Adam Watson and Matt Fitzpatrick.

VMR Southport is also seeing some new skippers added to their ranks in recent times. This comes after a long drought of people progressing due to changes in requirements, including the addition of more paperwork. We are certainly in a forward motion with this now and hopefully the stars will align, allowing more members to be rewarded for their hard work. Martin Lott and Andrew Milne have recently received their inshore skipper ranking. Well done guys.

The biggest fund raising event on the Southport calendar is rapidly approaching, being the Sanctuary Cove International Boatshow. Members will be in full swing selling raffle tickets, educating the public on VMR's operations, and shuttling people to and from the show's entry from their private vessels anchored in the immediate vicinity of Sanctuary Cove. As long as the weather gods align, which at this stage it looks like they will, we will substantially boost our bank coffers in aid of keeping the squadron afloat. The Sanctuary Cove International Boat Show team have always been great supporters of VMR Southport.

Fingers crossed we will also be successful in receiving upcoming grant funding to contribute towards replacing the boat ramp at our base. Grant applications are submitted quarterly, and in the past we have had a good record of being lucky. The Qld Office of Liquor and Gaming manage a program called the Community Benefit Fund and it provides much needed funding to charitable Organisations throughout Qld. Our request for funding towards the boat ramp comes at a time when large structural cracks are starting to appear and the fear of us not being able to safely launch and retrieve our rescue vessels is very real. As I said, fingers crossed.

Everything is going well at Southport, the members are happy, the vessels are performing extremely well, the whale watching season is about to begin, meaning more vessels on the water, and we have had a steady flow of new members joining the Organisation, so we are doing very well. Safe boating from Southport and REMEMBER, you cant put a price on your volunteers, they are priceless.

JOBS OF NOTE RECENTLY

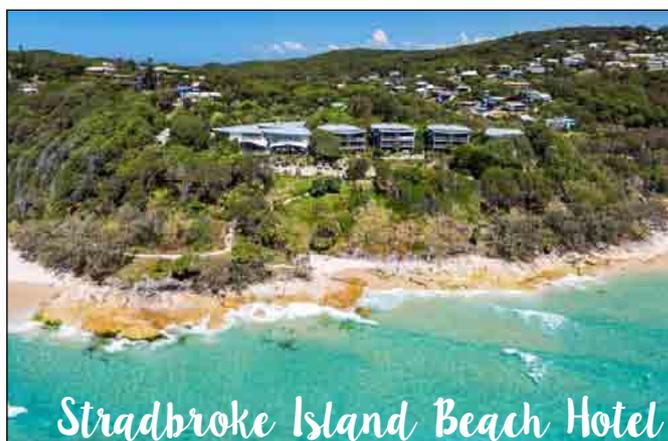
The Qld Ambulance Service recently activated VMR Southport to assist with the transport of paramedics to a surfer who had reportedly fractured his leg on the north side of the Gold Coast Seaway on South Stradbroke Island. The call was received just on sunset, necessitating a further call to the ranger on the island to assist with transporting the paramedics and a VMR crew member from the inside of the island to the outside beach. On arrival, a 33 year old male was located with a severely broken leg, in excruciating pain. Pain relief was administered and splinting of the leg was immediately undertaken in order to make the patient more comfortable. Soon after, the rescue 500 helicopter from Brisbane arrived on scene, landing on the northern Seaway rock

wall. A specialist doctor and critical care paramedic provided further treatment to the patient on the beach. The patient was then placed on a scoop stretcher and loaded aboard the ranger's vehicle and transported approximately 200m to the edge of the rock wall where a very careful lift was undertaken by approximately 10 people on scene to carry the stretcher to the helicopter, for transport to hospital.

The surfers mates reported that they had seen him floundering in the surf break and immediately went to his aid, fearing that he may be drowning, when he advised of his real predicament.

Whilst being loaded in the helicopter, the surfer advised that his surfboard had flown into the air as he fell off a wave, and when it came down it had cracked him across the leg, resulting in the fracture. A very sore and sorry, but lucky surfer.

The flooding rains from Cyclone Debbie provided 15 activations for VMR Southport over two days. These activations were all in the vicinity of the Coomera Rivers and ranged from re-securing drifting vessels to pumping out sinking vessels, and assisting with relocating debris that was creating navigational hazards. Although no injuries were recorded and the activation went smoothly, the most dramatic incident involved assisting a 55ft steel yacht that had drifted



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SOUTHPORT

aground, then rolled over as the waters receded. Two people aboard the vessel were assisted to safety. The yacht was later righted and towed to deeper water.

In a separate incident VMR were tasked to assist a 31ft cruiser that had broken its mooring and drifted onto the rocks near Hope Harbour. The vessel was towed to safety and re-anchored with only minor damage.

The most interesting call for assistance came from a vessel owner in the Nerang River whose pontoon had almost floated off the top of its pylons, due to the high water level. Attached to the pontoon was a 26ft cruiser and a jetski. Unfortunately, as the water levels



'Marine Rescue 2' in action.

receded one side of the pontoon jammed on its pylon, resulting in the other side of the pontoon dropping on a very obscure angle. Being too dangerous to assist, the owner was advised to contact his Insurance company for their advice on how to rectify the situation. No result was heard.

The four day Easter weekend was very busy for the rostered crews. In all, 37 rescue activations were undertaken. These ranged from towing broken down and out of fuel vessels, to assisting grounded vessels, whilst several battery jump starts were also undertaken. The most difficult request came from a yacht owner who needed his 51ft vessel towed into Runaway Bay Marina. Given the perfect weather over the weekend, the marina was frantically busy and a request had to be made to cease all vessels from entering and leaving for a short time so that the Rescue vessels could manoeuvre the yacht around inside, to allow it to be put in its pen. The mission went well and the public were very understanding of the difficulties involved.

Another Easter activation was a request from a fishing charter vessel approximately 8nm east of the Gold Coast Seaway. One patient was reportedly suffering severe seasickness and wanted to urgently be taken off the vessel. A VMR vessel responded and arrived at the location to then have four patients who were suffering the same. All four patients were assessed and transported back to VMR where ambulances had been called. After further treatment all patients were allowed to leave on their own accord. Conditions offshore were very unpleasant at the time.

