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Autumn 2015



Official magazine of
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QUEENSLAND

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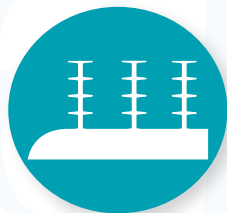
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VICE PRESIDENT:	Graham Kingston	0408 841 782
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VMR community support and involvement.

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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	(07) 4947 6274
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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
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VOLUNTEER MARINE RESCUE NTH STRADBROKE	PO Box 28	Dunwich 4183	(07) 3409 9338
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Well it looks like VMR dodged the recent cyclone. Our thoughts go out to all the people negatively impacted by this weather event, including flotillas of the Australian Volunteer Coastguard who sustained some damage.

As I moved around Queensland with the latest round of zone meetings, I see a discernable difference amongst our state leadership. There appears to be a renewed enthusiasm with many people having put in large efforts to make presentations etc to their zones and therefore the state council. These have involved various projects and initiatives all of which have had the potential for positive impact upon VMR in Qld. I cannot thank or praise enough the efforts of these volunteers who are taking a highly active role in making VMR in Qld a better more professional organisation, and one which I am incredibly proud to be associated with.

We currently function in an interesting landscape. Recent changes within QFES means that the department now has a new acting commissioner and I don't need to explain that Queensland now has a new Labor Government. What changes, if any, this might mean to us are still unknown at time of writing, however I look forward to working in the near future with these community leaders as we build better safety for the Queensland community. I don't routinely single out people by name, but I must thank recently retired Assistant Emergency Services Minister Ted Malone. Ted is well known as a genuine person who worked tirelessly for the good of Queensland and in particular Queensland's fantastic emergency service volunteers. I openly thank Ted for the invaluable assistance he provided to VMR. Ted's legacy will be felt for a long time to come.

VMR in Qld has a lot of information and processes to deal with. Often one size does not fit all with respect to training and administrative processes. For this reason it is essential that we have good collaboration and communication tools. However our diverse geographical nature along with hard working, time poor, individuals who can't spend a lot of time in front of a computer creates its own major challenge. Up until now a fully usable IT system that can deliver everything we need has been unaffordable. Microsoft however are just in the process of releasing a new not for profit office 365 setup for Australia and given what it can do of course we said yes please. This means we now have a very grown up state-wide IT system that is very powerful and flexible. In time, most of our systems will migrate into this one place incorporating all of our email, administration and training. We have already started moving around the state introducing this new system and giving people the help they need to get up to speed and so far the response has been quite positive.

Some time ago I mentioned how important it is that the state executive be notified in a timely manner of any critical incident, particularly one involving a fatality. This process worked well for a while, but has slipped in recent times with us not knowing about certain incidents when media make enquiries or other follow up is required. Please make every effort to notify us quickly as a major incident occurs so that we can be informed and provide timely support.

VMR around the state is in great shape. Our equipment is performing well, and our people are enthusiastically facing the ongoing challenges of training and just generally getting the job done. Until next time, everybody please be safe out there.

Keith Williams

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The VP's WATCH



Paul telling stories.

As mentioned in the summer journal we are working in challenging times – the only change is that the challenges keep on keeping on. But we are a resilient lot.

The protracted negotiations with the state government finally gave us a 28% increase on the previous year's funding. However this increase merely brings us into line with the funding we would have had if funding was indexed to CPI and we have foregone the dollars that indexing would have brought since the last increase in 2001. Squadrons have only survived because of the strong fundraising commitment of our volunteers. VMRAQ has been constrained in what it can do for squadrons because of the funding shortfall, but has wisely committed significant funds to the magnificent training program we now have. Additional funding is still required to keep pace with compliance requirements imposed by both levels of government and to support squadron operations in many situations.

The current challenge is to keep our profile and service to government and the community front and centre with the new government and the associated changed bureaucracy. The argument there is 'no money' cannot be sustained in the face of recent massive funding allocations to the essential Care Flight operation and support of SLSA. Thus a strong public relations profile in all forms of the media and Facebook will assist in building our profile. Your executive will be leading the charge with government.

It has come to our attention that MSQ are having a good look at the operations of VMR squadrons, particularly for compliance with Safety Management Systems (SMS). Risk assessments and having activation crews up to date with the seven emergency

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drills have been of particular focus, along with general survey issues. We recommend that squadrons / duty crews develop a policy for keeping track of the emergency drills and a system for appropriate updates. This may mean an allocated training day each month, or whenever duty crews are on base and before departure on activations, as an audit could match activation crew details with the drills register.

As mentioned in the president's summer journal column, another challenge we face is going forward without the wisdom and commitment of Peter (CrAz) Graham, who has 'retired' from Weipa and state council to an estate in Cairns, where I am sure his extensive nautical experience will be applied to SAR. CrAz and Robyn were farewelled from Weipa at a dinner on November 28, by his VMR colleagues, community and key sponsors. CrAz's contributions to VMR in the Gulf zone and Weipa, plus colourful anecdotes were outlined by his long-term vice president Paul Poole. CrAz and Robyn were presented with LONG membership certificates by President Keith.

Thank you CrAz. Don't go rusty.

Graham Kingston
Vice-President



Robyn, Keith and CrAz with the Long Service Awards.

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TRAINING OFFICER REPORT



by Rob Brock

First off I would like to congratulate all the squadrons for a great job they have done over the last year 2014. With so much on your plate you people still found time to get out and save lives. We have had around

5,511 activations with 36,235 crew hours using up to 217,000 litres of fuel. A big call for all VMR members, but to get to this, the background staff put in around twice as much. (Maintenance, radio operators, trainers, and admin staff just to name a few).

The trainers around the state are all doing a great job now that we have gone from the old TDM07 package to the new MAR package. This new training is now being run all over the country under the one regular AMSA. This is still being controlled by the state body MSQ with AMSA overseeing the job, this is only for commercial vessels, not recreational boats – they are still under MSQ regs. We now have two state trainers with Gary Radford and Tom Hudson, at this point of time we also have Andy Ross (Raby Bay) and Peter Leech (Brisbane) working on the assessment tools and VMR training part of portal to keep it up to date with changes as quick as we can get them. The point I have here is if you find something in the training that you think should be changed or added go to your unit training coordinator to advise us so we can look into it for the correct result.

At the moment (February) we have a Coxswain Course going in VMR Gladstone with members from Hervey Bay, Bowen, Mackay, Stradbroke Island, Aurukun, Round Hill and Gladstone – total number of 14 members run over 14 days. In this course the members go through all the MAR units after crew with all practicals at the same time, this involves a

lot of boat work and I would like to thank all the VMR Gladstone skippers and members who give a lot of their spare time for their members and the outside squadrons to obtain this training that they might not get as quick as this.

We are looking at putting a training schedule up on the portal for all squadrons to use and members to look at to see if we can have joint training and workshop with other squadrons – I will let everyone know when this happens, this will also give everyone a chance to look at the training throughout the state. Gary and Tom will be traveling through the state again – this year training MAR units where required this also includes First Aid and radio (MROCP).

WE ARE LOOKING AT PUTTING A TRAINING SCHEDULE UP ON THE PORTAL FOR ALL SQUADRONS TO USE AND MEMBERS TO LOOK AT TO SEE IF WE CAN HAVE JOINT TRAINING AND WORKSHOP WITH OTHER SQUADRONS

With all training on the boat please do not forget your task books to get some of the tasks that have to be done and also get the skipper you were with on the boat with to sign off for you, if the task has been achieved in a correct manner. At the same time for all crew it is a good idea to read up on the Safety Management System or Plan (SMS). If your squadron has more than one boat then there will more than one SMS. Each one is different take a look and spot the difference.

Have a good year everyone, until next time be safe.

Rob

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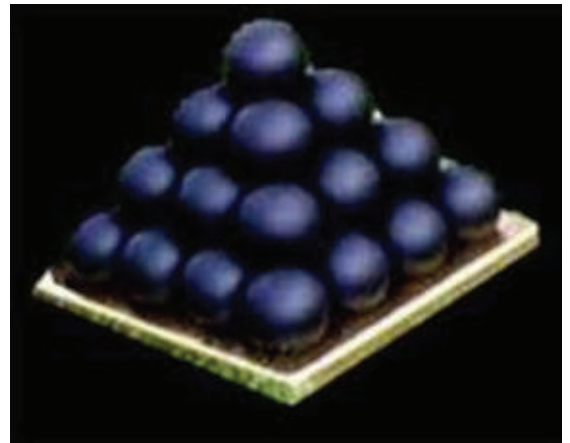
In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. But how to prevent them from rolling about the deck?

The best storage method devised was a square based pyramid with one ball on top, resting on four resting on nine which rested on 16. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. But if this plate was made of iron, the iron balls would quickly rust to it.

The solution to the rusting problem was to make 'brass monkeys'. Few landlubbers realise that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey!" (And all this time, you thought that was an improper expression, didn't you?)



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FROM TOP:
VMR crewman helps with anchor lift.
Heaving line away.
11m motor cruiser on tow,
Safely penned at the marina.

ACTIVATIONS

December to February has been relatively quiet for activations with only five actual activations and an activation / stand-down for an EPIRB. Unfavourable weather this summer has undoubtedly suppressed boating activity in northern Hervey Bay.

That said, we had activations on four consecutive days between Christmas and New Year. The first job was a 43nm tow for a 5.5m boat with electrical problems. Next was an 11.1m sloop with an overheating engine. This activation was unusual in that the solo sailor was 'sea trialing' his new engine. The pawl on his anchor winch gypsy slipped releasing all the chain to the rope extension. As the winch switch was in the cockpit we had to put a crewman on board to handle the rope / chain changeover.

The 7.5 hour December 28 activation was a 66nm tow of an 11m sports cruiser returning to Burnett Heads from Lady Musgrave Island with three adults and four small children on board. Both engines failed about 30nm from Burnett Heads. The kids thought it was a great adventure to be towed home, but dad was very relieved and gave us a great wrap on Facebook. Coincidentally the 11.1m sloop and the 11m motor cruiser were in adjacent berths at the marina and their penning demonstrated the value of close quarter manoeuvres training.

The December 29 activation was another electrical breakdown and on January 2 we were activated for an EPIRB about 20nm north of Burnett Heads. This turned out to be a capsized runabout, but the crew swam to shore and we were stood down.

VMR Bundaberg's VHF marine radio facility was crucial to the safe evacuation of two sailors from a disabled vessel at Lady Musgrave Island on February 18, ahead of the forecast impact of a tropical low pressure system .

At 07:10am on February 13 the VMR radio operator took a distress call from a 47' motor cruiser aground on the reef near the entrance to the Lady Musgrave Island lagoon. Both propellers were disabled and the rudder damaged. Fortunately a National Parks vessel was in the vicinity and was able to tow the disabled vessel from the reef and to anchorage in the lagoon when the tide was high enough. The safe anchorage changed the incident from one of distress to one where commercial salvage was required.

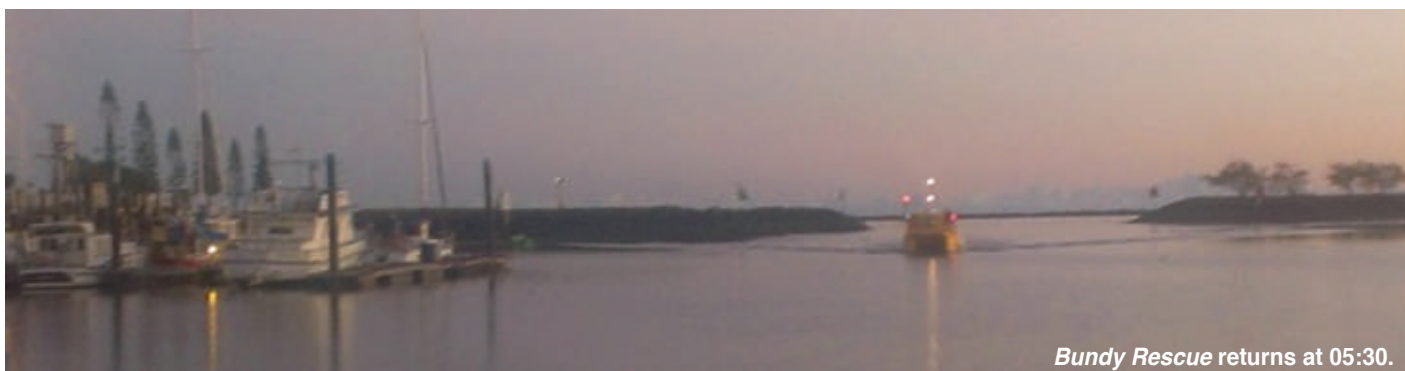
The vessel's insurers arranged for commercial salvage by a Gladstone operator. However the deteriorating weather conditions and issue of a strong wind warning meant the tow scheduled for February 18 could not eventuate.

The disabled vessel was given an extra heavy anchor by the National Parks vessel and water by the Lady Musgrave Cruises vessel on the 17th.

VMR was advised at 06:29am on 18th that the vessel and its two crew experienced a 'bad night' with the anchors dragging and the vessel approaching to within 200m of the reef. As the weather conditions were deteriorating, with a gale warning forecast for the 19th, VMR's liaison with the vessel's insurers resulted in a plan for a helicopter evacuation.

