

MARINE RESCUE QUEENSLAND

Winter 2013



FREE



The Official Journal

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Marine Rescue Queensland

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, 22 | YES | YES | YES |
| VMR MIDGE POINT | VMR 458 | 81, 21 | | | YES |
| VMR MACKAY | VMR 448 | 80, 21 | YES | YES | YES |
| VMR GLADSTONE | VMR 446 | 82 | YES | YES | YES |
| VMR ROUND HILL | VMR 477 | 81, 82 | YES | YES | YES |
| VMR BUNDABERG | VMR 488 | 22, 80, 81 | YES | YES | YES |
| VMR HERVEY BAY | VMR 466 | 22 | YES | YES | YES |
| VMR BRIBIE ISLAND | VMR 445 | 81, 21 | | YES | YES |
| VMR BRISBANE | VMR 401 | 81 | YES | YES | YES |
| VMR RABY BAY | VMR 455 | 81 | YES | YES | YES |
| VMR NORTH STRADBROKE | VMR 449 | 81 | YES | YES | YES |
| VMR VICTORIA POINT | VMR 441 | 81 | YES | YES | YES |
| VMR JACOBS WELL | VMR 450 | 82 | YES | YES | YES |
| VMR SOUTHPORT | VMR 400 | 81, 82, 22 | YES | YES | YES |
| VMR CURRUMBIN | VMR 420 | 82 | YES | YES | YES |
| VMR POINT DANGER | VMR 460 | 22 | YES | YES | YES |

AFFILIATED SQUADRONS

| | | | |
|---|-------------------|--------------------|----------------|
| VOLUNTEER MARINE RESCUE ST PAULS | Moa Island | C/- Thursday Is. | (07) 4069 4124 |
| VOLUNTEER MARINE RESCUE THURSDAY ISLAND | PO Box 1018 | Thursday Is. 4875 | (07) 4069 2000 |
| 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 |
| VOLUNTEER MARINE RESCUE MACKAY | PO Box 235 | Mackay 4740 | (07) 4955 5448 |
| VOLUNTEER MARINE RESCUE GLADSTONE | PO Box 797 | Gladstone 4680 | (07) 4972 3333 |
| VOLUNTEER MARINE RESCUE ROUND HILL | PO Box 282 | Agnes Water 4677 | (07) 4974 9383 |
| VOLUNTEER MARINE RESCUE BUNDABERG | PO Box 566 | Bundaberg 4670 | (07) 4159 4349 |
| VOLUNTEER MARINE RESCUE HERVEY BAY | PO Box 120 | Urangan 4655 | (07) 4128 9666 |
| VOLUNTEER MARINE RESCUE BRIBIE ISLAND | PO Box 85 | Bribie Island 4507 | (07) 3408 7596 |
| VOLUNTEER MARINE RESCUE BRISBANE | PO Box 201 | Sandgate 4017 | (07) 3269 8888 |
| VOLUNTEER MARINE RESCUE RABY BAY | PO Box 87 | Cleveland 4163 | (07) 3821 2244 |
| VOLUNTEER MARINE RESCUE STRADBROKE | PO Box 28 | Dunwich 4183 | (07) 3409 9338 |
| VOLUNTEER MARINE RESCUE VICTORIA POINT | PO Box 273 | Cleveland 4163 | (07) 3207 8717 |
| VOLUNTEER MARINE RESCUE JACOBS WELL | PO Box 279 | Beenleigh 4207 | (07) 5546 1100 |
| VOLUNTEER MARINE RESCUE SOUTHPORT | PO Box 866 | Southport 4215 | (07) 5532 3417 |
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STATE PRESIDENT'S REPORT



The modern era of Marine Rescue in Queensland is a fast paced dynamic environment. Sounds a little cliché doesn't it? Yet so much has happened in the last three months and more updates and changes are afoot.

No doubt the greatest of these is the 'retirement' of our esteemed secretary manager Mr Harry Hubner. Harry started

as a foundation member of Beenleigh Air Sea Rescue (Now VMR Jacobs Well) 40 years ago in 1973. Harry was actively involved in the design and construction of the premises at Jacobs Well and has a long history with that squadron. From there Harry moved on to representation on the Southern Zone. 27 years ago Harry became the State Secretary of the association. Five years after that Harry was appointed as the State Secretary Manager, a position he held for 22 years in total!

After a long and distinguished career which has seen massive growth in VMR and seen us 'grow up' as a professional entity, Harry has now decided to make a move towards retirement. Harry will continue to process many of his secretarial and treasurer duties as a volunteer. I write retirement in inverted commas above, because although Harry is no longer receiving a wage from the association, he is showing no real sign of slowing down! No other person possesses the wealth of knowledge that Harry does about our organisation. It is comforting to know that he will still be available to assist us as we move forward into the future.

Harry, thank you for your long standing, unwavering and dedicated service in what has been a challenging environment over such a long period of time. You have certainly left big shoes to fill.

Just prior to the last journal being released, I had the privilege of representing Marine Rescue Qld at a tabletop exercise run at the Port of Brisbane. The scenario involved discussion around the crash of an airliner departing Brisbane International Airport. The two thrusts of the discussion centred around the SAR, recovery and emergency management of such a scenario. The other aspect discussed was the possible legal and counter terrorism aspects. This being my first attendance at a tabletop exercise I was sceptical about the value prior to attending, however I now confess my firm conversion! Many organisations, agencies and enterprises were represented at the exercise and many pertinent issues

were raised around the table. Interestingly inter agency communication was raised as a key issue. A lot of valuable lessons were learned all round! The plan at this stage is to turn this into a real exercise later in the year.

In the period I also attended the National Volunteer Marine Search and Rescue Committee meeting held in Canberra. Also at the table were representatives from the Australian Maritime Safety Authority (AMSA). The content focused on the new Single National Jurisdiction legislation that affects all commercial boating activity nationwide. In particular our discussions centred around how the legislation will affect the marine rescue industry across Australia. It's easy to take a cynical approach when dealing with changing legislation, but in this case I openly thank AMSA for the excellent approach they are taking to the Marine Rescue Industry. They happily accepted our input with respect to emerging legislation and we quickly realised we sat at the table with a common goal, to keep our members as safe as possible whilst they help the boating community.

The best news is the approach taken by VMRAQ in consultation with Maritime Safety Qld in having our vessels maintained in commercial survey and by gaining

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accreditation in delivering the TDM07 training package will stand us in good stead with respect to this change. At this stage it looks unlikely indeed that there will be any increase in the training and administration workload caused to us by this legislation.

I've been getting out and about in the period meeting as many of our members as I can. It has been interesting indeed to discuss the relevant issues surrounding our operations. From Southport to Burdekin I have enjoyed working with the people who are the frontline of our business. I attended a members' meeting at VMR Southport and enjoyed the hospitality they showed. The VMR Southport president Mr Ken Gibbs also happens to be the manager of the Gold Coast Waterways Authority. Ken gave us invaluable insight into early investigations into the possibility of a Gold Coast Cruiseship Terminal. A number of sites are being considered and whilst decisions are still a way in the future, this definitely has the ability to affect the local VMR!

VMR in Queensland is a massively decentralised enterprise. We rely on our people in both central and remote areas to carry our business forward. However some things such as insurance are organised centrally with obvious benefits. However the time has come to perform a series of audits to make sure that we own the equipment across the state that we think we do to ensure we have adequate coverage and are paying the correct premium. However our volunteers are rightly concerned with the ever increasing administrative workload so I am loathe to request yet another task of our overburdened workers. For this reason I have adopted this project personally. This will also give me a chance to visit every squadron and learn more about our operations and equipment. At time of writing I have completed the Northern Zone squadrons and after the upcoming State Meeting, I will hit the road again and visit the remaining areas.

