

RESCUE

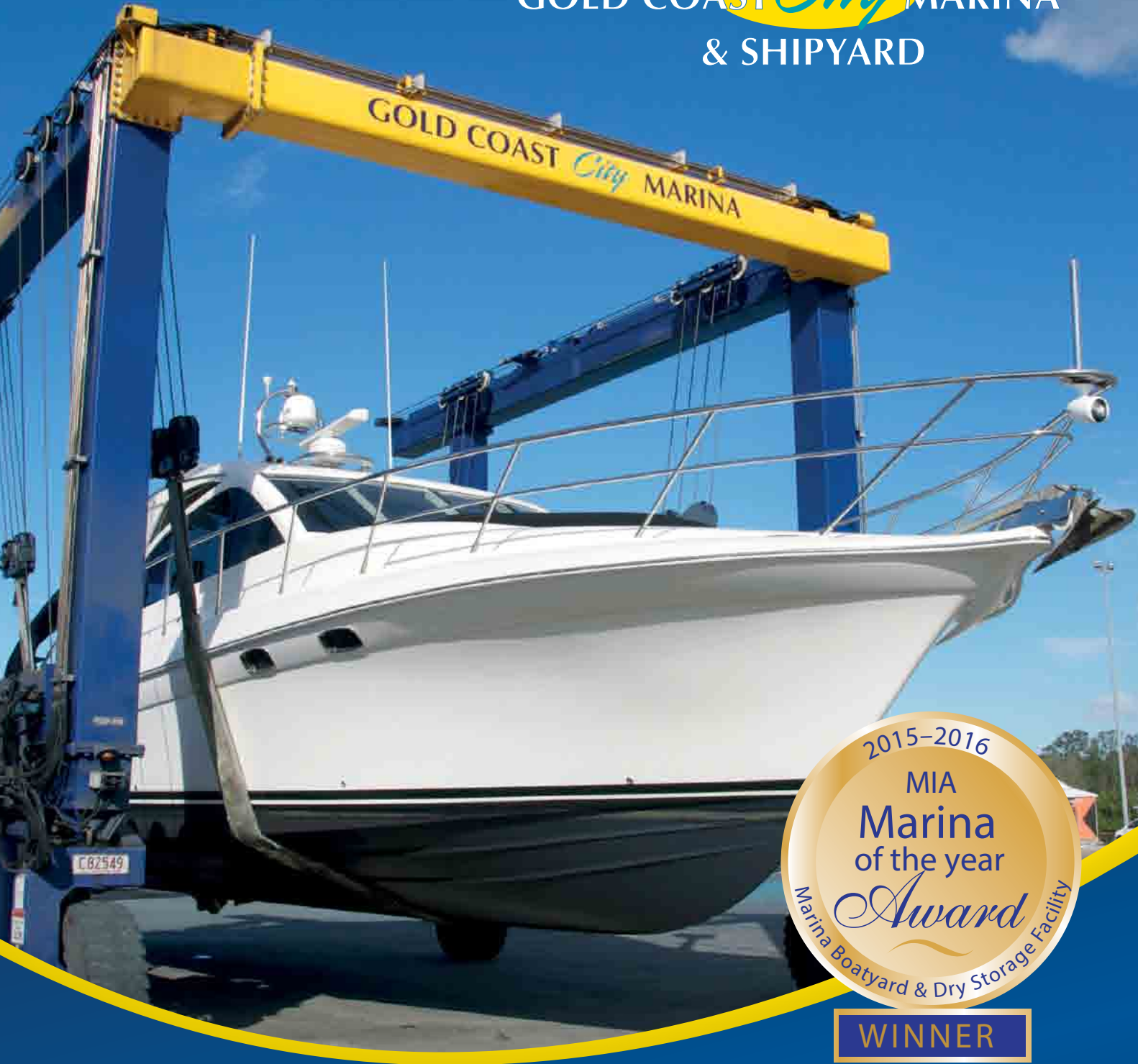
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Winter 2015



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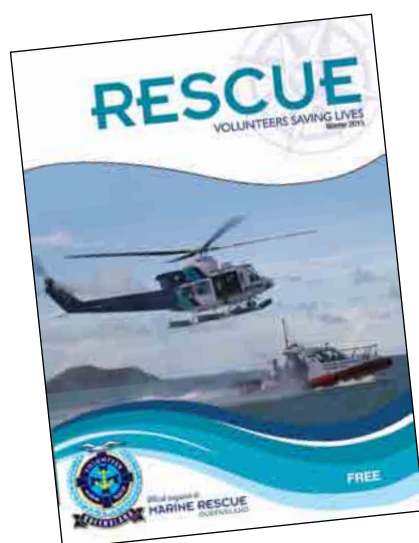
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VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82	YES	YES	YES
VMR MIDGE POINT	VMR 458	81, 21			YES
VMR MACKAY	VMR 448	80, 21	YES		YES
VMR GLADSTONE	VMR 446	82	YES		YES
VMR ROUND HILL	VMR 477	81, 82	YES	YES	YES
VMR BUNDABERG	VMR 488	22, 80, 81	YES		YES
VMR HERVEY BAY	VMR 466	22		YES	YES
VMR BRIBIE ISLAND	VMR 445	81, 21		YES	YES
VMR BRISBANE	VMR 401	81, 21		YES	YES
VMR RABY BAY	VMR 455	81, 21, 82		YES	YES
VMR NORTH STRADBROKE	VMR 449	81	YES	YES	YES
VMR VICTORIA POINT	VMR 441	81, 82		YES	YES
VMR JACOBS WELL	VMR 450	82	YES	YES	YES
VMR SOUTHPORT	VMR 400	82, 22	YES	YES	YES
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Often in the aftermath of a disaster, we see our 'community spirit' come alive as everyone turns up, and does what has to be done to help each other. Queensland is quite well practiced in this due to our interesting climate and the number of weather or weather

related disasters in which we get practice.

In this last period I got to see a different demonstration of how that community spirit exists even without the presence of a disaster. I was pleased to be invited to a SAREX in North Queensland with a little bit of a difference. On this occasion, there was no all-tide access to the search area. My first thought was 'interesting challenge' however that's a gross understatement. So starting Friday afternoon, 60 odd people were transported by all means of vessel to the edge of the national park area at Cape Upstart to spend the weekend on scene for the exercise. Everything needed was carried in either by barge, VMR vessel or even private craft. Indeed the VMRAQ folks who attended, bumped across the bottom getting to the scene as the timing of our flight meant we 'only just' made the tide.

At Cape Upstart were not only the rescue crews, but their families who came to support us, making sure

we were in need of nothing, indeed we were spoiled rotten across the weekend. This support ensured the rescue vessel crews were able to concentrate on the task at hand. Even two members from Water Police at Townsville were 'trapped' on scene with us for the weekend. Vessels from as far away as Mackay and Midge Point were trailered or trucked up and used in the exercise.

On Saturday morning, the scenarios were delivered to the crews by Water Police and off they went. The first involved a scenario of people missing with weighted lifejackets being the real target. In a matter of hours all drifting targets were located and recovered. In the second and final exercise a 'flare sighting' was reported. Crews were given the appropriate track and set off searching. Once again the target was successfully located.

The weekend wasn't without incident, on Sunday morning a vessel way across Upstart Bay broke its anchorage and the owner was very concerned with respect to its whereabouts. During that search a submerged vessel was located which was unrelated to the incident. However all ended well with the relevant vessel located and returned to its owner.

I was amazed at the support the local crew had from their families. It showed me that VMR for them is both a family and community experience. They often have

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PRESIDENT'S REPORT

to do a lot with very little external support and I must say they are very good at it!

As the police officers left on Sunday morning I imagined they would be looking forward to some time off and relaxing. I must just mention my vision was completely wrong. They didn't even make it back to Townsville as two children had gone missing on land the night before a land SAR was underway to try and locate them. That SAR concluded in the afternoon with the children being located safe. On our way back through Townsville on Monday we dropped into the Water Police office with intention of thanking the crew and OIC, however to my amazement we were met by one of the two officers we had spent the weekend with! They were both at their desks Monday morning! That's dedication and makes me proud of the marine SAR system within Queensland. I don't think anyone in agency is involved in search and rescue, just because it's a job.

My congratulations and admiration are extended to the team at VMR Burdekin who conceived, planned and executed this exercise. Well done to all.

So that's one section of VMR in Queensland, what about the rest?

Another glimpse into life in really remote areas came when Vice President Graham Kingston and myself travelled to Moa Island in Torres Strait to assist the local crew at VMR St Pauls in replacing the air bag collars on their 9m Naiad vessel. If you do a job there, you are on your own. The island has a supermarket about the size of a service station in Southeast Queensland and the nearest hardware store is 40km away in Thursday Island by boat, plane or chopper. It's amazing though in places like this how just about everybody turns out to help. We certainly had no shortage of labour, even in that heat! I got laughed at quite a bit for not putting sun screen on the back of my legs!

There's a lot going in marine rescue in Queensland right now.

VMR Bribie Island, Bundaberg and Whitsunday are all building new boats. Again I have been impressed with the professionalism with which these squadrons developed their specifications and included relevant stakeholders in working out what would be the best boat for their area to achieve community safety outcomes. I look forward to seeing the completed products.

Training has progressed well with many new coxswains having been approved by MSQ and all crews getting suck into the new MAR package. Robert Brock will no doubt be reporting on progress in training on all fronts. I do wish, however, to extend my thanks to the team of amazing volunteers who either work as a state training officer or who are quietly in the background reviewing all of our training material and updating it all to make sure all training and assessment material is of the highest quality. It's a mammoth task and I thank you all.

The state council are working hard on your behalf with various projects on the go. Amongst these are a more holistic look at service awards, improving operations in remote areas and of course chasing grants and funding on behalf of squadrons. These are a great team of people to be working with.

Various events have either been held around the state or are planned shortly. Mackay just celebrated 50 years of operations and congratulations to them. VMR Bribie are planning another emergency services expo for October. The one held last year was a huge success and this year is looking even bigger!

Well until next time, thanks for being such an amazing group of people to work with. I was reminded recently of saying used by my predecessor Harry Hubner ...

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The VP's WATCH

Your executive and representatives from several VMR squadrons attended the Australian and New Zealand Search & Rescue Conference on the Gold Coast on May 6, 2015. This brought us up to date with some of the issues associated with helicopter rescues in the marine environment, an update on coordination and operation of SAR in Australia and issues with leadership and motivation of volunteers. The final papers addressed opportunities for use of unmanned aerial vehicles (UAV's) in the 'S' part of SAR. There are still significant issues with regulation of UAV's in relation to line of sight only operation, a ceiling of 400' and non-operation within 5km of controlled airspace. The line of sight issue is now technically overcome with live video feed. An operator's licence is required for commercial use of UAV's and this applies to any search related issues. The South Australian Police paper indicated use of UAV's for forensic support and limited land based search applications. The VMRAQ UAV project is being managed by Tom Hudson to keep abreast of technical and regulatory developments.

It may sound like an argument in justification, but I believe much of the value in attending such conferences is realised over a cup of coffee. It is during such breaks that we were able to interact with interstate colleagues from VMRNSW, South and Western Australia and Coast Guard. There were

a couple of techno-bits in the trade display which caught my eye. The first was a clip-on attachment for an iPhone or Samsung smart phone to convert these handsets into a SAT phone. This could be of use in remote areas where VHF and mobile phone coverage is dodgy. The other item was a 'Blackout Buddy'. This was a small LED device which gave light for 72 hours when its 'magnesium oxide battery' was exposed to water. The battery is protected by a plastic seal until activation is required.

Another topic that exercised my mind this quarter was that of rescue boats. As I move around the state the diversity of vessels in our fleet has become apparent. Yes we have all bought / built the ideal vessel for our own situations. These can probably be distilled down to inshore or partially smooth waters and off-shore situations for often longer activations requiring larger and more sea going vessels.

Vessel diversity can probably be managed, provided we source proven hulls and suitable power plants. However if we are going for diversity the issue of maintenance requirements and our ability to manage these has become a significant issue. We have steered away from diesel engines because of the capability of volunteers to undertake required maintenance schedules and the extra time to get a vessel underway. One of our squadrons has had significant problems with the self-maintenance

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VP REPORT

of diesels, while another has opted for a commercial operator to undertake the regular maintenance.