Later the same evening, a request was received from the Gold Coast Water Police for VMR vessels to assist in searching for a 42ft yacht that had reportedly been stolen from Jacobs Well. Three vessels responded and assisted in searching a wide area of the Broadwater, however, no sightings were made.

On Easter Sunday morning, Water Police again requested VMR assistance after a riderless jetski was reported floating offshore of Narrowneck. The caller stated that they had been watching the jetski drift for over 10 minutes with nobody aboard, hence their reporting of the matter. Both Water Police and VMR attended the given location, however, there was no sign of the jetski on their arrival.

The RSPCA called VMR recently requesting transport to Tiplers Campground to capture a small wallaby with a broken leg. Campers had reported the animal to be in distress and called the RSPCA. Two animal paramedics were transported to the island early morning as this was when the wallaby was reported to appear, as it generally foraged around the campers breakfast time. The plan was to dart the animal and transport it to Currumbin Wildlife Sanctuary for surgery. Murphy's Law, the day the tribe arrive, the wallaby didnt show. Despite a couple of hours of searching there was no sign, so the mission was deemed unsuccessful. No further reports have been received.

A man contacted VMR in distress recently to report that he was stranded behind an island in the Coomera River on his jetski. The tide had dropped, the jetski was stuck in the mud and he was dehydrated and had cut his leg. The Gold Coast Water Police were advised that VMR were going to this mans assistance. After quite a bit of searching the man was found near the entrance to the river at Sovereign Island. A VMR crew member walked around through the mud to meet the man with a bottle of water and some bandages, and assisted in bringing him out to the VMR vessel. The jetski was unable to be recovered at the time, however was done so later that evening.

Given his gratitude to VMR the man made a very sizeable donation, as well as joining as a member.



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:

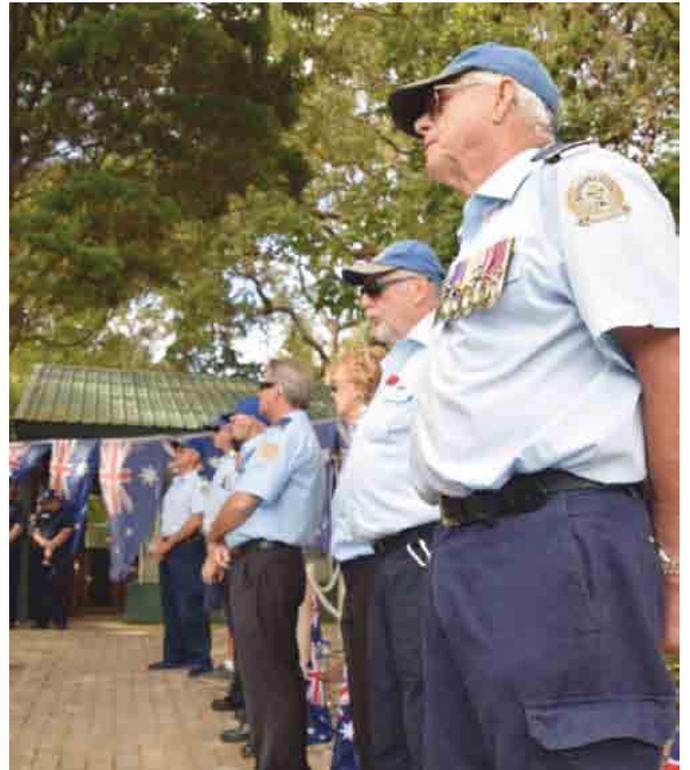
- (a) Ensure by all practical means, the observance of Workplace Health and Safety Standards as may be required.
- (b) Ensure that all Squadron working/active members should have regards for the Health and Safety of themselves and others.
- (c) Conduct appropriate Health and Safety educational programs.
- (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.

JACOBS WELL

VMR Jacobs Well has had a very busy 12 months until March this year. The statistics show that we attended 371 activations, including:

- 247 breakdowns,
- 52 groundings,
- 21 medical,
- 17 sinkings,
- 16 out of fuel,
- 9 each for search and adrift.

These activations were completed by the 93 active members across 4070 crew hours. The rescue vessels consumed a combined total of 26,735 litres of fuel. 511 all important training exercises were also completed to hone the skills required for operation in what can be a hostile environment. Thank you and well done to all of our active members, and also a big thank you to Harrigan's Drift Inn at Calypso Bay and Jacobs Well Tavern for allowing us to conduct fund raising activities that largely cover the weekly fuel bill.



JACOBS WELL



completed and sea trials currently under way on the Sunshine Coast. All going well, delivery is expected within the next few weeks.

VMRJW have experienced a marked increase in the number of callouts to assist jetskis. Both rescue vessels were called in to assist the Water Police and POLAIR in a search for two women that failed to return from an outing from Cabbage Tree Point. They were located in Tabby Tabby Channel where their jetski had sunk, and they had spent two hours in the water. Both were cold and exhausted, but otherwise unharmed. In a separate incident, Yellow crew was activated to assist Qld Ambulance paramedics attend to a jetski rider who came to grief outside Jumpinpin Bar. Our first responders assisted Qld Ambulance paramedics to stabilise the patient, then prepare to transport him to the waiting helicopter to be airlifted to hospital.

Our activities would not be possible without the support of our volunteers, local communities, and also commercial partners. This was highlighted recently when our primary rescue vessel, *Jacobs Well 1*, suffered a failure of the propeller on the port engine. Thanks to the outstanding support we receive from Brisbane Marine, a phone call resulted in the dispatch of a technician, and a new propeller, from Clontarf north of Brisbane. The new propeller was fitted, returning *JW1* to duty within 90 minutes.

ANZAC Day is a time where the country pauses to remember the contribution by the original ANZAC's, as well as all past and present members of the Australian Defence Force in all conflicts, peace keeping missions and other deployments. Many of our volunteers are proud current or former ADF members. A crew of VMRJV volunteers again attended the dawn service at the Gold Coast Boat Club on South Stradbroke Island. We would like to acknowledge the contribution and sacrifices made by all current and former members of the ADF and their families – thank you for your service.