Also recently in this period has been the Sanctuary Cove Boat Show. I attended this show deliberately with a view to seeing what advances, if any, have been made with technology that might benefit our industry. Let's just say that I learned a lot. Some of the key advances include onboard navigation systems that now feature WiFi iPad integration so that the system can be controlled by an iPad and the iPad can in turn see what's happening on the Navigation System. Personally I see huge benefits with such a system with respect to training etc, not to mention that the vessel can now be configured a number of different ways for remote navigation control. Another feature of key interest to me was a new type of person overboard system. Whilst I have seen and even been involved in such systems in the past, this new one has one massive advantage – it sends an AIS (Automatic Identification System) signal! This means that any AIS equipped vessel in the area will instantly be made aware

of the person overboard. With an increasing number of our vessels featuring AIS I see this as a brilliant advancement in person overboard technology. I spoke to various representatives present at the show and they shared their enthusiasm at this technology. Indeed various manufacturers are debating the future with one possibility being that the 121.5MHz component used by aircraft be dropped from EPIRBs to be replaced by an AIS signal instead. This is nowhere near close to becoming a standard yet, but would be exciting if it happens in the future!

I also spoke with representatives from AMSA at the show who reinforced a safety message. Many EPIRBs have facility to be serviced after their five year life span and have the battery replaced. The problem with this idea is that failing to replace the EPIRB does not take advantage of advances in technology. So what could change? An EPIRB is an EPIRB correct? Not quite! Most new EPIRBs on the market have onboard GPS system. When we moved from the old 121/243 EPIRBs to the modern 406 units, we gained an advantage in that anywhere on earth, an EPIRB signal is picked up immediately by a different satellite system to the old units. The disadvantage being that these higher satellites cannot locate the EPIRB. The old satellites can still locate the EPIRB but may take many hours to do so. Many new EPIRBs are increasingly being fitted with onboard GPS so that the EPIRB advertises its position. Continuing to use an older non-GPS EPIRB may lead to delays in locating the position of the beacon. The oldest of the mandatory 406 EPIRBs are now reaching an age where their batteries have ended their lifespan. I join with AMSA in urging all EPIRB owners to consider replacement of their old EPIRB units with more modern GPS equipped units. If price has put you off this decision in the past, I encourage you to take another look.

May I introduce to you Jocelyn Ashcroft? No doubt the greatest challenge facing VMR in Queensland is funding. For this reason many squadrons and even the state must seek capital grants in order to grow and run properly. Jocelyn has a great talent in seeking and applying for funding from grants. Back when I was in charge of Raby Bay, Jocelyn did a lot of leg work for me and was successful in obtaining more than one grant to allow our operations to grow. The good news state-wide is that Jocelyn has agreed to become an officer of the state association and work with me in seeking funding via grants. If your squadron requires assistance with grant applications, we won't do all the work for you, but get in contact and we will see what we can do to assist. Where a project spans more than one squadron Jocelyn will be working hard on behalf of the state association.

Until next time, stay safe out there.

Keith Williams



Unmanned Drifting Vessels

VMR volunteers join our organisation with a view to providing assistance to the Queensland boating community in times of distress and disaster. Our volunteers train to the highest standard in Australia and spend many hours ensuring that our services are safe, effective and adequately funded. All this takes place so that in tough times, we know we will be there to provide much needed assistance.

In early 2011 and again in early 2013, many VMR squadrons around Qld were tested to their limits with the natural disasters which occurred along our coastal regions. Many lives were saved by VMR volunteers operating in atrocious conditions. Incredibly out of all of this, zero reports of fatalities and one report of minor damage came across my desk. Although I do point out that VMR crews did assist in body recoveries when the fatality occurred prior to VMR being activated. Overall I am astounded at how well our crews performed in such trying circumstances and the effective difference they made in large scale disasters.

Whilst safety of life is our primary focus, wherever possible we also act within the bounds of safety, to assist vessel owners in preserving their property. Many times throughout these disasters action was taken by VMR crews to preserve property from certain destruction. However prior to this occurring, two critical criteria are considered by every VMR skipper facing such a mission. The first of these is risk. Does this mission pose an unacceptable risk to my vessel and my crew? The second however not widely known criteria, is do I have lawful permission to touch this property? It is not widely known in Qld that VMR crews do not have any power or protection under legislation with respect to touching people's property. In many cases, unless we have a direct request from the owner or authorised person, no matter how urgent the circumstances, we simply can't touch another person's vessel or property.

IMAGINE THIS SCENARIO

There is a five lane motorway with a speed limit of 110km/h. I drive my car half way along this motorway and then decide to stop in the middle lane, switch my engine off, get out of my car and walk away. Common sense tells us this is an illegal, stupid and incredibly dangerous situation. However a private 'good Samaritan' still does not have the right to jump in my car and move it. Technically at this point they have stolen my vehicle. VMR face the same problem, often even in the face of a clearly urgent and dangerous situation, we cannot take action without the authority of the owner.

In the recent disasters, this gave rise to a number of situations where VMR crews were aware that a vessel was in danger, but because the owner was not identified, the crews were powerless to act. In some cases the general public witnessed these events and were dismayed that an attending VMR vessel watched the destruction of the vessel apparently disinterested in taking action. I have spoken with many of the crews involved in these incidents and believe me they were as heartbroken as anyone. To watch destruction is not why our volunteers join.

Sadly we live in a world where anyone can be sued for anything. Should we touch a person's property, without their permission, we may be left in a poor legal position. If there's one message we would like to communicate to our fellow Queenslanders, it's this; Our crews train and prepare to help anyone at any time with any problem. However in the modern era, under certain circumstances, sometimes we just can't. Sadly it's not a perfect world.

Keith Williams
State President



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JACOBS WELL MARINE RESCUE QLD



In March Marine Rescue Jacobs Well hosted six international students and staff from the Griffith University School of Environment. Senior lecturer Doctor Peter Davey in an exchange agreement with Hiroshima University of Japan instructs students studying Bachelor of Marine Management. They attended an information session at the base and later a tour of the marine environment in our area. Pictures show the students and staff in attendance at Jacobs Well base and on board our rescue vessel.



Marine Rescue Jacobs Well attended the



ANZAC Day ceremonies held at the B.O.A.T. club on South Stradbroke Island. The duty crew formed a guard of honour and attended to

flag duties on the day. One of the many services held in our area to honour the fallen and well attended by over 100 people this year. Picture shows the duty crew led by Jacobs Well Marine Rescue president John Ranizowski.

NEW SKIPPERS

Three new skippers have been accredited in the period since the last journal. Congratulations to Roger Hawkes, Mario Magro and 'Mitch' Mitchell. All are from midweek crews and will be reallocated as necessary to spread the work load. (see pic right)



Couran Cove Resort on South Stradbroke Island has new owner/managers and staged a partial re-opening on Easter Friday, March 29. The picture shows some of the increased activity in the marina and resort area which has been closed to the public for about two years. Management were keen to point out the resort will not be fully operational until about August or September this year.



Harrigans Drift Inn Hotel at Calypso Bay are major supporters of Marine Rescue Jacobs Well and asked for our assistance during the Aussie Rock Extravaganza staged in the hotel grounds on Sunday, May 5. Around 3,000 people attended to watch entertainers such as



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JACOBS WELL MARINE RESCUE QLD



Jimmy Barnes, Dragon, Ian Moss and others. We were responsible for car parking and providing First Aid on the day. Members were required from 09:00 to 20:00 ensuring our responsibilities went smoothly so many thanks to all volunteers who assisted. Over 20 people were required on the day and special thanks to Roger Hawkes and Mario Magro who did much to organise this event. A successful fund raising day and photos show some of the action. Again thanks to one and all for your efforts.