Hull material and out-year cost is emerging as a significant issue for some squadrons. The airbags on RHIB hulls have a finite life (maybe three to four years if continually exposed to sunlight, in addition to impact damage). Recent experience while assisting with bladder and bag replacement on a Torres Strait vessel highlighted to me that such vessels are not suited to continual exposure to tropical sunlight in addition to the remoteness from experienced technical support. Solid foam seemed like a rational solution to the bladder and bag problem yet we are now seeing a problem with this technology with the polyurethane skin, and solid foam in a bag could still require several bag replacements during the operational life of the vessel. While we do not have a high level of government support for vessel replacement I feel more emphasis should be placed on the life cycle maintenance cost of vessels so that our volunteer \$\$ can go further.

Graham Kingston
Vice-President



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Harry Hubner has been with VMR for more than 35 years. He started at Air Sea Rescue Beenleigh as crew and skipper.

He later ended up as the manager for Queensland before the job even paid a liveable wage. He held that position continuously until he 'began' his retirement in 2013. The inverted commas are because he still does much for the organisation in a volunteer capacity. During this time Harry even earned the prestigious Emergency Services Medal. I think it was one of those cases where everybody just assumed Harry was a life member of the association, I know I did.

The problem being that he wasn't.

Last year this fact was uncovered and the council immediately voted to grant life membership to Harry. We were supposed to have a joint meeting with AVCGA early this year to be chaired by then Assistant Emergency Services Minister Ted Malone. Of course cyclones etc conspired to ensure that meeting didn't take place. So at the state meeting held on Saturday long term and retiring state council member Mr Peter Graham (centre) took pleasure in presenting life membership of the Volunteer Marine Rescue Association, Qld to Mr Harry Hubner (pictured on the right).



Keith Williams



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QVMR

BUNDABERG

ACTIVATIONS

As usual with non-metropolitan activations we were in the 'non-lumpy' phase with only 10 activations in the quarter. The interesting shift in the activations was from local boats to response to the minor Burnett River flood in February and transiting vessels.

The passage of a tropical low pressure system to the west of Bundaberg in late February 2015 resulted in a minor flood in the Burnett River with some of the usual problems associated with such events and moored vessels in the river. *Bundy Rum* was activated early on February 22 in response to a distress call from a catamaran with a disabled engine whose anchor 'had let go' in the Town Reach due to build-up of debris on the anchor chain. The 8nm passage up river was very slow and guided by spotlight due to the amount of heavy wood. The rendezvous was effected just after midnight. The anchor chain was cleared and the vessel relocated to a safe rafted mooring to a trawler on the south bank. If the river closure advice had been available it is most likely we would not have done this job!

On February 25 we were advised of a disabled 44' ferro-cement yacht at anchor 1nm of the beach 24nm north of Burnett Heads in rough seas. *Bundy Rescue* was dispatched. The skipper opted to drag the vessel further offshore before securing the rescue tow. It appears the vessel encountered an overnight squall which damaged the sails and with the support of 'Murphy' water ingress to the engine room totally disabled the vessel. After an 11 hour tow and 74nm the vessel was safe in the Burnett River. Even though the vessel had marine insurance (unusual for a ferro vessel), the local marina would not allow mooring, so anchorage in the river was the only option.

A 36' motor cruiser with starter motor problems was towed from Lady Musgrave Island in a 117nm activation, while a 44' motor vessel with disabled steering was towed into Burnett Heads in rough conditions.

RIGHT FROM TOP:

On the way to the ferro-job.

The hook-up.

Let's get this away from the beach.

Ferro-yacht safe in the Burnett River.



The out of fuel situations continue. This one involved a 6m plate boat fishing the continental shelf off Fraser Island. This crew had successfully done the trip previously but came unstuck this time because of rough conditions. We were advised of their concerns about fuel burn 30nm from Burnett Heads and the prop stopped at 15nm. *Bundy Rescue* effected a fuel transfer in the dark to allow a safe return to Burnett Heads.

How many Chinese rigged junks are there in Australia? Not many. However we were tasked to rescue one that was disabled just off Waddy Point on the eastern side of Fraser Island on April 18. The vessel was being delivered from Port Stephens to Port Douglas and suffered sail damaged during an overnight squall as well as a subsequent leak in the engine heat exchanger which allowed insignificant progress against the Coral Sea Current. *Bundy Rescue* was limited to 10kts



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Garry Dick presents Monty O'Connell with his national medal.





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across Hervey Bay due to a 20kt NE swell. Conditions improved outside the island. Once inside the bay the swell and jerk on the tow resulted in breakage of two Samson posts in the junk. Fortunately after 19 hours and 140nm the junk was safe at anchorage in the river. A wide board walk around the junk stopped us from being able to raft-up to the junk for an alongside berthing.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

VMR Southport has again had a very busy period on the water. Strangely enough the weather hasn't been fantastic, but boats have been on the water in numbers, and with that comes the array of breakdowns, flat batteries and out of fuel rescue activations. Of note, have been a greater number of vessels breaking down well offshore, requiring towing back to the Gold Coast Seaway.

Two activations of note include the evening of May 19, VMR Southport were tasked to accompany the Gold Coast Water Police to a position approximately 22nm east of the Gold Coast Seaway to assist a 5.5m vessel that had activated an EPIRB. The weather conditions were perfect and a swell was almost non-existent, allowing us to reach the vessel in just under an hour. The vessel had an electrical issue, couldn't contact anyone by radio, couldn't get mobile phone coverage and hence set of their EPIRB to alert authorities they needed rescuing. The vessel was safely returned to Southport.

On Saturday, May 30, VMR Southport was again requested to assist a vessel 16nm east of Broadbeach which had also broken down. That vessel was also safely towed back to Labrador.

The whale watching season officially begins on June 1 so we are expecting more offshore activations over the next few months as dozens of vessels make

the daily trip out to watch the reported 8000-10,000 creatures make their annual migration.

The Qld Ambulance Service have utilised the services of VMR Southport a number of times recently, with the squadron's first responders gaining good skills with the variety of jobs we have undertaken.

The VMR Southport primary rescue vessel *Marine Rescue 1* will be taken off the water in the coming weeks to be sent for a minor refit. The vessel needs a re-paint, and a general tart up, in order to maintain the standard of vessels we present to the Gold Coast boating public. The vessel is 10 years old and despite its frequent use, we have to take it off the water now, or else it will never happen, summer will be here again and we will be too busy to afford the downtime. The vessel will be off the water for about four weeks.

At long last, VMR Southport is moving forward with the construction of its new radio aerial tower. Difficulties with renewing the rescue base land tenure



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 EXPORTING TO THE WORLD

SOUTHPORT



have been tedious, however decisions to eliminate any development on the Southport Spit have now ensured a signature on the required dotted line and we can move forward. A 30m concrete monopole has been ordered, with an eight week build time, which when installed, will allow us to relocate all of our communications equipment to a structure that has a guaranteed life span of 30 years. The current tower, as mentioned in previous editions, is a rust bucket waiting to fall down and the sooner we can demolish it the better. Grant applications have been successful for various parts of this new construction, however the organisation still needs to commit

approximately \$120,000 from fund-raised revenue. Completion is due end of September, barring any further delays.



The base pontoon is also undergoing a refit, and given the large numbers of vessels that pass our base daily, the pontoon had to be upgraded in design to allow for larger and more frequent boat washes. Structural cracks in the concrete deck have

been repaired, a new non slip surface has been applied, and re-sleeving of the pylons is about to be undertaken. A grant application has again been successful for this project, to the value of \$40,000. Completion is due end of June.

VMR Southport recently attended its biggest fund-raising event of the year, the Sanctuary Cove International Boatshow. A fantastic result was achieved due to the hard working efforts of our fantastic volunteers.

A number of new rankings have been achieved in recent weeks at Southport and congratulations must be extended to Adam Watson and Paul Butler, who both attained their offshore skipper rankings, along with Rex Scott and Stephen Hipkiss, who have achieved their inshore skipper rankings. All four recipients have at least six years experience with VMR Southport and will serve the organisation well.

All else is good at Southport, with winter only a day away, we hope to continue to be busy and responsible to all activations requested of the squadron.

WILDLIFE RESCUE

A crew was dispatched recently to transport a representative of Wildcare – a wildlife rescue organisation, to assist a pelican which had been reported to be bleeding severely from its beak.

The pelican was first seen on the beach at Labrador and when approached by a member of the public, the bird flew off and was seen to land on the sand on the centre banks of the Broadwater.

On arrival at the given location, opposite Harley Park, the pelican was located and captured, bleeding profusely from the beak.

After being transported back to VMR and then taken to Currumbin Wildlife Sanctuary, it was unclear whether the pelican had been slashed by a fishing knife or if it had tried to swallow a fish and resultantly had its beak ripped open by the fishes fins.

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OUTBOARD IN THE NERANG RIVER

Two youths flagged down a VMR vessel on the Easter weekend requesting assistance to retrieve their outboard motor which had fallen into the Nerang River.

The boys had been swapping their outboard motors from one vessel to another when another vessel's wake caused one of the boys to drop the engine as he was trying to bolt it on. Being almost sunset, in a fast flowing Nerang River tide, and in approximately 4m of water, the VMR crew weren't able to assist.

We are not quite sure what the boys parents thought of the whole situation.

WATCH THOSE WINCHES!

One of VMR Southport's first responders was recently tasked to assist a man who had reportedly severed part of a finger whilst on a sailing vessel, just offshore of the Gold Coast Seaway. The vessel was met in the Seaway by the VMR vessel and the patient loaded aboard where an assessment was made and pain relief was administered.

The man had been winding a winch handle and his finger became jammed underneath causing the injury. Given first aid aboard the yacht when the incident occurred, the man's finger was bandaged up and the

bleeding controlled, with the top section just above the knuckle reportedly only attached by a small amount of skin.

The man was transported by ambulance to hospital, however, no reports were heard as to whether the finger could be repaired.

SEAWAY SINKING

Whilst proceeding to an assist recently, a crew was diverted to a vessel reportedly sinking approximately 2nm south east of the Gold Coast Seaway. The vessel's owner had made an emergency mobile phone call to VMR Southport whilst trying to bail water from the vessel. On departing the Seaway, a flare was spotted in the general vicinity of the vessel's reported position and the VMR crew headed in that direction to find a small tinny, with one man aboard. The tinny was at gunwale level in the water, with the man extremely grateful that the response was so quick as apparently visions of circling sharks, and the thought of a lengthy swim to shore didn't sit well in his mind.

The vessel was towed to the Grand boatramp, where amazingly the outboard motor started first go despite being semi submerged.



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GLADSTONE

FROM THE FINISH LINE

The 308nm voyage that is the Brisbane to Gladstone Yacht Race started on Good Friday down south and saw the first yacht *Black Jack* cross the line on Saturday in Gladstone Harbour. The VMR Gladstone crew were on hand over the weekend to welcome the yachts into the harbour. There were two rescue boats and five crews made up of 25 volunteers on the water throughout the weekend.

The voice of VHF radio in Gladstone, Jim Purcell OAM, could be heard over the weekend providing guidance and advice to the visiting yachts.

Overall it was a busy weekend with only one tow required.

RIGHT: Some of the VMRG crew on duty.
BELOW: The winner – *Black Jack*.



YOU'RE THE SKIPPER

Four volunteers were recently accepted by the VMRG committee as skippers. Mick McAullay, Dale Coward, Steve Hindle and Greg Klease have undergone extensive training and assessment to become VMR skippers. Rob Plumridge, VMRG President said "this is an achievement these volunteers can be proud of. It is excellent to have these guys join our existing skippers who we rely on to take the lead in a rescue situation. We have some more of our crew who are close to becoming skippers and look forward to them achieving their goal," Rob said.

Thanks goes to those behind the scenes. Trevor Davies – Unit Training Coordinator, Andrea Hindle - Assistant Unit Training Coordinator, Mal Clarke – Chief Boat Skipper and current skippers.

Our training program is supported by QGC. QGC has invested in the development of VMRG through its Social Investment Program since 2009. QGC's funding has provided VMRG with a new rescue vessel and tow vehicle, diversifying its rescue fleet and expanding its response capacity. The partnership also supports a range of communication activities to promote safe recreational boating in the Gladstone region.

L-R: Mick McAullay, Dale Coward, Steve Hindle and Greg Klease.



REWARD FOR SAFETY

Over the Easter holidays, VMR Gladstone and local Water Police were rewarding boaties for having 'eggcellent' boating safety. At the boat ramp and on the water, boaties were talked to about safety and the gear that was on their boat. It was a busy weekend on the water with the Harbour Festival and the Brisbane to Gladstone Yacht Race. Safety on the water was generally high with most people doing the right thing. Those that were on the mark with their boating safety were rewarded with a small packet of Easter eggs. These were a hit with the local boaties and from feedback received they were a pretty tasty reminder about boating safety.