Already 12 months has passed since the sale of our rescue vessel *Beenleigh 2*. Delivery of the eagerly awaited replacement is imminent, with fit out largely

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JACOBS WELL



VMRJW has recently been recognised by the Qld Water Police for our continued efforts in our primary role of search and rescue. We always have a rescue vessel in the water and our base is manned by volunteers 24 hours every day of the year.

Volunteers from the Southport unit of the State Emergency Service visited the base recently. Although our roles are dissimilar, avenues for joint training are being investigated. The most obvious aspect we have in common is the use of boats, with the possibility of joint training exercises being considered. This cooperation between the various emergency services organisations can only be of benefit to all concerned.

One of our life members, Senior Offshore Skipper Bob Perry, recently celebrated his 70th birthday. Red crew helped celebrate this milestone, and acknowledge the immense contribution Bob has made to the squadron over the last 30+ years. Happy Birthday and well done Bob!



Our President Frank (left) is receiving the plaque from the VMRJW Operations Manager, Jannie, who is also our Search and Rescue co-ordinator.



BUSY TIME ON THE BAY

Over the past three months, the team at Victoria Point have managed to keep well occupied with a total of 62 activations across the four crew rosters over the weekends. Included in those activations of course is the mid week call outs we get on occasions to assist our associate members and non members alike. We always have crew on standby and monitor the emergency phone at all times outside base hours. In all there were seven mid-week activations, six of which involved a rescue or search and one of a more solemn nature where we assisted with an ashes ceremony.

All crews were kept busy on weekend rosters as well, with multiple calls for stranded fishermen and yachties alike. Whilst engine failures appear to be prominent, flat batteries and sand bars follow close behind.

Always check your fuel and batteries when venturing out on the bay and please observe all markers out on the bay. There is no such thing as a short cut out there and if you're not sure of your marker's, pick up a *Boating* booklet from the base.

MID WEEK CALL OUTS

They included a jet ski rider who had just started his long service leave and bought a second hand machine the day before so he could enjoy his well deserved break on the waters of Moreton Bay. Unfortunately engine failure brought that dream to a sudden stop just north of Snipe Island. We towed him back to Victoria Point ramp and one of our crew drove him to Cleveland where he launched from. I guess a happy ending to a bad start and a lesson to do a mechanical check on secondhand purchases before venturing out onto the bay.

We were also called out to assist Water Police in a search and rescue in the aftermath of Cyclone Debbie. The task was to locate a yacht missing from a Pt Halloran anchorage with one 80 year old owner on board. Weather conditions were as you may suspect was rough with winds at >25kt. The yacht was finally located in Canaipa Passage with the owner safe. No injuries were reported which is always a bonus in such conditions.

Engine failure is a common cause for mid week call outs. Enjoying a day out fishing is something we all would like to enjoy during retirement and one such gentleman appreciated we could save his day of leisure when engine failure meant a tow back to the Russel Island ramp.

On another occasion an associate member with two other people on board his timber sailboat, lost power and needed towing. Whilst membership covered his rescue a generous donation was made and for that we are truly appreciative.



Some happy boaties at Coochiemudlo.



Training run to Tangalooma.

Other mid-week call outs included an 11m catamaran which needed towing from Sandy Island to Manly.

There was also a smaller boat with 2 POB requiring a tow from the northern end of Coochiemudlo Island to Coochiemudlo main beach.

It seems no job is too big or too small for VMR Victoria Point.

TRAINING

Of course it is essential to keep all at peak performance levels and hone essential skills to ensure operations are safe and injury free. To that end there were 35 training and assessment activations over this period for both existing crew and to bring

VICTORIA POINT

new recruits up to operational skill levels. These runs include area familiarization, on board fire drills, man overboard drills, vessel recovery, stand offs, Flir homing as well as navigation and search and rescue training.

Many of the training runs can turn into a real time rescues or safety operations.

One example was when the crew out on a training run came across an overturned tinny floating upside down in the channel leading to the Dunwich Ferry ramps. Obviously a shipping hazard, the crew on board *VP1* notified Queensland Water Police who requested we tow the vessel to a safe place which was then actioned. The boat was righted and towed to a small Dunwich beach and its location and registration relayed to QWP. It was great training for the new recruit on board.



RUTH cooling off after a hard day.

Not all training activations are carried out within our areas of operation. In order to assist units in other areas it is necessary to make sure navigation skills are maintained. One such exercise was to plot a course to Tangalooma Resort from Victoria Point via Rainbow Channel, Rouse Channel and across the bay to the destination and then return to base. The route was charted in base and the 'Out of Areas' training run activated.

The crew took RUTH out for the run to Tangalooma. She managed to provide each, in their turn, good training opportunities by constantly jumping overboard. Boat manoeuvres for 'man overboard' pick up and more realistic retrievals of a person from the drink were valuable exercises.

RUTH enjoyed the outing and looks forward to more trips out on the bay.

Oh ... and it's always good to read the final entry on all activation reports which hopefully always reads 'all returned to base.'

KNOW WHERE YOU ARE

The Autumn journal had some very useful information on page 7 which provided information on GPS apps for your smart phone.

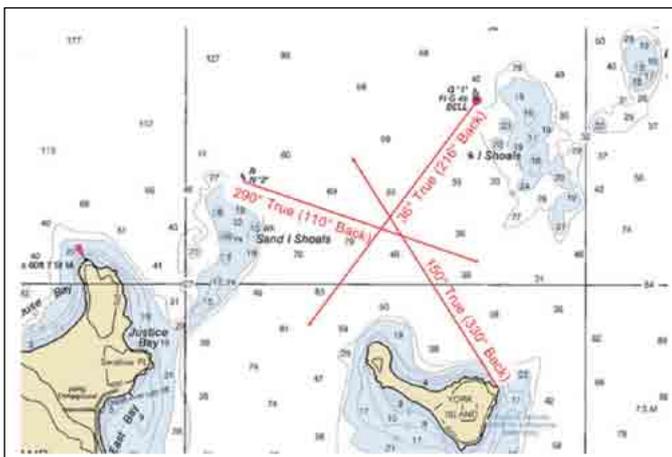
Accurate location information is essential especially as dusk is drawing near and you suddenly find your battery is flat or you have a fuel blockage. A case that comes to mind was a call we received as we were putting the boats away at the end of the day. We receive the call just before 17:00hrs from a stranded 3.65m tinnie with 3 POB. The engine failed to fire up so the caller and gave us a GPS location from his mobile phone of $-27^{\circ} 34.195$ and $153^{\circ} 21.423$. Given these coordinates we were able to launch VP Papillon and go straight to their location, take them in tow, and have them safe at Perulpa Bay on Macleay Island before dark and return safely to base.