FLOOR REPLACEMENT

Marine Rescue Jacobs Well base was opened in 1984. In that time the concrete floor at ground level used for the storage of our primary rescue vessels suffered damage due to the reinforcement corroding and expanding, cracking the concrete, which led to the floor needing to be broken up, removed and redone. This project had been on hold for about five years waiting for funds to become available and a grant to cover part of the cost finally allowed management to give the go ahead. This

was a major project as temporary storage areas had to be found for vessels and gear and the base which operates 24/7 also had to be kept functional. This was managed with the delivery of a large container for some of the equipment plus the assistance of local people with storage for some of our vessels. At the time of writing the concreting has been completed and we await new doors for the downstairs area. Pictures show work proceeding at the base.



STATISTICS FOR MARINE RESCUE JACOBS WELL FOR PERIOD MARCH 1, 2013 TO MAY 16, 2013

Total number of activations **217** Total Litres of fuel used **5796**

BREAKDOWN OF ACTIVATIONS:-

Medical **9** Breakdown **53** Grounding **13** Sinking/Sunk **4** Training/Patrol **138**



BRISBANE MARINE RESCUE QLD

The last couple of months have seen a number of members obtain their Radio Operator's Certificate as well as updating their First Aid Certificates. Emphasis has been placed on a second stripe program and night training exercises so it has been rather busy. As well as following the updated Training and Assessment Schedules, our crews have been undertaking the usual training on duty days in between the actual rescues.

March 16 was unusual in the number of people Delta crew had on duty due to crew rotations and visiting crew members for training. They split into three groups: *Energex Sandgate 1* took some for a training run to the Redcliffe jetty for vessel handling practice; *Sandgate Rescue 11* and *Sandgate 2* did towing and rafting practice, returning to base in time for some crew to complete their Elements of Shipboard Safety orals with the Unit Training Coordinator.

The remaining crew members were called to retrieve a 5.5m vessel broken down at the south-eastern side of Mud Island and return to Pinkenba ramp. Returning via Water Police headquarters, the crew were called to tow a broken down 9.5m sailing vessel to its berth in Cabbage Tree Creek. The help with the tows from the visiting crew from *Bravo* was appreciated.

There was one person on board a 6.5m powerboat when it needed to be towed from Dobos Creek to the Rivergate marina.

We began the month of April with a tow of a 17m power boat with a motor break down from Toowong to Breakfast Creek. A week later we towed a 9m power boat from the Brisbane River Port to Rivergate Marina after it suffered engine failure.

ANZAC Day turned out to be an unusually busy and eventful day for Papa crew. It seems that with the first decent stretch of fine weather in months, lots of people decided to make a long weekend of it and took to the water in droves. With many boaties logging on for

overnight stays and three 'assists', our radio operator filled seven pages of the radio log. The first call received was from a 16ft aluminium vessel which was anchored outside the mouth of Schultz's Canal with a fuel leak and unable to return to Nudgee boat ramp without assistance. After safely delivering the vessel and its sole occupant to their destination, *Sandgate 2* returned to base, only to receive a second call for assistance before disembarking.

The second job involved an 18.5ft vessel (with young children aboard) which was having 'engine troubles' in the vicinity of the Measured Mile. The RIB – *Sandgate Rescue II* – was launched at the public boat ramp and the crew proceeded towards the Measured Mile. With news coming through enroute that the distressed vessel had now managed to get their motor started, *Sandgate Rescue II* continued towards the vessel and met up with them to escort them back. They still wished to be assisted as they were not confident of the engine continuing to function and were also unsure of how to find their way back.

As they were led through the outer lateral marks, a jetskier approached and requested assistance for another jetski nearby which was unable to start its engine. The escorted boat indicated they were happy to make their



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SAFETY APPLICATIONS:

Man overboard, towing, mooring, line transferring

After several months of trials, the Safety Line 40 has recently been approved by Marine Volunteer Rescue NSW to be included as equipment on their rescue boats.

Fire & Rescue NSW, in addition to purchasing several Safety Line 40 standard units, has recently purchased the Safety Line 60 which is capable of delivering a line to a distance of up to 60m for use in mountain rescues.

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BRISBANE MARINE RESCUE QLD

way unassisted the short distance to the boat ramp while *SR II* proceeded to aid the jet skiers. The jetski was taken alongside and delivered to the boat ramp after a 15 minute recovery.

Once the boat and equipment is readied it is a great idea to learn how to use a marine radio. Mobile telephones have their place but there are 'dead spots' out in the bay where reception is lost. An example of this was at the end of April when a mid-week call out was received to bring home a tinnie from one nautical mile north of Mud Island to Cabbage Tree Creek. The weather was good but on the way out, we received word that there was a second boat requiring identical assistance.

We decided to locate both vessels and attempt to bring both home at the one time. Here the plot thickened as both were using mobile phones for contact and one had decided after making the initial call that further contact was no longer required. As there were approximately 15 boats in the area we approached likely ones and checked if they required help and we finally located both. The smaller was hooked on first with tow rope lowered as much as possible on the samson post. This boat was snigged as close to *Energex Sandgate 1* to provide a safe comfortable ride and the larger vessel to be attached higher on the post and asked to steer outside of the wash from *Energex Sandgate 1*. A reduced tow speed allowed a comfortable safe journey home.

In the middle of the next night President Neil Sheppard and Thomas Grice spent some time searching for the source of a flare activation near Mud Island and Moreton Island. Our squadron was given the area from the Port of Brisbane to Tangalooma but several other VMR boats and a helicopter were searching different areas along with police on land on Moreton and Stradbroke Islands. Ultimately some campers on one of the beaches were found to have activated several parachute flares. Fortunately conditions were calm and our volunteers were safe in *Energex Sandgate 1* but they need great concentration to do all they can to finalise a search. Letting off flares for fun is an act of gross stupidity.

Later that day a broken down 6m power boat was towed by Bravo crew in *Energex Sandgate 1* from west of Tangalooma to Rivergate.

At the start of May a sinking vessel in Moreton Bay was reported and the mid-week crew attended to it. Charlie crew's duty day involved a rescue of a different sort; a rather large tree was dragged from the bay after one of our members reported seeing it and it was a definite hazard.

Tango crew towed a 6m power boat from Tangalooma to Cabbage Tree Creek after their motor failed on May 2. The mid-week crew were called on again to tow a 6m power boat from south of Otter Rock to Nudgee Creek after an engine break down. Later that same day they retrieved a 13m power boat which had broken from its mooring and was drifting in Cabbage Tree Creek.



The double hook-up at the end of April as they reach their destination in Cabbage Tree Creek.



One of our tows in May from Tangalooma.

In mid-May the mid-week crew had two tows on consecutive days: first they towed a 6m power boat from the mouth of the Nudgee Creek to Nudgee Boat Ramp after the engine broke down and the next day they towed a 4m power boat from Fisheries to Cabbage Tree Creek for the same reason.

As a vague generalisation, our crews mostly retrieve power boats of an average 6m in length which have experienced engine trouble on weekends. Unfortunately every now and again, something dramatic happens and it is usually our mid-week crew that literally races to the

rescue. Such was the awful occasion on May 15. As Bob Chapman reported, he received a call from a mechanic from Jeffers Motor Sport servicing engines who had been told by another person that a tinnie was circling near the Fisheries Beacon at the entrance to CTC with a person in the water. With a member of the Queensland Police Service on board, Ian McCartney and I located the person in the water but were unable to provide assistance. Water Police arrived and took over requesting us to capture the circling runaway. We were unable to stall the motor and eventually it ran out of fuel. We returned to base to learn that the deceased was not wearing a life jacket and the safety lanyard was attached to the boat. Neither safety item was employed to do their job. A sad lesson and the squadron's condolences go to the family."