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LIFE TIME ACHIEVEMENT



Hamish McLeod (left) with Vice-President Mick McAullay.

A well-deserved life membership to VMRG was awarded to Hamish McLeod at the recent Annual General Meeting. The last two years have seen Hamish take on the role as chief controller after Jim Purcell's many years of dedicated service in the role.

"I feel both honoured and challenged to upkeep the standards and service set by Jim. I am encouraged by the support of the committee, controllers, skippers, crews, radio operators and VMRAQ," said Hamish.

As a member of VMRG for around 15 years, Hamish's experience has been gained in roles of radio operator, boat crew, boat skipper, duty controller and now chief controller.

Hamish said "I am also aware of the demands of legislative compliance, financial accountability and the need to continue our good relationships with outside agencies and will endeavour to assist VMRG as chief controller to meet future changes and challenges."

With his wife's support, they joined VMRG to contribute and acknowledge the assistance and advice they had received from volunteer organisations up and down the coast from Hobart to Port Douglas over a number of years.


"The rewards of joining VMRG have been the opportunities to meet, learn and share experiences with a good working team over the years. I have put that acquired knowledge into practice to respond to an incident minor or major and achieve a good outcome. The more recent information and local knowledge sessions organised by VMRG for the boating public and the encouragement for new boaties to join VMRG appear to be having a positive effect with a reduction in the number of serious incidents. We would still like to recruit more active members and will provide you with the opportunity to share in this great experience," said Hamish.

HOME AND LEISURE SHOW


VMR Gladstone attended the Home and Leisure Show at the Entertainment Centre on April 26. This gave the squadron opportunities to approach those seeking to fill their leisure time with a new activity. The keen volunteers spoke with those browsing the aisles about becoming a member of VMRG. There were people who approached us keen to become active volunteers.



L-R: Adam, Mira and Reece



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AUSTRALIAN BOATING MANUAL

5TH EDITION – APRIL 18, 2015



Will Captain James Cook consult the *Australian Boating Manual* 5th edition if he visited Australia today? The front cover of the new edition tells you “yes!”

He will be excited to learn that it can be purchased in hardcopy as well as digital

copy for PC, MAC,

iPad and Android. Also available is Gandy's Exams computer program containing 2800 Q&A from the book to test oneself and for institutions to test its employees and students.

Included in chapter 19.3 is the recently upgraded search and rescue system, MASTREP (Modernised Australian Ship Tracking & Reporting). It operates via the AIS (Automatic Identification System) compulsorily fitted on passenger ships and ships over 300 gross tonnes, and is also available to smaller vessels if equipped with AIS and a GMDSS element such as HF DSC or INMARSAT C. If not, then they should continue logging on with the local volunteer coast station by radio, phone or a visit. Small vessels should do this every time prior to going out on the water and log off on return. This simple process lets the SAR system know when a vessel is leaving, where she's heading and when she is expected to return.

The 5th edition ABM has been upgraded and mapped for the Maritime Training Package 2013 for commercial vessels. Chapter 2 provides a study guide, listing chapters and questions from the book needed to study to obtain various certificates. The MAR training package came into effect last year.

Domestic commercial vessels throughout Australia are now uniformly regulated by AMSA (Australian Maritime Safety Authority). As discussed in chapter 12, the states and territories maritime authorities have switched from applying their own regulations to operating as AMSA agencies. Under the Commonwealth Navigation Act 2012, commercial vessels need to abide by its National Standards for Commercial Vessels (NSCV).

This new edition ABM familiarises its readers with the WHS terminology. Since 2012, Work Health & Safety laws have gradually harmonised the Occupational Health & Safety (OHS) legislation across Australia. For example, the status of material safety data sheets (MSDS) has been changed to safety data sheets (SDS) in order to cover not just materials but all aspects of safety. An employer is now referred to as PCBU (Person Conducting a Business or Undertaking), thus including companies, sole-traders, franchisees and sub-contractors. Anyone hired to work, whether as employee, apprentice, contractor or sub-contractor, is referred to as worker, and everyone is covered by a uniform compensation law if moving state to state in search of work. The 'worker' definition may also include high school students employed for work experience. Workplace is now not only the commercial vessel itself but also places where work is or is likely to be performed relating to the vessel. This includes marinas, docks, shipyards, associated offices and waterways where the vessel operates.

Looking back at security issues of his own vessel, HM Bark *Endeavour*, Captain Cook will be impressed with security awareness rules and guidelines for vessels today, discussed in this edition. While all passenger ships, cargo ships over 500 tonnes, offshore drilling units and port facilities catering to vessels on interstate or international voyages are security regulated, the book highlights security management guidelines for non-security regulated vessels, such as ferries and charter vessels, along with their required safety management system (SMS) discussed in chapter 19.4.

All chapters in the 5th edition ABM have been updated where necessary, including propulsion systems, batteries and meteorology; while passage planning and vessel stability contents have been expanded.

It is now a 1000-page manual, more comprehensive than all previous editions and twice the size of its first edition.

The book of course continues to maintain its comprehensive integrity, including buying and insuring boats, nautical terminology, boat operation, maintenance, cyclone protection, sizes of mooring lines, winches, slings, onboard work practices, electronic fuel injection, four-stroke outboards, engine beds, exhaust systems, ventilation, soundproofing, solar power, electrical installations, pumps, valves and plumbing.

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Common terms you may hear on the water

Ahoy The first in a series of four letter words commonly exchanged by skippers as their boats approach one another.

Amidships Condition of being surrounded by boats.

Anchor A device designed to bring up mud samples from the bottom at inopportune or unexpected times.

Anchor Light A small light used to discharge the battery before daylight.

Bar Long, low lying navigational hazard, usually awash, found at river mouths and harbour entrances, where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

Boom A laterally mounted spar to which a sail is fastened, used during jibing to shift crew members to a fixed, horizontal position.

Cabin A cramped, closet like compartment below decks where crew members may be stored – on their sides if large or on end if small – until needed.

Channel Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats.

Clew An indication from the skipper as to what he might do next.

Course The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Crew Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Current Tidal flow that carries a boat away from its desired destination or toward a hazard.

Dead Reckoning A course leading directly to a reef.

Displacement When you dock your boat and can't find it later.

Estimated Position A place you have marked on the chart where you are sure you are not.

Flashlight Tubular metal container used on shipboard for storing dead batteries prior to their disposal.

Galley

Ancient: Aspect of seafaring associated with slavery.

Modern: Aspect of seafaring associated with slavery

Gear Generic term for any pieces of boating equipment that can be forgotten in the back-seat or boot of a car, left behind on a pontoon, soaked in the bottom of a dinghy or lost over the side of the boat.

Gimbals Movable mountings often found on shipboard's lamps, compasses etc which provide dieting passengers an opportunity to observe the true motions of the ship in relation to them, and thus prevent any recently ingested

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food from remaining in their digestive systems long enough to be converted into unwanted calories.

Grounding Embarrassing situation in which a sailor returns to shore without leaving his boat.

Hatch An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

Hull speed The maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

Landlubber Anyone on board who wishes he were not.

Leeward The direction in which objects, liquids and other matter may be thrown without risk of re-encountering them in the immediate future.

Moon Earth's natural satellite. During periods when it displays a vivid blue colour, sailing conditions are generally favourable.

Motor Sailer A sailboat that alternates between sail/rigging problems and engine problems.

Motor sailer A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

Pilotage The art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get lost in offshore waters.

Pontoon Harbour landing place that goes crack, crunch when hit.

Propeller Underwater winch designed to wind up at high speeds any lines left hanging over the stern.

Radar Extremely realistic kind of electronic game often found on larger boats. Players try to avoid colliding with 'blips' which represent other sailboats, large container ships and oil tankers.

Satellite Navigation Sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the surface of the earth, of whatever it was they just ran aground on.

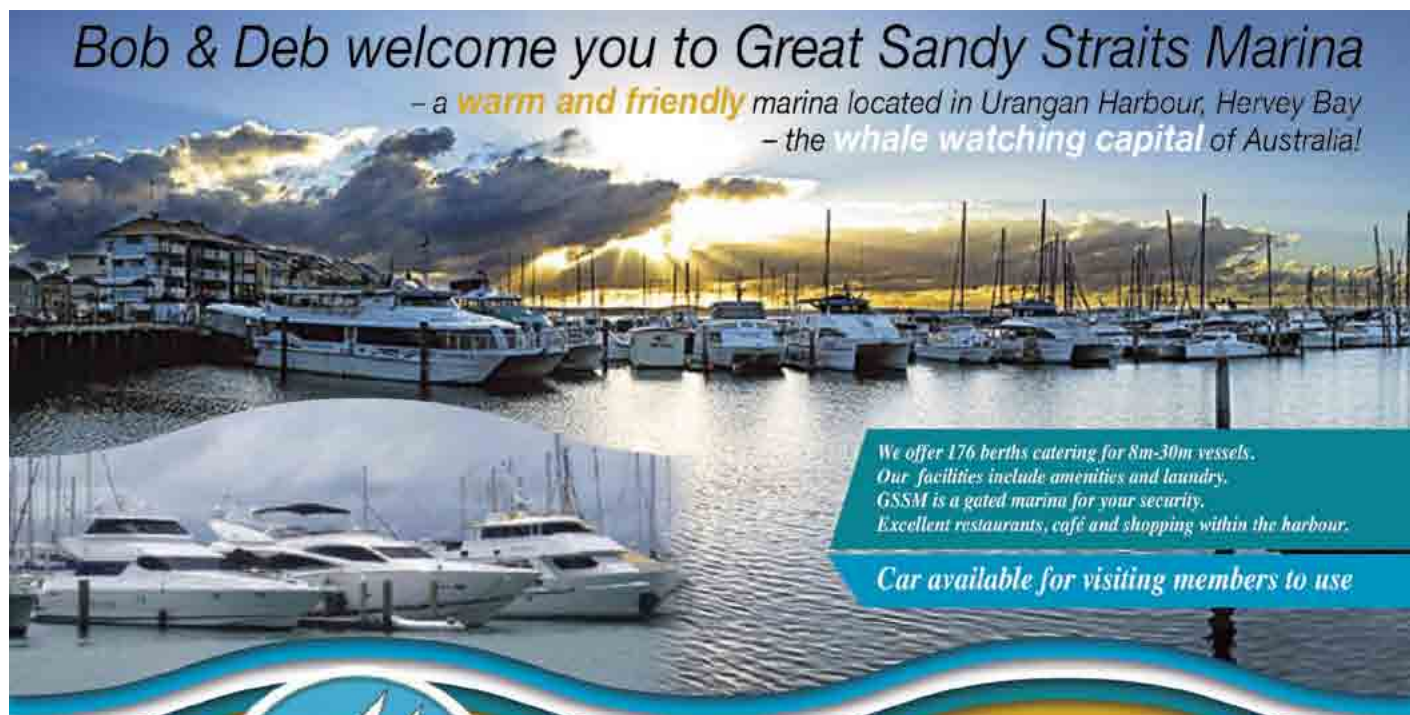
Single handed sailing The only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong.

Spinnaker Large beautiful balloon shaped sail used in powerful downwind sailing, collapses at the sides to make control difficult and when lowered stores neatly into the galley and main cabin and heads all at the same time.

Tack A manoeuvre the skipper uses when telling the crew what they did wrong without getting them mad.

Tides The rise and fall of ocean waters. There are two tides of interest to mariners: the ebb tide sailors encounter as they attempt to enter port and the flood tide they experience as they try to leave.

Yardarm Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.



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HERVEY BAY



Thanks to the researching and drafting of the grant application by Josie Faulkner who is one of our youngest crew members, we were successful in obtaining a hefty grant from the Gambling Community Benefit Fund and Caring for our Community Initiative. We are now finally able to purchase two infrared radars that will provide us with new life saving technology for our vessels. One of the radars will be mounted and other one is portable. They are able to locate heat sources in the water in any conditions up to 800m away. This will come in very useful especially at night when we have to pick up vehicles that don't have any lights on them and in a search and rescue situation and it will also provide a much better chance of finding a person floating in the water.

Duncken has arrived and is floating around quite well. We should have him with us for some time. He is a much more realistic representation of an average person we have to retrieve from the water. Skippers and crew have been out rescue training with Duncken.

Duncken is designed to have heat packs fitted to enhance the ability for FLIR to pick up the heat signature of a human in the water. Both items of equipment will greatly enhance our efforts to simulate training and also increase the chance of not only finding people in the water but also object and boats that may not be readily visible to the crew using other aids to navigation.