Calling to give your location as 'between two islands' or 'stuck on a sand bar' is not always going to make location easy in a place like Moreton Bay. GPS is by far the most accurate location method but as we all know, Murphy is always there to enforce his laws. If your phone is as flat as your boat battery, and Murphy often makes that to happen, pull out your compass.

By taking bearings to distant landmarks and radioing them through, we can plot your current location on our maps, making adjustments for declination in your area.

Or if you have maps on board, you can plot your own position and then radio through your longitude and latitude readings.

Either way, we will be able to quickly locate you with this method when Murphy is having one of his fun days.



MEMBERSHIP

Current associate membership at Victoria Point stands at 543 with 43 active members serving their needs. Membership is a vital component in being able to fund the equipment requirements and overall running costs of Marine Rescue Victoria Point. We thank our membership for their support and look forward to them spreading the word amongst the boating fraternity to join up and share the peace of mind that we are there to help make their boating experiences safe and secure.

And don't forget. Log on when you're heading out. You never know when you need us to check that you get home safely. Just remember Murphy.

IN GENERAL

Fund raising has been progressing well and we continue to get valuable support from the generous donations from travellers to Stradbroke Island. Please accept our thanks for your support. We also appreciate the valued donations from events like Tough Mudder and Karragarra Yacht Club for participation in their Blessing and Sail Past Ceremony. The Boaties Market continues to be popular and a valuable source of donations from boaties and public alike.

Base development as reported in last month's journal is progressing well, with approvals now in place for a dedicated pontoon and tenders have been sought for the next stage of this project.

We continue to strive for excellence and are dedicated to keeping the bay safe for all. But not all incidents happen out on the bay. During this period we have attended two serious injuries on the pontoon where one person sustained a nasty gash and another, a broken arm. Please take care when disembarking as the pontoon doesn't always move in rhythm with your boat in choppy conditions. Falls are common but luckily injuries few.

Enjoy your boating and we look forward to talking to you in the next issue.

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GLADSTONE

WHERE'S WALLY

There is a bit more to the intensive three week search and rescue course in April conducted by the Queensland Police than finding someone in a red and white striped jumper.

Graham Kingston, President VMRAQ and Mick McAullay, Deputy Chief Controller VMRG were willing participants in the training held in Brisbane.

The first week devoted largely to marine search and rescue, with the second to land search and rescue followed by search and rescue scenarios for both situations. Each participant rotated through the roles of Search Management Coordinator (SMC), Assistant Search Management Coordinator (A/SMC), navigator, log keeper and white board operator.



Mick McAullay – nice day for a search.



The crew happy to have found their marker.



Graham Kingston up to his neck in it.

To add to the reality of things, the weather was not favourable and cyclone Debbie added some more water to the scenarios. "The land NAVEX was a particular challenge as the first leg involved crossing swampy ground where creeks were swollen by rain from ex- tropical cyclone Debbie. I ended up to my neck in it!" said Graham

Assessment was based on the SMC role. With hard work, all participants were deemed competent.

"I am looking forward to putting my newly gained knowledge in to practice with an upcoming search and rescue exercise in Gladstone," said Mick.

Graham said "we are now well placed to be of greater value to Queensland Police Service in search and rescue situations with the better understanding of search and rescue planning and execution processes. We can pass on our learnings to others in our squadrons".

It is hoped that more participants across all volunteer marine rescue organisations will be able to attend future courses.

TELL ME MORE

Our final information session in the current series was held on February 16. We had a line-up of the usual suspects providing an evening of information sharing and a bit of audience participation.

Cassii Porter, VMR Gladstone Radio Operator, shared tips on using a VHF marine radio, covering various settings, spares to be carried, troubleshooting and the benefits of logging on and off with VMR.

The guys from Maritime Safety Queensland, Rob and Daniel gave a review of the boating rules and regulations. They led the audience through a virtual boating trip with three willing volunteers from the audience answering questions about safety such as speed and distance off, identification of navigation aids and safety equipment requirements.



Jeff Barnett running the audience volunteers through their knots.



Johnny Mitchell has the audience captivated.

Always providing an informative segment, Jeff Barnett from the Water Police showed some simple techniques for securing a vessel that can easily be released. Jeff also ran six audience members through a bit of knot tying and then gave them a time trial.

We were lucky enough to have Johnny Mitchell, local Gladstone fishing guru, present a session on tides, weather and water – planning your next boating adventure. Johnny showed how getting the right combination of wind and tides and weather can make a boating trip safer and more enjoyable.

Those attending received a few snacks, a few prizes and all the information they could handle.

“Our information sessions have grown in popularity over the past two years, with 73 members of the public attending this last event,” said Mike Lutze VMR Gladstone President.

Mike said “A lot of work goes in to coordinating these sessions and getting presentations that will be of interest to those who attend. Feedback from previous sessions and a bit of imagination goes into setting the program. We are fortunate to have willing regular presenters from our own VMR crew as well as Maritime Safety Queensland and Water Police”.

Thanks goes to our regular presenters as well as our guest presenters such as Johnny Mitchell, Curtis

Coast Marine, Pat’s Tackleworld, LJ’s Compleat Angler, Queensland Boating and Fisheries Patrol, Great Barrier Reef Marine Park Authority, and an ex-BOM weather forecaster.

“Feedback from the sessions has been positive and it is a great way to provide information to the general public in an informal environment. It is hoped to continue these sessions in the future” said Mike.

HOOK UP WITH US

The annual Boyne Tannum Hook Up was held from April 28-30. Billed as Australia’s biggest family fishing competition, there were certainly no shortage of punters big and small out to get some of those prizes.

VMR Gladstone crewed the radio tent over the three days with the usual stalwarts of Greg Klease and Jim Purcell behind the microphone. Luke Streeter was also there to lend a hand.

