

RESCUE

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Winter 2014



Official magazine of
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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

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STATE PRESIDENT'S REPORT



Our members rock!

There's just no better way to say that. Over the last three months, a couple of volunteers have been helping me with a project to go and get the statistics of all hours done by all VMR volunteers. See we have always been able to look at such things as vessel logs

and sign in sheets, but how many hours do our assessors spend at home marking assignments and exams? How many hours do our secretaries spend at home writing letters and dealing with administration matters? How many hours do our treasurers spend at home receipting and preparing reports? How about fundraising teams who meet out on the road and don't sign in to their base? I wanted to get a picture of all those hours and when we did we came up with some stunning statistics!

VMR volunteers statewide put in more than 11,900 hours – PER WEEK in effort! On average every volunteer is putting in 7.8 hours per week of effort in helping us get the job done. I read on Facebook recently a statement

to the effect: "Volunteers aren't unpaid because they are worthless, but because they are priceless." As it stands, I think VMR Qld volunteers are pretty much the cream of the crop. Call me biased if you want, I just think these statistics are staggering. As I stated in our recent funding submission, "somewhere in Queensland, a VMR volunteer is always on the job." I've always been fiercely proud of the effort put in by VMR volunteers, but that pride has grown with the completion of this project. Thank you to each and every VMR member who makes this organisation what it is today.

In modern Australia, across all sectors of volunteering one key issue which has been highlighted is the aging demographic of volunteers. We all work harder and longer more irregular hours these days which makes it difficult and in many cases impossible to make a regular commitment to volunteering. Thus an increasing number of volunteers are either approaching or have reached retirement age. This has both positive and negative effects. On the plus side, such volunteers have a wealth of knowledge and general life experience, often in the less popular roles such as administration and management. On the down side, older volunteers rarely delight in the idea of spending 12 or more hours doing an offshore body

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STATE PRESIDENT'S REPORT

search in 3m seas. In fact even at my 50 years of age I am happy to be leaving that sort of work to younger, physically fitter volunteers. So the upshot of all this is that we need a good mix of ages to make VMR a success. We are very fortunate to have retirees and people near to retirement age who generously give us their time, however I believe it does pay us to consider how we attract the younger generation towards volunteering in VMR.

Every once in a while a golden opportunity just drops into our laps. Recently the Queensland Government decided to re-introduce the idea of Emergency Services Cadets. However unlike the previous SES cadets, this time the responsibility was handed to the Police Citizens Youth Club (PCYC) who were charged with the responsibility of re-starting this program but also this time taking an inclusive 'all-agencies' approach towards emergency services. So the cadets are exposed to the roles of full time services such as Police and Fire as well as volunteer agencies such as SES and Rural Fire. VMR has been invited to take part in the program. The VMR state council has considered this offer and decided to support a partnership with the PCYC cadet program in Queensland. This is an exciting opportunity to engage youth and work with our next generation of VMR volunteers.

At time of writing, there has still been no firm discussion on the future of VMR funding within Qld. Despite this, I am still immensely proud to see VMR flourish and grow around Queensland. New vessels have been completed at Mackay and Burdekin, both of which are performing well. New vessels are also commencing construction for Bundaberg and Southport, whilst the Burketown vessel has now been transported to Cairns for a major refit. Also Whitsunday and Bribie are in discussion with VMRAQ about vessel replacements or refits. The new VMR Mackay vessel was handed over to the squadron just in time for

Easter. In the week prior to Easter a couple of the Mackay skippers were inducted on the new vessel and she became operational. Then wouldn't you know it? I received a phone call Easter Thursday evening and established that assistance was required for a vessel offshore from Mackay. I rang and tasked the vessel for what turned out to be one of eight jobs that first weekend! I look forward to attending the official launching in June.

A change in the training package is upon us once again as we move from the old TDM07 package to the new MAR package. This new package more fully supports the 'tinnie to tanker' vision of AMSA when it introduced the domestic commercial vessel act of 2012. The good news is that the subject matter is largely the same, just re-organised and of course numbered differently. Robert Brock will be working with all squadron UTC's to implement these changes. The time line for introduction of new assessment material is the end of July. Before any stories to the contrary escape please let me clarify the following:

- Do not stop training – the content will be the same
- Do not stop filling out task books. Although the new ones are different, the old ones will be valid moving forward.

Both Rob and Gary Radford will be available to make this transition as painless as possible.

Sadly in the last three months we have seen the resignation of Mr Don Martindale, the president of our Northern Zone. Don was in the role a relatively short time, but proved to be both a pleasant person and competent help to the state council. Sadly personal circumstances meant Don was unable to continue in the role. Don has agreed to remain in touch and we wish him well. At the recent Northern Zone meeting Mr Rob Murolo was promoted from Zone Vice President to Zone President. Congratulations Rob. Due to the lack of representation from some squadrons, the decision to appoint a replacement vice president was postponed until the next meeting.

We are lucky in Queensland that winter does not shut down our outdoor recreational activities, including boating and fishing. In fact winter is regarded as some of our best fishing. With that in mind, I am pleased to announce we are in great shape to support the Queensland boating public through winter. I take this opportunity to remind both VMR members and indeed all vessel operators that humpback whales have commenced their annual trek into Queensland waters. As whale numbers increase great care must be taken to respect their presence. Please be careful everyone.

Keith Williams – State President

We are very fortunate to have retirees and people near to retirement age who generously give us their time, however I believe it does pay us to consider how we attract the younger generation

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ROUND HILL MARINE RESCUE QLD



What an Easter for our community and all who were lucky enough to have the time off and school holidays to boot!

It was the best weather we have seen in years and every possible parking spot was taken – wall to wall tinnies in the creek and visitors enjoying a trip to Lady Musgrave Island every day.

Generally speaking the boating community needs to be congratulated on ensuring their vessel were maintained, they had enough fuel and even used their marine radios.

We celebrated the 10th birthday of *Round Hill Rescue* on April 23, 2014.

In that time she has preformed 203 activations, returning 457 persons to safety, using 29,412 litres of fuel and our dedicated crew contributed in excess of 1985 man hours for these tasks that included:

Medicals	13
Breakdowns	122
Insuff Fuel	22
Grounding	11
Sinking/sunk	11
Search	6
Drifting	5
Flares	3
EPIRBs	1

And Training activities

This may not sound a lot for 10 years but for our location and distance of operational area we think it's pretty good.

We have also contributed 41,975 hours in marine radio monitoring each day from 0630-1800 hrs daily, and a further 45,625 hours on night watch.

Safe boating
Josie Meng
VMR Round Hill



top: *Round Hill Rescue.*

above left: Some of boats and trailers Easter 2014.

above right: First Aid Training for Emergency Service members and community – held three time a year in conjunction with QAS, supported by the Local Ambulance Committee and SES.

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BUNDABERG MARINE RESCUE QLD

ACTIVATIONS

We had a slow start to the year with only four activations in January-February and two in March. However activity really picked up in April and May with 13 activations that returned 24 people to safety. Jobs since the last journal article have been the usual mix of breakdowns requiring a tow, a medivac, another out of fuel, safety boat for a community aquatic event, assistance to police with a recovery operation in the Burnett River and an EPIRB false alarm.

The medivac involved transporting QAS officers to a yacht in the Burnett River where the sole occupant was incapacitated in the cockpit with back spasms. After suitable pain relief the patient was gingerly taken aboard our vessel for transport to an ambulance waiting at base.