A couple survived a frightening boat crash after hitting a large wave in Hervey Bay and became stranded at sea. The 3m tinny capsized and sped away out of sight. The pair were tossed out of the boat and frantically trod water for half an hour before being rescued by a small boat and brought into the harbour. VMR took the couple out to search for their boat and found it about 7km away in Pulgul Creek and towed it back to shore. The boat went into the mangroves and tore the canopy and half the bow rails off before stopping. The couple were uninjured but the boat suffered thousands of dollars damage.

Our unit was invited to assist with offering a basic introduction to the service we provide in the





community. We were to provide this information to Emergency Service Cadets in the region. The cadets, in their teens, were accompanied by adult leaders. There were about 30 visitors in total to the three information nights. Our unit training coordinator recruited a few skippers and crew to deliver the information. We provided first aid challenges, basic safety on the water, and familiarisation with our vessels and some information on engineering. The information nights culminated with a short night voyage on *Boat Club Rescue* and *Hervey Bay RSL Rescue*. The cadets were provided with a certificate at their presentation night. They reciprocated with a certificate of appreciation to our squadron.

Sadly on January 28, 2015, VMR Hervey Bay's patron - Maurice (Dudley) Williams passed away.

Born on November 14, 1929, Dudley Williams spent many years as a radio officer at VMR Hervey Bay. He retired in 2008 after long service and was named patron of our unit.

He will be greatly missed by all.



At last we have our new website up and going check it out at www.vmrherveybay.com.au

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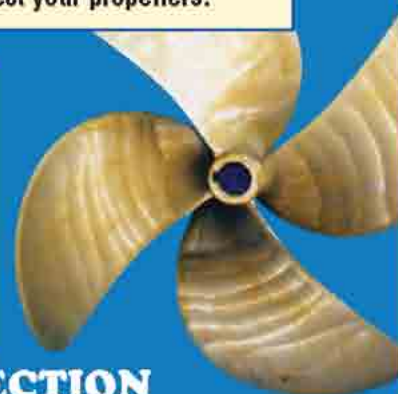
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- 2. RESPECT OTHER PEOPLE.**
- 3. BE DILIGENT.**
- 4. ALWAYS ACT WITH INTEGRITY.**
- 5. MAKE DECISIONS AND UTILISE RESOURCES WITH DUE REGARD FOR ECONOMY AND EFFICIENCY.**

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

It has been a relatively quiet time for the unit activation wise. On the other hand, a great deal of time has been spent on getting our main two boats, *North Stradbroke 1* and *Blue Diamond*, operational. The *Blue Diamond* saga (for you that may have been aware of it) continued. Just when we thought we had it back to operational capability, various skippers noticed a smell of fuel that, at the best of times, is slightly concerning. To make the story short, all has been resolved using the services of Doug Morland who detected the minute leak in a fuel tank. This did require the boat being out of service for some weeks. On top of this, we had trouble with our radios which was finally diagnosed as a combination of interference between our new radar and our GPS's. Garmin have kindly come to the rescue and sorted the problem out. The end result is that we now have a vessel that is better than ever and we are all looking forward to becoming re-acquainted with its capabilities and use as a training and rescue craft.

The school holidays are usually a very busy time for us with the influx of tourists to the island and accompanying medivacs that happen during this time. Fortunately it was quiet as we managed to suck sand into one of our motors in *North Stradbroke 1* while retrieving a patient from Koorinal on the southern tip of Moreton Island at low tide and put the boat out of action for a number of days.

As we all know, bars are unpredictable at the best of times and with the amount of sand movement north from Straddy towards Moreton, so we have to continually monitor the waypoints through the channels that we can take. During the day, picking the adjustments to your path is easier as you are able to eyeball the conditions, but at night it is much more difficult as we all know. Waypoints have to be as accurate as possible for the most reliable channels but, due to what seems to be more frequent movement of

sand in the bar, we have to take the opportunity to continually check these waypoints.


You are probably aware of the sad crash of the ultra-light plane south of Point Lookout. The water police activated many vessels from Marine Rescue and AVCG as well as their own but to no avail. What was emphasised again was how valuable the use of the lifeguards (and lifesavers when on duty) and their jetskis are to the quick response to emergencies in waters off the island.

Our skipper, Alan Chaplin, who was activated that day also had a tow from Shag Rock through the bar to Dunwich. Fortunately conditions were fairly benign on the day.

I had a call recently from the skipper of a 42ft sailing cat who was having his initial shake-down trial trip after having substantial work done on his boat. One of his prop shafts had become loose from its housing and was in danger of slipping out completely. He had to go overboard at 6.30 at night during a storm and secure it by rope. He required a tow the next day from Dunwich to the Gold Coast Marina up the Coomera River where his boat had been worked on. Conditions could not have been better with wind, tide and weather. We took the opportunity for some crew who had never partaken in a tow such as this to become

PROFILE THOMAS HENRY SLATTERY

by Narelle Burke



Thomas Slattery

Thomas Henry Slattery was born at the family home, Gordon Park (a suburb of Brisbane) in 1931.

The family moved to Maryborough, Queensland, where Tom's father became manager of the local branch of Webster & Company, Import/Export Agents. The Company went into voluntary liquidation after the depression and the family, now increased to three sons, moved back to Brisbane where Tom's father was employed as a clerk for Queensland Breweries until his retirement, by which time he was in charge of the Dispatch Section.


Tom attended St Carthage's Convent, Gordon Park, (a suburb of Brisbane) for his primary education and progressed to St Columban's High School, Al Abston Heights, Brisbane, for his Scholarship and Junior Certificates. Tom finished school in 1947 and worked over the Christmas break for McWhirters in the Valley, (suburb of Brisbane) until he began his chosen career path with the P.M.G. (Post Master General) as it was known then, (now known as Telecom).

In January 1948 Tom began five years' study as technician-in-training at the P.M.G. training school at New Farm. After becoming a fully fledged technician, his first posting was to the "Trunk Test Room" in Brisbane, until passing his Senior Technician's exam.

In 1953 Tom & Betty were married. Their three children, Christine, Susan and Tony have made Tom and Betty Grandparents three times over.

For two years he was posted to the "Annual Test Group" which annually checked trunk line systems all over Queensland. As this section did not have Senior Technicians, Tom then went back to the Trunk Test Room for a further two years where his credentials were recognised and utilised. He later spent two years at the Training School at Bulimba (a suburb of Brisbane)

as a Technical Instructor. His duties included "field supervision" consulting with trainees stationed at various areas and checking on how their field training was going.



The Slattery Family: Betty, Susan, Tony, Christine & Tom

Tom later moved into another area of Telecom, the "workshops" which covered the switchboard section as well as the telephone section and had periods as acting supervising technician until 1962 when he moved into the "material test section" at New Farm. Tom stayed in this area of Telecom until his retirement in 1987. Tom was very proud when the Electrical Standards Laboratory at the "material test section" was recognised by the National Association of Testing Authorities. The Laboratory tested materials for Telecom's own use as well as electrical, mechanical, metrological some chemical measurements, and offered their service of testing to the public sector. Measurements of accuracy for Australian and overseas standards were tested with the specialised equipment and to use Tom's words, covered just about everything "from needles to motor cars, including prime movers and trucks".

In the late 60's Tom, Betty, and the family went to North Stradbroke Island for a holiday at the invitation of a friend. So was planted the seed that would begin another branch in Tom's life which was to involve North Stradbroke as his chosen retirement site, Little Ship Club, Air-Sea Rescue, the Bowls Club (calls the bingo), and other escapades unfold to the writer.

Tom joined Air Sea Rescue North Stradbroke in 1983 as crew, and has held the position of Secretary since 1987. It is interesting to note that Air Sea Rescue North Stradbroke's original title was "Volunteer Emergency Rescue Squad". These were in the days before S.E.S. and the Volunteer Fire Service obtained their own building on the Island.

Within Air Sea Rescue Tom has many roles. He is the Moreton Bay Zone Commodore, Councilor to the State Association of Air Sea Rescue Association of Qld, Skipper, Secretary and Publicity Officer of Air Sea Rescue North Stradbroke.

Tom, Betty, son-in-law Martin and daughter Susan, make a trek to somewhere in Australia every year for holidays, the Snow country, Cooktown, inland, Victoria, ACT, just to name a few. Believe it or not, while on holidays, if Tom does not see a boat for three days he starts to fret!!!

Tom does not find much time for relaxation or fishing...ask Betty!!! He has a boat sitting on the trailer (has been for the last seven years), another little boat (about 14 feet), and a third boat (a trike). Between the Little Ship Club and Air-Sea Rescue, the fish will just have to wait!!!

Many weekends from the late 1960's would find Tom at either Lakeside motor racing track (a suburb of Brisbane) or at the Surfers Paradise motor race track. For approximately 15 years he was a voluntary official at both tracks as a Flag Marshal, Start Line Official and then a Starter.

Tom is a Member of the Board of Directors of the 160 year old "Ancient Order of Forester's Friendly Society" (originating from England) and is on the Executive Council (Board of Directors) of the Society in Queensland. The slogan of the Society is "Unity, Benevolence and Concord".

He was instrumental in starting the only Friendly Society Lodge in Queensland since the Second World War - "Forester's Sports and Social Club at Acacia Ridge" which helped a lot of English migrants adapt to their new Country.

Tom knows many suckers!!!... blood-suckers that is...and they love him. When Tom joined Telecom Workshops over 30 years ago, he became a blood donor. Last year he was invited to attend Parliament House to receive a Certificate for being the donor of more than 100 blood donations. Just goes to show you... Tom could have saved your life and you didn't even know!



Presented with a memento for over 100 blood donations Tom, you are a pleasure to know.

NORTH STRADBROKE



of his life, Betty, in 1953. They had three children, Chris, Sue and Tony and the family lived for many years at Greenslopes.

One of Tom's loves was motorbikes, his pride and joy being a BSA Bantam but he was later banned from riding bikes by Betty after an encounter with a BCC bus. However, his love of motor racing continued becoming a member of the Queensland Motor Racing Officials Association and serving as a flag marshal and then official starter for Lakeside and Surfers Paradise.

Tom also had a great love of boating and fishing as did Betty and the kids. His first boat was *Hi Ho* and the family enjoyed many years holidaying at Bribie. Tom and *Hi Ho* were also involved in the rescue work during the 1974 Brisbane Flood.

Tom then built his own boat, *Betsy Too*, on which many boating and fishing hours were to be enjoyed.

The family's move to Stradbroke was gradual, beginning with a caravan on the waterfront at Bradbury's Beach followed by a relocatable home when Tom decided that Straddy was the place to retire. He soon immersed himself in the community becoming involved with the Little Ship Club and serving on its management committee for many years.

Tom joined VMR in 1983 and soon became a skipper. The unit, even though it is still small, was even smaller then and Tom along with few members did the lot. As mentioned previously, I will leave most of Tom's history in VMR to elsewhere in this journal, however I will mention that in 1987, he was awarded the Queensland Police Commissioners Commendation for services to VMR in Queensland; in 1998 10 year Meritorious Service VMRAQ; 2008 Life Membership of VMRAQ; 2010 the National Service medal for his volunteering work.

Perhaps the ultimate recognition came in 2008 when Tom was included in the National Portrait Gallery as an unsung hero where he travelled to Canberra for the opening of the gallery and to meet the prime minister.

Tom continued his involvement with VMR until recently when health problems forced a move to the mainland.

As some small recognition for his considerable contribution to Marine Rescue North Stradbroke Island, the boating community of Moreton Bay as well as the residents of and visitors to Straddy, the crew Tom was last duty skipper of will now be known as The Tom Slattery Delta crew.

Tom, if everyone could give as selflessly as you did for so long, this would be a much better world.

Doug Fraser

involved. A long eight hour day greatly enjoyed by all on board. I suggest there may have been an interesting conversation between boat owner and the boat maintenance people.

On a very sad note, the unit and marine rescue as a whole, have lost an absolute stalwart. Tom Slattery epitomised what marine rescue is all about with his abilities both on the water and in the many managerial roles he held within the organisation at unit and state level. I have left the history of Tom's work at state level to others in this journal.

Tom was born in 1931 and worked as a technician for PMG (later to become Telstra) and was part of the many teams installing and connecting switchboards, telephone exchanges and services throughout Queensland. Tom later became a technical instructor for what had become Telecom. He married the love

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with ...

Jeff & Alex

Jeffery Howe – Commander of VMR Western Australia and Alex Williams VMRWA South Coast Region Commander stopped in to visit VMR Qld whilst in the state to attend the National Volunteer Marine Search and Rescue Committee meeting. The focus of this meeting was to discuss AMSA's scheme R. They kindly consented to be our first interviewees in the new journal article 'On the back deck with ...'