Some of our volunteers also crewed the safety information tent in conjunction with Maritime Safety Queensland, Queensland Boating and Fisheries

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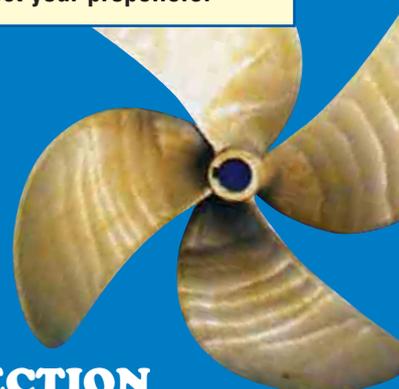
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GLADSTONE



Night one safety prize winner with Mick McAullay, Deputy Controller VMR Gladstone.



The crew on the air: L-R- Luke Streeter, Jim Purcell and Greg Klease.



Our very happy night two safety prize winner.

Patrol and Water Police. Safety packs were handed out to people and those that completed a survey were rewarded with a cap with a light.

Each evening a safety prize was handed out to someone who had demonstrated great boating safety. The prize included a bucket, safety grab bag, one year

VMRG membership, set of flares, hat with a light, sunscreen and a safety information pack. All of the recipients were pretty happy with their prize.

We were also called on to be 'duck' wranglers as part of the great duck race held by CQ Helicopters.

Thanks to all of the volunteers who pitched in to lend a hand.

HOOK UP FEEDBACK FUN FACTS

- Most respondents were boat owners whose boats were under 8m and were boat licence holders



All the crew working together at the safety information tent.



Our junior night three winner awarded a special prize for being safety savvy.



Night three safety prize winner.



Our duck wranglers.

- The majority were not VMR members
- Approximately two thirds of those surveyed considered themselves a regular boaters in the Gladstone area
- Boating safety in Gladstone was rated at 8.3 on a scale of 1 to 10 (10 being excellent) with 92.6% of respondents demonstrating an understanding of harbour safety.

IS THERE ANYBODY OUT THERE?

Of course there is when you call on VHF 82 – VMR Gladstone.

Our last group of radio operators went through their training course on April 2, 2017. The first part of the morning was in the training room going over the role of radio operators and getting feedback from them on how VMR Gladstone can help them do their job.



Another great day on the water for our radio operators.

The more exciting part of the training was a run out on the boat to have a look at some of those places that they log that other people going.

“Local knowledge is a great benefit when you are a radio operator. This is the fourth training session we have with 31 operators attending the training,” said Mike Lutze, President VMR Gladstone.

Mike said “our radio operators are in the front line for service for VMR Gladstone and we are providing support to them to do their job through this training.”

Thanks goes to the trainers Trevor Davies and Jim Purcell for putting the courses together along with Barry Taylor giving demonstrations on our new computerised radio log system.

TESTING TIMES

The call came in that there had been an incident where a couple of boats had collided. That’s how the search and rescue exercise held on April 22 began. Like all good adventures, this epic tale had three parts.

Held in conjunction with the Water Police, some of our ‘schemers’ set the scene by partially submerging a tinny with a mannequin inside with a rib on top. There was a bit of flotsam around the place with ‘Dunken’ (mannequin extraordinaire) in the water.



Crews quickly swung in to action to head to the rescue. The crew on *Gladstone 1* successfully saved ‘Dunken’ from the water and got him back to base for medical attention. Those on *QGC Rescue III* and *Mobil II* were on hand to pump out the submerged tinny and gather up the flotsam.

Later that afternoon, word was received that a cruiser had sunk and the crew had abandoned ship. There were people in a life raft and some in the water.

The mission was to recover the people and the raft. Our responding crews had to work out where the people in the life raft and the people in the water would be as there was a bit of wind to consider.

Early evening, just when the crew were thinking of heading home, a call came in that a vessel was in trouble and had set off a rocket flare approximately 2nm from North Entrance.

To make this situation as real as possible, our ‘schemers’ waited for public response to the flare

GLADSTONE



sightings to give the crew directions. Those waiting on the stricken vessel could only use hand held flares and torches to guide their rescuers. Six rocket flares were deployed during this part of the exercise with eight response from the public of flare sightings. Most of those were reported directly to VMR.

"This is the third search and rescue exercise that we have put our crew through in the last 12 months," said Trevor Davies, Unit Training Coordinator. "While

there have been varying degrees of difficulty in the tasks set for our crew, they have taken their learnings and put this into practice in this latest exercise," said Trevor.

"With the cooperation of the water police and our volunteers it is invaluable training for all involved. It is a testament to the commitment of all our volunteers putting in the extra yards to plan and participate in these exercises" said Trevor.





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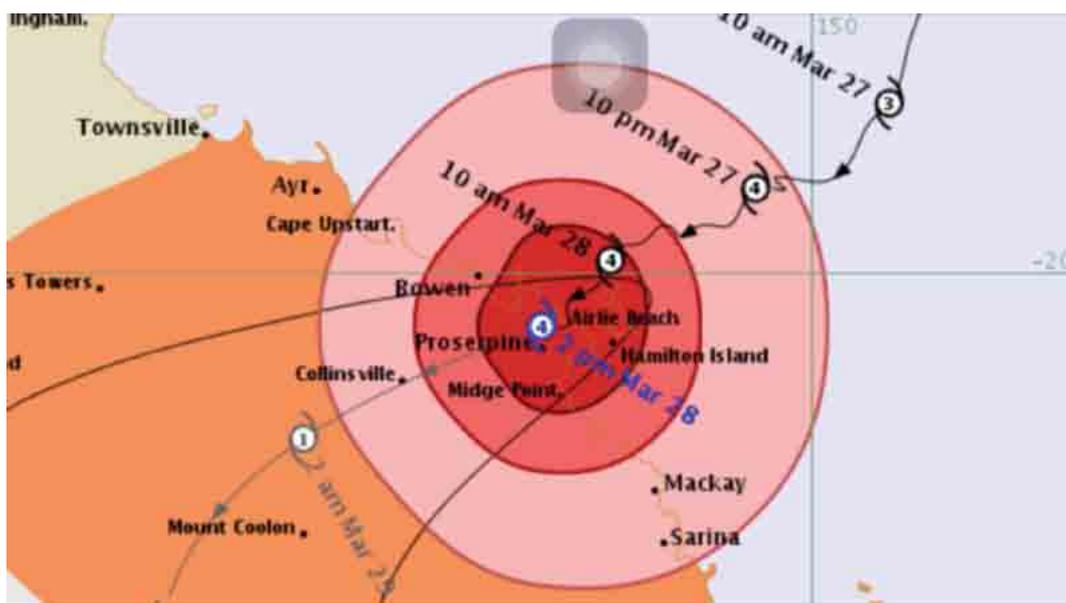
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WHITSUNDAYS



the Whitsunday Islands, there was going to be damage.