The breakdowns provided an interesting assortment of issues. Notable events included a 6m half cabin with water pump failure. The skipper jury rigged a coolant feed from his bilge pump that allowed him to limp to within 3 miles of the coast before the engine gave out. The vessel was towed to safety.

The skipper of an 8m Black Watch cruiser en-route to the Whitsunday's thought he had a full set of spare belts



Trawler roulette.

and filters on board for the trip. However the fan belt that shredded 23 miles from Burnett Heads was not in the inventory. Our duty skipper liaised with the local Volvo dealer who supplied the indicated belt. However when we delivered it to the Black Watch it also did not fit, so another tow was effected and the vessel missed the 'good weather' window and had to tie up at the marina.

On May 6 we were tasked to tow an 11m trawler with a broken propeller shaft, "just off Bargara". This turned out to be a 15 mile run from Burnett Heads and where we discovered the solo fisherman had three nets down. *Bundy Rescue* had to tow and proceeded at slow speed to facilitate net recovery. This took one hour. The trip home was uneventful until the approach to the Burnett channel. It was a hive of activity with spanner crab boats returning to port and six trawlers crossing the channel with nets down chasing a good show of prawns (see photo). *Bundy Rescue* paused the tow outside the channel to allow the disabled trawler to fold his stabilisers and for the spanner boats to clear, then it was into the trawler melee with code flag 'D', 150m of tow and judicious timing. "Just off Bargara" turned into a 33 mile, five hour job.



Supervising the trawler tow.



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BUNDABERG MARINE RESCUE QLD



The Joint Rescue Coordination Centre (JRCC) in Canberra recently received a 406 MHz EPIRB signal at 7:55pm and that appeared to be in the Bundaberg area. A more accurate fix would depend on the next pass of the satellite in about one hour. Marine Rescue and Bargara Police officers were asked to monitor VMR's equipment for any 121.5 MHz homing signal, to plot the initial position and standby for further information.

VMR's plot indicated the signal location was in a forest area just east of the Isis Highway at South Bingera, and even with the error associated with the first fix it was likely to be a land based signal.

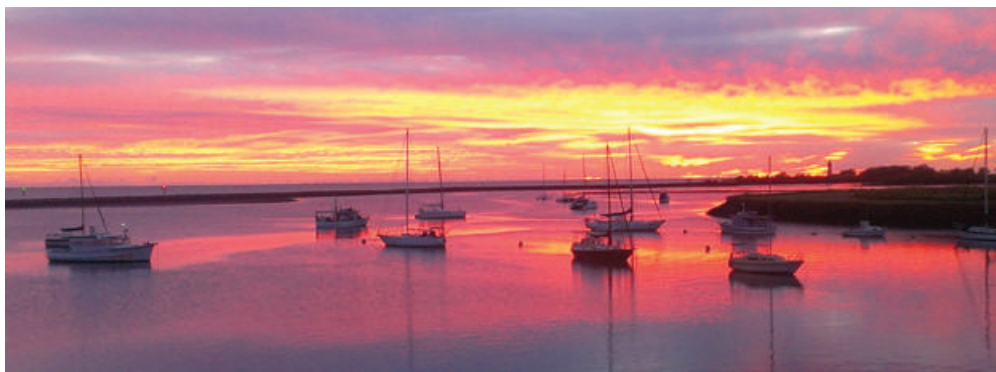
JRCC tasked overflying commercial aircraft to report any 121.5MHz signals, but nothing was detected, so VMR and Police were stood down at 9:35pm. This was one of the 30% of AMSA's estimated unregistered EPIRB's that consumed valuable time and resources of emergency services.

EVERYTHING OLD IS NEW AGAIN!

On a recent quite radio watch I had the opportunity to peruse Marine Rescue

Bundaberg's 30 year celebration archive (1972-2002). It was interesting to note some of the dramatic rescues involving transfer of paramedics to yachts in atrocious conditions, QFS officers to a trawler fire, searches for fisherman overboard from trawlers and involvement in the sea plane accident at Lady Musgrave Island that led to establishment of the emergency VHF radio.

It seems the issue of attracting active volunteers to man radio shifts was an ongoing issue from the early days of Air Sea Rescue and then VMR. This is still a very pertinent issue for Marine Rescue Bundaberg and other squadrons.



Sunrise at Burnett Heads.

Port of Entry to Bundaberg

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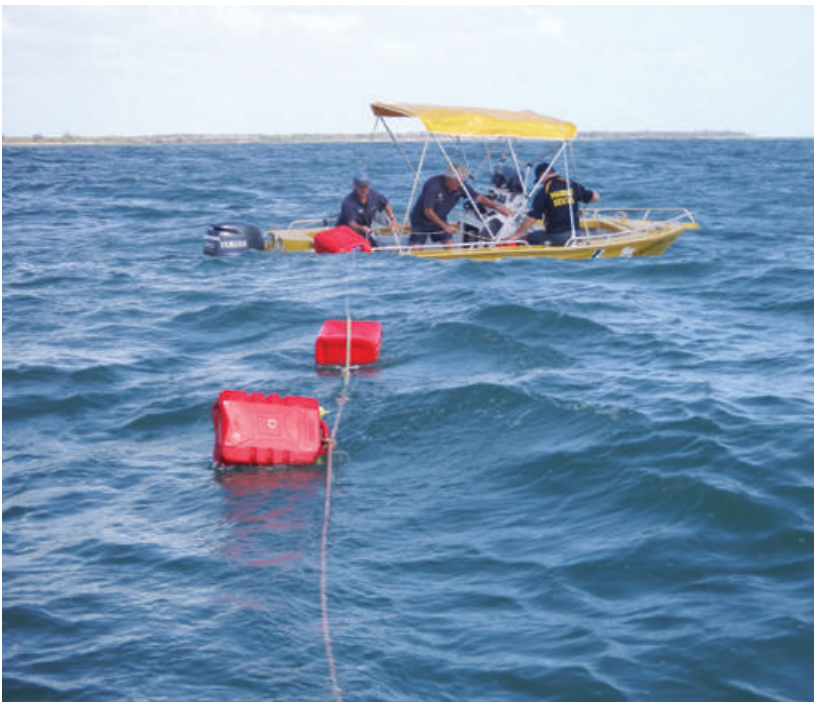
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BUNDABERG MARINE RESCUE QLD



Training for fuel transfer at sea.

Not all mature age volunteers are keen to take on the responsibility and prioritisation required of a radio operator, even though it is a rewarding volunteer role and the first step in the marine safety net we provide. Beautiful sunrise is one of the side benefits of being the early morning radio operator.

PROMOTIONS

Camera crews from the WIN Network and Channel 7 TV visited the base and were taken on a simulated operation to update file footage for subsequent use in promotions and background for news stories.

Our annual Family Fishing Classic was held June 27, 28 and 29 this year at a new venue one door down from the base, as the previous Port Authority site was in use for redevelopment of the Burnett Heads Marina. This year one of the community FM stations had an outside broadcast unit at the Classic for interviews and promotions. There was more than \$50,000 on offer as

category prizes and lucky draws. We had two boats for the major lucky draws, one a centre console with a 40hp Suzuki outboard.