VMR coordinated the helicopter pickup of the crew. By 10am the two sailors were evacuated and on their way to safety in Gladstone. The vessel will hopefully remain at Lady Musgrave during the forecast gale. No role for mobile phones in that area.

Then along came ex-tropical cyclone Marcia, which dumped more than 200mm in the upper catchment of the Burnett River causing a minor flood event. *Bundy Rescue* was activated by QWPS at 01:15 on February 22 to assist a catamaran drifting in the flood current in the Town Reach



Bundy Rescue returns at 05:30.

at Bundaberg. Progress to the Town Reach was slow because of the heavy debris load and dark conditions. On arrival in the Town Reach we found the catamaran, with a lone sailor on board, and its anchor chain heavily fouled with debris. This loading caused the drift problem.

Our crew was able to dislodge the debris by running the tow hook down the anchor chain. By 4:23am the job was effectively done and the fatigued sailor was offered evacuation from the vessel. He opted to stay and *Bundy Rescue* was tied up at base by 5:30am.

On the way back to Burnett Heads our crew noted that most of the navigation buoys in the river were badly displaced or entangled. Advice on damage



Securing after the flood job.



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FROM TOP:
Excavator coming down.
Re-positioning rock for ramp
repair.
Off with its head!

to navigation aids was passed to Harbour Control for actioning by Maritime Safety Queensland.

The Burnett River was covered by a code RED alert, which means the river is closed until further notice to all navigation, with an exception for emergency service vessels. The code was eased to ORANGE later in the day, for no night navigation, but open to recreational and small commercial vessels during daylight hours.

PROMOTIONS

Our training day on December 24 involved a deal of self-promotion. We hosted a Channel 7 camera crew to gather footage for an annual wrap of volunteers in the community. This resulted in a good news segment and footage after the news showing a simulated rescue from a liferaft. The other cameraman took footage to back a song about volunteers. The VMR footage is available at <https://www.youtube.com/watch?v=z1FLWrubh40>

OUR NEW BOAT

And the saga continues! After paying a deposit in February 2014, we believe work has started on our new vessel. The sister ship for VMR NSW at Cottage Point is nearing completion and we are next! Delays to both vessels appear related to difficulty with getting surveyors to sign off in a timely fashion and pressure for building smaller recreational boats that do not require survey.

We live in hope, and accordingly have started the civil works for launching and housing the new and larger vessel. The current ramp has been widened and the 'wet end' will be shored up with extra rock and new concrete during the spring tides in March.

While waiting for the new boat we are accumulating the dollars in maintenance of the current vessel, where engines have done around 1100 hours. In fact we have had issues with both engines recently. The port motor required a new powerhead after an overheating incident, which may have had its genesis in May when we dragged bottom during a body recovery and lodged grit in an inlet valve. The starboard motor had a second failure of an air intake valve. We are very grateful for the prompt and excellent service we receive from our sponsor and Suzuki dealer Boats Galore which minimises our down time.

TRAINING

Saturday morning training sessions have been well attended with the continuing focus on practical skills to build rescue vessel team work. Several new members were taken through towing practicals and CPR and first aid re-accreditation was undertaken.

As inflatable life jackets are required to have an annual certification on commercial vessels we thought a demonstration of inflation would be a good idea before the jackets were sent off. Problem! It did not inflate. Investigation showed that even though all jackets had been serviced previously the CO₂ cylinder was not screwed well into the firing mechanism in four of the nine jackets. Lesson – check this on all inflatable jackets as part of regular maintenance inspections.

It has been determined that the antenna for our VHF channel 81 repeater on Mount Watalgan has degraded to the extent that replacement is necessary. Hopefully this will fix the poor reception issues with 81 in northern areas and from Lady Musgrave Island.

We have a proposal from MSQ for the relocation of the Osprey nest (see summer 2013 journal) on the 16/67 communication tower at our



Setting up to tow *Bundy Rum*.



Tow underway.

base. We do not favour inclusion of an arm for the nest on the tower because of additional windage, potential and for large sticks to fall on the roof and stairs of the building. We also wonder about the impact of continual exposure of the eggs and any hatchlings to radiation from the dishes. Also the guano on the steps and veranda is not attractive.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg



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Catch and release	A conservation motion that happens most often right before the local fishery officer pulls over a boat that has caught over its limit.
Hook	(1) A curved piece of metal used to catch fish. (2) A clever advertisement to entice a fisherman to spend his life savings on a new rod and reel. (3) The punch administered by said fisherman's wife after he spends their life savings (see also, Right Hook, Left Hook).
Line	Something you give your co-workers when they ask on Monday how your fishing went the past weekend.
Lure	An object that is semi-enticing to fish, but will drive an angler into such a frenzy that he will charge his credit card to the limit before exiting the tackle shop.
Reel	A weighted object that causes a rod to sink quickly when dropped overboard.
Rod	An attractively painted length of fibreglass that keeps an angler from ever getting too close to a fish.
Tackle	What your last catch did to you as you reeled him in, but just before he wrestled free and jumped back overboard.
Tackle Box	A box shaped alarmingly like your comprehensive first aid kit. Only a tackle box contains many sharp objects, so that when you reach in the wrong box blindly to get a Band Aid, you soon find that you need more than one.
Test	(1) The amount of strength a fishing line affords an angler when fighting fish in a specific weight range. (2) A measure of your creativity in blaming "that darn line" for once again losing the fish.



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VMR Commodore saves kayaker

Friday afternoon February 20, 2015, around the change of radio shift personnel (1400hrs), outgoing radio operator John Price, noticed what he thought was a large palm frond floating rapidly with the strong incoming tide in front of the Volunteer Marine Rescue Bribie Island (VMRBI) base.

On closer examination with binoculars, the object was an overturned kayak, with a man clinging to a rope at the rear. The incoming radio operator, Kevin James immediately set about calling the on call duty crew, when Commodore Bob Skinner, dropped in to the base before his weekend away. Bob raced down to the pontoon and started preparing *Energex Bribie Three* (EB3) for action, when the desperate plea for help was heard from the kayaker. He immediately launched *EB3*, a 5.5m RIB, and recovered the kayaker and kayak, in the nick of time. The exhausted kayaker remarked "I couldn't have held on much longer!" Bob, thoroughly soaked for his efforts in the driving rain, had to return home for a change of clothing before leaving for his well-earned weekend away.

VMRBI fulfils an integral role in the Moreton Bay Regional Council's Local Disaster Management Plan, with VMRBI's Coordinator Graham Gibb in contact via emergency phone conferences for both briefings and assurances that VMRBI was both secure and operational with both boats, *Energex Bribie One* and *Energex Bribie Three*, available if and when required.

With the recent heavy rain, king tides, tidal surges and strong winds VMRBI advises that utmost care must be taken when navigating local waters, as local flooding has filled the waters around Bribie Island with much debris, both visible and submerged, and will be present for some time to come.

John Trail
Public Relations Officer



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Emergency Services EXPO



View of the QFES appliances and the Qld Police stand. *Picture by John Trail*



QFES along with Qld Police and QAS show they treat a road accident where a person is still trapped in the car. They are treated by an ambulance officer in the car and then cut out by using the 'Jaws of Life'. *Picture by Peter McNamara*



VMR Commodore Bob Skinner, Lisa France with Trevor Stark and his team from QFES and VMR Vice Commodore Annette Mengel. *Picture by Peter McNamara*



State member for Pumicestone, Lisa France with some the VMR volunteers who helped cater for the day. Providing the crowd with many hundreds of hamburgers, sausages, scones with jam and cream. *Picture by Peter McNamara*

The state-wide Get Ready for Bushfire and Storm Week was kicked off with a very successful Emergency Services Expo at the Volunteer Marine Rescue (VMR), Bribie Island on Saturday, October 11, 2014 between 10am and 4pm.

Over 2000 people saw and experienced displays and demonstrations from those emergency service organisations represented within the Moreton Bay Regional Council's area.

These services included: Qld Police and Qld Water Police, Qld Ambulance Service (QAS), Qld Fire and Emergency Services (QFES), State Emergency Services (SES), Volunteer Marine Rescue, Surf Life Saving, Qld Parks and Wildlife, Red Cross and Moreton Bay Regional Council (MBRC). Assistance was also provided by Maritime Military Cadets and TS Koopa Naval Cadets.

A jumping castle and rides on the QFES *Little Flicker* mini fire truck were provided to help entertain children, various competitions were also held to engage with the community in matters vital to their survival in an emergency and lots of handouts from those organisations in attendance.

BRIBIE ISLAND



QFES demonstrate how quickly a kitchen fire can spread when you try and put it out with water.

Picture by Peter McNamara



The QFES water canon demonstration was very popular with the crowd, especially the kids. Picture by John Trill



Flare demonstration aboard VMR vessel.

Picture by John Trill

Federal Member for Longman, Wyatt Roy and VMR Vice Commodore Annette Mengel aboard the Water Police vessel GJ Olive. Picture by Peter McNamara



Group photo of the organisations represented at the Emergency Services Expo. Picture by Peter McNamara



Kids of all sizes enjoying the ride on QFES mini fire truck Little Flicker. Picture by John Trill

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BRIBIE ISLAND

VMR partners with **Airservices**

VMR Bribie Island's *Energex Bribie One* on the way home from participating in the SAREX on Saturday.



Airservices rescue vessel rescuing *Milton the Dummy*



VMR Victoria Point's rescue vessel – *Victoria Point 1*.



Vessels taking part in a grid search on Moreton Bay with *Sandgate Rescue II* in the foreground.



VMR Brisbane's *Sandgate II* rescue vessel.



Airservices rescue vessel *AV3*

Airservices is an Australian corporate Commonwealth entity, whose board reports to the Minister for Infrastructure and Regional Development. Airservices provides the aviation industry with aeronautical data, telecommunications, navigation services and aviation rescue fire fighting services. The organisation works closely with other government bodies concerned with aviation safety, regulations, and search and rescue, such as the Department of Infrastructure and Regional Development, the Civil Aviation Safety Authority, the Australian Transport Safety Bureau and the Australian Maritime Safety Authority.

Airservices provides aviation rescue fire fighting (ARFF) services at 22 locations around Australia. Our primary roles are to rescue people and protect property from an aircraft that has crashed or caught fire during landing or take-off, and to control and extinguish fire and protect people and property on the airport in general.

Airservices ARFF is one of the world's largest providers of aviation rescue and fire fighting services with more than 900 operational and support personnel based around Australia.

In Brisbane, ARFF has recently partnered with Volunteer Marine Rescue for search and rescue capability within local disaster planning arrangements.

On Saturday and Sunday, November 8 and 9, 2014 VMR Brisbane hosted a search and rescue exercise (SAREX) in Moreton Bay, vessels from VMR Brisbane, VMR Bribie Island, VMR Victoria Point, and Airservices participated. Commencing with a breakfast briefing for the SAREX the vessels undertook grid searches and retrieval of 'Milton the Dummy'. The SAREX was followed by a debriefing at the VMR Brisbane base.

Operating 24 hours a day, seven days a week, Brisbane Airport (BNE) has two major terminals servicing 26 airlines flying to 67 destinations. It is a suburb in its own right, the largest airport in

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Airservices Rescue Vessel AV4.

Australia by land size (2700 hectares), the second busiest capital city airport in Australia by aircraft movements (219,904 FY14) and the third largest airport in Australia by passenger numbers with more than 21.8 million passengers travelling through the

airport in FY14 with passenger numbers forecast to more than double by 2034. In general the flight paths for landing and take-off occur over water, which is an area of responsibility for VMR in local disaster management plans, and a large percentage of these are situated between Bribie and Moreton Islands and the Brisbane Airport.

The participating crews found the SAREX beneficial in increasing local knowledge of the southern end of Moreton Bay and experiencing SAR methods and equipment employed by the different organisations.

This, the second SAREX involving Airservices and VMR, has been extremely valuable and will continue to be an important part of VMR SAR training and knowledge sharing process. A special thanks to VMR Brisbane (Sandgate) for hosting this SAREX and for all the logistics and catering arrangements.

SAREX – MAY 17, 2014

VMR Bribie Island participated in a SAREX earlier in the year on Saturday evening May 17, 2014. VMR Bribie Island joined other VMR squadrons from Brisbane, Victoria Point, North Stradbroke, and Raby Bay, as well as Coast Guard Flotillas from Redcliffe and Manly, and Queensland Water Police, in a night search and rescue exercise (SAREX). VMR Bribie sent two boats to participate and was crewed with members that had either completed or were required to complete the SAR module in the training package TDM07 for advancement in rank.



Members of VMR Bribie Island squadron participating in an earlier SAREX (May 2014): back row L-R: Ken Hooper, Nathan Gundry, Gary Voss, John Burge, Nigel Cleminson, Phil Holmes and Steve Robinson. Front L-R: John Burdett, Pets Schrodter, Liz Radajewski, Alan Tranter and Simon Middap.



VMR Bribie Commercial Coxswains Nathan Gundry and John Burdett flank VMR Bribie Vice Commodore Annette Mengel and QLD Water Police Sergeant Jay Bairstow at VMR Brisbane's base.