The Mackay Harbourmaster (who controls the Airlie Beach area) closed all shipping on Saturday, March 25 at 6pm thus limiting VMR's ability to respond. On Saturday, before the closure, we conducted two activations to get stricken vessels into sheltered areas. On Tuesday we had a Mayday from a boat on the rocks at Cid Harbour but were unable to help – the 4m waves in

Whitsunday Passage would have put our own 10m vessel at risk and the first rule in the rescue business is to ensure that the rescue vessel and its crew are not placed at risk (or else we are of no use to anyone).

Throughout the cyclone we were in lockdown and when winds returned to gale force, we ventured to assess the damage.

Hayman Island had taken STC Debbie on the nose and everything on the island was severely damaged, including our VHF channel 82 repeater, which has been irreparably damaged. The solar panels and batteries had only been replaced a few weeks earlier.

We are unable to insure this remote location and have successfully applied for a National Disaster Recovery Assistance Grant to contribute to the costs of replacing the damaged equipment.

In the meantime, Marine Technical Services have had techs working in the area since the cyclone and have

Understandably, the biggest news for us over the last three months was Severe Tropical Cyclone Debbie, which struck Airlie Beach on March 28 with the eye passing directly over us.

While some of our members escaped without or minimal damage, others experienced a frightening time, with severe damage to their homes, and either lost or had damage to their boats. Fortunately, no one was injured.

STC Debbie was uncharacteristically slow moving and affected the Whitsunday area with high winds for 42 hours, and we were in the high damage zone for 10 hours. Then we had an eight hour rain and lightning storm on the day following the cyclone!

Local weather data recorded winds over 250km/h on the mainland and a 263km/h gust was recorded on Hamilton Island. Airlie Beach does not have an official government weather station, but in the seven days (including heavy rain as the cyclone approached) Airlie recorded rainfall of approximately 1,200mm (47 inches on the old scale). This is about as much as Brisbane and Sydney receive in a year.

VMR Whitsunday itself was very lucky in only receiving a low amount of damage; however, if you have a building near the seawall, a rescue boat in a marina and VHF radio repeaters on the highest points of



WHITSUNDAYS

made some temporary repairs to get some of the radio channels operating.

Our rescue vessel *VMR1* has inevitably suffered damage at its berth in Abell Point Marina. With the storm surge we suffered minor hull damage and one of our outboard engines struck the pontoon, damaging the port engine housing skeg. All sunscreens, our bimini, parts of our flybridge spray guard and several antennae were shredded or blown away by the winds.

Immediately the winds subsided, antennae were replaced and temporary repairs made in readiness for the next emergency call-out. Luckily, local boaties were wary to venture out, allowing us time to make running repairs, but middle-of-the-night Water Police EPIRB and Mayday activations were operated without the wave and weather protection normally available, making it difficult for our crews

Being situated just 20m from the sea, you can imagine that our VMR Marine Club building would have problems. Unsurprisingly, the gutters were blown off and water entered the radio base, affecting walls and doors. However, by the weekend, the radio room was back in operation but the devastation affected all VHF radio facilities, including the Government Channel 16 emergency channels.

The 250+km/h winds pushed surface sea water and rain under the sliding doors downstairs and we had ankle deep water in the building, ruining the carpet. The flooring was quickly replaced and the Whitsunday Marine Club in the VMR building is back in business; weddings and other functions have already been held.



Zonta Committee Members Carole Lindsay & Ann Cleghorn presenting the cheque to VMRW Secretary Roger Wodson.

All in all, including the damage to the radio repeaters, VMRW's damage amounted to around \$100,000, which we hope will be covered by insurance and grants from various quarters.

UNEXPECTED FINANCIAL HELP

There is a saying that 'every cloud has a silver lining' and we are grateful for recognition of our plight from unexpected quarters.

The Zonta Club of Whitsundays was scheduled to run their sausage sizzle at Bunnings on the weekend following STC Debbie, and Bunnings responded by paying for the food and suggesting that Cyclone Debbie donations received should be allocated to a local charitable organization of Zonta's choice.

Their committee shortlisted several worthy organisations and to our pleasant surprise, voted overwhelmingly that the proceeds be donated to VMR Whitsunday!

Whitsunday residents were extremely generous and Zonta has presented us with a cheque for an amazing \$2,823.55!

Thank you Zonta – please support Zonta in their worthy work.

Then we had another wonderful surprise – the nationwide Old School Haines Hunters Facebook Group made an unannounced donation of \$1211.33 through our website portal.

Admin Officer Sean Bidder commented "Our members of the group are into all things Haines whether it be boating or fishing. Following the recent TC Debbie we started a fundraiser to get some money together for VMR Whitsundays and also for the SES division that were most involved with Debbie.

So the donation was from our members who are based all over Australia and just wanted to show their support for you guys. Hopefully the donation helps and we just wanted to say keep up the good work and your work doesn't go unnoticed by our boating community Australia wide!"

Sincere thanks to Zonta, Bunnings and Old School Haines Hunters Facebook Group – their donations will ease the financial pain as we re-establish the only dedicated marine rescue unit in the Whitsundays.





SAREX

The Water Police and the VMR squadrons from the Northern zone carried out a very successful Search and rescue exercise in the Whitsundays on first weekend of March.

The Friday night exercise added a new dimension as some of the squadrons hardly ever do night activations, unlike the number that VMR Whitsunday experience, giving them an opportunity to try out their Forward Looking Infrared (FLIR) and EPIRB location systems.