TRAINING

Saturday training operations continue to focus on the practical skills associated with SAR and include navigation exercises, fuel transfer at sea, as well as towage and rafting. The latter three activities highlight the importance of crews operating as a team, with each member being individually competent and fully understanding the importance of timely team work.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

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EVENTS:

SAREX AT SANDGATE. (BEWARE THE ACRONYMS)

On May 17 *RBII* joined the fleet of vessels that converged on Sandgate for the night SAREX event hosted by VMR Brisbane. Notwithstanding running the complex logistics of the actual SAREX event, VMR Brisbane also proved to be very hospitable hosts providing the crews with hot and cold drinks, hot snags and even bacon! Not being one to ignore the quality of the comestibles on offer I noted that they even served up the latter in fresh sourdough rolls! Morale was thus raised and we were well nourished and adequately hydrated for the long, cold and wet night ahead.

Regarding the SAR – well, the dummy was rescued!

Up until that point we learned lots of ways to improve our skills and methods to reduce the diminishing odds that face a person waiting to be rescued from the water.

Along the way we were tested by such real-world stumbling-blocks as; one SRU becoming tangled in crab-pots, another, containing the OSC, lost engine power, while another had its searchlights fail.

The original OSC boat had to drop out and a new OSC detailed on the fly. Later the ex-OSC SRU came back on line and had to have its role redefined and all skippers had to respond very quickly to the change.

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We took the opportunity to hone our skills at all levels, from using effective searchlight patterns that didn't blind the other crews, to using succinct communications. The skippers had to maintain the tight formation with both a steady course and speed, and everybody had to keep that all-important discipline of high-concentration and motivation to find that dummy!

It was a further tribute to Sandgate's organisational foresight that they managed to arrange inclement weather to make the exercise challenging!

Lots learned, dummy recovered, ate bacon. Successful SAREX! Well done all and big thanks to VMR Brisbane.



The brief.

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RABY BAY MARINE RESCUE QLD



Muddy fleet.



Dodgy Bob tries for a triple.



The business.

NOTABLE INCIDENTS

During the quarter we had many of the 'usual' rescues – no fuel, dead batteries and soft groundings etc, but a couple were notable. A 46ft yacht came over the South Passage bar on a low and falling tide in 20-30kt winds and, rather surprisingly, made it! However, the same chap who had advised the skipper that was a good idea, also told him that another good idea was to negotiate the Rouse channel in the same conditions, in the dark and with an out-of-date chart. Consequently we had to go in on

the next rising tide – around 1 am – and haul him off. Nice people heeding bad advice.

In another incident, a yacht ran aground north of Shark spit on Moreton Island. He had no working radio and his 'mates' had abandoned him. Apparently they also took his mobile phone leaving him with a long trudge to Tangalooma every time he needed to talk with us. We attended to see if we could re-float him but he was high-and-dry. We created a plan to extract the yacht for the next full tide, a week away but, on advice from MSQ, were unable to execute it. MSQ advised us that it had technically become a salvage operation and no longer a rescue. We are still seeking clarification from MSQ as to the legal limit of our operations.

We were pleased to hear that the yacht had refloated a week later on the next spring tide. However, this took him by surprise as he wasn't on it!

Not had he taken our suggestion to put out a stern anchor to the shore as well as a bow anchor, and was



High-and-wet.



High-and-dry.

RABY BAY MARINE RESCUE QLD



surprised on his return from Tangalooma to see his yacht out at sea! He managed to swim out and board her and, presumably having had enough of an adventure, headed straight for home. We took a crew up later to recover all the camping equipment that he left there.

BASE INFRASTRUCTURE

The network hardware is fully operational and the software components are in the final stages of configuration. Jason (Jason Young Consulting 0418 889 332) has done a fantastic job, however we are still waiting for the web designer to turn in the new website.

Other projects on the board include modernising our aging fuelling facility, extending the shed, widening our ramps and replacing the pontoon.

Externally, the second public ramp is being built to create a two-ramp procedure: one for launch, the other for recovery. We think that a 'launch on the left, recover on the right' will be the logical flow, but await council signage. The expected increase in boat traffic will test the capacity of both the channel and our skippers' manoeuvring skills!

What with the new ramp and the prospect of an 800 berth marina just behind us at Toondah harbour, VMR Raby Bay is destined to become a very busy base in the near future!



New ramp.

Assets for the community.
Photo courtesy Bayside Bulletin

DEFIBRILLATORS FOR ALL

Following a generous grant from Stradbroke Island mining company Sibelco, we were able to purchase two training and four operational defibrillators. In a ceremony on the base ramp the units were presented by Ian Rodwell of Sibelco to Raby Bay commodore Bill Bennett and North Stradbroke Island commodore Richard Dunn.

These are both an asset to us as rescuers, and to the wider community who will benefit from them, not only in their use but for first-aid and CPR training. Thank you, Sibelco.

SECOND QUARTER STATISTICS

Activation for	Feb 1-April 30, 2014
Medivacs	30
Breakdowns	49
Insufficient Fuel	0
Grounding	12
Sinking/ Sunk Vessel	4
Search	3
Drifting Vessels	1
Flares	0
EPIB Activation	0
Training	57
Total	156
Persons returned to Safety	194
Amount of Fuel used (Litres)	11,136





Brisbane Airport Corporation



Rescue Scenario

The element of surprise is always a good way to keep people on their toes and this day started like any other day – all we knew was we were going to be joining a group for a combined exercise on Moreton Bay. Speculation was rife but no one including our president could tell us much about the day ahead.



The plan was to take *Energex Sandgate 1* to Whyte Island Water Police base and be there by 0600 hours.

On arrival we attended our briefing along with around 30 other willing volunteers who would become the victims of this simulated rescue.

The scenario for the day was that a plane (Embraer EMB 120 Brasillia) was going to ditch before the runway on approach to Brisbane airport. As the briefing went on we soon realised the intensity and planning that had gone into this exercise had obviously taken several months and was to involve all emergency services.

above: Aircraft crash site.

left: Lifejacket group.

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BRISBANE MARINE RESCUE QLD



The only clue for the rescue services was that a rescue simulation of (some description) was to take place during the day.

After the briefing we boarded Police boat the *Handran* for part of our trip to the crash site.

At the mouth of Brisbane River we were transferred five at a time to one of the Water Police's very fast RIB's which took us the final distance to the crash site.

So, how do you simulate a ditched aircraft ..? Our home for the four hours was an old wrecked Toyota Coaster bus strapped to a barge and anchored in the shallow waters to the right of the existing East West runway and about 250m offshore. To give the exercise a real feel each seat in the bus was numbered and was allocated to a passenger as per the airlines' manifest.

Our fictitious airline ACME Airlines came complete with two airline stewards.