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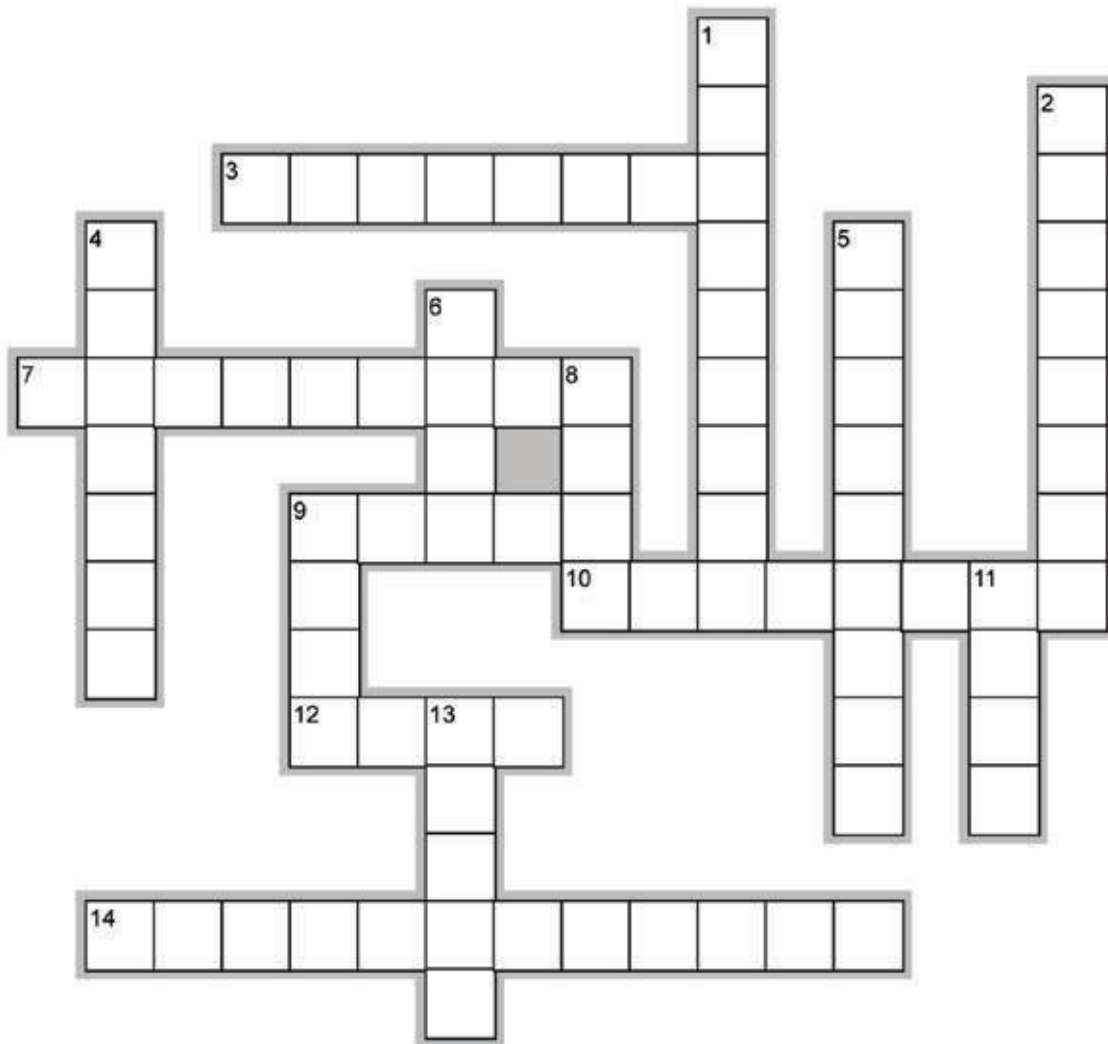
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ACROSS

- 3 Top edge of the sides (8)
 7 Long support for the hull (9)
 9 Foul words at the bottom of the hull (5)
 10 To centre the wheel (8)
 12 Found on a real ship (4)
 14 Direction across the vessel sideways (12)

DOWN

- 1 Top edge to the water (9)
 2 Sailors pull these to raise power (8)
 4 Old name for a rib – and you are a god(ess) if you get this! (7)
 5 In the middle of the ship (9)
 6 A place to rest when it's dry (4)
 8 The start of the front (4)
 9 Widest measurement across the vessel sideways (4)
 11 You would find this at the back of a very old ship (4)
 13 Seriously, this is the end (5)

Solution Page 47

Bits of Boats Crossword

By John Storey

Note from journal manager – Please feel free to email John with all your comments including “OMG Why do you make them so difficult?”

PR@vmrrabybay.org.au

Already, 2015 is well under way, with it being almost April.

TRAINING

It has been quiet these last couple of months owing to the winds and weather and this has made room for some excellent training. One of our rosters organised a SAREX to practise three objectives. These were Emergency Radio Procedures, First Aid and Exceeding 25kts while adhering to the SOP's. This was a successful exercise.

In February, Coastguard Redland Bay organised a SAREX involving one vessel from Raby Bay, two from Victoria Point, two from Redland Bay and one from North Stradbroke. The exercise involved a high water plus 20m shoreline search. This was a new concept for MR units and resulted in *VP Papillon* losing its engine after taking in mud and silt. This was planned for and *VP1* was kept close to cover extraction.

Being a night exercise also posed a problem for *VP1* as the roof mounted spotlight needed adjustment.

All in all, this was a good exercise as it enabled all units to work together and many valuable lessons were learned that evening. Many thanks go to

Coastguard Redland Bay for organising the SAREX. On that note, it is brilliant to see VMR and Coastguard working well together.

RESCUES

Last month someone from Coochiemudlo Island saw a person struggling in the water. They checked the phone book and rang VMRAQ, who promptly rang us and explained the situation. On further investigation using the binoculars, the person was spotted along side an upturned kayak. *VP Papillon* was launched within minutes and when the person was reached, he said "Thank God you are here".

The person and kayak were brought back to shore and he was advised to attend hospital as he had drunk a lot of sea water! Unfortunately, his sail is on the sea bed.

FUND RAISING

After some relief from a very busy end to 2014, fund raising starts in earnest again in March. Our Boaties Market is on Sunday, March 8 at Colburn Avenue State School. We have been asked again to help Sirromet park cars at the big concert on March 28. All good fun and hopefully good funds.

That's all for now folks until next time!



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SOUTHPORT

VMR Southport crews have been exceptionally busy over the past two months. The Christmas / New Year week saw in excess of 35 rescue activations undertaken, ranging from towing of broken down vessels, ungrounding of stranded vessels and battery jump starts through to attending marine medical incidents with the Queensland Ambulance Service (QAS).

On the Australia Day long weekend VMR Southport attended to 34 activations over the three day period using in excess of 2500 litres of fuel, with 81 hours of engine time, utilising three rescue vessels. The cheap fuel prices at present are proving very beneficial to the organisation and it is hoped they continue to stay low in the coming months.

A male jetski rider presented at VMR Southport recently seeking medical assistance for an injured hand. A VMR / QAS first responder attended to the patient providing pain relief and bandaging in the first instance. The gentleman had fallen from his craft and in the process the throttle lever had penetrated his hand between his middle fingers causing moderate bleeding and extreme pain. QAS paramedics attended and transported the patient to hospital for required stitching to the injury.

A crew was despatched recently to assist a trio who had been towing each other around on a rubber tube, behind a jetski. The request for assistance came about after the towrope had been caught in the impellor of the jetski, rendering it inoperable. On arrival the VMR crew assessed the situation to discover that not only had the towrope been sucked into the impellor, so had part of the deflated rubber tube. The craft was towed to the Grand boatramp.

A man contacted VMR over the Christmas period and requested assistance with his large cruiser that had become stuck in the mud in the northern Broadwater. Being late in the evening a crew was called in and responded to assist the gentleman. The vessel was towed safely into deeper water, and to show his gratitude, the man contributed a very substantial donation. Stating that he had never utilised the services of a marine rescue organisation before, the man could hardly believe that a crew would respond so quickly, late at night, midweek, and all in a volunteer capacity.

VMR crews often joke when they are requested to do a quick job. A quick tow can often turn into something larger and quite often does. Recently a midweek callout crew was despatched to tow a small vessel from Wavebreak Island to Biggera Creek, leaving the VMR base at 0900hrs. The job was completed by 0945hrs. A request for a tow from Paradise Point to the Spit boatramp was then received. Activation undertaken and completed at 1100hrs. Returning to the VMR base the crew has time for a toilet break and cup of tea, when at 1215 a request is received to tow a vessel from 16nm north east of the Gold

Coast Seaway to Horizon Shores Marina. After pre trip checks and notification to Water Police, *Marine Rescue 2* departs at 1250hrs. The broken down vessel is located and taken in tow to return through Jumpinpin Bar and then on to Horizon Shores. Activation completed at 1600hrs. *Marine Rescue 2* then commences returning to Southport, only to be advised that a Gold Member requires a tow from Slipping Sands to the Marine Stadium at Southport. The said vessel is taken in tow at 1700hrs. Arriving back at Southport, a request is then received to assist Gold Coast Water Police to assist in locating a missing vessel. At 2110hrs this assist is completed and *Marine Rescue 2* returns to base. Another case of dedicated crews and quick VMR jobs. VMR's role is one of being available 24/7 and that is what we aim to do.

SOUTHPORTFIRE

It was the eve of Australia Day and all VMR rescue crews were on duty conducting activations across the Gold Coast Broadwater. *Marine Rescue 1* had been transporting a boat owner back to his vessel after an earlier medical incident in which he had been treated at Gold Coast University Hospital, *Marine Rescue 2* was towing a vessel which had run out of fuel near Couran Cove and *Marine Rescue 4* was searching for a vessel in the Aldershots area that was unable to start and had no navigation and deck lights due to an electrical issue.

I was navigating aboard *Marine Rescue 4* along with skipper Kate O'Shea at the helm and crew members Karl Brandt and Natalie McAuley. At approximately 2100 hours whilst approaching the north arm of the Coomera River we observed an extremely bright orange light appearing amongst the trees in the Couran Cove area of South Stradbroke Island. As the orange light became intensely brighter, it became evident that a large fire had taken hold of what we thought was initially a vessel. Flames were at least 50m in the air and thick black smoke was spiralling into the sky blowing off in a north easterly direction over the Couran Cove Resort.

We altered our course, advising the VMR Southport base of our observations by marine radio, then cautiously proceeded to the Couran Cove canal entrance where it became visible that a property was ablaze in the first canal in the Couran Point development. Luckily, the smoke from the fire was rising straight up into the sky and was ocean bound allowing us to safely observe what was occurring. Again, passing our observations back to the base by radio, we were advised that the Queensland Water Police had instructed all VMR Southport vessels in the area to cease their current operations and that *Marine Rescue 1* and *Marine Rescue 4* were to immediately proceed to the Paradise Point pontoon to provide

transport to Queensland Fire and Emergency Services Officers (QFES) and Queensland Ambulance Service (QAS) Paramedics who had been despatched to this incident. *Marine Rescue 2* was instructed to return to the VMR Southport base to collect extra fire fighting equipment which is stored there on behalf of QFES. VMR Jacobs Well were also instructed to mobilise and supply the QFES equipment they store at their rescue base.

On arrival at the Paradise Point pontoon, fire brigade and paramedic personnel and vehicles were arriving and through a very efficient operation, all emergency services equipment was quickly conveyed to one water police and two VMR vessels. Both QAS and QFES provided 'on scene commanders' for the situation. It should be noted that the myriad equipment they additionally provide is really impressive.

As all vessels departed the pontoon en-route back to Couran, the distant north easterly sky showed a distinct orange glow and the western sky showed the remnants of a lightning display from a passing thunderstorm.

With further information becoming available to the attending emergency services, it was clear there were no injured people and that the residence was unoccupied at the time of catching alight. Initial reports of more than one house being alight were also discounted.

After the approximate 20 minute trip to Couran, all equipment was unloaded at the pontoon of the burning home. This pontoon provided an excellent platform to work from as it was quite a distance from the residence thus removing imminent danger. A vessel initially moored at the pontoon had been moved to allow emergency vessels to moor.

Unfortunately, at this time the home was nothing more than twisted corrugated iron and burnt timber and the majority of the dozen fire fighters in attendance, donned with breathing apparatus, took stride in attacking the still majorly alight inferno. Using water supplied from the South Stradbroke Island fire appliance and from hydrants near the property, thousands and thousands of litres of water were hosed onto the fire from many different angles and on the arrival of extra water pumping equipment and fire fighters from the Wasp Creek Rural Fire Brigade, every corner and position was covered in attacking the flames. Pumps were also set up on the pontoon, pumping water from the canal to the many metres of hose which had been spread across the property. QAS paramedics stood by in case of injury to any fire fighters and water police officers set about carrying out their duties.

Despite the monumental efforts of everyone involved nothing could be done to save any part of the homes' structure nor any of the items within the property and after more than three hours of exhausting work, the QFES were satisfied that all areas of heat had been extinguished and whatever that was left smouldering posed no further danger of re-igniting. At approximately 0100 hours on Australia Day *Marine Rescue 2* was further tasked to return to Paradise Point to collect a QFES inspector who attended to liaise with fire fighters about the incident.

At about this time, QAS communications received information that a 19 year old male was needing medical attention relating to the same fire and was experiencing breathing difficulties in the Couran Cove Resort. He was quickly attended to by a paramedic and as a QAS first responder I was also called to assist the paramedic. *Marine Rescue 4* was then tasked to transport this patient back to Paradise Point where another paramedic vehicle was waiting to transport him to hospital. After being given the all clear, this patient returned to VMR later in the morning for transport back after a chest X-Ray.