It's times like those that the benefits of the concentrated training that is undertaken on weekend duty days is seen. Different scenarios are acted out and our volunteers are able to assess the situation and act to ensure the best



possible outcome for the affected parties. We are well aware of the fact that it is not just the people out in the stranded boat who welcome assistance from VMRB but their families and friends who worry when their loved ones don't return as planned.

The next duty day saw Foxtrot crew on duty and an engine break down saw them tow a 4m power boat from Bramble Bay to Cabbage Tree Creek. To finish off the weekend's activities, Quebec crew towed a 6m power boat from the mouth of Cabbage Tree Creek to the public ramp after engine failure.

One of our short but extremely necessary tows was when a large flycruiser was delivered recently from a freighter in the Brisbane River and a friend of the owner was to take it to its new berth. The only problem was the boat turned out to have a battery which flattened quickly and precious little fuel. Our volunteer crew was able to come to the rescue in *Energex Sandgate 1* so the owner was able to return from Papua New Guinea to a safely secured vessel.

As was shown with the search for the source of flare activations, the various VMR squadrons combine to provide a very effective rescue base. Another example was when a kayaker went missing on May 25 between Wynnum and St Helena. Our first crew was out for so long that they had to be relieved and another crew took over to continue searching with the many other VMR, Coast Guard and police boats and helicopter to provide excellent coverage. Our crew was called off about 9.30pm after the missing man had drifted to land and contacted authorities.

On May 26 Papa crew had a more relaxing job when they oversaw the safety of canoeists in the Sandgate Canoe Club's annual Wetlands Wander from a comfortable location, tied to the bank of the Nundah Creek!

We value all our volunteers and we were saddened recently to accept the resignations of Tom Ivins and Bob Moritz – both of whom have had lengthy indispensable terms with VMRB but have other things taking priority in their lives at the moment. Life Member, Doug Young, and Life Member Stan Lewis' wife, Gwen, are both in hospital and have our best wishes.

A happy event on April 28 was the launch of a new book by member Brian Hutchison entitled *100 Years of Shorncliffe Sailing 1912-2012: Cabbage Tree Creek to Bramble Bay*. This 36-page book, many years in the works, is the result of extensive research into the history of the Sandgate Yacht Club and other sailing clubs which have sailed out of Cabbage Tree Creek onto the waters of Bramble Bay over the last century. It features photos of many of the historic boats racing as well as full listings of



above left: Some of the crowd at the launch of member Brian Hutchison's *100 years of Shorncliffe Sailing*. right: Author Brian Hutchison.

results of yacht races over the years. The book launch was attended by about 200 people, who enjoyed refreshments and drinks upstairs in the SYC Clubhouse. Councillor Victoria Newton and many other dignitaries were present, and congratulated the author and many of the old timers and current racers featured in the book. It was a welcome reminder of the important contribution of Sandgate and Shorncliffe sailing to the maritime history of Moreton Bay, and sales benefit the Sandgate Yacht Club.

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BRISBANE MARINE RESCUE QLD



Volunteers learn from worthwhile ferry disaster

By JUDITH KERRY, courtesy *Bayside Bulletin*

More than 100 volunteers and emergency service personnel took part in a search and rescue training operation in Moreton Bay off Redland City on Saturday.

The exercise, called Thinking Boat, involved Brisbane and Wynnum districts Water Police, Redlands SES, Volunteer Marine Rescue crews from Victoria Point, North Stradbroke Island and Raby Bay and crews from Redland Bay Australian Volunteer Coast Guard.

The scenario unfolded when crews were instructed to help find a jetski driver 'lost' returning from Moreton Island when his passenger suffered a suspected heart attack.

Once that search was under way, a second hypothetical scenario unfolded when a passenger ferry exploded and sank throwing people into the water.

Some of the 'volunteer victims' from the ferry made it to shore on Peel island with various injuries while others drifted up the Rainbow Channel towards Amity Point.

"The operation presented a unique challenge for rescuers with both a marine and a land-based search and rescue operation," Marine Rescue Qld State President Keith Williams said.

"Members of the SES from the bay islands generously agreed to be 'victims' in this disaster, which has given everyone great practical skills in the event of such a disaster."

Metro South regional search and rescue coordinator Justin Dunn thanked volunteers and said a \$10,000 Redland City Council grant for the training operation had been worthwhile.

The money was used to buy training manikins, which came complete with heat packs for infra-red detection.



Emergency service volunteers and personnel had to rescue a jetski driver and passengers from a sinking ferry during a hypothetical training operation off Peel island on Saturday. *Photo Keith Williams.*



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Burnett Floods

Flow on effects

If I can play on Irving Berlin's words "The song is gone but the melody lingers on" so it is with the Burnett Floods which have gone but it's the memory that lingers on.

Lingering activity for VMR Bundaberg related to transfer of our rescue/fire pump to two vessels that ran into difficulty during third party recoveries after the floods. The first was a yacht which was towed from a beach near Elliott Heads on February 9, but which began taking more water than the salvage operator's pumps could handle. Graeme Morley and his crew supplied the pump and towed a tender back into the river. The next day Bill Ker's crew were activated to supply a pump to a motor cruiser which was taking water after tipping over during a recovery from Rubyanna Creek.

On February 16 we undertook a training SAR exercise to locate buoys which had gone to sea during the flood. It was not an ideal day as winds were between 15 and 20kts from the south east with squalls. We located six buoys which included two special marks, port and starboard lateral buoys, a yellow Port Authority mooring buoy and two floats marking anchors which were cut off during vessel recovery after the floods. Another lateral was spotted further out to sea, but the exercise was abandoned due to deteriorating conditions. The plotted positions (*see chart below*) were relayed to MSW and the Port Authority and assisted in subsequent recovery of the buoys.

On May 11 *Bundy Rum* and *Bundy Rescue* crews went up river for familiarisation with the re-established navigation marks in the river. One area near Kirby's Wall is particularly shallow, showing 0.5m at LAT. The shallow water hazard is still marked by the presence of a



Location of buoys and navigation laterals displaced during the January 2013 floods.

partially submerged 17m trawler that came to grief on the sandbank. It was of concern to note that a 50m length of submarine cable was still streaming in the river under the Burnett traffic bridge.

Another consequence of the floods is the number of Notices to Mariners that we are still reading in association with weather broadcasts. The collection has run between six and eight ever since the floods. One of the consistent notices relates to closure of the Port of Bundaberg to all but emergency services vessels after dark because many of the illuminated laterals are still not operational. The rationale behind the closure was highlighted on May 26 when Bill Ker's crew were activated by the Water Police to rescue a 9.5m catamaran and its two POB who came into the river about 20:00, kept too far to starboard and went over the northern rock wall. Rudders were damaged to the extent the vessel could not navigate.

MSQ has engaged a contractor to replace piles and navigation marks in Sea Reach. The barge photo was taken just upstream currently unlit lateral 11 which is near the end of the rock wall.



Contractor's barge replacing navigation marks in the Burnett River. Note the rock wall is not papier mache!

OTHER ACTIVATIONS

The generally bad weather during autumn restricted boating activity and this flowed through to few activations for VMR Bundaberg to the end of May. However, good weather on April 15 resulted in one of the 'usuals' – an out of fuel. This one was notable in that they were 19 miles out



BUNDABERG MARINE RESCUE QLD



Greg Lamprecht's crew with a nice offshore catch at the 2012 Classic.

when the flow stopped. Apparently fuel had been taken from the boat for a car before departure – "I didn't realise they took so much!"

We coordinated the rescue of a commercial fishing boat that ran aground just before dawn on April 17, 2013 on Fairfax Island in the Bunker Group. The skipper of the vessel advised our radio operator of his predicament when the base opened at 06:00 and requested a tow off the reef. As the two men on board were not in any immediate danger our duty skipper advised the job could not be accomplished before high tide around 13:00 and that approval by the vessel's owner would be required by 10:30 to allow for travel to Fairfax. Subsequent interaction

with the owner involved contacting another company vessel to the south east of Lady Elliott Island to see if he could undertake the recovery. This in fact happened and we then provided liaison between the owner and the two vessels throughout the day.