To make things even more life like the organisers had enlisted the services of two

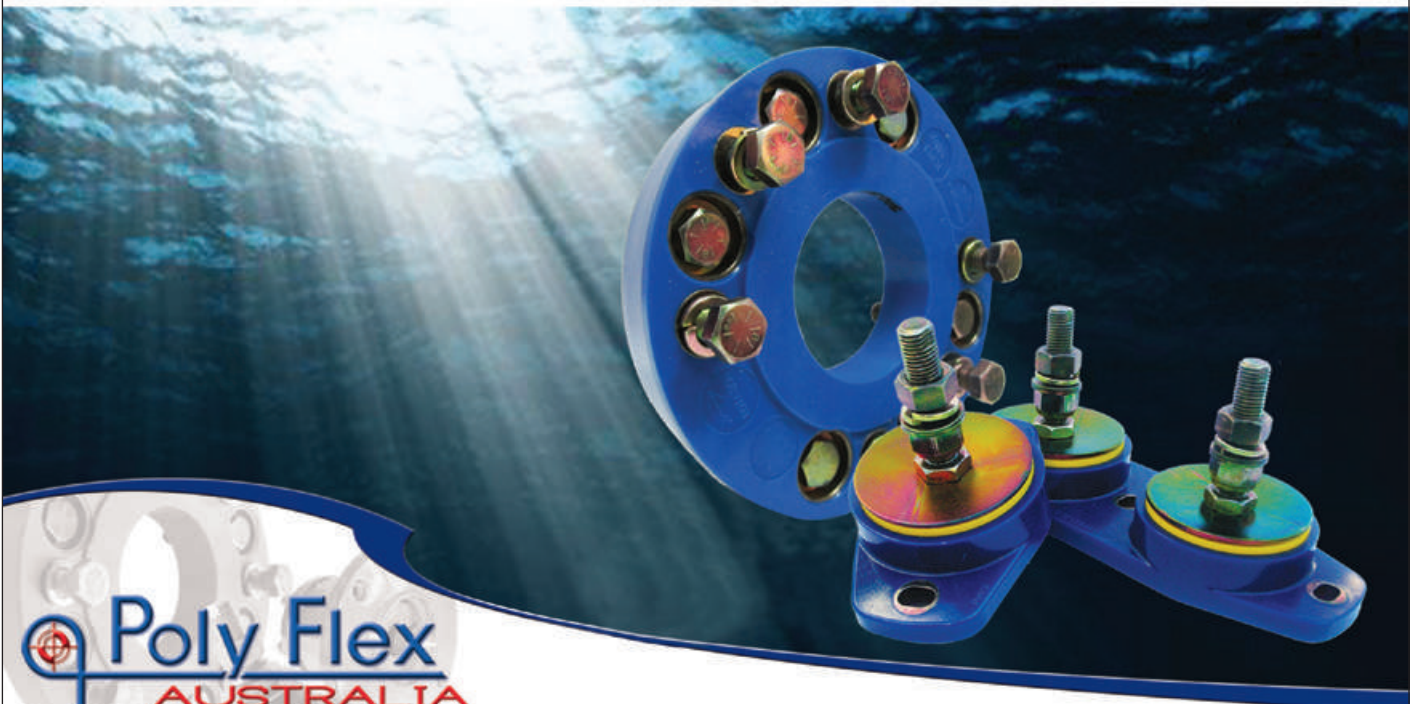


top: Operations base.

above left: *Energex Sandgate 1* alongside police vessel *Handran*.

above right: BAC wheels and liferaft.

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BRISBANE MARINE RESCUE QLD



Our wounded crew.

makeup artists from WA who gave the first few rows of the aircraft some very real looking wounds such as open fractures and lacerations with lots of blood. Once most of us were made up the two makeup artists were transferred off the barge for their slow trip back in very shallow water to the *Handran*.

At approximately 12.30 we were told to take our seats for the crash and then bang! – the plane had officially

crashed and we could start acting out our injuries.

To complicate the situation we had an outgoing tide – this was to be a good test of rescue crews.

While there was some water we could see a yellow RIB circle the crash scene. This vessel was giving a situation report and reporting back to the command centre being set up on the shore.

Our first reaction was why were they not coming to rescue us but following procedure they were assessing potential hazards such as fuel spillage, condition of plane for boarding rescue teams etc.

It took around 10 minutes for the first rescue team to board the plane – it was a team from the Airport Rescue which had a Fire and Rescue crew on board which made the crash site in an amphibious 'Sea Legs' RIB.

This was followed around 15 minutes later by the first wave of ambulance paramedics.

Within 30 minutes the crash site was abuzz with rescue teams and for the victims who could walk they were escorted onto the aircraft wing and later into a raft or 'Sea Legs' RIB.

To complicate the situation we had an outgoing tide – this was to be a good test of rescue crews ...

Within an hour the plane was cleared and victims taken ashore to a mobile triage centre where after treating injuries we were interviewed by police, then it was on to a decontamination area for showers and cleansing of fuel, mud and/or chemicals and finally our part was over.

Many lessons have been learnt from this first exercise – i.e. how can response times be quicker, mobility for rescuers with low water, rescue teams working together and, analysing equipment and resources used for low water (or dry) rescues etc.

The VMRB members from Sandgate who attended were Nino Aceto, Paul Hollingdale, Kerry Kyle Little, Noel Luxton and Col Nielson.

Another rescue exercise will be planned later this year which will include a larger plane and deep water. Let's hope we never have to face the real thing – however further training will undoubtedly make such a task even more effective.

Thank You Paul Hollingdale (Charlie crew) for this story.

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On May 17, eight vessels from bases around the bay were involved in a Search and Rescue Exercise held at VMR Brisbane. Vessels from VMR Victoria Point, VMR Raby Bay, Brisbane Airport Fire and Rescue, VMR Brisbane, Coast Guard Redcliffe and VMR Bribie all converged on our base for a briefing at 16:00hrs.

After the briefing the crews were treated to a sausage sizzle provided by our branch of the Westpac Bank at Geebung. A big thank you to Bank Manager Peter Rizzuto, Personal Business Banker Ed Mansfield and Local Business Banker Lucas Barbe from Westpac at Geebung for the organisation and cooking of the sausage sizzle to feed the crews before commencement of the SAREX.



Ships away.

At 17:00hrs, we all headed to our boats and Neil, Dean and Thomas headed to the radio room to start the search organisation. Neil and Dean were acting SARMC's for the evening under the control of Sergeant Jay Bairstow from the Brisbane Water Police. Also visiting us was Keith Williams (President Marine Rescue Qld), Annette Mengel (Vice Commodore VMR Bribie Island) and Commodore Ian Ivory (VMR Victoria Point).

With the scenario of a dinghy being found in the bay and no one aboard, the vessels proceeded to a point off Moreton Island to start a line search. *Energex Sandgate 1* was tasked as the OSC for this part of the exercise. We proceeded to start the line search and we were retasked to a new set of coordinates as further information was attained. This part of the exercise reinforced to the acting

Off they go.

SARMC's how much a Search and Rescue can change as information is received.

We continued our line search and as the search progressed, we had some surprises for both the crews and the SARMC's. All the vessels had been issued with an envelope which was a set of failures/faults that had occurred on the vessel. On receiving a text message from

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BRISBANE MARINE RESCUE QLD



Briefing.



Addressing the debrief.



A bite to eat.

our base the relevant vessel had to announce the failure and depending on what it was, the OSC and SARMC's had to adjust their plan and search pattern. The job of OSC was tasked to different vessels during the night and this gave crews the opportunity to take the roll.

At different times during the SAREX, units were taken from the main search and tasked for different jobs. At approximately 20:00hrs, *Victoria Point 1* was tasked to a position that had been called in as a possible sighting and nothing was found. Soon after it was retasked to a second position and the target *Milton* was located and retrieved.

At the conclusion all vessels were invited back to our base for debrief and coffee. Some took up the offer and some headed home as the night was getting on. After a short debrief we enjoyed a lovely supper organised by Linda Frankland.