At approximately 0130hrs *Marine Rescue 2* was allowed to leave the scene and undertake the tow of the vessel that had lost its electrics

VALE

Harry Frederick Romanis

April 10, 1915-December 29, 2014
With Anne McKee – Harry's sister



Harry Frederick Romanis joined VMR Southport when it was still called the Air Sea Rescue Association in 1985. His current membership card says 109.

He had been an accountant and he and his wife, Jewel, had come to the Gold Coast on their retirement.

It was an obvious choice to join, as he had been involved with sailing both for himself and for his children. He had belonged to the Middle Harbour Yacht Club in Sydney where he had crewed for a number of skippers on various yachts and, because they raced both within the harbour and outside, he was aware of the need for safety and the comfort of knowing that some organisation was looking out for him. He had also been heavily involved with the Balmoral Moth Club where his children sailed. Harry helped lay out courses and buoys and manned the rescue boats during the races.

His only disappointment with his time with VMR was that owing to his age, he could not go out in the rescue boats. He was 70 at the time. However he did get to go out when scattering people's ashes.

He became a radio operator firstly at headquarters and later at the Gold Coast Seaway Tower. He really enjoyed his shifts and when we came up to visit him, would show us around. He also liked telling us about incidents which happened, both funny and potentially sad.

Jewel, his wife, worked hard in the Women's auxiliary and on the occasion of his 80th birthday, arranged a surprise barbecue at headquarters. It was not just the barbecue that was the surprise but the organisation needed to collect the scattered extended family, all of whom came. He was thrilled to have the party there.

As well as VMR, Harry was a keen lawn bowler, an enthusiastic member of two Orchids Societies, a Mason and a Lay Assistant at the Anglican Church of the Holy Spirit.

He was still a member of VMR, albeit retired, when he died aged 99 and followed keenly the events and the new boats especially *Marine Rescue 4*.

SOUTHPORT

earlier in the evening. At approximately 0145hrs *Marine Rescue 1* and *Marine Rescue 4* were tasked to then return the fire fighters and paramedics and all of their equipment to Paradise Point. A huge night was had by all involved and VMR Southport crews returned to base at 0250hrs.

On Monday VMR Southport was again tasked to transport QFES investigators back to the site so they could continue their enquiries.

In almost 20 years of being a member of VMR Southport, this activation was possibly the largest I have attended. Almost 20 QFES staff, six QAS staff, six police officers, 11 VMR Southport crew, three VMR Jacobs Well crew and six Wasp Creek rural fire brigade attended the incident and a fantastic job was undertaken by all involved. A great display of emergency services multi-agency interaction. It will be an Australia Day weekend I will never forget!

firefighters and paramedics, and there myriad equipment, to this location to deal with this incident. Although nothing of the house could be saved, there was only one minor injury reported.

On February 1, QFES again utilised VMR Southport to be transported to an out of control vessel fire 14nm east of Surfers Paradise. An 11m yacht had exploded, with the lone occupant, a man in his 60's, receiving serious burns to a large percentage of his body. After jumping into the ocean, the man was picked up by a passing vessel and raced ashore to the VMR Southport base where QAS paramedics were waiting to attend to his severe injuries.

The vessel was destroyed and sunk at its location.

Such was the extreme of the visibility of this blaze, VMR Southport and the Gold Coast Seaway Tower received in excess of 80 phone and radio calls from vessels and members of the public who could observe the smoke from beaches and beachfront residences the length of the Gold Coast, south into New South Wales.

VMR Southport has been saddened by the loss of two long time members in recent months. Senior Skipper and Life Member, Chris Leech, who had featured in previous editions, lost his fight on January 13 and Harry Romanis, long time radio operator, passed away on December 29, four months short of his 100th birthday. Harry retired from radio duty when he was 92, not because of age, rather to look after his ill wife at the time.

Both Chris and Harry will be sadly missed for their long time contributions to VMR Southport.

Training has recommenced at Southport after the Christmas break and a number of members have their heads down learning the required modules.

Crew numbers are very good at present, but radio operator numbers still pose a problem with some operators doing double shifts to take up the slack. This will improve hopefully in coming months.

The renewal of the Southport base lease is still ongoing, however, we now believe the final signature is just a pen stroke away as all requirements have now been met.

The project to replace our dilapidated pontoon is underway and the contract has been awarded for works to commence.

All four rescue vessels are performing well, with downtime at a minimum, considering the huge number of hours that these vessels have been used in recent times.

All is good at Southport. Safe boating.

boat FIRE



It has been an exceptionally busy period at Southport. This squadron has attended in excess of 190 rescue activations in the past three months. Whilst broken down vessels still contribute to the highest percentage of assists, grounded vessels, battery jump starts and vessel pump-outs have dramatically increased over the period. The Qld Ambulance Service (QAS) have utilised VMR Southport on a number of occasions for a somewhat greater number of emergency situations than usual, with the squadron's QAS first responders treating an increased number of patients prior to QAS arrival.

VMR Southport has twice been called upon by the Qld Fire and Emergency Service (QFES) to transport officers to fires which have occurred on both land and at sea.

On the eve of Australia Day, a massive fire took hold of a residence at Couran Point on South Stradbroke Island. VMR Southport were called upon to transport

HOW TO WRITE ...

a DONATION OR SPONSORSHIP LETTER

By Sharon McLean and Jocelyn Ashcroft

A well written donation or sponsorship letter can mean the difference in your squadron receiving or missing out on vital funds. As with grant writing, the writer needs to have better than average writing skills, be able to write a great story, and be able to be direct in the approach of asking for money. Alternatively you can use someone else's template and adjust it to your needs.

DONATION LETTER

Step 1 – Decide who you are going to approach for money, you should do some research and see where their interests lay. If the boss of a company is a boater or works for a marine based company you will have more chance of securing a donation. Personalise the letter by addressing it by name. eg: 'Dear Tony' is nicer than 'Dear CEO' or 'To Whom it May Concern'. A quick phone call or web search will usually find this information. People like to know you put in effort and that they are not just a part of a generic scatter-gun approach.

Step 2 – Clearly but briefly describe what your squad does, eg: 'provides a 24/7 marine rescue service to the boating community including families.' Describe how the squad is operated by volunteers that give up their own paid work or personal time and often warm beds to help those in trouble on the water. This resonates with people when they know that there is no pay involved to the individual, as many people do not realise that our squads are made up of volunteers. > See separate article in next journal on 'How to describe your organisation'.

Step 3 – Describe how the squad relies on membership fees, donations and sponsorships to maintain rescue vessels, buildings etc. Describe how their money will be spent. Eg: 'Your donation will assist with the day-to-day operational and maintenance costs of rescue vessels.' People/companies like to know what their money will be spent on if they give a donation. Be specific where you can.

Step 4 – Describe what they will get in return for their donation. Most people/companies like to get something in return and to be acknowledged for their donation. Publicity through social, print and television media is a winner. The company is seen

by the community as being supportive, which will in turn help the company raise its public profile and may help increase sales/profits. You also may like to offer them a tour of the base and the rescue vessels; this also helps with education as to how squads operate. This will also spread awareness to the wider community as they will tell someone how they had a tour of the squad and what they saw or learnt. Have a tier level already decided. Eg: donations over \$150 get a mention on our website, donations over \$1k get a thank you framed certificate of appreciation, over \$3k – it's elaborate with photos for their foyer. Work out what tier levels work best for your base.

Step 5 – Do not make your letters too long, try to keep them to one page as busy people will lose interest and not read the whole letter if it is too long.

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Long letters usually get filed in the shredding pile or the message is lost. Bold the key areas you want to stand out.

Step 6 – Once you have received a donation, make sure that you send out a thank-you letter or email, thanking them for the donation and reiterate how their donation will help the squad and the boating community.

SPONSORSHIP LETTER

This letter has the same steps as the donation letter, with the exception of step 4, here you should insert sponsorship levels and what they will receive in return for their money

- **Gold Sponsor** – name the amount and what they get out of it;
- **Silver Sponsor** – name the amount and what they get out of it;
- **Bronze Sponsor** – name the amount and what they get out of it.

Most importantly, make sure that you give your sponsor what you have promised them in return for their money. One sure way to lose valuable sponsors is to not deliver on promises.

Once you have written a letter, read it out loud and make changes where they are needed. If you are passionate about your squad and fundraising, this will come across in your letter as it will flow easily, which makes it easy to read, informative and will hold the attention of the potential sponsor. You are basically selling a product to a consumer, so make it sound like the reader needs you as much as you need them.

SOME OTHER HANDY TIPS

- Get someone else to proof-read your letters
- Don't use acronyms if you haven't already written it in full previously
- Contact other bases and see what they do
- Share your templates or lists and others will share back
- Try to take photos of everything. Email them a copy and let them know they can use them on their website or Facebook page and that it is also on your base's Facebook page. This costs nothing but definitely helps the next time you ask for funding from them
- Keep a spreadsheet on who you asked, contact details, what you received and what you did in return
- Send an email to all your crew asking them to find out their company policy on donations or sponsorship by speaking to their boss or looking on their company website using search-words like 'funding', 'grants' and 'community'
- Write an article for the state journal and submit it to projects@marinerescueqld.org.au
- Send a copy of the state journal to your main sponsors and anyone that gets a mention in your article
- Celebrate your success.

CORROSION

in marine environments

PART ONE

By Tony Carlton

Corrosion in marine environments is affected by how and to what extent seawater interacts with materials. The chloride content and the dissolved oxygen in seawater promote both processes of passivation and the breakdown of passivity. Passivation is where a material becomes 'passive' thereby reducing its chemical interaction with the environment. A common example of passivation is the dull aluminium oxide seen on aluminium hulls. These chemical processes can also have the effect of stripping the passive layer and leaving the metals more vulnerable to corrosion.

Seawater also has a large quantity of microbiological organisms that attach to virtually all materials which leads to micro and macro fouling. Microbiological activity usually accelerates corrosion processes.

The behaviour of materials, particularly metals and alloys in marine environments generally depends on their chemical composition. This behaviour can be altered by protective coatings and other corrosion mitigation methods.

Component design and material selection can minimise several forms of corrosion. This requires

an understanding of design, materials, the type of marine environment and relevant corrosion control methodologies.

HOW AND WHY

The most common form of marine corrosion is galvanic corrosion. Galvanic corrosion is where a metal in a conductive solution (sea water) loses atoms to another connected dissimilar metal that is in the same solution. This loss of atoms is what is commonly called corrosion. The speed a metal corrodes at is determined by how chemically active that metal is when placed in the conductive solution. The less active the greater resistance to corrosion. The least active metals are called noble metals which are cathodic, the most active are called active metals which are anodic. These are charted in a table called the 'galvanic series'

GALVANIC SERIES TABLE

The rate of corrosion of a metal in isolation is determined by how chemically active it becomes when in salt water. The more active, the more susceptible it is to corrosion. The less active, the more resistant it is to corrosion. Most commonly used marine metals such as stainless steel, aluminium and bronze have minimal corrosion when in isolation. When placed in proximity to dissimilar metals in addition to a conductive solution the atoms will flow from the most active material. The greater the variance in material activity the greater the rate of corrosion.

LESS COMMON FORMS OF MARINE CORROSION

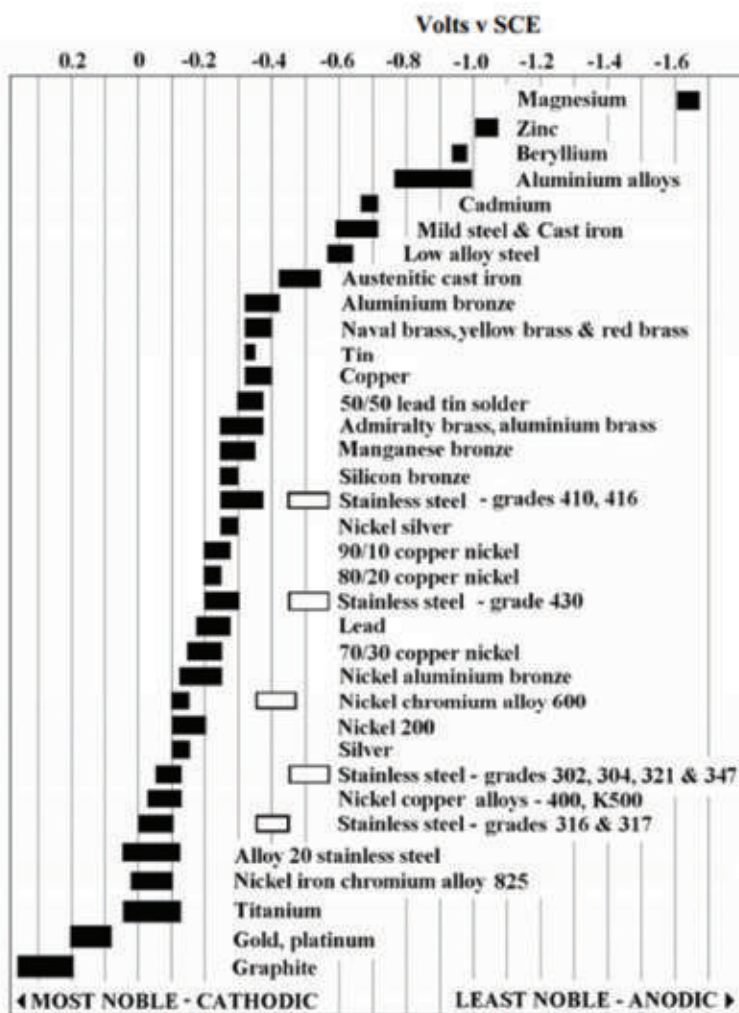
Stray current corrosion (sometimes called electrolysis) arises when underwater metals are energised by an electrical current that has strayed from an electrical conductor or device powered by a battery, generator or dock power. It is usually the result of an electrical fault.