Saturday saw us carry out search patterns exercises, followed by a social night, and on Sunday we had an

excellent debriefing after breakfast, before the other squadrons headed home.

NEW VESSEL

Our new Noosacat has been launched, the flybridge has been fitted and most of the electronics and equipment installed.

Some initial sea trials have highlighted a few small issues which will need to be addressed before we can take possession of the vessel.

Hopefully, we will be able to report better news in the next journal!



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.

BUNDABERG

ACTIVATIONS

The last quarter has seen VMR Bundaberg's activations span the range from critical through challenging to unusual.

MEDIVACS

Unlike our colleagues in Moreton Bay and Southern Zone we rarely get involved in medivacs, but two were required within a week of each other in May. On May 7 *Bundy Rescue* was activated by Border Force to rendezvous with an overseas yacht yet to clear quarantine where a crew member was reported in deteriorating condition with a head injury. VMR took Border Force and QAS paramedics to the vessel anchored in the Burnett River. The lady crew member had suffered a head injury in heavy weather four days earlier on a passage from Noumea to New Zealand. The vessel diverted to Bundaberg because of her condition. The patient was evacuated from the vessel and transported to hospital by QAS.

The barely a week later our crew was activated to take QAS paramedics to a trawler about 10nm from Burnett Heads to attend the skipper with a suspected heart attack. *Bundy Rescue* butted up to the stern of the trawler for transfer of paramedics to stabilise the patient. He remained on board the trawler for the trip back to the river, where he was evacuated to Bundy Rescue and hospital.



Heaving line away to the cat off Indian Head.



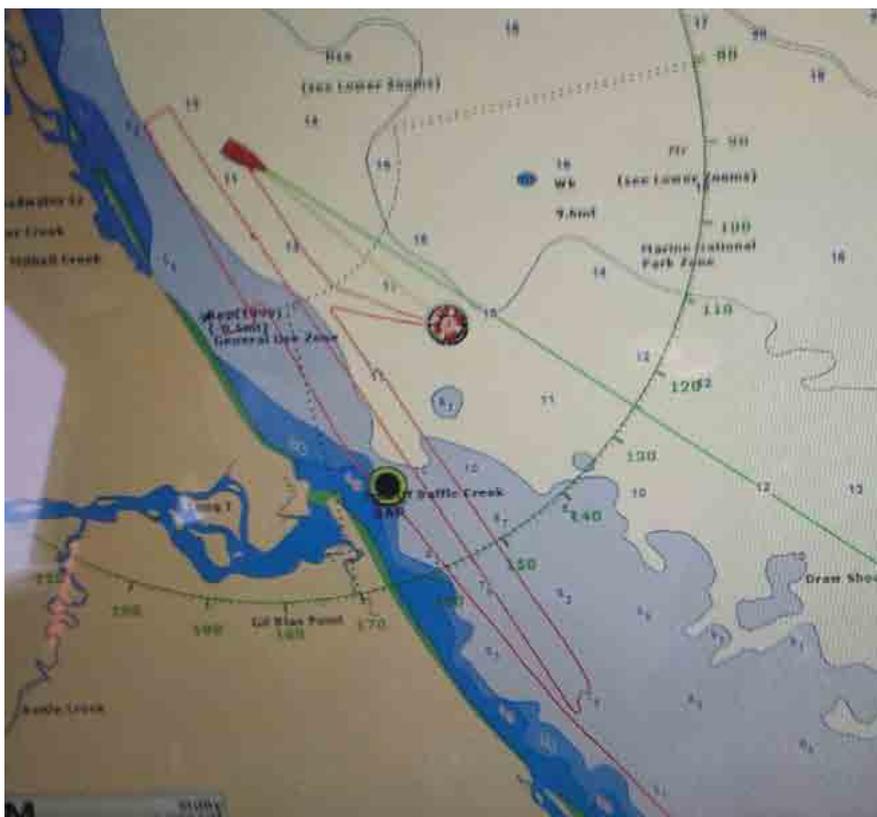
Keeping track of the tow with spot lights.

ASSISTS

The challenging – On March 18 *Bundy Rescue* was activated by QWPS to assist a 10m catamaran with damaged sails and only one small outboard in difficulty close to the shore near Indian Head on the eastern side of Fraser Island. The vessel had apparently grounded overnight damaging one of the outboards and was unable to make significant way against the northerly wind and Coral Sea Current. *Bundy Rescue* departed for the job with extra fuel on board because of the projected range involved. The vessel was not at the designated coordinates and was subsequently found about 5nm south of Indian Head and less than one mile off the beach. The 39nm tow up to the Break Sea Cardinal was slow against the current and wind, burning 10L/nm. Once round the tip of Break Sea efficiency improved dramatically. By then it was dark and the towed vessel lost power meaning we had to have two crew on spot lights to ensure the vessel tracked safely. Then it was reported the skipper had a back injury from a fall earlier in the tow, his crewman was in a bad way with swollen legs and a young girl was left to man the radio. After 18 hours and 185nm the cat was safely docked at the Port Marina at 03:30 where the injured were transferred to hospital by QAS and our skipper 'dogsat' the ship's dog till the next afternoon.



A man and his dog towed to safety after a cool night on the river.



'Bundy Rescue's' track in the missing person search off Baffle Creek.

expected 7-8 hour return trip. Once underway a speed of 5.5kts was achieved and once further inshore with an abating sea speed increased to 7kts.

The trawler skipper and his crew were very grateful to be safely anchored in the river by 19:30, after what turned into a long day. Fortunately the forecast of 20-25kt SW winds did not eventuate.

Late night and early morning for VMR Bundaberg -- VMR was notified by Maritime Safety Queensland's Vessel Tracking Service at 21:50 on May 5 that a 45ft motor cruiser had lost both engines due to fuel blockages about 5nm south of Burnett Heads and only 2nm off Bargara in 2-2.5m seas and required assistance. Due the prevailing conditions (20-25kts of SE and rain squalls), and forecast for a strong wind warning for off-shore waters on Friday, an immediate tow rather than asking the vessel to anchor overnight was considered the best option. *Bundy Rescue* rendezvoused with the vessel

Continuing the canine theme – the unusual activation happened on April 6 after a man and his dog spent a rather cool night together on the Burnett River after the runabout they were in lost its propeller. VMR was eventually notified and came to their assistance this morning, returning both man and his dog to their yacht on which they lived.