Thank you to all the crews that gave up their time to partake in this exercise and to the organising committee of Neil, Dean and Thomas for putting this on.

Thank you to VMR Raby Bay for the use of their rescue dummy 'Milton' (Keith's favourite crew member), to Greg Keogh, Greg Henderson and Alan Eustace who manned the radios and Les Pascoe and Kelly Williams who braved the seas in our Stabicraft to deliver 'Milton' to the drop point. It was also wonderful to see the interest from visiting members from other squadrons who came to see what it was all about.

We hope that all who attended learned from this exercise and look forward to further interclub training.

Glenn Philip



Milton ready to go.

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Community Volunteering



VMRB have been out and about lately presenting our opportunities for volunteers at an afternoon function hosted by Kerry Millard, MP for Sandgate. We were able to display local waterways charts, a PowerPoint presentation highlighting the benefits of being a member at Water Side Assist level and full membership. Our display area was presented by Snr Vice President Thomas Grice, Treasurer Glenn Philip, crew members Kelly Williams and Linda Frankland. Hand-outs were prepared and welcomed by visitors looking to be involved with us at differing levels.

The afternoon included approximately 15 organisations presenting their volunteering opportunities, the range was broad but all local. PCYC to junior football clubs took part and around 100 prospective volunteers turned out to see just what is available.

We found this a positive experience in that we could talk directly to our targets as volunteers or members. The response by visitors was very positive and enlightening to some that did not know we were able to train them in their volunteering role with Volunteer Marine Rescue Brisbane and the benefits of a private boat ramp and facilities available to them as members.

The immediate response has resulted in two people making further enquiries as volunteers and no doubt more enquiries will come from potential volunteers and members from the information handouts.



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SOUTHPORT MARINE RESCUE QLD

VMR Southport has been exceptionally busy over the past three months. With relatively good weather leading up to Easter and almost perfect weather over the four day Easter period the boat crews and radio operators have been stretched to the limit.

In the month prior to Easter, some weeks saw up to 20 activations for assistance being undertaken, whilst 51 activations were undertaken, just Good Friday to Easter Monday.



A breast cancer awareness event on the Broadwater recently – VMR Southport Senior Skipper Bruce Anderson was asked to be the judge of the best presented vessel competition.

Let's hope the activations continue as the boat crews are gaining valuable experience in these activities. As the cooler weather approaches we would expect boating activity to ease off, however a good whale watching season is expected and could change this.

The three Southport rescue vessels are running perfectly and no down time has been experienced in the past three months. Let's hope this continues as well.

In between the activations, VMRAQ State Training Officer Gary Radford has been visiting Southport assessing the skills and general knowledge of our skippers. This is part of a statewide program and has been very worthwhile.

One has to appreciate how lucky we are in the south east of the state to have navigation aids and lights aplenty when we go boating. A part of these assessments was for Gary to eliminate all of these navigation aids, lights and beacons, and to introduce a few beacons, marks and symbols that we don't routinely see in the Gold Coast Broadwater in order to test our broader maritime knowledge. The cobwebs were certainly cleaned out for a few. Also, we were questioned on the Safety Management Systems of our vessels and our roles and responsibilities of being rescue vessel skippers and for those lucky enough Gary rode aboard our vessels when on a tasking, so he could observe how we operated.

Gary is a very experienced operator and his wealth of knowledge in commercial vessel operations was certainly an asset and a great learning tool in these assessments.

From all accounts those skippers assessed did very well with only some minor areas needing attention identified.

General training is progressing well with two modules currently underway as part of our Tuesday night training program.

Congratulations to Adam Watson who recently successfully completed his 'coxswains' ranking assessments adding another skipper to Red crew and to Bob Jordan who also recently became White crew's newest inshore skipper.

Rhonda (Ronnie) Lee recently blitzed her MROCP exam and is now a fully fledged radio operator along with John Griffiths who was awarded his radio operator ranking at the April radio operators' meeting.

May is an exceptionally busy month for VMR Southport with our attendance at the Sanctuary Cove International Boatshow. This event is the squadron's largest annual fundraiser and the members religiously put in a huge effort in selling raffle tickets and promoting the organisation to the 40,000 plus visitors who normally attend. We are hoping for a great result.



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VMR Southport's new vessel currently under construction is progressing slowly and should be released from the mould in coming days. Progress should speed up from hereon in.

The renewal of our rescue base lease has now been approved by the Qld Government so this will allow construction of our new radio aerial tower to begin very soon.

All else is good at Southport.

Safe boating.



A midweek callout crew attended this jetski recently after it was reported aground, only to find in ablaze.

NOTABLE *jobs*

A man contacted VMR Southport recently requesting assistance with his 50' sailing cat, which had run aground in the northern Broadwater. In consultation with the VMR Search and Rescue Controller and the vessel's skipper, it was decided to attempt to unground the sailing cat on the following morning's high tide at approximately 0300. A callout crew was assembled and attended at this time, to arrive to find the vessel had refloated itself and no longer needed assistance! In appreciation of VMR's "just being there to assist in my time of need", the skipper made a very substantial donation.

VMR Southport was recently tasked to assist one of amphibious buses that had run aground near Seaworld. Upon arrival a line was attached to the bus and with a slight pull the vehicle/vessel was free. With the added excitement of his journey, one man had to be restrained from falling out the window of the bus as he eagerly tried to photograph the situation.

During a recent function at the VMR base, a partygoer become ill and requested an ambulance be called.

On duty at that time was a VMR Southport/QAS First Responder, who treated the patient and provided pain relief until paramedics arrived. The man was transported to hospital, where doctors confirmed that he had a case of kidney stones. A good reason for the man's severe pain.

With the perfect weather conditions over the Easter period, the rostered crews were kept extremely busy. For the duration Good Friday morning 0600 till Easter Monday afternoon 1800, VMR Southport was activated on 51 occasions. Of biggest note was the daylight period between 0900 to 1400, where up to 10 activations per day were recorded. Activations varied, with the majority being broken down vessels requiring towing, several battery jump starts, several vessels aground and five Queensland Ambulance activations.

A frantic woman phoned VMR Southport recently to advise her recently acquired Staffy pup had fallen overboard from her boat somewhere near the Coomera River. She left her phone number with the VMR radio operator in the event of anyone reporting finding the much loved pet. Three days after the initial call the lady again called VMR to report the puppy had been found, alive and well, on Stradbroke Island, and she was on her way to collect it. From all accounts the dog was in reasonably good condition and enjoyed the swim.

the Dead Horse Theory

The tribal wisdom of the Plains Indians, passed on from generation to generation, says that "When you discover that you are riding a dead horse, the best strategy is to dismount." However, in Government more advanced strategies are often employed, such as:

1. Buying a stronger whip.
 2. Changing riders.
 3. Appointing a committee to study the horse.
 4. Arranging to visit other countries to see how other cultures ride dead horses.
 5. Lowering the standards so that dead horses can be included.
 6. Reclassifying the dead horse as living-impaired.
 7. Hiring outside contractors to ride the dead horse.
 8. Harnessing several dead horses together to increase speed.
 9. Providing additional funding and/or training to increase the dead horse's performance.
 10. Doing a productivity study to see if lighter riders would improve the dead horse's performance.
 11. Declaring that as the dead horse does not have to be fed, it is less costly, carries lower overhead and therefore contributes substantially more to the bottom line of the economy than do some other horses.
 12. Rewriting the expected performance requirements for all horses.
- And, of course ...
13. Promoting the dead horse to a supervisory position



NORTH STRADBROKE MARINE RESCUE QLD

It has been a reasonably quiet time for the unit except for the school holidays over Easter. We were on call 24/7 for medivacs over a three week period and did 19 during this period. As the OIC of the QAS has convinced his headquarters that more than one ambo/paramedic is required on the island during busy holiday periods, we have completed more medivacs since January 1 until now compared to the entirety of 2013.