How many bases do you have in WA?

Thirty five mainland groups and two offshore, Christmas Island and Cocos Island. All our groups are independently incorporated and all operate the same way. The leadership group of VMRWA is made up of volunteers who are actively involved within individual member groups.

How many volunteers?

1430 volunteers. We tend to have a stable core base of volunteers. We have some challenges due to FIFO (fly in fly out) volunteers. It places particular stress on rural communities in two towns, both their home base and working base.

What is your area of coverage?

From the top of the Kimberley at Kununurra in the north down to Esperance in the south. That is 13500km of coastline plus islands.

What types of vessels do you have?

We mostly have NAIAD's or Air Riders. The association has a number of assets available for loan to groups or incidents. When a groups vessel is out of

action, due for replacement or refit; the group has the option to request the use of one of the two standby rescue vessels in the Volunteer Marine Rescue fleet.

The *Tom Reed* is a 7.3m Naiad that has been in service for about 10 years. In recent years the vessel has spent some time at Christmas Island supporting the VMR group there. The vessel underwent a refit on coming back to the mainland and is currently in Esperance.

The second vessel interestingly named *Sardam* a 7.5m Air Rider named after what was the first rescue vessel operating on the WA coastline when *Pelsaert* returned to pick up survivors of the *Batavia* shipwreck on the then named Houtman Abrolhos Islands.

Currently she is deployed in Exmouth.

In 2014 the association has secured a new six tonne Hino truck set up specifically for long haul work and is used to tow either of our vessels around the state to meet the needs of our VMR groups. The truck is also used to transport VMR group vessels to major centres or back to Perth for refits etc when their group vehicle isn't suitable for the long haul work.

ON THE BACK DECK



What types of activations do you have?

The same as in Qld, we definitely have less medivacs as we don't have inland water ways or many inhabited islands. Evacuations off Rottnest are usually by helicopter.

We had over 2100 activations last year. We have the standard, breakdowns, no fuel, lack of preparation before boating, as well as search and rescue.

We would ban rock fishing if we could. It is a dangerous sport. We have had three S&R from rock fishing in the last week alone in one Great Southern VMR Group.

Statistically we have on average had over half of Australia's EPIRB activations here in WA which in some ways isn't surprising when you look at sea area off from WA.

Your title is Commander, is that the standard title similar to ours of Commodore or President?

Yes and at the same volunteer pay rate!

How do you get your funding?

We do the same as you, mostly from Government or the Lotteries Commission. Some bases do independent fundraising such as sausage sizzle and wood raffles but in the end it is up to each group to assess how best to use the volunteer time they have been 'given'.

Some years back now I calculated that for a VMR group to purchase a new 8.5m NAIAD they had to sell some 120,000 sausages in a bread roll together with a can of drink and quickly or CPI took it out of reach. That analogy made a couple of politicians think. I am not sure how many you need today.

I would suggest that most of our groups are in areas without significant fundraising opportunities not unlike a number of your more remote groups so while we strive to ensure that equipment standards are state of the art it is sometimes a struggle however losing isn't an option.

For several years we have asked for an independent 'Risk 2 Resource' study to be carried out on our mainland groups to ascertain where we all sit regards resources required for effective SAR. Realistically

VMRWA believes it will ultimately give weight to any formal submission to Government for additional funding. We have just had the process completed and are waiting on the report.

Generationally the demographic for volunteers is changing and volunteers, particularly good ones are worth their weight in gold so anything that we can do to keep them once they come in the front door usually requires some financial input whether it is to provide aids such as lifts for more senior volunteers operating the radios or just basic amenities.

Do you have Nationally Accredited training?

In the distant past some groups that had access to TAFE's undertook some formal training but costs were huge and TAFE's were few.

So in real terms no, we are definitely going down that path and looking at implementing the Qld training packages.

VMRAQ State Trainer Rob Brock is assisting us with the stealing of your Qld training packages. Did I say steal? I mean graciously use and rebadge. We are more than happy to share what we have in return and look forward to working together.

One of our groups has developed a very much 'hands on' package for fast response vessels particularly NAIAD's operating in the Southern Ocean although I am sure it would be beneficial for all however there is still some work to do before it's ready to be considered for the mix.

It was interesting at the meeting to find both WA and Qld face similar challenges and hurdles. Why reinvent the wheel?

Any messages for our VMR skippers and crew in Qld?

We love your work and have enjoyed the spirit of your people and whatever else comes from these combined meetings the one very real benefit is that VMR volunteers are no longer isolated and the flow of ideas and information can only make it better for everyone.



How quickly this year is passing, with it being almost winter at the time of writing this article.



A different kind of tow.



Survival at Sea.



New induction of recruits at Victoria Point.



Victoria Point 1 in pen.

RETIREMENTS

Earlier this year saw the retirement of two of our longest serving members from VMR Victoria Point. Barry O'Driscoll has been with our unit for 25 years and Andrew Phillips has been with us for 20 years. All of us at the base will miss them both immensely and are sad to see them retire. In their rope work or in proper marine terms, marlinspike seamanship, they hold their own and would put Christian Grey to shame! We held a barbecue in April to thank them for their service to VMR and the barbecue was well attended with some ancient mariners turning up. It was great to see all the old school together again.

TRAINING & NEW RECRUITS

We have 11 new recruits who finish their initial training on May 24, in the water, completing the Survival at Sea module, lucky people! We will then be holding a barbecue to welcome them to our unit. We hope that they are with us for many years. Our thanks must go to our UTC for giving up four weekends to enable them to complete these first few modules!

VESSELS AND GEAR

Both our vessels are in good working order thanks to our maintenance crew with a new trailer being ordered for *VP Papillon*.

We were lucky enough to have a grant okayed for new wet weather jackets and trousers. This grant enabled us to purchase the above and they are great. The old ones were no longer waterproof and with winter fast approaching and westerly winds they will be much appreciated. Thanks go to our vice commodore, who arranged both the application for the grant and the purchase of the gear.

RESCUES

The weather has seen very few good boating weekends during the last couple of months. We have still had our fair share of minor rescues with the stalwarts still braving wind and rain to 'go fishing' though.

MISCELLANEOUS

The new floating pontoon has been put in for the Victoria Point to Coochiemudlo ferry. This has freed up the old part of the ferry jetty and we are hoping that the council will grant us permission to use this old part to moor our rescue vessels during weekends. This would enable a faster reaction time as when the other ramp is busy, we are often held up launching our vessels! Of course, our very own pontoon outside the base would be even more brilliant! Sigh! Please let it happen before I die!

HYPOTHERMIA

By Sharon McLean – VMR Mackay

With the winter months now upon us, it is important to keep in mind the effects that the cold weather can have on you with the onset of hypothermia.

WHAT IS HYPOTHERMIA?

Hypothermia is defined as a body core temperature below 35°, which is usually caused by a prolonged exposure to cold temperatures. However, you can also be exposed to hypothermia in the warmer months if you are in the water for a period of time. Think of hypothermia as the opposite of heat stress. Cold water accelerates the onset and progression of hypothermia as your body heat can be lost 25 times faster in cold water than in cold air.

Hypothermia affects the body core including the brain, heart, lungs and other vital organs. Even a mild case of hypothermia can diminish the physical and mental abilities, which increases the risks of accidents. Severe hypothermia may result in unconsciousness and possible death.

WHO IS AT RISK?

Our crews out on the water are especially at risk. Also at risk are the people that we are tasked to help, especially the people that find themselves in the water. The elderly, the homeless, children and people with certain health disorders or who are under the influence of drugs or alcohol are particularly vulnerable.

Outdoor enthusiasts who spend their time boating, fishing, swimming, hiking or skiing are also at risk. How quickly a person can become hypothermic depends on a variety of factors including behaviour, physical condition, clothing and the environmental factors. Children lose body heat faster than adults.

SYMPTOMS

When a person first falls into the water they gasp which is a torso reflex. The skin begins to cool and the body constricts blood vessels to conserve body heat for the vital organs, blood pressure and heart rate increase. Muscles tense and shivering starts, this produces more body heat. As the body's core temperature drops further, blood pressure, pulse and the respiration rates all decrease.

As conditions worsen, mental attitude and the level of consciousness change. Resisting help and acting irrational or confused are common indicators of

hypothermia. As the body's core temperature drops dangerously low, you become semiconscious, then unconscious. Stress, shock, and low core temperatures may cause cardiac and respiratory failure.

Signs that a person is nearing a hypothermic state include shivering, poor coordination, and mental sluggishness. As hypothermia progresses shivering stops, coordination is severely impaired, and confusion is coupled with incoherence and irrationality. Severely hypothermic people have icy skin. Extreme lethargy merges with unconsciousness and the victim may appear dead.

Remember that hypothermia sneaks up on you, so you are probably not the best judge of whether or not you are hypothermic.

TREATMENT

First aid treatment includes:

- Prevent further heat loss
- Rewarming the victim
- Seek professional medical help.

Minimise the victim's physical exertion when removing them from cold water. Rescuers may have to enter the water to get the victim. Once out of the water, gently remove wet clothing and cover the person with dry clothing or blankets. Protect them from the wind and rain, especially around the head and neck. Move them to a warm environment if possible and avoid re-exposure to the cold. Warm compresses and warm (not hot) liquids that are non-alcoholic and non-caffeinated also help to restore heat. Hot water bottles (with a maximum temperature of 40°) or hot, damp cloths to the victims head, neck, trunk, and groin will also help.

If you are helping a hypothermic person be gentle, the internal organs are sensitive to physical shocks. The victim should remain as inactive as possible so blood from their cold extremities won't reach their core too quickly. A cold heat is particularly susceptible to ventricular fibrillation. During first aid efforts, watch for changes in the victim's temperature and vital signs.

Remember 'after drop' is a danger when rewarming hypothermia victims because cold blood in the extremities returns to the body core, lowering the core temperature further.

HYPOTHERMIA SYMPTOMS AND TREATMENT CHART

The following general procedures assume a rescuer has not special medical training or equipment.

SYMPTOMS	TREATMENT
Mild Case: Body temperature is between 36.1 – 33.9°	
Shivering Cold hands and feet Still alert and able to help self Numbness in limbs, loss of performing tasks, clumsiness Pain from cold	<ul style="list-style-type: none"> • Prevent further heat loss • Allow body to re-warm itself • Warm, sweet drinks – no alcohol • Apply gentle heat source • Help victim exercise • Keep victim warm for several hours, with head and neck covered
Moderate Case: Body temperature is between 33.9-32.2°	
Shivering may decrease or stop	<ul style="list-style-type: none"> • Same as the above EXCEPT: • Limit exercise • Offer warm, sweet liquids only if victim is fully conscious, begins to re-warm, and is able to swallow – no alcohol
Severe Case: Body temperature is between 32.2 – 27.8°	
Shivering decreases or stops Confusion, abnormal behaviour eg: loss of reasoning and recall Clumsiness Slurred speech Denies problem, may resist help Semiconscious or unconscious Muscular rigidity increases	<ul style="list-style-type: none"> • Obtain medical advice/help ASAP • Avoid jarring victim, rough handling may cause cardiac arrest or ventricular fibrillation or heart. • No food or drink – no alcohol • Ignore pleas of “leave me alone”, victim is in serious trouble • Treat as for shock – lay down, wedge in place, elevate feet • Apply external mild heat to head, neck, chest and groin – keep temperature from dropping while avoiding too rapid a temperature rise • Transport to hospital
Critical Case: Body temperature is less than 27.8°	
Unconscious, may appear dead Little or no apparent breathing Pulse slow and weak, or no pulse found Skin cold, may be bluish-grey colour Pupils may be dilated Rigid body	<ul style="list-style-type: none"> • Assume patient is revivable, don't give up • Handle with extreme care • Tilt the head back to open the airway – look, listen and feel for breathing and pulse one to two minutes • If there is breathing or pulse is detected for one to two minutes, begin CPR immediately Medical help is imperative – hospitalisation is needed • Stabilise temperature with external heat sources/ and/or use rescuer's breath exhaled in victim's face in unison with victim's breathing

DISCLAIMER : This article is for informational purposes only and further research and training is required.

RABY BAY

BOARDERS ON THE BAY

Raby Bay base became a hive of activity when the *Pirates of the Caribbean* production moved from the Gold Coast to Moreton Bay.



Ahoy there, matey!