Intergranular corrosion generally applies to welded joints in stainless steel fabrications due to a change in the metal's chemistry during welding. Stainless steel is an alloy and one of the constituent metals is chromium, which is one of the components in the metal that helps the passivation process. During welding, the area near the weld joint gets converted into chromium carbide due to the excess heat. This heat-generated alteration of the metal's chemical make-up creates a galvanic couple with the well protected metal nearby which leads to corrosion of the metal near the welds.

Caustic attack commonly affects aluminium parts. It is usually caused by excessive cathodic protection sometimes in conjunction with an electrical fault. This generates an alkaline solution which causes anodic dissolution of the aluminium.

Closed cell corrosion is the most common form of corrosion found on fibreglass vessels. Closed cell corrosion is identical to galvanic corrosion but happens under different circumstances. Fasteners are the items most frequently associated with closed cell corrosion. This usually occurs underneath the screw or bolt head, eroding the shank of the screw or bolt until it becomes loose. The salt water in contact with the metal of the fastener results in oxidation of the metal which concentrates the hydrogen content of water, and turns the water into an acid, an electrical current is generated, similar to a battery cell which in turn dissolves the metal. This continues until either the acidic water is exhausted or an oxygen source is created that lowers the acidity of the water and stops the corrosion. If no oxygen source is introduced, the corrosion process continues until the metal is completely gone.

In the next journal we will be looking at practical ways to manage corrosion.





VOLUNTEER MARINE RESCUE

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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

A virtual boating tour and a spot of fishing



The skipper and his crew choosing their safety equipment.



The crowd listening carefully to Johnny Mitchell.



The boys out fishing in their 6.5m cruiser and along comes the Calliope Croc.

VMR Gladstone held a public information session on February 26, 2015 after being delayed due to the approaching cyclone. More than 35 people came along to the session and feedback has been favourable.

They were taken on a virtual boating tour which aimed at putting across the important message of trip preparation and planning for situations that might occur while out on the water. There were a few props to help set the scene of going out for a fishing trip on a 6.5m cruiser.

Three audience members volunteered to take the tour. The skipper and his crew were asked to pick a range of safety equipment that they might take with them and also to nominate anything else they might take. They then said what they would do prior to leaving the boat ramp and got 10 points for saying they would log on with VMR.

Skipper Aaron Clarke and his crew Alex Linke and Steven Anderson were then challenged about what they would do as the weather had blown up. They made the decision to find a suitable anchorage and contact VMR. Safely back at the boat ramp they logged off. Other audience members also had input during the boating tour and gave some good ideas on how they would handle the situation.

The virtual tour gave a serious boating safety message while having a bit of fun. There was even an appearance by the legendary Calliope Croc.

Johnny Mitchell is a popular local fishing identity in Gladstone and came along to speak about species of fish in the local area and gave some hints on how to catch them. Johnny certainly had the audience captivated during the session and had only touched the surface of fishing around Gladstone. Thanks goes to Johnny for giving his time and drawing in the crowd.



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BRISBANE

ACTIVATIONS

January 2015

6 – *Energex Sandgate 1* was tasked to assist yacht number 16 which was competing in the Flying Fifteen Championships. The vessel became swamped and was towed back to Cabbage Tree Creek and was pumped out.

10 *Energex Sandgate 1* was tasked to assist a broken down vessel with four persons onboard, from the Measured Mile back to Whyte Island.

24 *Energex Sandgate 1* was tasked to locate a vessel from the Koopa Channel area back to Nudgee Floodway Ramp.

27 *Energex Sandgate 1* and *Sandgate Rescue 2* were tasked to help the Brisbane Water Police to attend the capsized sailing boat near the Ted Smout Bridge off Redcliffe. Both men were transported to Redcliffe hospital for multiple jellyfish stings.

31 *Energex Sandgate 1* was tasked to tow a broken down vessel from the Brisbane River back to the boat ramp at Whyte Island.

February 2015

14 *Sandgate Rescue 2* was tasked to tow a vessel off the sandbank in Cabbage Tree Creek.



Sandgate Rescue 2 towed the vessel off the sandbank and back into Cabbage Tree Creek.

15 *Energex Sandgate 1* was tasked to tow a jetski from the Brisbane River outside the Maritime Museum to Bulimba.

15 *Energex Sandgate 1* was deployed for a tow job to a vessel at the Measured Mile which was experiencing an electrical fault. The boat was towed back to the Shorncliffe public boat ramp.

22 *Energex Sandgate 1* was tasked to tow moorings back to their original place after a log was caught up in them and had dragged them towards another vessel.

22 *Energex Sandgate 1* was tasked after Victoria Newton had posted photos on Facebook that a vessel in Cabbage Tree Creek was in the process of sinking. The crew spent 45 minutes pumping the water from this vessel.



Photo of the sinking vessel supplied to VMR Brisbane by Victoria Newton from her Facebook page.

AROUND THE RIGGING

There has been a few improvements to the clubhouse over the past two or three months. The anchor was also moved to become a feature near the foyer entrance. The outside foyer wall was recently completed and blinds erected on the verandah of the radio room.

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RESCUE VESSELS

We were successful with the grant process which was to update the two motors on our main rescue vessel, *Energex Sandgate 1*. After getting three quotes, management decided to go with Suzuki motors.

We have also acquired AIS for both *Energex Sandgate 1* and *Sandgate Rescue 2* which are now operational.

PROMOTION AND MEDIA

VMR Brisbane has been actively bringing life to social media and have been out in the community drumming up support from local businesses such as Tackle Land. We have a new website www.vmrbristbane.com.au and are still currently working on the mobile site.

We have also give *Boat Talk* a revamp to make it a more modern and hopefully more interesting magazine.



RIGHT: The new outside foyer wall.

INSET: The new blinds to protect our crews from the weather whilst on duty.



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NEW JETTY

January saw the completion of the installation of our new jetty. A gleaming aluminium structure has replaced the old wooden one allowing wider access for patients on a stretcher with the necessary associated QAS equipment. The slope angle was also decreased to help with this access. We were very fortunate to receive assistance with the provision of power to this new jetty by way of a donation of labour and material from ICP Electrical Pty Ltd and Rexel Electrical Wholesalers (Acacia Ridge). ICP Electrical Director Stuart Dykes, upon learning we were a volunteer organisation, made the necessary arrangements. Generous deeds like this are greatly appreciated and help keep our squadron on the water, assisting the general public.

TWO VESSELS ALIGHT



At the start of a busy January when both rostered rescue vessels were busy with other activations a call came over the radio of a boat on fire near Jacobs Well. The first rescue vessel was on the scene in less than seven minutes but both vessels were well alight. Thankfully a brave boatie passing by picked up people from the burning vessels. After confirming everyone was safe and accounted for they were transported back to the base jetty to be attended by QAS. for smoke inhalation. Our radio operator had been flat out contacting other emergency services and their response times were excellent. Our primary rescue vessel, *Jacobs Well 1*, was then loaded with QFS crew and a water pump to attempt to save the vessels, or at least prevent them from sinking. Two water police vessels assisted with pumps also. The

smaller vessel was quickly lost and efforts focused on the larger vessel. It remained floating but was quickly gutted. The fire was fed by fuel and structure and was unstoppable. A sad loss for the owners but thankfully no lives were lost. The owners and their partners hosted a Friday afternoon tea at the local Jacobs Well Tavern to thank all emergency services involved.

SPONSORSHIP



Peter Guthrie, President of Harrigans Car Club Committee, receiving a Certificate of Appreciation and a specially labelled plaque from VMR Jacobs Well Treasurer Geoff Lind.

Harrigans Car Club and Harrigans Drift Inn have provided incredible support to Marine Rescue Jacobs Well over a number of years including their recent car show in October. VMR volunteers assisted with car parking and first aid on the day and also conducted a bucket shake for donations. The car club committee also provides a generous donation and this all goes toward safer boating for the community.

The tinnie won by Jenny Mulligan was supplied by Brisbane Marine at Clontarf, and the Mercury motor was supplied by Mercury Australia and a \$200 gift voucher supplied by BCF at Loganholme. We thank all our sponsors for their generosity and assistance. Could not do

it without you. An excited Jenny said "Thanks so much for the prize. Now I have my own tinny, motor and crab pots and it will live on our property on Chatsworth Island not far from Iluka."



A very happy Jenny Mulligan who was the winner of our major raffle for 2014.

CHRISTMAS

As one of the few VMR squadrons in the state that is on duty 24/7 we rely heavily on our volunteers to attend rosters that may not always be suitable. Thanks to you and all the other volunteers who put themselves out to keep the boating public safe at all times.

STATISTICS

November 1, 2014-January 31, 2015

Medical	7
Breakdown	59
Insufficient Fuel	12
Grounding	12
Sinking/Sunk	4
Search	2
Drifting	2
Training/Patrol	104
Total Activations	202
Fuel Used	2634 Litres



The Christmas day duty crew of Alan, Brett and Garry about to have their Christmas Lunch.

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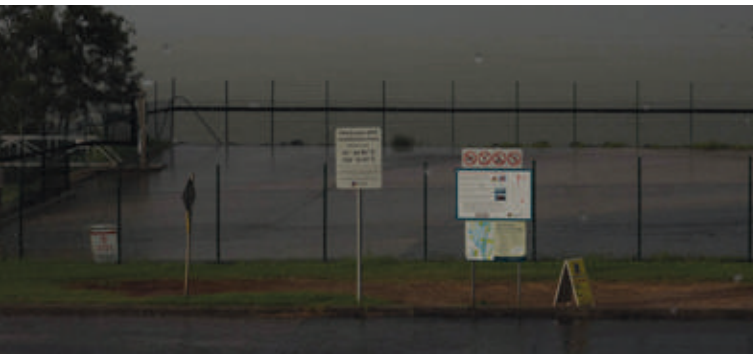


SAREX HOSTED BY REDLAND BAY COAST GUARD

On the late afternoon of Saturday, January 31 a large storm raged across Moreton bay bringing high winds and heavy rainfall. This was not what our crew wanted to see just prior to a night SAREX.



The end is nigh.



Room with a view.

Fortunately conditions eased as we headed south towards the lower bay and were helped further by the shelter offered by the islands where the seas were positively calm.

RB II, skippered by Peter Stock, joined units from Redland bay Coast Guard, Victoria Point and North Stradbroke VMR's in the Redland Bay end of Moreton Bay for the night SAREX. The brief was to find the 'casualty', a young male with mental health issues, the task made particularly difficult by his choice of attire – a black Ninja costume! The briefing included the information that he had wandered off and may have entered the water off the western end of Karragarra Island. The exercise began at 19:30 at the peak of high tide and the search fleet was divided into two units to search the northern and

southern aspects simultaneously. *RB II* was part of the southern group along with *Victoria Point I* and *CG Papillion*. *Papillion* proved to be very well suited to the shallow conditions, managing to get up very close and personal to the mangrove line, while *RB II* struggled to find enough water to float in. At 21:30, after many passes of the island and despite quite specific direction from SARMC Redland Bay, neither search group had managed to detect the victim. The ebbing tide made maintaining an effective search pattern difficult in *RB II* and eventually, when risk-analysis determined that it was clear that there was no advantage to her presence, the call was made to withdraw from the exercise before she found the bottom.

However, despite not finding the target and having to withdraw, the consensus of the *RB II* crew was that the exercise had been invaluable. Operating a vessel that prefers 1.5m of water beneath her was a challenge in such shallow and narrow channels and, having been at the helm and watched the sounder tick down to 0.4m (both motors trimmed up George) was an interesting experience for me. Fortunately current and wind cooperated and assisted us several times allowing us to retreat from a few shallow mud banks and prevent us from grounding.

The dark conditions, vessel traffic and dense moorings all contributed to the difficulty of the task and added to our appreciation of the seamanship and skills that our southern bay, 'shallow-draught' cousins employ every day.

TRIP TO THE BAR



South Passage Bar – outbound.

On the morning of Saturday, February 1, we received a call from a vessel in the vicinity of Shag Rock, just to the north of North Stradbroke island. The 6m recreational boat had a dead engine and required a tow back to the Cleveland ramp. Conditions on the South Passage bar were modest and skipper George Brenk chose the middle channel for the outbound leg. The lat. and long. numbers we had been given were spot-on and we located her in a very short time. She was secured with a medium-tow and we returned across the Amity Channel with our charge and had an interesting, if uneventful, crossing back into the bay.



South Passage Bar – inbound.

THE V-BIG TINNIE



Where do they keep the can-opener?

Crew three were treated to a guided tour and coffee aboard the *Brett Handren* when it called in to base en-route to the Australia day celebrations. Little first-hand information of the visit is available at this time however.



He's behind me, isn't he?