Apart from this busy period, things have been slowly constant.

I turned up to do a medivac early one morning when a fisherman on the One Mile pontoon informed me that he just watched a sizeable yacht drift across from its anchorage and get caught up on the anchor chain of another vessel. He pointed out the boat which had obviously broken its mooring to drift several hundred metres to where it had come to rest. There was nobody aboard so the Water Police were informed of the details. The owner was duly contacted only to be rather rude to the informing officer and insist his boat was exactly where he had left it. The officer suggested that the owner may want to check it out for himself to which he was roundly abused again as the owner was not fussed on coming over from the mainland on a wild goose chase. The owner obviously did make the journey as the boat was back on its mooring the following day. What's the bet that he did not ring the officer to apologise and thank him for his time?

Late last year, a group of ladies from Straddy took it upon themselves to form a Resilience Committee. Their aim was to set up three centres on the island at each of the townships of Dunwich, Amity and Point Lookout to provide a centre to which people could come in case of a disaster. They would provide food, shelter, clothing and comfort for people who would suffer as a result of the disaster. As (bad) luck would have it, the fires that devastated a large part of the island eventuated and these ladies set up a centre at the community hall at Dunwich for anyone who had to be evacuated. Evacuees included

900 campers and local families. The SES duly arrived to provide all the necessities but the ladies had done the job they had intended to do. In the future however, the SES may not be able to get to the island eg. a cyclone may prevent that occurring initially, so the this group intend to be there. They have joined Marine Rescue as a sub-group and regularly hold meetings to plan for any eventuality.

What they have also done over many months as well, is to hold regular raffles for donated art work, sell other items and plan for a large jumble sale on the Queen's Birthday weekend. They have done this solely to benefit Marine Rescue North Stradbroke Island and have raised many thousands of dollars for us. We could not be more grateful. These ladies are: Anne Millett, Ursula Cotterill, Lorraine Dekker, Lorraine Winchester, Rosslyn Bailey, Marguerite Bettington, Jackie Harris and Therese Porrett.

One of our crew members, Tom Riek, is the proud owner and skipper of a 15m timber Bridge Deck Cruiser. Tom has travelled far and wide up and down the coast of Queensland in particular, clocking up approximately 9500 hours. It has a beam of 5m and draws close to 2m. It is powered by a 6 cylinder Gardiner diesel, holds 4500 litres of fuel and uses 10 litres/ hour at cruising speed. Tom usually keeps the boat berthed at Manly. Several of our crew needed to complete TDMMR3007B and TDMMR3107B and Tom was kind enough to bring his boat over from Manly to the Little Ship Club pontoon where, with the direction of Tom (laser pointer and all) and Gary Radford, the practical parts of the modules were completed. A most enjoyable day was had by all. When Gary Radford saw the boat, he asked Tom whether he had been at a particular island on the far north Great Barrier Reef back in the 1990's. Gary was on a prawn trawler at the time and Tom was there with his wife, Laurel. Good memory Gary.

The next school holidays are almost here so we hope for an uneventful time.

Doug Fraser

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There has been plenty happening off the water lately, with our aging two wheel drive tow vehicle being replaced with the arrival of our new (secondhand) tow vehicle to pull *Delta One* around. It's an Isuzu FTS 750 4X4, ex-NSW Railways. It came with a tray and Hi Ab but that had to be removed to fit the turn table and the whole unit barely fits into the shed with the bull bar almost touching the front door, there is only 30cm clearance on the rear motor protectors. There have been some major hassles lately with us getting stuck on the ramp. The last time was an EPIRB activation and because of fresh cow turds, the back wheels were just spinning and getting nowhere when we tried to reposition the vessel to a deeper section of the ramp. We expect the 4WD to be much better suited to pull the 16 tonne GCM up the ramp, especially with low range. Now we have to fit what is remaining of the tray to the old Isuzu and flog it off.

After an unusually long quiet period, the proverbial hit the fan a few weeks ago, in the form of a good old fashioned SW change. These changes usually mean pulling yachts off the inside of Cape Bowling Green, however this time it was some offshore reef fisherman who experienced a steep learning curve.

At about 04.30 hours one Saturday morning, two fishermen in a 5.3 aluminium vessel 35nm offshore experienced winds of up to 31.5kts (Davies Reef AIMS weather station). Their small vessel was swamped, along with all their electronics, by a wave before dawn. The extra weight in the boat snapped the anchor line and they started drifting towards another reef only .8nm away. The motor would not start so they activated the EPIRB and ignited their flares. They were less than 30 minutes from being smashed onto the next reef. Luckily for them a thrill seeker in another boat was fishing at the same reef, saw the flares and held them until we arrived.

Conditions weren't favourable, with average wave height of 2.5m, and a four hour tow straight into them at 7kts ahead of us, the towed vessel was getting a flogging. Our 37 series Kevlacat felt safe and solid at all times, we in the Burdekin are very happy we chose Kevlacat. Unfortunately at about the half-way point, our tow hook pulled through the aluminium eye on the tinny, and the vessel sunk within five minutes.

The lesson here is, watch the forecast. This SW change had been predicted for days and even on that morning, boats were heading out to the reef. I suppose you have to

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BURDEKIN MARINE RESCUE QLD



Hurry up and go nowhere at the ramp.

experience one to know that winds from this direction can change fast and be furious. There have been a few lucky escapes in past years.

Meanwhile, back on the mainland that same day, SARCO Arthur Woods had a call from a concerned parent. Five teenagers in two boats were overdue from calling in, and with the weather conditions at the time, Arthur decided to speak to Townsville Water Police about the situation. The Water Police were already involved in three other rescues at the time, but activated *Rescue 521* chopper, to scan the area. Arthur, Vince and Ian crewed our new RIB, *Honeycombes Rescue*, and raced to the scene. The chopper found them in the shelter of Cape Upstart, unaware of the commotion surrounding them. Apparently they were supposed to phone home when they arrived at the camp spot, but got busy having fun. When Arthur arrived he persuaded them (Arty can be very persuasive) to follow him back to the safety of the populated side of the Cape. That one phone call could have saved the taxpayer a lot of money. Our new AIRIB is a much

needed asset, and everyone who crews it is amazed at how well this thing rides.

As mentioned earlier in this report, access to the open sea here in the Burdekin is a big issue. We generally operate from three facilities, Barratta Creek to the north, Ocean Creek in the centre and Molongle Creek to the south, having more than one sea access allows for quicker response times and less sea time particularly in adverse conditions.

Maintenance of these facilities is critical to the way we operate, at present Molongle Creek is all but useless due to channel damage in heavy weather. We are frustrated that despite committing considerable money to state of the art equipment and considerable time to training we are hampered by the lack of sea access. Minutes make the difference between a simple vessel tow and a search for bodies.