FUNDRAISING

We are gearing up for a month of major fundraising activity. This year we were awarded to sole licence for the Bundaberg Regional Show and Rodeo and the eighth VMR Bundaberg Family Fishing Classic will be held from June 21-23.

Last year the Classic attracted 1,394 registrations from locals and a wide catchment throughout Queensland. This year we are offering two 4.1m PolyCraft boats with 30 and 40hp Suzuki outboards and trailers and one carport as lucky draw prizes, valued at \$27,000. The total prize pool is in excess of \$50,000, so we are hoping a good crowd will enjoy the fishing, live entertainment, hot food and a licenced bar. Full details and registrations are available at:

www.vmrbundabergfishingclassic.com.au

OUR SQUADRON

UTC John O'Callaghan conducted our first in house First Aid / CPR course on March 30, which resulted in the awarding of 22 certificates of attainment. We were grateful for the cooperation with SES who loaned their CPR dummies for the course.

The new boat project is progressing well, with good interaction with a potential manufacturer who has supplied an indicative quotation. The wish list now goes to naval architect who will prepare plans for construction to meet survey requirements.

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Our neighbour at the Burnett Heads Marina has received local government approval to proceed with the marina development to include 273 wet berths. Construction should commence before the end of the year. This development will mean we will have a more circuitous approach to the base and that close quarter manoeuvring will be required to get our primary vessel onto the cradle.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg



Winners are grinners at the 2012 Classic.

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BRIBIE ISLAND MARINE RESCUE QLD



The evening lived up to its name – Sunset Drinks. *Picture by John Trill*

PRIZE DRAWINGS AT VMR SUNSET DRINKS

Volunteer Marine Rescue Bribie Island's monthly Sunset Drinks held Friday, February 22, 2013 was attended by approximately 100 members and guests. It was a busy schedule for the evening as there was a raffle for a basket of goods donated by Energex, a cruise raffle donated by Harvey World Travel Bribie Island, and a Book Launch *Hip Hip Hooray* by Jane Loxton.



Some of the many members and guests at Sunset Drinks. *Picture by John Trill*

Alan Blackman, Mary Brown, Ray Fox and Cheryl Fullgrabe were also given recognition of service with a presentation of a plaque or certificate.



VMR Bribie Island Social Committee gathered briefly on the balcony. They provided a wonderful array of finger food for the function. *Picture by John Trill*

New member Lyn Heater draws the winning ticket for the Energex Prize Basket. It was won by Stacey Samuels. *Picture by Peter McNamara*



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BRIBIE ISLAND MARINE RESCUE QLD



Stacey Samuels got such a surprise when she received the phone call to say that she had won the picnic basket full with goods raffle at Marine Rescue Bribie. The prize basket was supplied by Energex and Stacey is looking forward to sharing her prize with her family. "I never win anything, we only bought three tickets," Stacey said. *Picture by Peter McNamara*



Roslyn from Harvey World Travel flanked by Commodore Wayne Slater and Vice Commodore Bob Skinner confirming with the winner of the Harvey World Travel Cruise Raffle Prize. The cruise was won by Frances Litt from D'Aguilar, and was donated was Harvey World Travel, Bribie Island. *Picture by Peter McNamara.*



Jane Loxton launching her book *Hip Hip Horray* at the Marine Rescue Bribie's Sunset Drinks. All proceeds from the book go to Australian Rotary Health for the Ian Loxton Pancreatic Cancer Research Scholarship. *Picture by Peter McNamara.*



Alan Blackman receives a plaque from Commodore Wayne Sclater and Vice Commodore Bob Skinner for his great work in reshaping and editing the *Bay Watch* magazine. *Picture by Peter McNamara*



Cheryl Fullgrabe receives a plaque from Commodore Wayne Sclater and Vice Commodore Bob Skinner for her great work she had done as Public Relations Officer. *Picture by Peter McNamara*



Ray Fox is presented with his Certificate of Appreciation by Commodore Wayne Sclater and Vice Commodore Bob Skinner for his tireless efforts around the base. *Picture by John Trill.*



Mary Brown receives a plaque from Commodore Wayne Sclater and Vice Commodore Bob Skinner for her great work she has done at and around the base. *Picture by Peter McNamara.*



Toorbul Boat Fire



above left: The stricken vessel taken by Simon Middap.

above right: The burning vessel.

Picture taken by Horrie Hunt from onboard VMR's *Energex Bribie Two*.

At 5:30pm on Saturday the Volunteer Marine Rescue (VMR) Bribie Island received calls from both the public and nearby boats that a boat was on fire at Toorbul. Another call from a 65ft houseboat *Calypto* that a burning boat was drifting toward him and he required urgent assistance as he may not be able to move in time to avoid a collision with the burning boat. The boat, a 27ft cruiser, caught on fire following a suspected fuel leak. Two people on board escaped the fire via their tender. VMR Radio Officer Peter McNamara contacted the Water Police, whose initial concern was for the safety of all on board. Nearby boats confirmed all aboard had escaped the burning vessel and Peter arranged for *Energex Bribie Two*, the VMR rescue vessel to attend. By this time the vessel was well alight and VMR were tasked by Water Police to follow and mark the GPS coordinates of the vessel should it sink, as it

would become a danger to boating in the Pumicestone Passage. The VMR rescue vessel, skippered by Horrie Hunt and crewed by Maurie Doyle and Brett Suter, then picked up a fire and rescue crew, with their pump and generator at Toorbul. The fire was put out and the stricken vessel was towed via a makeshift grapple line to the Toorbul Boat Ramp. With the condition of the vessel and towline, a speed of only one knot was capable, the towline coming adrift several times. The vessel was burnt to the waterline and was met by a tow truck which towed the vessel ashore.



Lexies Luncheon

A Special Social Committee luncheon for Lexie Chapman, was held at the VMR Bribie Island base. The committee held a self-catered luncheon to celebrate Lexie's friendship and contribution to the VMR.

Seated from L to R: Cheryl Robinson, Lexie Chapman, Brenda Allardyce, Betty Snell, Lynne Pawley. Standing L to R: Leona Patrick, Ingrid Fox, Mary Westerman, Sheryl Traill, Janine Jaavuo, Angela Boodle, Jytte Pedersen.
Picture by John Traill.

STRADBROKE ISLAND MARINE RESCUE QLD



Easter proved to be a relatively quiet time Medivac wise (thankfully) with few transfers to the mainland. However, since then, the number of call-outs due to the high winds we have had have increased markedly. Some we have been able to attend as the skipper was present and we were able to help bring about successful conclusions. Others involved vessels from sailing boats to motor craft to oyster grower's pontoons, some of which have not yet been reported found.