Tasks for our crews ranged from delivering envelopes and cans of oil to transporting the production crew, actors and support staff to the location just north of Peel Island. Despite the long days and frenetic pace of events, the experience was made positive

by the goodwill and humour of everyone involved.



Another day at the office.

With a crew of only 14, she is currently embarked on a journey that will eventually cover 47000nm and visit 85 ports across 26 countries before she returns to her home in Hawaii in 2017.

My new best friend Hau'oli welcomed myself and crew-mate Trevor on board for a private tour of the 60ft, twin-masted catamaran. Hau'oli was kind enough to demonstrate the mechanics of the rigging and even took time to demonstrate an 'in-line bowline' for us.

Apart from sailing the vessel from Hawaii, we discovered that Hau'oli's previous experience

included race-crewing in the America's cup!

Malama Honua translates to mean 'To care for our Earth'.

Visit <http://www.hokulea.com/> for more details.

KNOW WHEN TO BACK-OFF

At the end of April, crew six were called out to a mayday issued from a yacht in distress on the western side of Moreton Island. It was a tough ride in wild conditions, but high winds and strong waves from the north-west had pushed the stricken vessel inside the surf line and far too close to the shore. There was insufficient depth for a hands-on rescue, and the hostile conditions would have added us to the casualty list had we attempted one.



In consultation with the yacht's skipper, the only occupant, and the water police, it was agreed that he abandon ship and wade ashore. Water police made arrangements to extract him from the beach.

With the wind mostly on our port bow on the outward leg, and on our starboard quarter for the return and, along with the large seas, it was not a surprise that we broke our newest crew member. With her very first shout being a Mayday in a stormy raging sea, a case of mal de-mer was the unfortunate result. Many sailors suffer this debilitating condition, including the great Admiral Nelson, but enduring it and keeping working is the mark of the exceptional sailor. Not only did she get over it, later that day she volunteered to go out on a smaller vessel in similar conditions. That's the right stuff!

SAREX

At the back-end of March, crew three and their duty skipper John Orth hosted a SAREX involving two units from Raby

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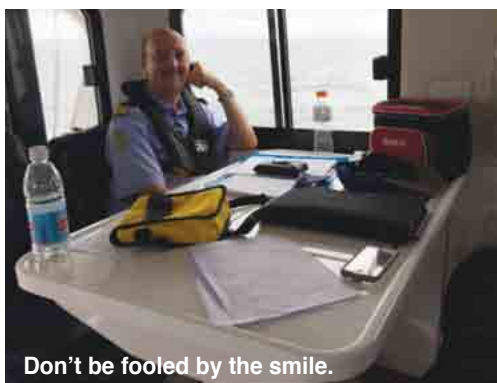


positive energy



Ready?





Don't be fooled by the smile.



The plot thickens.



One of the buoys.

Bay and one from North Stradbroke Island. Under the eagle-eye of Ray Pearson, three candidate VMR skippers were put through their paces as they searched an eight square nautical mile sector from Cleveland point up to the Hope beacon for two of Ray's hard-to-spot floats.



The calm ...



... the storm.

Overcast skies added an element of drama to the proceedings, but fortunately the chop was modest which enabled us to run with wide separation lanes that facilitated the task of the lookouts. Each float was spotted on the first-pass – and kudos goes to the crew of *North Stradbroke 1* for spotting and recovering both of them. Another standout performance demonstrated by the North Stradbroke crew was their clear and concise radio discipline during the exercise. Experiencing other VMR unit cultures is one of

the many benefits of joint training ventures with our neighbours.

Pivotal to the realism of the exercise, Jim Kennedy performed the not-unfamiliar role of SARMC and provided ad-hoc torture for the candidates when required.

QUALIFICATIONS SUCCESS

In March, Darryl Francis, Jocelyn Ashcroft and moi, John Storey, each achieved the coveted commercial coxswain's qualification. Jocelyn also has the dubious distinction of being the first member of the female persuasion from VMR 455 to have achieved the grade. Hopefully, this disparate trifecta of characters will demonstrate to all coxswain aspirants that anyone who is prepared to put in the effort has the opportunity to make good. The first piece of advice I can offer is – ask for help!

And thanks to the legion of people who have helped us. All of the crews and skippers who not only put up with the candidates intruding on their crew days who prepare and crew the boats, help with training and testing, and even clear up afterwards.

Special thanks must also go to UTC Andy Ross, who sorted out the paperwork, provided endless patience, encouragement and support as well as navigating us around the rocks and reefs of the old training system. Another special mention goes to Cliff Matfin who went the extra nautical mile. In his own time, he took us around



boatyards and many different boats and also introduced us to Duggie Morland, Master of *Eclipse II* who generously allowed us to use his immaculate vessel for our classroom.



This addition brings the unit's commercial coxswain strength up to 14.



LEFT TOP TO BOTTOM: Darryl, Jocelyn and me receiving congratulations and apaulettes from our DO's.

MV INSPIRATION – a FLOATING CLASSROOM



By Naydene Barron

On a recent excursion to VMR North Stradbroke Island, crew three got a tour of the new Queensland Government's \$1.1M vessel MV *Inspiration* run by the Moreton Bay Environmental Education Centre. The vessel was berthed at One Mile for the day as a group of historians were visiting the island.

The vessel is a 12m aluminium catamaran fitted out with a range of high tech equipment such as microscopes, underwater video, sonar, laptops and internet. The vessel has capacity for 64 persons. In 2014 the vessel had 100 booked days on the water and a further 25 days for training and other community events. The annual running and maintenance costs are around \$90,000. The vessel is crewed by the skipper and either two to three crew members depending on the size of group onboard. The crew are not only involved in the safe operation of the vessel but also with the education of the groups onboard, providing assistance in sample collection for external research organisations and delivering curriculum activities. The crew have a variety of teaching and science backgrounds.



The vessel is available for all types of groups to hire for educational and research purposes to explore Moreton Bay, covering topics such as archaeology, science, history, geography, marine science, biology, indigenous perspectives and sustainability. There are educational programs available for primary, junior and senior secondary school students, and for many students this is a unique experience and often the first time they get to experience being out in the bay. Depending on the topic, there is also the ability for interactive learning with equipment being able to sample from the sea bed, offer visualisation of what is below the vessel and collect data. Students get the opportunity to explore coral outcrops, sea-grass beds or even look for dugong.

MULTI-SERVICE CADETS

As part of the multi-services initiative, on Sunday, May 24, 12 cadets from St. Lawrence College visited Raby Bay to undertake induction and boating experiences. The students participated in a formal induction, followed by a lifejacket-donning race and lively a trip in *RB IV*, which returned them sodden but still enthused.

BASE INFRASTRUCTURE

Modernisation to our facility continues with the completion of the upstairs bathroom. The pre-activation queue-for-the-loo should be a thing of the past and as a result should further improve our launch time. Along with the crew's benefit, it is also about time we provided a convenient convenience within easy hiking distance of the training rooms for the hirers of our facilities. My informants assure me that the rumour we raise funds for purchasing a new toilet brush by use of a coin-operated lock has no truth to it.



Hiss.



East Cardinall.

RAMP

Due to a problem, progress on the new ramp temporarily ground to a halt. The main machine being used to move the slabs suffered a slow puncture ...

... however, the track was fixed and the ramp is now finished. I'm sure that all crews will look forward to not having to bolt and unbolt *RB IV's* roof and Samson post each time she leaves or enters the shed! Huzzar! When the ramp is completed, the next stage – the extension of the shed – can begin.

TOP MARKS

In response to several recent incidents a new east cardinal marker has been installed at Southwest Rocks near Peel Island. This should prevent the frequent 'corner cutting' that leads to contact between hapless hulls and the unforgiving southwest rocks.

EAST CARDINAL

Thanks to all contributors.

John Storey
Public Relations Officer VMR 455

ROOM AT THE TOP

In stark contrast to working in a toilet for so long, the UTC's new office, perched three floors up at the very top of the base, commands a stunning view of the bay. Now if we could only get our web-cams up there!

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GRANTS & FUNDING – Part 3

DESCRIBING YOUR ORGANISATION

By Glenn Norris and Jocelyn Ashcroft

When writing a grant or sponsorship application, the process will usually ask you to ‘Describe your organisation’.

With so many charities in existence in Australia, it is vitally important that you sell your organisation in a way that emphasise its outstanding value to the community.

This description doesn't have to be a novel, make it concise and always assume that the grant assessors have never heard of your organisation.

What is your organisation's role in the community? E.g. we provide 24/7 marine rescue assistance to the boating public in an area of operation ranging from xx to xx. Volunteer Marine Rescue XXXXX is an affiliated squadron of Volunteer Marine Rescue Association of Queensland, who are recognised by the Queensland Government through the Queensland Department of Fire and Emergency Services.

Our primary function is to serve the community and contribute to the safety of lives at sea.

What does your organisation do? We are called upon by the Queensland Water Police, Queensland Ambulance Service and the general public to complete the following tasks, in all weather conditions, 24 hours a day, 365 days a year. Search and rescue of missing vessels, towing of broken down vessels, ungrounding of stranded vessels, investigation of flare sightings, medical evacuations from coastal island and waterways, scattering of ashes, and water safety at public events such as yacht races and tri-athlons.

Other services include, on-water vessel logging, public safety briefings, education to local community groups such as the Scouts, Sea Cadets, Rotary, the general public, and live flare demonstrations. We safely receive, store and dispose of 'out of date and damaged marine flares' for the boating public.

How long has your organisation been in existence? E.g. Since 19xx our organisation has been actively assisting the boating public.

What other organisations do you assist, and how? E.g. We assist the Water Police with marine Search and Rescue and the Ambulance service with marine medical incidents. We work closely with our

local State Emergency Service and are a part of the Council Disaster Management plan.

How many members does your organisation have? E.g. we have xx volunteer members and xx associate members.

How much work does your organisation do per annum? E.g. In the previous year, we performed xx activations, returning xx persons to safety.

This doesn't include the thousands of log on/off's, or journey management, and other services we offer.

We actively fundraise in shopping centres and hotels. In the last 12 months our crew have volunteered over xxxx hours in patrols, activations, training and fundraising. The government funding we receive covers approximately 7% of our running costs, the remainder of our funds are self-generated. The unit relies heavily on fundraising and local support to maintain our vessels and infrastructure.

In most cases there will be a word limit to describe your organisation, however, these word limits generally give adequate space for you to give a precise and simple explanation. Use the above as examples and change to suit your particular squadron.

Do not ramble with your description, exaggerate, or guess statistics, mis-inform, or quote war stories. Grant applications that are confusing to interpret, quote information that seems unrealistic or those that don't demonstrate your role clearly, are in danger of being put to the bottom of the pile at the first assessment stage.

Remember, the majority of grant funds are oversubscribed, the application assessors are very busy people, and the funding committee, vested with the final approval decision, are generally very successful business people and you need to make your application stand out to their eyes.

DON'T FORGET TO TAKE SOME PICS AND WRITE A BLURB OF YOUR SUCCESS AND SEND IT IN FOR INCLUSION IN THE NEXT JOURNAL.



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.



WINTER IN THE TORRES STRAITS

Firstly I would like to acknowledge the traditional owners of the Torres Strait, both past and present.

As I sit under the Wongai Tree in the backyard writing this I can only think of you lucky mob down south with your chilly brass monkeys and cold toilet seats. We will be getting down to a shivering 23°C very soon when winter gets here. Actually the only way we know its winter here is when all the tourists arrive on TI after their little drive up the Cape and their ferry trip across the Endeavour Strait on Peddells Ferry Service.

A bit of a regional description to let you know a little about this unique part of Queensland. The Torres Strait has approximately 274 islands in an area covering the tip of Cape York to Papua New Guinea and east to Murray Island and Yorke Island and west to Booby Island in all an area of approx. 48,000sqkm. If we split the region to three areas we only have 16,000sqkm to cover each between St Pauls, Yorke Is. and Thursday Island VMR clubs and with fuel costs over \$2.60/litre you might get an idea of our fuel bill up here.

This does not cover the area down the west coast of Cape York Peninsula to our neighbouring club VMR Weipa about 120nm to the south and down the east coast of the cape to Cooktown who have a Coast Guard there. There is a Coast Guard unit at Seisia on the tip who we work in with when the need requires.

The tides here are confusing at times to say the least. We have tidal streams here that dictate the surface conditions of the seas. There is either a slack tide a westerly current or an easterly current that often gets up to 7kts on the full moon.

Planning voyages so you have the wind and tide going the same direction is much preferred to getting smashed around when the 20kt plus south easterly tradewind is pushing against an easterly current run and it stands up the seas. I have yet to work out the reasoning behind how a south east wind comes from the south east yet an easterly current runs to the east. Go figure.