IRUKANDJI

After the plague of 'blue-blubbers' that infested the bay a couple of months ago, the beaches at Wellington Point were recently closed as a result of serious irukandji envenomation to a young bather and his mother.

Both victims were given first-aid by passers-by and local restaurant staff who used vinegar and ice on the wounds until the pair could be removed to hospital for treatment.

The species was identified by world expert, CSIRO scientist and director of the Marine Stinger Advisory Services, Dr Lisa-Ann Gershwin, as an irukandji *morbakka fenneri*, a species that is apparently a permanent resident in Moreton Bay. (source: *Redland City Bulletin*)

Morbakka delivers a serious envenomation that usually requires hospitalisation and drug therapy.

Although there are several species of irukandji worldwide, the venom of the three heavy-weight irukandji, *Carukia Barnesi*, *Alatina Mordens* and *Malo Kingi* are significantly more potent.

Malo Kingi is reputed to be not only the most venomous of the irukandji clan, but is the top contender for the world's most venomous creature.

Irukandji usually inhabit warm-water climates further north.

(It would be good to hear from our northern VMR colleagues on their irukandji experiences and treatments.)

This article is for your interest only, and is neither an authoritative document on irukandji or on first-aid treatment, however, please be aware that the use of vinegar to neutralise the stings on irukandji is not proven and most importantly – unlike other species of jellyfish that can be handled by the bell – the bell of the irukandji is armed with stingers.

PUMPED UP

After our recent multiple water-pump casualties during the attempted re-float of a 50ft vessel off Peel Island in November, Redlands city council stepped in to sponsor two replacement salvage pumps. Their generous gifts are now available to all boaters in our catchment requiring our on-scene pumping-out services. Having said that ...



Deep end.

RABY BAY

PUMPED OUT

On Sunday, February 22, crew 6 was called to attend a vessel that had 'taken on water' at its mooring in Raby Bay. On arrival we found a 6.85 Cruise-craft in some distress. Its port side was still secured to the pontoon cleats, but it had capsized to starboard as it had taken on the aforementioned water.



Pumping-out.



Trevor still bailing.

Local professional diver, Adam Dodson, (0419 793 654) was summoned to assist and used compressed air in two barrels to obtain 400kg of lift to rotate the stricken vessel back onto an even keel. Crew 6 christened the new pumps in what became a three-pump-and-a-bucket effort to evacuate the water from the hull and re-float the boat.

(A lesson learned during this operation was that in the recess of the bilges are three hard-to-find bungs, two of which allow the port and starboard buoyancy chambers to drain. These chambers contained a significant quantity of water.)

When she had been restored to the land of the floating, the vessel was removed from the canal by *RB II* and towed to the ramp at base for recovery by trailer.

The technical demands of the task persisted until the very end of the operation when skipper George Brenk was manoeuvring both *RB II* and the Cruise-craft in very shallow water and high-winds – he lost power to the starboard engine. Using the port engine only, he managed to overcome the elements to turn both boats across the wind and nurse the Cruise-craft to the landing area and ease it gently to the beach.

On recovery of *RB II*, we found this (see right).

So not only did they assist with the re-floating and recovery, George even managed to find time to tidy up the bay!

BASE INFRASTRUCTURE

Current scuttlebutt on base is that work will soon be starting on the new ramp for *RB IV*. This will be a very welcome improvement for those of us who have to go through the current launch-and-retrieve pantomimes. On a serious note, it should reduce the hot-launch time from around 15 minutes to about three. This is a very good thing.

Now, if only we could get an internet-operated kettle in the crew room ...

FIRST QUARTER STATISTICS 2015: ACTIVATIONS

November 1 2014-January 31,

2015

Medivacs	28
Breakdowns	39
Insufficient Fuel	5
Grounding	6
Sinking / Sunk Vessel	6
Search	3
Drifting Vessels	3
Flares	0
EPIRB Activation	0
Training	52
Total	142
Persons returned to Safety	143
Amount of Fuel used (Litres)	11,107

STOP-PRESS:

Energex Medivac was activated 0200hrs last night (February 27, 2015) for a medivac from North Stradbroke Island. Things developed quite quickly – as they left base they heard that the patient, a female in labour, was experiencing contractions two to three minutes apart. By the time they were passing Horseshoe Bay, the ambos' were advised that her waters had broken and the baby had decided not to wait. Mainland QAS assisted island QAS/medical staff to deliver baby on the island before mum and bub were transported to base arriving back at 0620hrs. Both mum and bub doing well. Sorry, no info on baby-gender but apparently it was wearing a pink hat!



Wrapped!

LIGHTNING SAFETY for skippers and crew

by Ian Rodwell and Jocelyn Ashcroft

Lightning is a very real risk during storm events. Skippers and crew need to always consider the potential for lightning to occur in areas where they are working and should plan ahead whenever storms are predicted. As weather predictions can be inaccurate, constant personal monitoring of the surrounding weather will assist in minimising potential exposure. People often downplay the risk by a comparison to winning the lottery – remember, several people win lotteries every week!

Even though the odds are in your favour that your boat may never be hit by lightning, if it happens it can have devastating effects. Don't take a chance, protect yourself. If you are in a small boat and close to shore when a thunderstorm approaches, get in and off the water immediately. Better yet, don't go out if thunderstorms are predicted. But what if you are miles offshore and a storm pops up? Hopefully, you have prepared in advance.

Boats can be fitted with lightning conductors, which direct the charge into the sea, while avoiding their most vulnerable parts, such as passenger areas or equipment rooms.

30 / 30 RULE

30 seconds – Count the seconds between seeing the lightning flash and hearing the thunder clap. Each second roughly represents about 300m in distance. If this time is 30 seconds or less, then the lightning storm is less than 10km away and there is an 80% chance that the next strike will happen within that 10km. Seek shelter immediately. 30 minutes – After seeing the last lightning flash or thunder clap, wait 30 minutes before leaving shelter. Many lightning related deaths and injuries occur after the thunderstorm has passed. Stay in a safe area until you are sure the threat has passed.

LIGHTNING FACTS

Lightning can warm the air by 27,700°C, five times hotter than the surface of the sun

A lightning bolt can produce up to 100,000,000 volts

If your hair stands on end in a storm be careful as it could indicate positive charges are rising through you, and you should get indoors

Thunder is caused by the expansion of rapidly heated air

Lightning from the top of a thunderstorm cloud carries a large positive charge, and is known as positive lightning

Positive lightning can strike as far as 16kms from a storm

LIGHTNING MYTHS NOT TO BELIEVE

Lightning never strikes the same place twice

A lightning victim shouldn't be touched because you can become electrocuted

You should shelter under a tree to stay safe

Structures with metal or jewellery attract lightning

If you are in the open sea, rather like standing in an open field, you might become a target during a storm. Lightning takes the path of least resistance

Research by NASA shows lightning is more likely to hit land than sea and that it is rare for strikes to occur in deep ocean areas. Waters just off coasts are more often affected

Risks also vary according to seasons. You can expect more strikes nearer to land because that's where the most heat and updrafts and storms build up, especially in the summer. That can change in winter, but that's obviously a time when there are fewer people in the sea

THIS ARTICLE IS FOR INFORMATIONAL PURPOSES ONLY. IT IS RECOMMENDED YOU DO FURTHER RESEARCH ON THIS SUBJECT.



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ROUND HILL

Our Volunteer Ahoy and social media efforts have been helpful with a few new members and training commencing for the new crews and radio operators. We have had two members complete both ESS and competent crew with others progressing and radio and first aids course ongoing. We also wish to thank of State Training Manager Rob and State Training Officer Gary for the assistance given and VMR Bundy and Gladstone too.

OUR AGM WAS HELD IN SEPTEMBER AND HERE IS PART OF THE ANNUAL REPORT ...

Round Hill Rescue was activated on 25 occasions last financial year with 65 persons returned to safety, using 3510 litres of fuel. This included two medivacs, 12 breakdowns, five lack of fuel, three sinking, one search and three training runs.

A total of 4197.5 hours for monitoring the marine radios 365 days with a further 4562.5 hours on emergency night watch. It is pleasing to see that the night watch calls are decreasing as boaties seem better educated on hours of operations and realise that this is for emergencies only. We thank Gladstone Harbour Control for their ongoing assistance when required. Radio operations saw 9032 calls logged, (again slightly down on last year), with numerous phone calls for weather reports, bar conditions and general knowledge information on the creek and using the mobile phones to LOG on.

As part of the ongoing training all VMRAQ skippers were re-accredited and our skippers Neale and Rapa were put through the hoops with Gary, congratulations to both.

On the maintenance side the boat cradle has finally been completed to a safe working condition at an extra cost to the squadron of \$2,277. Our sincere thanks to East Coast Trimming for their assistance. To our boat crew and committee for the countless hours behind the scene to ensure the safety of the vessel.

**REMEMBER ...
VOLUNTEERS ARE NOT PAID
NOT BECAUSE THEY ARE
WORTHLESS BUT BECAUSE
THEY ARE PRICELESS ...**

We have attended the zone meetings and purchased the new polo shirts for crew in line with the effort of state for a more standardisation for working uniforms. We also produced a new sticker for members and boaties to record their rego number on for ease of log on, this can be placed on the dash for quick reference with logging on!

State requested that we monitor volunteer hours across the board so we have a better understanding of what volunteer hours our squadron across the

state put in, this could assist in funding application but more importantly government support for funding – and what a surprise, we all go about doing things and never really take note of the time spent BUT if we were employed and paid WELL ... NOW a volunteer is only worth \$24.97per hour (productive commissions) so with that in mind and for our small squadron we contributed in excess of 12,000 hours or \$299,722.00 plus! So you could see what a large squadron would contribute.

**Safe boating
Josie Meng – VMR Round Hill**

LIFE MEMBERSHIP LORETU RAPA (Laurie)



Laurie joined VMR Round Hill October 9, 1997 and quickly became involved as crew.

Following the training requirement of the day Laurie obtained the various qualifications first for crew and then that as a skipper, where he was 2 OIC to Neale.

Laurie has been involved in over 134 activations as crew and numerous as a skipper.

Earlier this year Laurie was re-accredited as a VMRAQ (Marine Rescue Qld) vessel commander (rescue vessel skipper.)

Laurie is also hands on in the maintenance area and has been a member of the committee since 2007.

It is with pleasure that the executive and committee on behalf of its members honour Laurie with Life Membership of VMR Round Hill at this Annual General Meeting.

Presented by Mr Keith William State President/ Manager Marine Rescue Qld.

Where is 2015 going? It seems like only yesterday I wrote the VMR448 Mackay summer contribution for the journal and here I am again writing another. Following on from the last edition, the building maintenance is now complete with the complex standing out like a flash rat with a gold tooth at the Mackay Marina. Furnishing the new skippers' room is still underway but will be well received on completion. During January, our 9m RHIB, *Mastermyne Mackay Rescue 6* was trucked back to Woody Marine in Brisbane for some minor warranty work and the addition of a few items the skippers and crew had requested. Two weeks later, we unloaded her again and put her back to work. Many thanks to the Woody group for their willingness to undertake this work and get a valuable asset back in a short period of time.

Did I mention the squad Christmas party? What a great evening! This year we decided to hold it at the base instead of hiring a facility, but to accompany the barbecue goodies, skipper Darryl Jenkins' wife Edelyn, ably assisted by Sue McLennan and Sharon Mclean prepared a Bain Marie full of restaurant class delights that had everyone lining up for seconds.



Santa dropped in to distribute gifts for the children and many thanks to State Vice President, Graham Kingston, for attending and handing out the certificates and stripes to the crew members. A very big thank you to everyone who assisted in making the night a great success.

TRAINING

The festive season saw a break in the regular training program with a recommencement in mid-February. UTC Don Bowdon and Charles Linsley have tweaked

the schedule for 2015 with a likely change from every Wednesday night to twice a month with one day on a weekend dedicated to practical elements. Crew



member Shane Turner has also set up an on-line calendar to allow all active squad members to easily see what is planned and when, so they can organise themselves accordingly. During the break in regular training, the opportunity was taken to conduct a refresher course for everyone to update their first aid and CPR qualifications. Many thanks to Janet Smith for running this session in her usual professional, interesting manner. The initiative by the state body to conduct two week courses for future coxswains has been well received and as I write this, Don and Heath Kennedy are in Gladstone with crew from other squads undertaking two weeks of full time training to become eligible as VMRAQ Coxswains.

Our close association with Australian helicopters, who operate the local CQ Rescue service, continues with monthly training activities involving hi-line transfers, water retrievals and rescues being conducted. As both parties get more confident and familiar with each other, the scenarios are taking on a more realistic approach which benefits everyone involved.

ACTIVATIONS

On the activation front we seem to have had a larger than normal number of tows involving large displacement vessels. Fifty feet of timber cruiser or fully laden fishing boat displaces a fair amount of water and highlights the value of our Steber 3800 *Mackay Rescue 5*, when faced with a 40 or 50nm run home. One other activation proved perfect for *MR5* when we transported a doctor and paramedic out to sea to rendezvous with the cruise ship *Pacific Dawn* and medivac a stretcher bound, elderly patient. Twelve metres of Steber sure feels small beside 245m of cruise ship but from the number of people watching from the top deck, I think we provided something outside the regular day's activities.