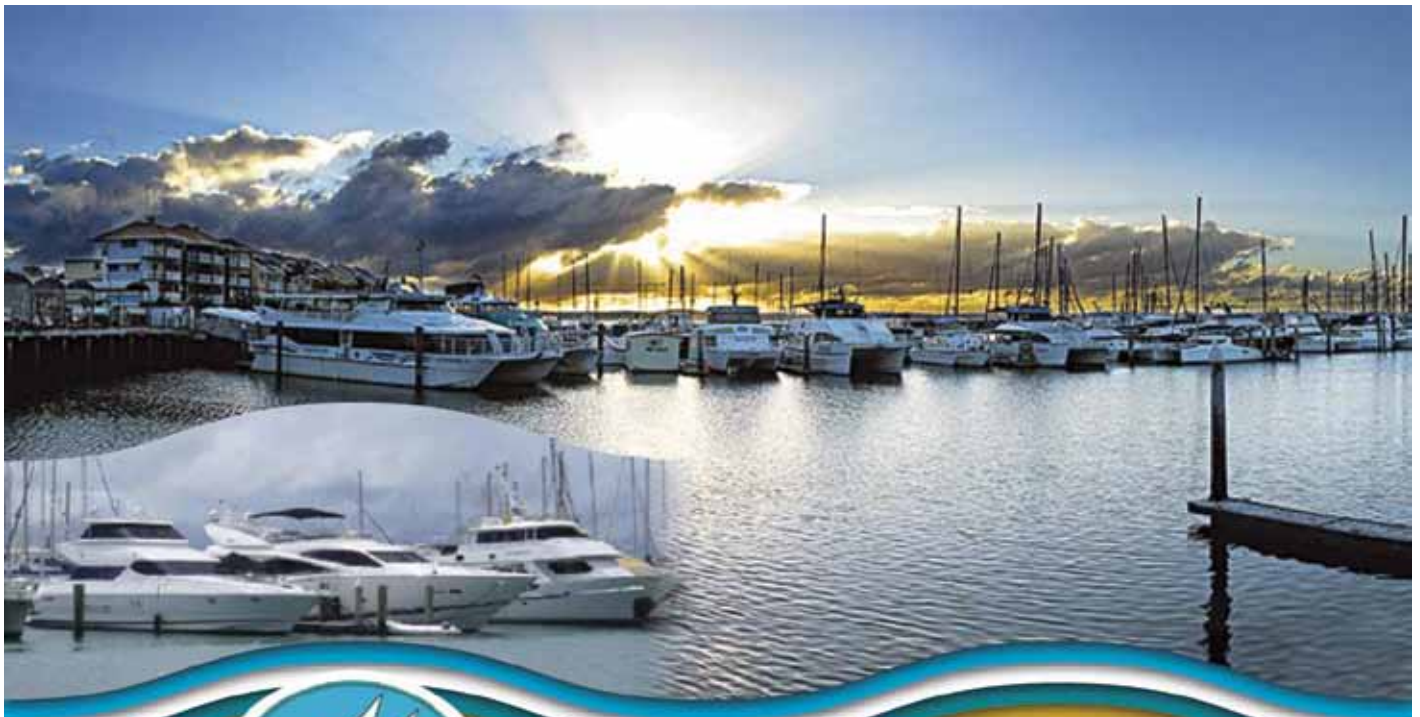
As the winds have varied over this period from north east to south west, we have had calls from owners from Coochiemudlo to Amity wanting help.

Two recent calls involved a 38' sailing boat that had broken its mooring at Victoria Point and ended up high and dry on the beach at Amity, just short of a rock wall without incurring any damage whatsoever. The skipper had the smarts about him, and when we arrived, already had the mast pulled over and tied to the rock wall. It was a relatively easy task getting him off the beach and into safe anchorage. A very grateful owner. Around the same time, a houseboat owner arrived at One Mile Anchorage



Looking out from One Mile Anchorage.

to find his home not where it should be. After a frantic search the next morning, he found it about 5km north near the mangroves at Myora. Thankful it had not ended up at South Passage bar, he requested a tow as he was low on fuel and he did not trust his small motors negotiating the trip back to his anchorage into howling south westerlies. The owner is a fitter and turner by trade and, over the years, has done a lot of work for us whether it be on the tractor or around the base. Needless to say there was



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STRADBROKE ISLAND MARINE RESCUE QLD

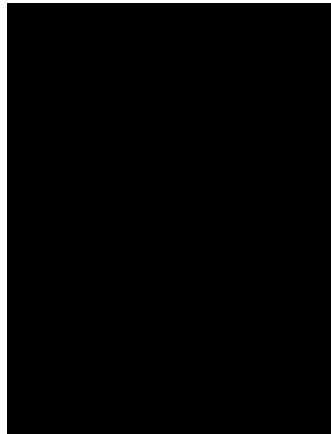
Yacht being pumped out at One Mile.



no charge and we were pleased to repay his generosity.

Of concern was another call we had from the Water Police where a yacht reported themselves to be in distress. We were activated at 09:30 but in the time it took to get a crew on the water, the Water Police had ascertained that they were not in distress but becalmed and just wanted to get to an anchorage. At the time, they were 12nm off shore and south of Point Lookout (although their position changed dramatically by about 40nm from our initial information). If that information had not been ascertained, we would have had to rendezvous with him and tow him back to Amity – a bloody long way. He did have motor problems and did require a tow through the South Passage bar. The Water Police told him

to sail back to the point where I contacted him and directed him to where we would pick him up. Due to the light winds, it took him until 15:30 to get to outside the bar. If the true situation



Gary Radford getting down and dirty(wet) with the troops on a training exercise.

had not been ascertained, it would have been a tremendous waste of time on our behalf. I am sure the Water Police gave him an earful.

Another call we had recently was from a yachting who had left one of his seacocks open and returned to his boat to find it a fair bit lower in the water than what he would have wished. Fortunately it was only in the One Mile and we were able to get two pumps out to him and get him floating again. He was able to sail away in the morning albeit with a soggy interior.

On a pleasing note was the missing kayaker who found his way to Fisherman's Island after been missing for nine hours. We were activated along with vessels from other Marine Rescue units, Coast Guard and the Water Police. The search area extended from Peel Island across to Cleveland Point, along the shoreline to Wellington Point and the area of the bay around St Helena and Mud Islands. At the time the search vessels were stood down, we were asked by the SARMAC if we could have a crew back on the water by 6am the next morning, but within 30 minutes of that request, we received the news that the missing person had found his way ashore.

Hopefully in the next journal I will be able to include photos of a new stretcher we at North Stradbroke Marine Rescue have taken possession of. This stretcher will allow us to efficiently retrieve persons from the water both conscious and capable of helping themselves to ones who cannot. It is a rigid, lightweight, yet buoyant stretcher which also has attachments for head and neck restraints allowing a patient to remain on it without the necessity of having to be transferred to any other stretcher. We have always been concerned about safe and efficient patient retrieval from the water but one strong crew member or two could easily lift the person into the boat. Watch this space.

Doug Fraser

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SOUTHPORT MARINE RESCUE QLD

I recently had the pleasure of addressing a group of Rotarians from the local Southport club. Coming to our Elkes Family Rescue Centre for their weekly gathering, I was very impressed with the interest they all showed in what VMR actually did and the resources we actually had.

At the end of the evening, when everyone else had left, one Rotarian stayed behind, approaching me to show his appreciation for the role VMR groups played in the community. His words really made me stop and think about everything we do. Like his organisation, VMR relies on people to give up their free time, some of who have plenty, and other who are generous enough to give what they can.



Regardless of the amount of time anyone can give volunteering, in whatever area, this time is gladly taken. With 600,000 charities operating in Australia, competition is huge, but let me assure you there is no better feeling than returning someone home safely after a boating mishap, or seeing a smile on someone's face when you know your charity has created that smile.

We all should be proud of what we do and how well we do it.

Now let's get back to business – what's been happening at Southport? It's been quite busy.

As I write a small vessel has come to grief on the southern end of the Gold Coast and has been smashed onto rocks. A crew from Southport is attending.

The most notable job Southport has attended was that of a prawn trawler that caught fire east of Surfers Paradise. VMR were activated by Gold Coast Water Police, who had received a 000 call. With a Management Committee meeting in progress at the time the call was received, and several crew on the premises, we were able to respond immediately, along with a Water Police vessel.

On arrival at the scene, two men were taken aboard the Water Police vessel from a small dinghy they had entered. The trawler was well ablaze and nothing could be done to save the vessel eventually burning out and sinking. The occupants reported the fire starting in the engine and rapidly becoming uncontrollable. Both men were transported to hospital for observation.