Having just had our AGM we have a new committee who are keen and willing to train and be trained as well. Our new VP is Geoff Tidswell our secretary is LJ Shibasaki the treasurer is Jeff Steed our training officer is Mitch Grey with Bronwyn Hope our electronic media person and myself as president.

We are very appreciative of the TI Water Police who have come on board in a big way by making their years of experience here in the Straits available to us via the OIC of Water Police here Sargent Randall Gawne (the knot ninja) and active VMR members who are in the Water Police Mitch Grey, Craig Cormie and Chris Mosby. These gents have contributed in a big way to the club by passing on their seamanship skills to our members. I can't thank these blokes enough. Well maybe a cold one or two at the local might be a start.

L-R: Ahmad Muhamad, Wally Kris, Christopher Ware, John Kris, Tom Hudson, Eli Wapau, Timothy Kris, Michael Ware, and Paul Ware.





L-R: Timothy Kirs, Paul Ware, Two Pilots, Monty Nawii, Ahmad Muhamad, and Styllis Hosea.

On a lighter note a couple of the Water Police (who will remain anonymous) and a Fisheries officer were stocking up their provisions at the local supermarket for a joint patrol to the outer islands for a week long trip on the *Conroy*, with two shopping trolleys packed to the hilt they hit the checkout to pay for all the goodies. Unbeknownst to them some smart arse local namely moi has slipped in several packets of condoms into their shopping trolley. The looks on their faces when the condoms came out of the trolley to be paid for was priceless. Quotes at the time were "I did not put them in", "it must have been you", "it wasn't me". I was legging it out of there in fits of laughter to the sounds of "That #\$\$%& Rossco"

I pled guilty at a later date and got off with a warning.

More winching exercises with Australian Helicopters are being planned similar to the recent training we had with them. Our last two exercises were called off when the chopper had a medivac job to attend and the other cancellation was due to mechanical issues. We are looking forward to working in with Aus Helicopters in the future.

I would like to thank our previous President Cynthia who has made the move to Weipa from TI. She is sorely missed here and our loss will be Weipa's gain. On behalf of the TIVMR we wish you and Rhett all the best for the future and thank you very much for yours and Rhett's contribution to the TIVMR.

Thursday Island Pharmacy provided us with three first aid kits one each for Yorke, St Pauls and Thursday Island free of charge and they will top up the kits as needed. A big thanks to Mick for providing these kits to the VMR.

Cairns Hardware are supplying us with a 40 litre fridge for our vessel and this will provide crews with cool drinks and food storage when on SAR's and

training exercises and they have indicated that they are willing to come on board and help out not only the TI vessel but also the Yorke and St Pauls clubs as well. A big thanks to Cairns Hardware's GM Peter Geard and rep Mick Volp.



BRIBIE ISLAND

BUSY WEEKEND FOR VMR BRIBIE

Strong winds in the early hours of Friday morning caused a yacht to be blown aground at Bongaree after breaking away from its mooring overnight.



Energex Bribie Three assisting stricken yacht.
Photo by Peter McNamara

Volunteer Marine Rescue Bribie Island's rescue vessel *Energex Bribie 3* was sent to assist and was able to re-float the yacht by attaching one of the masts halyard's to the rescue vessel causing the yacht lean over and free its keel from the sand. The yacht was taken back to its mooring and secured safely.

Shortly after this another cruiser was retrieved from the Bellara beach just south of the Pacific Harbour entrance, and had to be secured at the VMR's pontoon until the owner could be contacted.

YOUNG MAN DROWNS FREE DIVING

Saturday morning VMR Bribie Island was tasked with assisting the search for a missing diver at Hutchison Shoal, just north of Cape Moreton. VMR's primary rescue vessel, *Energex Bribie One*, with two Queensland Ambulance Service Officers on board, attended the search area in conjunction with the Queensland Water Police Services vessel *GJ Olive*.

It is understood that four young men were anchored at Hutchison Shoal and were freediving in about 20m of water when one of them has blacked out on returning to the surface. It is believed that he suffered what is called a shallow water blackout, which is described as a loss of consciousness caused by cerebral hypoxia towards the end of a breath-hold dive in water typically shallower than 5m, when the swimmer does not necessarily experience an urgent need to breathe and has no other obvious medical condition that might have caused it.

Sergeant Sean Harrison, from Queensland Water Police said "One of the boys was returning to surface where at this stage we believe he has blacked out and fallen from the grasp of his mates."

His three friends tried to assist him but he sank to the bottom after slipping from their grasp, he was from Miami (Gold Coast) and was only 19.



Queensland Water Police vessel *GJ Olive*, with VMR's *Energex Bribie One* rafted alongside at VMR Bribie Island's Pontoon. Photo by Allan Tranter

VMR assisted with the recovery of the man's body, which was later taken ashore on the Qld Water Police's vessel *GJ Olive* to the Pontoon at VMR Bribie Island. Sgt Sean Harrison commended all concerned with the recovery as 'highly professional' and thanked them for their assistance.

RECORD NUMBER OF COXSWAINS AT VMR



Pictured (Left to Right) are Coxswains Bob Skinner (Commodore), Ian Grimes, Nathan Gundry, Annette Mengel (Vice Commodore), Allan Tranter (Unit Training Officer), Liz Radajewski, Paul Sears and Ray Gibbs.

Volunteer Marine Rescue Bribie Island (VMRBI) currently has 52 crew members who continue to train and learn on the job as well as in formal classroom training. Of this 52 crew, 15 are coxswains with a mix of retired/semi-retired members and those who also maintain a full time job, a further eight have attained senior crew rank. Previously VMRBI has had 11 coxswains with those numbers not really changing over the past ten years. A concerted effort has been made over the past two years to ensure there were sufficient skippers in light of retiring members.

Volunteer Marine Rescue Association of Qld (VMRAQ) is a Registered Training Organisation and as such is able to deliver maritime training under the MAR13 Training Package which was established by the Australian Maritime Safety Authority. The MAR Training Package is a whole new package for the maritime industry and covers the ever changing issues facing those who work in the industry.

VMRBI Unit Training Officer, Allan Tranter, said that he was very proud of the way in which members of VMR Bribie went about their training in 2014 and the increase of seven new coxswains to the base was a terrific effort. He said another three or four

senior crew would shortly be ready to sit for the final coxswain's assessment.

VMRBI also has a VMRAQ approved training assessor, Commercial Coxswain John Burge, who has offered his time and experience in training and assessing crew practical assessments.

Training at the base has now spilled over into the community with 25 naval cadets from TS Koopa recently attending training held at VMRBI covering navigation, safety at sea and ropes and knots concluding with a tour of the rescue vessels.

This record number of coxswains now puts VMRBI in a great position to play its important role in the Moreton Bay Region's Emergency Services group.

An example of the benefit of this training was the attendance at the recent unfortunate death of a diver off the coast of Cape Moreton. Mr Tranter said the manner in which his crew handled the situation was a credit to VMR Bribie and these sentiments were echoed by the two officers from the Qld Water Police who were in attendance on the day.

DISASTER MANAGEMENT TEAMWORK



Senior Sergeant Julia Cook Executive Officer, Redcliffe Disaster District, Queensland Police Service briefing the VMR Bribie Island squadron.

Senior Sergeant Julia Cook, Executive Officer, Redcliffe Disaster District, Queensland Police Service and Susan Trappett, Community Engagement and Training Coordinator, Disaster Management for the Moreton Bay Council visited VMR Bribie Island to provide an overview on the Disaster Management Program in the Moreton Region. Julia and Susan discussed how the planning for a disaster is managed and, by working cohesively together with emergency services organisations including VMRBI, will be for the betterment of Bribie Island and surrounding community.

Both were excellent presentations and set the theme for the night in providing a sound understanding of how we are able to better prepare and respond to a disaster when it arises. This will be supported over the coming months with VMRBI involved in a number of planned disaster and search and rescue scenarios and exercises within the region.

Volunteer Marine Rescue Bribie Island (VMRBI) fulfils an important function in the Moreton Bay Regional Council Disaster Management Plan and the Bribie



Senior Sergeant Julia Cook, Executive Officer, Redcliffe Disaster District, Queensland Police Service and Susan Trappett, Community Engagement and Training Coordinator, Disaster Management for the Moreton Bay Council with Management Committee members and skippers of the VMR Bribie Island squadron.

Island Disaster Management Plan and also an integral part of the State Search and Rescue Plan providing a search and rescue response and capability to Bribie Island, Pumicestone Passage and Moreton Bay areas. The area patrolled by the VMR Bribie Island is located under the flight path for both domestic and international flights; has the main shipping channel for all vessels entering and leaving the Port of Brisbane. It is also the playground of recreational and commercial vessels, with approximately 186,000 registered vessels in the South East Queensland and Moreton Bay area.

With the new replacement boat program now well and truly underway, it was an important time to shift our focus to include that of Disaster Management and how VMRBI is able to be better positioned to deal with future emergencies. Prior to tendering for the replacement boat, consultation with stakeholders was undertaken to ensure that wherever possible the new vessel also met the needs of the stakeholders and the community. As a result, Queensland Ambulance Service requested the provision for a stretcher rack and Queensland Fire and Emergency Services requested the installation of a fire fighting pump. Both of these important aspects has been included in the new boat design, providing VMRBI more flexibility in dealing with emergency and disaster situations.

VMRBI is an active participant in the Moreton Bay Region Local Disaster Management Group and will continue to work in collaboration with Emergency Service organisations and the community (Keilty Recommendation) by supporting partnerships between stakeholders to increase emergency response capability and positively contribute to the emergency services framework in the community.

VMRBI's aim is to enhance the safety of the community by ensuring that all stakeholders are included in our planning and accordingly enhance our proficiency to efficiently and effectively respond to threats and disasters.

BRIBIE ISLAND

TS KOOPA VISITS VMR

TS Koopa has a heritage dating back to 1991 when the unit was established to provide youth activities to the Bribie Island and surrounding areas.

The name Koopa was chosen to reflect the strong connection that unit has with Bribie Island. HMAS *Koopa* was a World War 2 depot and support ship which supported the Combined Operations Unit Head Quarters which extended along the shoreline of the Pumicestone Passage northwest of the bridge, and north of the Bribie Island Road, as far as the northwest end of The Circuit, while jetties continued along the shoreline past the Spinnaker Marina and Kal Ma Kuta Drive.

The Australian Navy Cadets (ANC) training is nautical in nature and includes waterborne activities that can include, but not limited to, navigation, communications, first aid, drill, maritime history, firearms proficiency and adventurous training.

The ANC also aims to achieve the following with its training program:

- develop an interest in the Navy and its tradition
- encourage cadets to continue military or community service
- give cadets a foundation of military knowledge and discipline
- develop the qualities of leadership, self-discipline, self-reliance and initiative
- provide training that may later assist in achieving competencies required during Navy induction training.

A group of Australian Navy Cadet's from TS Koopa based at Sandstone Point, traversed the Pumicestone Passage to visit VMR Bribie Island's (VMRBI) Base at Bellara on Sunday, November 9, 2014. Ric Mingramm ANC Group Leader, and Maurie Biela, VMR Senior Coxswain coordinated the visit and were ably assisted by coxswains Trevor Bell, John Burge and VMRBI Unit Training Coordinator Alan Tranter



Petty Officer Kai Nieminen from TS Koopa and Maurie Biela from VMRBI welcoming a group of Australian Navy Cadets from TS Koopa.



A group of ANC's from TS Koopa watch a demonstration on the use of fire-fighting equipment.

The bulk of the ANC's paddled across Pumicestone Passage on kayaks, another group sailed over, encountering the strong incoming tide, testing their seamanship and sailing skills.

VMRBI is keen to foster a relationship with TS Koopa and provide some assistance with training and experience where possible. Talks and demonstrations were delivered on topics from basic seamanship, fire safety, navigation, knot tying, safety at sea – including the use of life rafts.

The cadets were provided with a tour of the VMRBI base and its facilities, including the radio room, where cadets were shown the current procedures VMRBI uses to monitor designated frequencies and log boats on to and off the VMR database to enhance safety of both VMR members and the general boating public.

Volunteer marine rescue groups offer a voyage planning service, which allows recreational mariners to call in to a marine rescue group to record their:

- call sign or vessel name
- departure point and time
- intended destination
- trip intention
- number of people on board
- expected time of return



Cadets Caden Nel and Tian Mares inspecting the radio room at VMR Bribie Island with VMR Radio Operator Uldis Baltars.