I have previously touched on the size of the operational area the Mackay squad covers and recently, over the course of one week we travelled to almost each extremity. The weekend started with a call from the Whitsunday Water Police advising that





Curlew Island tinnie.

a cruising yacht had found a drifting tinnie near Curlew Island south of Mackay and had secured it up on a beach in a bay on the south west side of the island. We were tasked with retrieving the small vessel and determining if there was a likelihood of a missing person. Now Curlew is a 43nm run south and with the need to get onto the beach, the decision was made to use *Mastermyne Mackay Rescue 6* instead of the larger Steber. At close to 30kts, it didn't take us long to arrive in the bay and locate the tinnie but this is when the fun started. The boat was bare, with no motor, no fuel tank or any objects in it at all. Landing a couple of guys on the beach and connecting a rope to the bow we dragged it down the sand and pulled it back into deep water with the two guys onboard. Looking back from the helm it was evident the little boat was towing with a very bow down attitude and as we pulled it alongside the RHIB it was evident the original trailer connection point had broken off with another welded on very high up under the bow point. This was going to be interesting! Over the course of the next hour we tried every trick in the book to secure a safe tow at a speed that would get us home in a reasonable time. Short tow, long tow, towing a drogue behind, even an attempt to raft to the side all ended with the crew in agreement this boat was not going to make it to Mackay the right way up. To top it off, a northerly of over 20kts had come through making the seas quite unpleasant. After conferring with the water police, we took a heap of photos of the tinnie and resecured it back up the beach. As it turned out, I doubt the tinnie would have made it home even if it had a motor on the back and the correct tow point as we battled 2m pressure waves, 3m apart for three hours, the result of a 6.2m tide pushing straight into a 25kt wind.

The very next afternoon, with the same wind blowing, we received a call from a 5m half cab with fuel issues sheltering behind Anchorsmith Island some 35nm north of Mackay who wanted assistance back to Laguna Quays. After unsuccessfully trying to hand the activation off to our northern neighbours, I advised the vessel owner that we would head up, but after the pounding we received the day before



we would be using the Steber 38 *Mackay Rescue 5* and to expect a serious fuel bill. "No worries," was the reply, "just come and get us," so off we went again. With a few more tonnes of vessel under us, we made good time averaging around 18kts punching into the chop with the main aim being to have the vessel in tow before dark. Luckily this was achieved as the boat was found at anchor in the rocky shallows very close to the island with much caution taken in transferring the tow line. With a 20 mile run west to Laguna ahead of us, we asked the three occupants if they would like to come onboard the larger boat for the passage, an offer that was graciously accepted. Arriving at the leads into Laguna at low tide there was no way we could take them inside the marina, so they were quite happy to be left just outside to make their own way in on the incoming tide. With the tide having changed directions it was a reasonably comfortable run south back to Mackay arriving home just after 2100. With 200nm behind us for the weekend, in pretty uncomfortable conditions, we all slept well that night. The following weekend, with Shane Tait at the helm, *Mackay Rescue 5* travelled 65nm east to Coles Reef on another activation thus completing our north, south and eastern odysseys.

PROMOTING THE SQUAD

Regulars of BCF (Boating Camping Fishing) will be aware of the members' nights held in store throughout the year and if you have ever attended one you will know they are great nights with educational talks, give-aways, prizes and great specials. Prior to the Mackay BCF night in February, the squad was contacted and asked if they would like to man the barbecue and run raffles to raise some money and promote our value to the community. The opportunity was gratefully accepted so a small team was assembled to organise and man the event. The smaller RHIB, *Mackay Rescue*, was towed to BCF and set up with signage beside the barbecue tent, the 'Name the Knots' competition was run inside the store and with BCF donating a large mackerel esky as a



prize, tickets were sold throughout the area. *Fish and Boat* magazine came onboard and kindly donated two annual subscriptions as competition prizes as well as a year's on-line subscription for anyone who joined VMR448 on the night. Many thanks to BCF Mackay store manager Brittany for the invitation – we look forward to this becoming a regular event.

With 2015 being the 50th anniversary of VMR448 Mackay, planning is now underway for a major, midyear celebration to acknowledge this monumental milestone. I will have full details of this event in the winter edition.

WHITSUNDAY

This month has been quiet in activations as is usual when the wet season approaches, tourism seasonally decreases and less boat owners overall venture on the water. Activations run the usual gamut of breakdowns and out of fuel situations, but details are listed below for a vessel fire that hit the local headlines. However, it has not been quiet at management committee level, with:

- The announcement of the new rescue vessel selection – more details below
- In conjunction with our increased membership, we have inducted a number of new active members
- A new skills and vessel familiarity training structure was introduced for the rescue vessel as announced in our February edition
- A revised training team and structure has been announced by Ray Lewis
- Importantly, it has been an excellent month for sponsorships and donations

AURIZON COMES TO VMR SUPPORT

VMR Whitsunday has received a valued donation from the Aurizon Community Giving Fund, which has provided a donation of \$5000 to purchase a new life raft. The life raft will be used on VMR Whitsunday's new rescue vessel which should be able to be ordered in the next few weeks after receiving formal endorsement for the choice of vessel from Marine Rescue Queensland. Whitsunday Ocean Services came to VMR's support again, generously providing the life raft at cost.

VMRW President Ray Lewis is very grateful for the support from Aurizon, and Whitsunday Ocean Services.

"The grant allows us to purchase an item that we hope never to have to use! *VMR1* goes out in all types of conditions, and when the going gets really tough it will be comforting to know that we have a good life raft at our disposal should we ever have to consider abandoning ship. The saying is that you should always step up to your life raft, but we hope we never have to put it to the test," said Mr Lewis.

The replacement rescue vessel has been the subject of keen interest within VMR, and a specially convened sub-committee has recently completed a thorough and searching selection and quotation process. While their recommendation has been unanimously endorsed by the management committee and very positively received at a recent member's evening, a formal announcement has to wait until VMR Whitsunday has received formal agreement and acceptance from the VMR state council over the next few weeks.

VESSEL FIRE, SHUTE HARBOUR, BOXING DAY

VMR Whitsunday was activated early in the morning to respond to a police callout to a boat which was on fire in Shute Harbour. A loud explosion just after 8am drew the attention of nearby residents to a boat that was well ablaze on a mooring. A water police boat that was patrolling nearby was quickly on the scene to ascertain that there was no serious injury to the lone occupant, who had quickly taken to his dinghy with his dog while nearby residents, were calling 000.



Shute boat fire.

While the water police boat rushed into the Shute Harbour Jetty to pick up to fire-fighters from QFS, VMR 1 was activated and arrived on the scene to find that the fire fighters had the fire pretty well under control, and we were soon asked to deploy our portable fire pump and hose to help the fire-fighters control and dampen down the still smoking vessel.

Half an hour later the firefighters were able to board the 10m motor vessel to water down the remaining hot spots, by which time the vessel was low in the water by the bow. MSQ later deployed a boom around the vessel, which was still afloat, to minimise any environmental damage. The vessel's hull is still intact,

but the cabin and below decks were gutted and completely destroyed.

GEARBOX FAILURE RIGHT ON CHRISTMAS

VMR Whitsunday was helped out of a difficult predicament recently when one of the gearboxes on VMR1 failed after an encounter with some stray fishing line damaged a seal. This happened just prior to the Christmas shutdown for most businesses, but thanks to the willing help offered by Hawkes' Boatyard to lift the boat out of the water twice, firstly to allow an assessment of what repairs were needed and secondly, right before Christmas, to lift it out again to allow a replacement gearbox to be fitted after it was freighted in right on Christmas – this was while the yard was in effect closed for the Christmas break.

Thanks also must go to Whitsunday Marine for promptly sourcing and installing a replacement gearbox. It was an expensive piece of fishing line – the gearbox cost over \$7000 to replace!

AUSTRALIA DAY AWARDS

'VMR' stands for 'Volunteer Marine Rescue' and we are proud to see two of our volunteer stalwarts being recognised in the Whitsunday Regional Council Australia Day Honours.

Gay Bowden is a long time contributor to boat crew, radio operation and always a pillar of hard work on social occasions and was nominated by VMR and awarded the *Wally Hinschen Volunteer of the Year Award*. This recognises Gay's untiring efforts at VMR, Whitsunday Volunteer Ambassadors, Vinnies, Pony Club, Choir and Meals on Wheels.

Tom Manning devotes his life to VMR and his family. Tom is a 24 hour phone and radio

operator, senior crew member and tirelessly chases sponsorship opportunities. Tom is also a key member of our subcommittee for replacement of our VMR1 rescue boat and is a SARCO and Life Member of VMR. Tom was nominated by VMR and recognised as *Whitsunday Council's Senior Citizen of the Year*.

Volunteers are not paid for their work and at VMR our volunteers are required to pay a subsidised membership fee (for insurance purposes).

We are fortunate to have dedicated volunteers like Gay and Tom, and extend our heartiest congratulations on the well-deserved recognition of their efforts.



- 2) *Comfort and safety for crew due to less roll attributable to catamaran design and walkaround decks;*
- 3) *Improved performance in terms of fuel consumption due to less displacement; and*
- 4) *Operational Members specified preferences as surveyed in the VMR Whitsunday Rescue Vessel Specifications Review"*

At the time of writing, we are awaiting a decision from the state council as the vessel differs from Marine Rescue Queensland specifications in two areas; it has a flybridge, and it will be powered by diesel engines. We are confident that any objection can be overcome, and we may have to attend the next state council meeting at the end of March to put our case. To satisfy their requirements, we will be paying particular attention to safety with a full risk assessment and SOP's written by experienced commercial skippers, as well as maintenance with a weekly maintenance programme contracted out to a commercial marine service company.

ROTARY COME TO THE FORE AGAIN

The Rotary Club of Airlie Beach has thrown a lifeline to boaties in the Whitsundays by promising significant financial support to the local Volunteer Marine Rescue group (VMR). Key members of the Whitsunday VMR attended a Rotary meeting recently to brief Rotarians on their recently completed tender process and selection of a suitable new vessel to buy.

After listening to the presentation by VMR vice-president Mal Priday and member Adrian Bram, Rotary president Allan Robinson re-affirmed the club's pledge to donate \$100,000 to assist with the purchase of the new rescue boat. Mr Robinson said the Rotary club had a long association with the VMR, having provided a considerable donation of funds 10 years ago towards the purchase of the current rescue vessel *VMR1*.

He said the club's latest pledged donation had been made possible due to proceeds from the *MyWhitsunday Phone Guide* and was recognition of the significant role played by the VMR in ensuring the safety of the large boating community in the Whitsundays.

Mr Priday said VMR really appreciated Rotary's long-term on-going support.

"It's a great contribution to an expensive purchase and without it we would not be in a position to place an order as early as we are," he said.

"It's a comfort to know we have Rotary behind us and we look forward to seeing the boat in the water very soon."

NEW RESCUE VESSEL UPDATE

The vessel replacement subcommittee, with Adrian Bram as Chairman and Ray Lewis, Tom Manning and Mal Priday as members, has finished its investigations and deliberations and has recently made its recommendation to the management committee. The recommendation was unanimously endorsed.

The selected vessel, a Noosa Cat 4400, was the culmination of six months of research and assessment in a very rigorous process that looked at more than a dozen vessels from a number of manufacturers. Vessel types included catamarans, monos and RHIB's, and references were obtained and followed up from each manufacturer. Active crew were consulted both in a written wish list and in face to face workshops to determine vessel design parameters and features. All vessels were rated and evaluated using a very comprehensive spreadsheet developed by one of our members with a corporate purchasing background.

The subcommittee said in its summary to the management committee:

"Whilst the purchase cost is higher than the other two qualifying vessels (12% above the Noosa Cat 4100 and 7.6% above the Steber 38), sufficient budget is currently available to cover this acquisition

Factors contributing to this outcome include:

- 1) *Better stability both as a stationary work platform and in sea conditions common to our specific area of operations;*

ADDITIONAL SUPPORT FROM THE ROTARY CLUB OF AIRLIE BEACH

Each year, the Rotary Club of Airlie Beach produces their *Whitsunday Phone Guide* and the mywhitsunday.com.au website. Advertisers are given the opportunity to commit their advertising dollars to their favoured charity to participate in the Rotary Club of Airlie Beach beneficiary scheme, whereby proceeds are distributed to that charity.

Recently cheques were presented at a function by Rotary to VMR totalling \$3,090 from the 2015 Whitsunday Phone Guide. VMR Whitsunday is grateful to be included in the Rotary beneficiary scheme and we thank the following advertisers for their support:

Airlie Electronics - \$840
Hawkes Boatyard - \$750
Whitsunday Regional Council - \$750
Jason Costigan MP - \$750

Also, a special thanks also to Airlie Beach Rotary for kindly providing free advertising to VMR in the 2015 Whitsunday Phone Guide and Mywhitsunday website.

FOCUS ON TRAINING

We regularly mention training in newsletters and conversation as it is not taken lightly, and is an essential part of delivering disciplined search and rescue operations. Volunteer members need to be equipped with specific skills and knowledge for crew members, radio operators and phone holders. There are also various legal requirements for qualifications to operate our rescue vessel, act as radio operator etc, as well as the requirements of Marine Rescue Queensland (MRQ) to comply with insurances and search and rescue requirements.

Thus every volunteer is required to undertake a screening and induction process and specific training, regardless of their qualifications, before they can be qualified to VMR standards. As an example, a competent qualified skipper working as a commercial skipper, with appropriate National Certification, cannot automatically become qualified as a VMR skipper without further training.