Marine Rescue Burdekin is lending its support to organisations and local government to ensure our operations are not compromised by problems which have simple solutions.

That's it for now from the mighty Burdekin, 'til next time safe boating and tight lines.



Going, going, gone!



On Saturday, March 29, Senior Lecturer Dr Peter Davey from the Griffiths School of Environment-Nathan Campus, conducted, with the help of Marine Rescue Jacobs Well, field studies in the marine park in our area of operations. This is an annual study and some of the areas covered were, bird nesting in green zones, inspection of Swan Bay, Pin Bar area, Slipping Sands and Cobby Cobby Island. Fourteen undergrad students and staff were transported by Jacobs Well skippers and crew to the various areas mentioned to allow these studies to be conducted.



Students waiting for transport and conducting lectures on the islands.

ANZAC DAY

This year Marine Rescue Jacobs Well again attended the ANZAC Day Service to honour the fallen conducted by the Gold Coast Boat Club at 'The Anchorage' on South Stradbroke Island. A good crowd of just under 300 people attended representing boaties in the area. Marine Rescue Jacobs Well formed a guard of honour, attended to flag duties and club President John Ranizowski laid a wreath. Local identity Peter Murray sang two songs at the ceremony after doing a fly by salute in his sea plane.





JACOBS WELL MARINE RESCUE QLD



above: The mural.
left: Mr Zschech receiving his plaque of appreciation on the open day.



NEW BASE MURAL

For our open day in March, Nigel Zschech and students from Airbrush Venturi Gold Coast created a mural for Marine Rescue Jacobs Well on the base, boat shed doors. Mr Zschech and students kindly donated their time to create the mural and we thank them for their efforts.

OPEN DAY

On Sunday, March 2 Marine Rescue Jacobs Well held an open day. The program consisted of public tours of our base, radio room and rescue vessels. First aid and safety equipment demonstrations and information sessions, flare demonstrations including hands-on sessions and rope work workshops. The day was well attended by the public as well as local and state members, Q.A.S. personnel, local water police, rural fire brigade, sponsors



JACOBS WELL MARINE RESCUE QLD



and supporters. We were lucky enough to have the services of retired news presenter Frank Warwick to MC the day and he did a fantastic job. Marine Rescue State President Keith Williams opened the proceedings and made presentations to sponsors and other special people who contributed to the day. During the opening ceremony a special monument to honour both past and present members was unveiled. Mr Williams was assisted in the unveiling by Jacobs Well President John Ranizowski and

life members John Jacobsen and Greg Litte. Thirty three members of Marine Rescue Jacobs Well helped organise and run the day and we were also supported by 12 out of a possible 22 skippers who helped run the tours and demonstrations at a very professional level. Special thanks to the committee for a smoothly run and successful day and to all of our members who gave up another of their Sundays to help make sure the public is kept informed and safe on the water.



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Changing of the *guard*

NEW SKIPPER



Our latest skipper Geoffrey Lind receiving his stripes from outgoing Operations Manager Jens Mertens. Congratulations Geoff.

In May a changing of the guard occurred within the committee of Marine Rescue Jacobs Well. Long serving Unit Training Co-ordinator, Jannie Bloem, who has held the position for 10 years stepped down to take up the position of Operations Manager. This opening was created by the resignation of another long serving member, Jens Mertens, due to health reasons. The UTC position will be filled by the current assistant UTC Dave Roberts. Jannie retains his position of chairman, Southern Zone.

STATISTICS : MARCH 1, 2014-MAY 8, 2014

Total Number of Activations	144
Total Number of Activation Hours	218.35
Total Number of Crew Hours	752.87
Total Litres of fuel used	4597

BREAKDOWN OF ACTIVATIONS

Medical	5
Breakdown	46
Insufficient Fuel	3
Grounding	12
Sinking/Sunk	8
Drifting	1
Training/Patrol	69



VOLUNTEER MARINE RESCUE

ASSOCIATION OF QUEENSLAND INC.

CODE OF CONDUCT.

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

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

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

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

Date of Issue 01.09.96



Uniform Options

As we are all probably aware, our beloved El Maximus Presidenté Keith has a dream: "One day, all of MRQ will look the same". Hang on a minute - did I just hear someone say "Tell him he's dreamin'?!"

At the moment, we all (?) wear the light-blue 'Police' shirt for everyday dress, but apparently every squadron then has its own 'work' uniform, in a wide variety of colours and styles.

Keith would like to see everybody, statewide, wearing the same uniform, or at least in the same colour scheme, of a navy and gold polo shirt with Marine Rescue across the back. At the combined Moreton Bay/Southern Zone meeting late last year, it was agreed that the two zones will work towards implementing this new colour scheme as each unit needs to replenish their supplies of shirts.

We at Currumbin had actually started down the path of choosing a new crew shirt a few months prior to this meeting, after receiving a uniform grant from our good friends at the Tugun Community Branch of Bendigo Bank. Naturally, and in keeping with long-established tradition, we were going to choose our own colour scheme! Luckily, literally at the 11th hour (they were supposed to start cutting material that day!), we were able to change the colours of the shirts that we had ordered.

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As we have been going through the process of investigating, examining and choosing shirts for most of 12 months now, we thought that we'd share our findings with you all, and possibly save you some of the effort!

Initially, we were only going to get shirts for our boat crews to wear while out on the water, so we were looking for a long-sleeved shirt to give good sun protection, something we should all be keeping in mind in these days of OH&S & "It must be somebody else's fault if I hurt myself" (even if it's only sunburn). After much searching and comparing, the best pricing we were able to find on-line came from Sun Protection Australia at Byron Bay (www.sunprotection.com.au).

We went for a drive down there one day and met the truly lovely lady, Kerryn Meanwell, who runs the company and who was only too happy to help us in any way possible, including throwing some freebies into the shirts and giving us a very hefty discount on them!

The shirts, as shown on the right, are made of breathable, mesh fabric which is UPF50+ rated; include a pocket and adjustable sleeve tabs so the sleeves can be rolled up if required; the fabric wicks moisture away from your body so you stay cool while wearing them, are very fast drying and





are also antibacterial so they don't retain 'odour':-). They come with 'Marine Rescue' printed across the shoulders but not the MRQ badge on the front (although we are also investigating options for that). Sizes are from small to 4XL. The minimum order must be for 50 shirts, which can be across all sizes, at a cost of \$45 each. For an order of 100 shirts, the price will drop to \$43 each.

They are now on issue to all of our boat crews, with positive feedback from everybody.

While we were going through the fairly lengthy process of getting these shirts organised, it was also decided that we would also arrange a short-sleeve shirt for radio operators. This concept then expanded to becoming a day-to-day work shirt for all personnel eg radio operators, fund raising, attending meetings, boat crew while not on the water etc., with the police shirts being retained for formal occasions eg funerals, ashes, high-level meetings etc.

More searching led us to www.splashalley.com.au where we found these:



Shirts are also 'Cool-Dry' fabric, which, as the same suggests, helps keeps you cool and dry!, are UPF30+, and also come with 'Marine Rescue' printed across the shoulders, but no MRQ badge. The style is a 'Winning Spirit' PS61 for the men's shirts in sizes S-4XL, and also a PS62 ladies shirt in 8-18. Minimum order for these is 100 shirts, which can also be a mixture of sizes and men's/ladies. Costs, including printing, work out to \$12.70 for men's and \$13.80 for ladies. You will also note that the panels on each sleeve are just crying out to have a sponsor's name on them!