On ANZAC Day *Bundy Rescue* was activated by QPS to undertake a search of the near off-shore in the Baffle Creek area (24nm north of Burnett Heads) to look for an elderly woman reported missing from a tinny which capsized the previous day. Our search was unsuccessful, but the lady was subsequently found to be deceased on the beach to the north of the initial search area.

Bundy Rescue 2 returned to base at 20:00 on April 27 after an 11 hour and 85 nm mission to tow a disabled trawler to safety in the Burnett River. The trawler had no VHF comms and only intermittent SMS capacity. *Bundy Rescue* departed at 09:00 to rendezvous with *Round Hill Rescue* who had the disabled vessel already under tow. Draft of the trawler would have precluded entry to Round Hill Creek.

The 40ft and 20T trawler experienced failure of the water pump for cooling the engine on Wednesday evening and was located mid-way between Lady Musgrave and Lady Elliott Islands. Round Hill commenced the tow to Burnett Heads and was only achieving 3kts against 2.5m seas and a strengthening S-SW wind. *Bundy Rescue* took over the tow for the



'Round Hill Rescue' drops the tow.



Tight tow line behind 'Bundy Rescue'.

BUNDABERG

with four people on board and commenced the tow. A comfortable and safe speed in the following sea was only 4.5kts.

Once the tow was shortened in the channel the rope twanged at times like a guitar due to the vessel load (approximately 16T) and size of the swell. Thanks to the pilot vessel for affording a clear channel for the tow and to the trawler that slowed for our arrival at the Bundaberg Port Marina. The skipper of the disabled vessel indicated they were going to Urangan after several days in northern Hervey Bay and at Lady Musgrave Island. The rough conditions may have disturbed sediment in the fuel tanks and they did not have enough fuel filters to deal with the gunk. All washed down by 03:15 after almost five hours on the job.

VMR BUNDABERG FAMILY FISHING CLASSIC

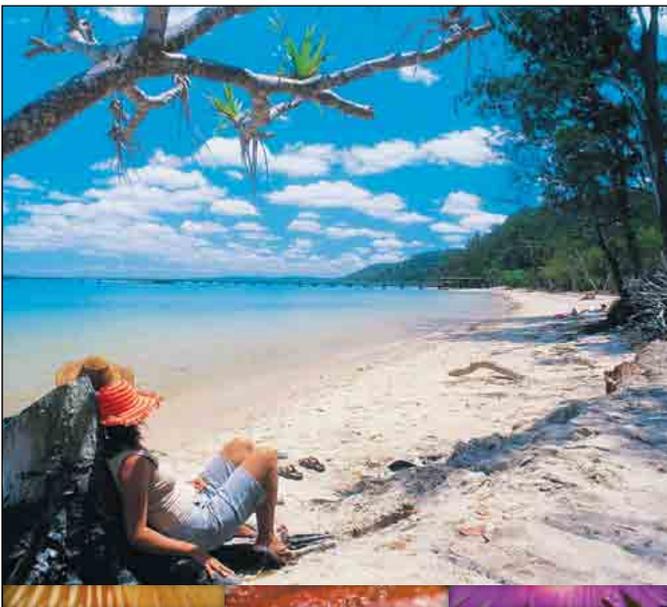
By the time the Winter journal goes to press the 12th VMR Bundaberg Family Fishing Classic will have been held on June 23, 24 and 25, 2017. We are proud of the upgraded lucky draw prize pool that includes 2 x 390 Quintrex runabouts with 30hp outboards and



The Quintrex 440 Renegade – valued at \$28,400.

trailers as well as a 4.4m Quintrex runabout with a 50hp four stroke outboard, trailer and fish finder. The pool includes registration and safety packs, in all valued at \$50,700. The upgrade was only possible with the collaboration of Boats Galore, Suzuki Marine and VMR Bundaberg.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg



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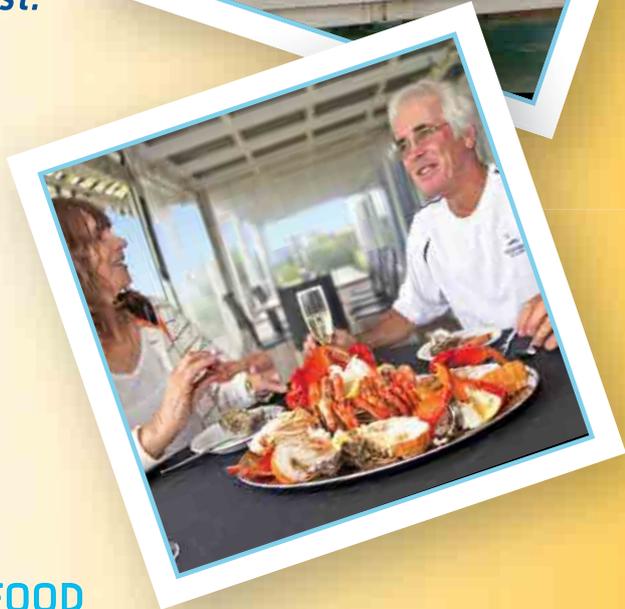
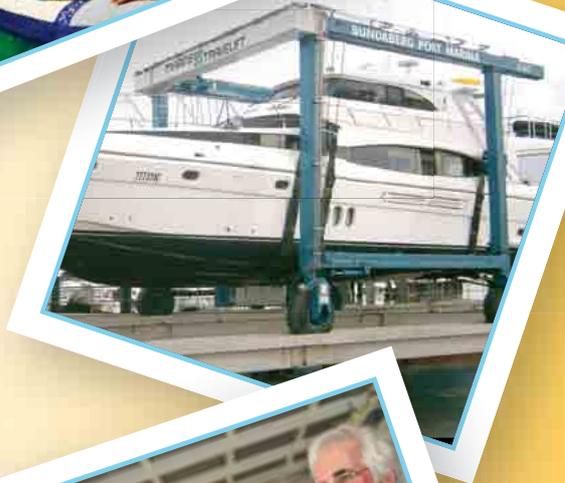
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