Our secondary vessel, *Marine Rescue 2*, is about to undergo an engine replacement. With a good run experienced with the current Evinruder E-Tecs, we have decided to replace identically. All engine manufacturers have great products at present and all brands were considered in the process.

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Training is progressing well and on a recent skipper's only crew, three people were put forward to be assessed as offshore skippers. Hopefully this will commence over the next few weeks but these assessments are highly dependent on sea conditions being as required. All other training is in full swing and up and coming members are giving their best.

With the approach of the Sanctuary Cove International Boat Show, our largest fundraising event, crews have been briefed on their role at the show. The raffle is organised, the vessels are spic and span for display and all we now need is the public to open their wallets to our coffers.

All else is well at Southport, everyone seems happy and everyone's hard work is appreciated.

Safe boating to all.

Glenn Norris
VMR Southport

Notable Jobs

A man called VMR Southport recently requesting assistance for his vessel which had run out of fuel in the Nerang River. Being approximately 1am midweek, a crew was sourced and proceeded to assist. Finally located about one nautical mile further downstream than his original given position, the man asked for his vessel and three passengers to be towed to the closest boat ramp where his wife would meet him with his car and trailer. After a short tow back to the Isle of Capri, and much appreciated with the assistance given at this time of night, the relieved passengers collectively opened their wallets to VMR. A grand total of \$3.25.

Whilst undertaking skipper training on Jumpinpin Bar recently, a VMR Southport vessel was notified by the overhead flying Lifesaver 5 helicopter of a large semi-submerged object being washed around within the bar area. Posing a risk to navigation, the VMR crew were requested to investigate. Upon location of the object, it was found to be a 3m x 2m foam pontoon module. Being waterlogged and too heavy to lift, the inventive crew quickly devised a towing bridle and negotiated the tow back through the 'pin entrance where the pontoon could be manoeuvred onto the deck of the vessel and taken away for disposal.

VMR received a frantic call from a boatie recently who stated his tender from his yacht had broken down at Wavebreak Island and he was being taken out in the current towards the Seaway Entrance. Being one of the smaller jobs VMR does, a crew was dispatched immediately to locate the man. His vessel was 6ft in length

with a 2hp engine. All ended well and this gives meaning to VMR doing a short tow!

VMR Southport recently assisted a 60ft yacht that suffered steering failure whilst entering the Seaway. Having previously in his journey also suffered engine failure, the skipper called VMR requesting a tow to the Southport Yacht Club. VMR responded with two vessels to find the yacht floundering approximately 100m east of the Seaway. The yacht crew were able to utilise the yacht's emergency steering devise and once in tow, everything became normal again.

The yacht's owner, who was also on board the vessel, later advised that in 40 years of ocean sailing around the world, he had never experienced any major mechanical problems and was extremely thankful for the VMR assistance, making a substantial donation.

Three men had a lucky escape when their small jetski rolled and started to sink in the Broadwater recently. VMR were called and quickly on scene to retrieve the trio and return the jetski to shore. Quite bewildered as to what may have caused their incident, it soon became clear that putting three people on a one man jetski probably contributed somewhat!

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GLADSTONE MARINE RESCUE QLD

This Gladstone Journal report is some what a sad occasion with the loss of two of our valued members with variations of the same disease.

Kay Edwards joined VMR Gladstone in 2001 and soon became a valued member manning our radios from the base and her residence. Kay had a rather adventurous lifestyle in her young days. She left Australia to backpack around UK and Europe before it became a popular adventure for young Australians. From what can be established she was a real adventure seeker and party person. She also spent a considerable time in Italy studying Italian.

On her return to Australia her adventurous lifestyle led her to employment in the Pilbara when it was being developed. She went to many different construction sites and during the process she met her husband Jim. They developed a love of the water and the outback and travelled extensively by 4WD and sailed the Western Australian coast in a converted lifeboat.

Jim and Kay purchased a 42ft Ketch *Lady Evelyn* to live on for extended cruising. When they arrived in Gladstone her beloved Jim became ill and sadly passed away.

After joining VMRG Kay sadly developed cancer and for many years fought the disease while continuing to do her VMR duties between periods of remission. Kay was also active in her church and compiled the weekly newsletter. Sadly the disease started to overwhelm her and she retired to Perth to be with her relations and had to sell the *Lady Evelyn*. Kay will be sadly missed.



Kay Edwards manning the old base radio, sadly she never saw the new building. Photo Simon Crase APN.

Leonard 'Steve' Mattson joined VMRG in 1997 and started as a base radio operator. Steve then progressed to duty controller and outpost radio operator. Steve had a busy career away from paid employment. He with his wife Jean and two children used to go on 4WD trips in their trusty Land Rover. Their first one being a Series 2 SWB and if anyone knows anything about Land Rovers they were not built for comfort. Steve and family travelled to many places in the Land Rover, even to Birdsville

and the Birdsville Track before it became a popular destination. Steve then got another job as a scout master and upgraded their vehicle to a LWB Land Rover and with this he used to go on Scout outings and together with the family travelled to Perth.

Steve was also a pig shooter, not with guns but with bow and arrow. Steve then developed a passion for black powder firearms, a hobby you don't indulge in if you want to keep clean.

While Steve was with VMR he also volunteered for community policing, educating people in how to keep their belongings safe.

At Steve's funeral there was a presence of blue shirts from both VMR and the local police with them forming a guard of honour. The ex police commissioner Bob Atkinson also came to Gladstone to speak at the funeral.

Steve is survived by his wife Jean, five children, five grandchildren and two great grandchildren.



Steve Mattson sadly Steve never saw the new building either.

Some time back I reported on the loss of one of our members in a tug rollover in the Gladstone Harbour. Well it's been two years and the final lengthy report has now been released. It will make good reading for VMR members. Like most accidents it is composed of a number of minor conditions culminating in the fatal incident. If one of the conditions was removed accident would not have happened if it did the outcome could have been different.

Type this into your browser address line for all the report <http://tinyurl.com/nr7d5ba>

RABY BAY MARINE RESCUE QLD



Homeward bound.



Next stop, the hospital

Over the past few months we have been in the throes of construction, inside and out. Redland City Council are building a new car park and upgrading the old one.

On this inside, we are installing a new security system and a new Windtracker. These have both been made available through grants from the Redland City Council.

Redland City Council also sponsored a major SAREX, which we hosted on March 16 & 17. This was a SAREX of a different type, as President Keith (Williams) attempted to inject a bit of realism into the exercise, by keeping it secret. It was a surprise to our crew members, who happened to be a bit thin on the ground that weekend. We also had communication problems; several of our radios on *RB II* and *Energex Medivac* remaining strangely silent. Repairs have now been implemented. The exercise also involved a large contingent of SES volunteers, both as victims and as searchers. SES learned that their members were not equipped to communicate with our vessels and



vice versa. The opportunity was taken by water police to train new SARMCs, which was of great value to them.

This training paid off on May 25, when several local VMR and AVCG units and an EMQ helicopter were involved in a SAR. About 10 vessels were deployed during the afternoon and evening. Although our efforts were unsuccessful in locating the missing person (found on land by others), the resulting search patterns as tracked on iPads looked very professional and level of cooperation between all units involved was encouraging. AIS proved a valuable tool in locating and identifying vessels in the search pattern, especially at night. Unfortunately only a few vessels were running this system.

TRAINING

Our UTC Andy Ross continues to push our members through the TDM07 package. The several new members acquired in the last quarter are rapidly progressing through the early stages of training. Several others have reached crew level, and some crews are concentrating on in house training. As of yesterday, one member has completed the requirements for his coxswain's certificate. Four of our skippers recently completed a practical bar crossing course on the South Passage Bar.