As neither of these shirts have epaulettes, we have modified them slightly by having another button added to the bottom of the placket (learning new words as well – that's the bit that buttons up!) to hang our existing rank slides, as per current military fashion. At the moment, it's still being debated as to whether or not we actually need to show rank at all? After all, each crew knows who their skipper is.

And when they're all finished, they look like this:

You may have also noticed that we don't have anything at all actually embroidered on the shirts to say Graeme, Radio Operator, President etc. This is so a shirt can come back in from a retiring radio operator today and be re-issued to a new crewie tomorrow.

Incidentally, the way we have issued the shirts is to charge our members a refundable



deposit of \$20 for crew shirts, and \$10 for the polos. When the shirts are returned in good condition, their deposit will be refunded. The shirts also aren't given out to new members till they have completed their six month probation – I'm sure we aren't alone in experiencing people coming in, full of enthusiasm, having one boat ride and then leaving, to never be seen again :-)

If any of you are interested, please get in touch with us for any further details that you may need.

Another possibility is, if you want to go ahead and order either, or both!, of these shirts, is to order them via us. As we already have the various contacts established, we will be happy to consolidate orders from individual squadrons and then place a bulk order, which would then reduce costs even further.

Graeme Fitzpatrick – VMR Currumbin



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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Wooden Boat Rally Launceston

*Commencing in 2016 WBR Launceston
will be a bi-annual event!*



On behalf of the Wooden Boat Rally organising committee I wish to advise wooden boaters and rally exhibitors that in future, WBR will be a bi-annual event.

At a recent rally committee meeting a proposal to conduct future rallies on a bi-annual basis was considered. This format has been raised in the past and was proposed again in response to feedback received from various people including; committee members, exhibitors, sponsors and seaport businesses.

SOME OF THE REASONS DISCUSSED IN CONSIDERING A POSSIBLE CHANGE WERE/ARE:

- There is a risk that the event may get stale if it is run too frequently
- There are fewer regular exhibitors now than there have been in past years (other than 2013) which may indicate that exhibitors are already 'stale'
- The event possibly needs; **1** a 'drawcard' or attraction activity of some type and **2** more active exhibits to engage patrons the longer timeframe increases the ability to organise such attractions/ activities
- Alternating years to the AWBF may draw more patrons and exhibitors from the south
- Gives a longer lead time to allow boat owners to prepare/arrange travel etc, especially applicable to larger boats

- May sharpen the keenness of exhibitors if run less frequently
- Less wear and tear on committee and volunteers!!
- Planning and organisation should be easier if done over an 18 month period

Ultimately the committee was unanimous in their support for the proposal and it was resolved to hold future Rallies bi-annually on alternate years to the Hobart AWBF event. Accordingly, the next Wooden Boat Rally will be held at Launceston SeaPort in February* 2016.

*subject to favourable tides

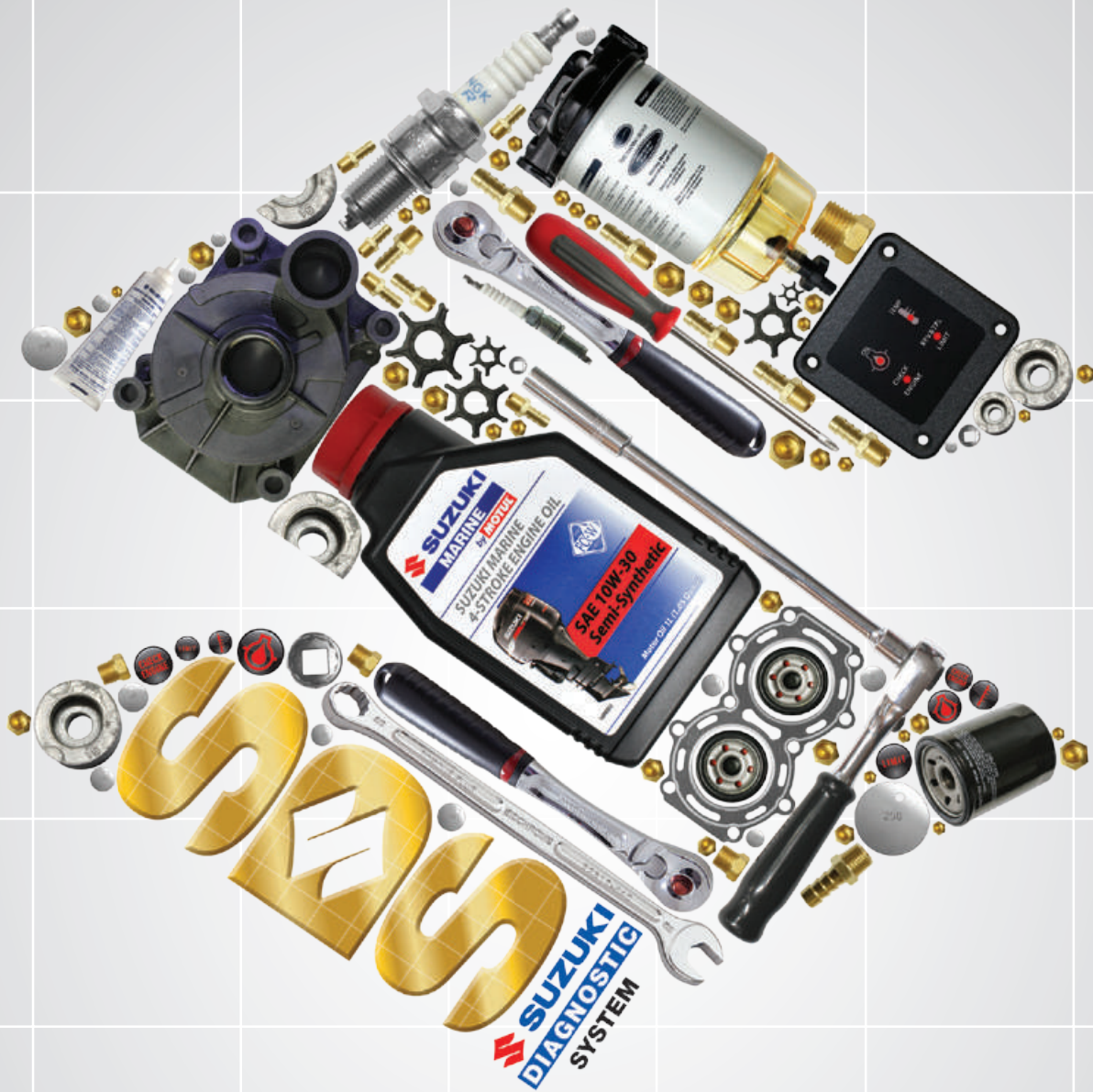
The 2014 rally was a little down on exhibitor numbers, however, it was enjoyed by many, very well supported and must be considered as a success by any measure. We now have in place procedures and the means to hopefully grow the event into a bigger and even better weekend than it has been in the past

We will keep you all informed of progress or you can check out our website, www.woodenboatrally.com for updates as well. Thank you for your ongoing support and we look forward to seeing you at WBR 2016

Wayne Higgs for WBR 2016
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Wooden Boat Rally 2016 - Sea You There!

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