Training in a nationally recognised qualification is tightly controlled by Australian Skills Quality Authority (ASQA) and AMSA. In order to undertake training for a nationally recognised qualification, the training must be conducted under the strict requirements of a Registered Training Organisation (RTO). RTO's are highly regulated and must operate under a strict framework, and are audited by ASQA and AMSA. MRQ is an RTO and through its Brisbane based training manager administers training programs to training locations. VMR Whitsunday is thus qualified to conduct nationally recognised training courses as a training location of MRQ.

At VMR Whitsunday our president, Ray Lewis is qualified as the designated Unit Training Co-ordinator (UTC). All training at VMR Whitsunday which is part

of nationally recognised qualifications or specific requirements of MRQ, are managed and authorised by Ray. In addition, other specific training such as the vessel crew skills program that was featured in last month's Samson Post is authorised by Ray.

In a volunteer organisation it is often hard to find qualified trainers to take the load of actual training and in times like now when we have an objective to increase our crew pool and extend emergency radio base operations, the workload is considerable. Ray will continue to coordinate training and base induction of new active members and is ably assisted by:

- Geoff Smith, Tony Bell. Fin Forbes and Marcus Jacques in vessel inductions and skills training. Regular boat training sessions are held at 4.30pm each Thursday for eligible active VMR members – a calendar as issued for the subject each week.
- Geoff Fitzsimmons in First Aid and CPR training,

A Senior First Aid and CPR refresher course will be held at the VMR base on Sunday, March 22 starting at 8am and running to mid afternoon. This course is restricted to VMR active members and will be free to active members who have 12 months satisfactory active service and a nominal fee for other active VMR members, which will be reimbursed after 12 months satisfactory active service has been completed.

- David Burge in MROCP radio operations training, David will conduct courses as and when required. All boat crew members and radio operators are required to have MROCP qualifications. Again, this course is restricted to VMR active members and has nominal fee arrangements as outlined in MROCP above.
- Paul Catts (who also delivers marine studies courses at Whitsunday TAFE) in selected modules or sections of national qualifications such as coxswain certification. All boat crew members are required to train to competent crew level.
- John Fearnley in workplace health and safety and fire drill training.

All of the above active members are volunteers – they pay a membership fee to be a volunteer and have a passion to maintain the high standards and disciplines demanded in marine search and rescue.

In particular, we congratulate Tony Bell, Fin Forbes and Geoff Smith in their ongoing dedication to the rescue vessel skills training program which is being introduced at this time. Training is only available to eligible active VMR Whitsunday members. If you are ready to make a long term commitment and wish to make enquiries on becoming an active VMR member, you can contact us via the VMR Whitsunday website at <http://vmrwhitsundays.com.au/volunteer/>.

Mal Priday
Vice President and Media Officer, VMR Whitsunday

In October 2014, Volunteer Marine Rescue Burdekin agreed to transport teachers and students of Home Hill State High School to Cape Upstart for an Ecology Camp.

Delta One and its crew met the students and teachers at Molongle Creek Boat Ramp and ferried them and their gear across to Cape Upstart. At the end of the camp they transported them back to the mainland.

Volunteer Marine Rescue Burdekin Inc saw this as a valuable exercise, not only as a goodwill gesture for the community, but also an opportunity to promote the association and explain its role and responsibilities to some of our younger residents. President Vince Papale and his crew were able to talk to the students about the benefits of being a member and the rewards gained from volunteering with an organisation such as Volunteer Marine Rescue.

It was a very enjoyable and rewarding experience not only for the students and teachers, but also for President Vince and his crew. The students were well behaved, showed a keen interest in the association and were very appreciative of the opportunity to ride in the new vessel *Delta One*. Of course, they were impressed with the various pieces of equipment and technology on the vessel, and eager to learn how they worked.

Following is an article submitted by the principal of the Home Hill State High School, Steve Miskin, to the local media, reporting on the student camp.

Home Hill High Biology Student Cape-rs

For the first time in over 20 years, the year 11 biology class from Home Hill SHS set off on the highly anticipated Ecology camp to Cape Upstart. The 18 students accompanied by teachers Mr Robert Scalia and Mrs Sandi Thomas were transported to Moonlight Bay by The Burdekin Volunteer Marine Rescue boat *Delta One*. During the journey the VMR crew were able to discuss with students the role of VMR. "It is important to educate our young people about what we do for our community as well as the opportunities and rewards that come from volunteering with us," said VMR President Mr Vince Papale. "We are a community based organisation and we welcome the opportunity to interact with those that support us."

Without the support of VMR Burdekin for transport and the Burdekin Trailer Yacht Club for accommodation the camp would not have been able to go ahead. "It is wonderful to have the involvement of community organisations that support Home Hill State High School students and promote an appreciation of our local area," commented teacher, Sandi Thomas. "Many students had never been to Cape Upstart before, so it was an experience that they will remember for many years."



The students, teachers and crew on the beach at Cape Upstart.

Home Hill High Groundsman, Mr Alec Bojack also provided transport and accommodation. His local knowledge and history of Cape Upstart was a valuable resource for the students.

During the camp, students had the opportunity to put into practice the field studies skills they had learnt about in the classroom. "The camp was a huge success and the learning experiences were invaluable, it was great to make the connection between what we had been learning in class to Cape Upstart," stated student Samantha Carrett. The students spent two days collecting data about the plants, animals, soils, and landscapes around Moonlight Bay. From that data, students will analyse the ecosystem of the bay and write a report about the environmental risks that any further development projects would have had on Cape Upstart.

This type of experience is very rewarding for Volunteer Marine Rescue Burdekin crews, and a fantastic way to spread the word about the volunteering efforts of our active members.



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.

VMRAQ CENTRAL ZONE REPORT

October 1, 2014-December 31, 2014

WORKPLACE HEALTH AND SAFETY

Gladstone

- Nil to report

Round Hill

- Ongoing

Bundaberg

- Replaced unserviceable eye wash station with disposable flush bottle system

Hervey Bay

- All work place Health & Safety up to date

VESSELS

Gladstone

- *Gladstone 1* – props have been changed back to originals; a new earth strap has been ordered; new flood light ordered
- *QGC Rescue 111* – parachute flares replaced

Round Hill

- Going well
- General maintenance, replaced water pump on motor

Bundaberg

- Replaced port engine 250hp Suzuki powerhead on *Bundy Rescue*; damage from water ingress through warped head
- Preparation works started at base for new vessel

Hervey Bay

- Replaced six man life raft with 10 man life raft on *RSL Rescue*
- Four man carry on lift raft is up for tender

EQUIPMENT

Gladstone

- Proposal for the replacement of electronics on vessels is complete and under consideration
- After a discussion with Yeppoon Coast Guard; research is being done on

- tow shackles and updating our two SOP's
- SMS folder is being updated

Round Hill

- Working well, continue general maintenance
- Ordered replacement seals for windows and hatches
- Mooring checked

Bundaberg

-

Hervey Bay

- Working on grant for FLIR wanting for reply
- Placed grant for training room GPS, chart plotter, radar simulator

TRAINING

Gladstone

- Rob Plumridge and Mick McAully are now skippers (2013/14 coxswain courses)
- Coxswain Course is February 14-27 (14/15 participants to attend)
- Suzuki are attending on 18th to deliver a module
- New mannequin has arrived – Dunkin (comment 'gee, he's heavy')

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CENTRAL ZONE

- Sponsor contract is still under consideration
- New induction and local knowledge video is under construction
- Suzuki motors are donating a motor for training purposes

Round Hill

- Every second Tuesday
- One member ESS training Bundy – thank you
- Two members completed Comp Crew in Gladstone and will be attending the Cox Course in February
- Updated for First Aid completed
- Radio operations – conducted training for certificates – all five passed with flying colours

Bundaberg

- Implemented changeover from TDMO7 to MAR13 training system

Easy peasy crab cakes

Ingredients

- 1 cup seasoned bread crumbs
- 2 or 3 shallots or one medium onion, finely chopped
- 1/4 cup finely chopped red capsicum (green is fine it's all about colour)
- 1 egg, lightly beaten
- 1/4 cup reduced-fat mayonnaise
- 1 tablespoon lemon juice
- 1/2 teaspoon garlic powder or garlic chopped finely
- 1/8 teaspoon cayenne pepper
- 1 cup crabmeat, cooked and flaked
- 1 tablespoon butter

Directions

1. In a large bowl, combine 1/3 cup bread crumbs, onions, capsicum, egg, mayonnaise, lemon juice, garlic powder and cayenne, fold in crab.
 2. Place remaining bread crumbs in a shallow bowl. Divide mixture into eight portions; shape into 2 inch balls. Gently coat in bread crumbs and shape into a 1/2 inch thick patty.
 3. In a large non-stick frypan, heat butter over medium-high heat. Add crab cakes; cook 3-4 minutes on each side or until golden brown. Makes 4 servings.
- If you want a dipping sauce a garlic aoli or sweet chilli sauce drizzle is yummy.

- Two members qualify as competent crew
- Four members qualify for ESS
- Training visit to pilot vessel *Karilla*

Hervey Bay

- Split day and night training is working well
- Six man life raft used for training
- January 18, 2015 validation of all crew

PROMOTIONS**Gladstone**

-

Round Hill

- First Aid course
- Flare demonstration for January
- Journal article
- Local paper – AGM and life member info

Bundaberg

- Channel 7 camera crew and M O'Callaghan on *Bundy Rescue* for promotional videos. Channel 7 for 2014 round up about volunteers in evening news and gave good coverage; O'Callaghan footage as backing for video clip song about volunteers

Hervey Bay

-

MEDIA**Gladstone**

-

Round Hill

- Articles in local paper

Bundaberg

- Press releases for activations
- Regular use of Facebook; now 850 likes
- Article for VMRAQ journal

Hervey Bay

- Add in Fraser Coast Visitors Guide
- Adds in Burrum Heads, Toogoom, River Heads newsletters is bringing in new members

OTHER COMMENTS**Gladstone**

-

Round Hill

- Successful QGC grant for solar to both buildings \$13,000

Bundaberg

- Activated for Break Sea EPIRB activation but stood down
- 537nm on activations
- Three activations between Christmas and New Year; one for 7.5 hours
- Channel 21 VHF repeater on Sandy Cape is severely overloaded during the Hervey Bay Game Fishing Tournament. Would be nice if they could use Simplex in the 70's or arrange other repeater access

Hervey Bay

-

STATISTICS

RADIO CALLS		CALLS	WATCH HOURS			
	Gladstone	?	day	990		
	Round Hill	2636	day	1058 / night 1150		
	Bundaberg	4085	day	1196		
	Hervey Bay	5843	day	1331		
	Totals	12,564		4575 / 1150		
OPERATIONS		ACTIVATIONS	TRAINING			
	Gladstone	19		21		
	Round Hill	6		3		
	Bundaberg	18		15		
	Hervey Bay	49		34		
	Totals	92		73		
MEMBERSHIP		MARINE ASST GAINED	ACTIVE MEMBERS	OTHER MEMBERS	TOTAL MEMBERS	
	Gladstone	?	60	?	?	
	Round Hill	?	16	200	216	
	Bundaberg	?	26	412	438	
	Hervey Bay	?	80	1285	1365	
	Totals	?	182	1897?	2079?	
HOURS (man hours)		ADMIN	MAINTENANCE	TRAINING	CREW EXPENDED	FUNDRAISING
	Gladstone	72	24	?	365.98	0
	Round Hill	460	100	222	63.25	10
	Bundaberg	860	215	1130	704	0
	Hervey Bay	901	145	1592	463	90
	Totals	2293	484	2944	1596.23	100

	Medical	Breakdown	Insufficient Fuel	Aground	Sinking/Sunk	Search	Drifting	Flares	EPIRB	Training/Patrol	TOTAL
Activations	3	61	6	9	5	5	2	0	1	73	165
Hours	5.03	161.79	22.87	44.69	15.39	14.62	3	0	0	172.8	440.2
People Ret	2	155	14	16	4	9	2	0	0	0	202
Fuel	203	6098	1067	1515	655	673	25	0	0	3776	14,012

Activated By:	Telephone	Mobile	Radio	Police	QAS	Base Squadron	Total
	9	26	39	5	2	67	148

CROSSWORD SOLUTION

BITS OF BOATS

By John Storey PR@vmrrabybay.org.au

Note from Journal manager – Please feel free to email John with all your comments including “OMG why do you have to make the crosswords so difficult?”

ACROSS

- 3** GUNWHALE – Top edge of the sides (8)
7 STRINGERS – Long support for the hull (9)
9 BILGE – Foul words at the bottom of the hull (5)
10 MIDSHIPS – To centre the wheel (8)
12 MAST – Found on a real ship (4)
14 ATHWARTSHIPS – Direction across the vessel sideways (12)

DOWN

- 1** FREEBOARD – Top edge to the water (9)
2 HALYARDS – Sailors pull these to raise power (8)
4 FUTTOCK – Old name for a rib – and you are a god(ess) if you get this! (7)
5 AMIDSHIPS – In the middle of the ship (9)
6 KEEL – A place to rest when it's dry (4)
8 STEM – The start of the front (4)
9 BEAM – Widest measurement across the vessel sideways (4)
11 POOP – You would find this at the back of a very old ship (4)
13 STERN – Seriously, this is the end (5)

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