FUND RAISING

With one month left in the financial year we are on target to surpass last year's collection total with our bucket brigade. A big thank you to all our collectors and the wonderful people of Brisbane and the Redlands who keep on giving. We recently received a grant from the Redlands RSL, and our grants team, Jocelyn and Duncan are continuing to enthusiastically chase grants.

STATISTICS

Activations for the period February 1, 2013 to April 20, 2013

| | |
|-------------------|---------------|
| Medical | 57 |
| Breakdown | 28 |
| Insufficient Fuel | 0 |
| Grounding | 13 |
| Sinking/Sunk | 3 |
| Search | 0 |
| Drifting | 4 |
| Flares | 2 |
| EPIRB | 0 |
| Training/Patrol | 70 |
| Total | 177 |
| Persons returned | 115 |
| Fuel used (Lit) | 13,983 |



Nautical Definitions (G-Z)

These definitions have been put together for your amusement. Ed Pepping

| | |
|-----------------------|--|
| Galley | Ancient: Aspect of seafaring associated with slavery. Modern: Aspect of seafaring associated with slavery. |
| Gybe | A common way to get unruly guests off your boat. |
| Hatch | A device that it will drop down on your head or hand without warning. Also an opening for admitting water into the boat. |
| Hazard | 1) any boat over two feet in length. 2) Skipper of any such craft. 3) Any body of water. 4) Anybody of land within 100m of any body of water. |
| Headway | What you are making if you can't get the toilet to work. |
| Head up | Leaving the boat toilet seat up. When boat skipper is female, leaving the head up is a serious offense. |
| Heave-Ho | What you do when you've eaten too much Ho. |
| Landlubber | Anyone on board who wishes he were not. |
| Leadership | In maritime use, the ability to keep persons on board ship without resorting to measures which violate state and federal laws. |
| Leak | See Leadership. |
| Latitude | The number of degrees off course allowed a guest. |
| Mizzen | An object you can't find. |
| Ram | An intricate docking manoeuvre sometimes used by experienced skippers. |
| Rhumb Line | Two or more crew members waiting for a drink. |
| Rope Ladder | Eesigned to get you into the water but not back out. |
| Sailing | The fine art of getting wet and becoming ill, while going nowhere slowly at great expense. |
| Scupper | Drain at the edge of a deck to allow water to run off; if water is running in, see 'sink' |
| Sink | Unless there is a huge amount of frantic activity on deck, large stainless steel unit in the galley. |
| Sheet | Cool, damp, salty night covering. |
| Starboard | Special board used by skippers for navigation (usually with 'Port' on the opposite side.) |
| Swell | A wave that's just great. |
| Spanner Wrench | One of the most useful tools for engine repair; in some cases, the only suitable tool. Not currently manufactured. |
| Tack | A manoeuvre the skipper uses when telling the crew what they did wrong without getting them mad. |
| Winch | A thing you grind till it squeals or groans. Not to be confused with 'wrench', this has a similar definition. |
| Windlass | Completely still; no wind. |
| Zephyr | Warm, pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts |

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ASSOCIATION OF QUEENSLAND INC.

CODE OF CONDUCT.

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

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

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

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

Date of Issue 01.09.96



Many more boaters are now wearing inflatable lifejackets.

Inflatable lifejackets must work efficiently when they are needed. If not looked after they simply won't work and you, your family and crew are then at serious risk of drowning.

COURTESY NSW MARITIME

Remember, inflatable lifejackets are not lifejackets until they are inflated and all it takes is a fish hook, or a loose or damaged CO2 cylinder to prevent them from inflating.

Follow the advice in this article and treat your inflatable lifejacket with respect. It is a life saving device.

HAVE YOU READ THE INSTRUCTIONS?

There are now many different brands on the market so it is important to choose one that suits your needs. Whether it is a jacket or vest, a yoke or a bum bag style, ensure you read and understand all the instructions. Familiarise yourself with the inflation procedures and the care required for your jacket while not in use.

HOW OFTEN SHOULD I GET IT SERVICED?

Your inflatable lifejacket should be serviced according to the manufacturer's recommendations. If the manufacturer has not specified, it must be serviced annually. It should also be self checked regularly between services to ensure it works efficiently.

Servicing will ensure all parts of the jacket including the bladder, inflation mechanism and CO2 cylinder are checked and in good working order.

Inflatable lifejackets **MUST** be **checked** and **serviced**

SHOULD I HAVE MANUAL OR AUTOMATIC INFLATION?

This will depend on what you are most comfortable with and in what circumstances the jacket is being used.

The benefit of an auto inflating jacket is that as soon as the inflation mechanism gets wet the jacket will inflate, whereas a manual jacket's CO2 inflation is only activated by hand. Poor swimmers may be more comfortable with an auto jacket, but remember a large amount of spray may activate the jacket while on deck.

It is recommended that non swimmers and children under 12 years of age do not wear an inflatable. It is also strongly recommended that inflatable lifejackets not be worn on personal watercraft (PWC).

SKIPPER'S RESPONSIBILITIES

If the skipper is providing inflatable lifejackets, all passengers must be made aware of how the jackets work and also their capabilities (as with other safety gear aboard).

If you are providing the jackets, make sure they have been serviced and tested on a regular basis.



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WHAT STANDARDS SHOULD AN INFLATABLE LIFEJACKET MEET?

The jacket must meet the Australian Standard or one of a number of other standards. See www.maritime.nsw.gov.au for details of approved standards.

HOW SHOULD I CARE FOR MY INFLATABLE?

Store in a dry, well ventilated place, not the damp boat. Rinse in fresh water after use and dry thoroughly prior to storage. Remember, if the jacket is set for auto inflation, remove the auto inflation cartridge prior to rinsing.

Your manufacturer may have specific requirements, so read the instructions on the jacket.

WHAT IF MY INFLATABLE HAS BEEN ACTIVATED?

Once activated, the CO2 cylinder is pierced and cannot be used again. On an auto jacket, auto components may also need to be replaced. Cylinders and auto components are available from dealers, but it is wise to have spares on the boat or in the garage just in case.

While you are reading this article why don't you put a reminder in your mobile phone, computer or calendar to have your inflatable serviced.

You're the skipper – you're responsible



Inflatable lifejacket options include the bum bag style. Whatever style and brand you choose, ensure you are familiar with the inflation procedures and care required.





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WHILE YOU ARE READING THIS ARTICLE WHY DON'T YOU PUT A REMINDER IN YOUR MOBILE PHONE, COMPUTER OR CALENDAR TO HAVE YOUR INFLATABLE SERVICED.

STEP BY STEP GUIDE ON HOW TO SELF CHECK YOUR INFLATABLE JACKET:



STEP ONE

Check for visible signs of wear and damage. Ensure all fastenings and buckles are in good working order.



STEP TWO

Following manufacturer's instructions, reveal the inflation system and oral inflation tube. Inflate bladder using oral tube and leave overnight in a room with constant temperature. If bladder loses pressure, immediately take jacket to an accredited service agent for further tests. Do not attempt to repair jacket yourself.



STEP THREE

Use cap attached to the oral inflation tube to deflate bladder. Invert cap and press down on valve at the top of the oral tube. Do not insert other objects into top of tube as they may damage the valve. Roll or press jacket to deflate fully.



STEP FOUR

Remove CO2 cylinder and inspect. The cylinder should be intact with no rust or corrosion. Weigh cylinder on kitchen or letter scales, ensure weight corresponds to the minimum gross weight engraved on cylinder +/- 2g. If cylinder is rusted, corroded, has been pierced or is not the correct weight it should be replaced immediately. On auto inflation jackets also ensure auto components are armed and in date. Refit cylinder to inflation system, tightening it by hand until firm. Do not over tighten.



STEP FIVE

Repack jacket as per manufacturer's instructions. Ensure manual inflation toggle is accessible and unlikely to be caught when being worn.



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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.

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