Maurie Biela from VMRBI talking to a group of Australian Navy cadets from TS Koopa.



L-R In life raft: Recruit Emma Miller and AB Blake Campbell from TS Koopa with Maurie Biela from Volunteer Marine Rescue Bribie Island.



Trevor Bell from Volunteer Marine Rescue Bribie Island talking about navigation to a group of Australian Navy Cadets from TS Koopa.



Learning the ropes Harry Ryan and Shanais Contess getting instruction from John Burge.

By logging on to VMR database, the above information is instantly available should disaster strike, or should the vessel not return on time, saving valuable time and enabling rescue crews to render assistance promptly.

**Photos by Peter McNamara,
Radio Officer VMRBI**



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

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

SERVING THE COMMUNITY

40 Years



Air Sea Rescue Round Hill was formed by a small group of local people who saw the need for a service to assist the boating public because of Round Hill Creek's unpredictable entrance. It was realised that the boating public venturing into the creek would benefit from local knowledge.

A meeting was held on April 12, 1975 – at the 1770 General Store.

Foundation Members were: Jack and Nora Lewis, Jack Chalmers, Paige Ball, Greg Plath, Jack and Mavis Row, Kevin Maultby, Henry Willert, Bruce Ross, Wander Wood and Tom Jeffery Snr.

The first president was Kevin Maultby, Vice President Henry Willert, Secretary, Mavis Row and Treasurer Jack Lewis.

The callsign of VN4NL – Round Hill was officially granted on May 10, 1975. The radio was set up in the General Store at 1770 owned and operated by Jack and Nora Lewis. The first radio the squadron had was a Crammond 150 HF. This was the link with the outside world, as there was no telephone, telegrams were sent via the radio and medical emergencies were handled by the Royal Flying Doctor Service. The squadron purchased a RFDS medical chest that was kept at the general store until 1989.

On May 19, 1988 the squadron became incorporated as Round Hill Air Sec Rescue Inc.

As time went by a 27 Meg radio was added, and in the mid 80's, VHF radios were installed which opened up a whole new world of communications to the boating public. Commercial fisherman and charter vessels then came to the area. These days the radios are manned seven days a week on a roster system by a dedicated few.

Our first rescue vessel was a 16ft Seafarer, leased from a member for Christmas 1988. On March 3, 1990 the squadron saw the launching of *Round Hill 2* – a 21ft Seafarer. This was made possible by the generosity of Bill Hammand, who with Seafarer owner Lindsay Fry enabled the squadron to 'pay off' the vessel over time.

In August 1988 a demountable building was purchased at auction to eventually become the squad rooms and were moved onsite June 1, 1991 on land leased from Glenolive Pty Ltd (near the now Bowls Club). Volunteers worked tirelessly to complete the squad rooms on Captain Cook Drive, containing a well equipped kitchen, storage area, training/function room and radio room were officially opened on May, 1992 by the then president of Air Sea Rescue Queensland, Mr Matt Patane.

This building was the focal point for many in the community, every Friday and Saturday night until mid 1994/5 the squadron served home cooked meals, other organisations/groups used it – The RSL and Citizen Club operated from the building for some years, the Bowls Club used the facility until they

HISTORY OF OUR SQUADRONS



had some of their own, Teena Wait and Julie had a restaurant. The doctor's surgery was also located on the site prior to moving to the community centre. Our equipment was loaned to many to assist with their fund raising activities and for many years Miriam Vale Shire held there council meetings there, numerous parties, public meeting etc

In July 1994 the boat shed was officially opened, this was the first time our rescue vessel had had a 'secure' home.

In 1994 negotiation commenced with Miriam Vale Shire Council and DNR to obtain land at Seventeen Seventy for a Communication Centre.

On December 7, 1995 an application was made to DNR for a special lease on the foreshore at Seventeen Seventy for boatshed facility.

July 24, 1996 our name was change to Volunteer Marine Rescue Round Hill, in line with our state association, and for the public to realise that yes we are VOLUNTEERS.

Round Hill Rescue, a 7m Noosa cat, was officially commissioned in June 1997. The vessel had the token name of *The Mavis Row* and some called her the 'row boat'.

Our communication centre at Tupia Street Seventeen Seventy finally became a reality and was commissioned by the mayor of the Miriam Vale Shire Council, Mr John Bell on November 26, 1999 in the presence of the full state council of VMRAQ, members of other emergency service, VMR Round Hill and the community. In his address to officially commission the facility Mayor John Bell congratulated the squadron on its approach to the project and the service that our small group of radio operators provide to the boating public, he said "the service is very professional and well respected up and down the coast".

October 20, 2000 a meeting was held onsite with the Department re proposed site for rescue facility (where the old permit to occupy building was – next to the boat ramp).

In February 2001 we had to vacate our 'home' of 10 years and planning started in earnest for the boatshed and training facility on Round Hill Creek.

August 2002 saw meeting with relevant departments MVSC, NR&M, QPWS, EPA for plans and ground work on the project. 2003 final draft plans and 2004 submitted a funding application to Jupiter's Casino for assistant with the boatshed.

After nine years in the planning the Lease for the site was officially received November 19, 2004, this is a 25 year lease.

On April 23, 2004 the new rescue vessel arrived and a team effort was needed to get this 'baby' into the water. The vessel valued at \$270,000 is an 8.3m Noosa Cat (almost 10m with pods) breadth 2.8m



holds 1000 litres of fuel and 100 litres of fresh water, powered by 2 x 225 4 stroke Yamaha motors, state of the art equipment include Furuno Navnet which includes the GPS/Plotter and 24 mile radar, 2 x VHF marine radios, HF radio, 27meg and UHF and CDMA mobile phone access.

She was officially commissioned by State President for VMRAQ Mr John Jacobsen on November 20, 2004. President of VMR Round Hill Craig Gibbs announced that after numerous meetings with all relevant persons and department for our boatshed and training facility a submission for funding to Jupiter's Casino Community Benefit Fund (\$62,000) had been successful and VMR Round Hill had raised \$45,000 towards the project and other support funding had been secured.

HISTORY OF OUR SQUADRONS



SAR Controller and Josie Meng and Ruth Tidy, radio operators.

2012 -2014 Marine Rescue Round Hill have been very fortunate to have been the recipient of various funding grants from QGC that enable us to put two Suzuki 225hp 4 stroke motors of *Round Hill Rescue*. A new cradle for the vessel and an equipment package including FLIR (Forward Looking Infa-Red Camera) and AIS (Automatic Identification System), and solar panels for both building – THANK YOU so much QGC.

We have also received a grant from Arrow Energy for the liferaft on the vessel.

Over the years life membership has been awarded to the following:

- Lee and Clive McMahon and Mavis Row (94)
- Stan and Ruth Tidy and Doug Meng (2005)
- Betty Wait and Josie Meng (2007)
- Craig Gibbs (2010)
- Neale Inskip (2012)
- Greg and Gloria Plath (2012)
- Laurie Rapa (2014).

The area serviced by VMR Round Hill is the coastal strip from Pancake Creek to the north, Baffle Creek to the south and offshore to Lady Musgrave Island and the Bunker Group of Islands approximately 1200sqnm. We maintain a 24 hours radio listening watch on VHF 16, and monitor VHF channels 81 and 82 (repeaters for our area) from 0630 hours to 1800 hours daily. The rescue boat crew is on 24 hour call.

Under the Service Agreement with the Queensland Fire & Rescue Services we are required to maintain competently trained personnel involved in Search and Rescue operations, medical evacuations and safety radio and communication services, public awareness and education.

We have 230 members, most of who do not reside in the area.

A small but dedicated team fulfil the roles of executive, committee, and rescue boat crew and radio operators. This service is provided by competent and fully accredited and trained personnel who are all volunteers. It is rewarding knowing that you have saved someone's life or assisted in their well being.

VMR Round Hill is extremely proud of what has been achieved to date, with limited funding our squadron, like others show that dedication to helping the community is the winner.



2005 saw council approval for the new rescue boat shed and training facility on the foreshores of Round Hill Creek. Construction of the slipway commenced around May and the building footings late December 2006 and saw our rescue vessel able to be housed in April 2007. The facility was completed late 2007. Now we have a home.

Australia Day 2008 – VMR Round Hill was awarded the Miriam Vale Shire Cultural Award for Service to the Community.

July 2009 we were saddened by the news that Foundation Member Mrs Mavis Row had passed away, she also served as Secretary and was the first woman President. Again, sadness in March 2010 when Stan Tidy, former Vice President, (1997-2006) and crew member passed away.

2010 Doug Meng – VMR Controller, was awarded an Australia Day Achievement Medallion for his service to volunteering in Marine Rescue since 1979.

2011 – Flood Citation Medals. Sgt Jock Edwards Agnes Water Police and Assistant SAR Officer made the presentation of the Special Citation Medal struck by the Government in recognition of the outstanding work by the Department of Community safety and volunteers during the floods and cyclone disasters that affected Queensland over the summer of 2010-11. VMR Round Hill recipients were Doug Meng

sarex

By Sharon McLean

VMR Burdekin hosted a joint sarex at Cape Upstart on Saturday, May 16. Cape Upstart (known by the locals as the Cape) is located south of Home Hill and access is via boat from Molongle Creek which boasts four lanes of concrete boat ramps, a floating pontoon, boat wash facility and parking for over 200 trailers.

Even though the Molongle Creek facility is not all tide access, it is used by VMR Burdekin as one of their many sea access points to carry out their life saving role. The Molongle Creek Boat Club is also made up of volunteers, and is determined to work towards providing all tide access for the safety and wellbeing of the community by a realignment of the access channel leading to the boat ramps and pontoon. While this area is considered to be remote from any population area, it is one of the largest used trailer boat facilities in North Queensland with in excess of 15,000 vessels using the facility each year.

The exercise started out as a joint exercise between the Burdekin, Bowen, Whitsunday, Midge Point and Mackay VMR squads, Ingham and Townsville Coast Guard squads, the Townsville Water Police who would be conducting the exercises from their 24m vessel *Brett Irwin* and representatives from VMRAQ with State President Keith Williams, State Training Officer Tom Hudson and VMR Currumbin President Mike Brooks. With such a big event to organise, a dedicated group of Burdekin squad members spent twelve months planning, organising and liaising with the Water Police and the invited squads.

With no harbor, resort or motel accommodation at the Cape, the locals who have huts in Moonlight Bay and Flagstaff Bay, kindly donated the use of their huts to the participants, the people in this regional area are well known for being very welcoming and supportive.

The week of the event arrived and the area was issued with a strong wind warning, with winds expected of 30kts. This saw the withdrawal of the Ingham, Townsville, Whitsunday and Bowen squads, the Water Police also withdrew their vessel from the exercise. With the Midge Point and Mackay squads still committed, it was decided the show would go on. With local knowledge on their side and knowing that Upstart Bay would not be affected by the worst of

the strong wind, the exercises were scaled back to a smaller area. The Water Police were still committed to the event and would send two officers down by car to conduct the event.

Friday morning arrived and Molongle Creek boat ramp came alive with the high tide. The Burdekin vessels were the first to arrive, closely followed by Mackay. There is a caravan park located near the boat ramp and at this time of year it has many visitors escaping the southern winters. The visitors to the area gathered around as rescue vessels were being backed down the ramps. Cameras were produced and one lady was overheard saying "this is very exciting, we never see anything like this". Midge Point arrived in the afternoon and provided more excitement for the visitors, as this rescue vessel arrived on the back of a semi-trailer tilt tray.



Friday evening was a social meet and greet with the three squads getting to know each other at Joe and Margaret Linton's hut at Moonlight Bay, this was the base for the weekend. Catering for the weekend was looked after by the ladies and the wives of the Burdekin squad. These ladies had thought of everything and made sure that everyone was looked after with plenty to eat. They could give the best catering companies a run for their money!

BURDEKIN

VMRAQ State President Keith Williams said, "I am enjoying being with an awesome group of people who are building rescue skills but more importantly the team work and camaraderie. This weekend is a vital training tool with the squads interacting together."

Saturday morning saw the arrival of the Water Police at Molongle Creek, one of the Burdekin vessels set off to pick them up and bring them back to the Cape. On the way over to the Cape, six lifejackets were thrown overboard and allowed to drift on the current. Upon arrival Senior Constables Michael Rennie and David York presented the first scenario to the skippers and crews. A vessel with three adults and three children



on board had left Molongle Creek headed for the Cape and was reported overdue. The Burdekin vessel *Delta 1*, was the command vessel and a line search with the rescue vessels was arranged and the search got under way. Information was relayed during the line search that the vessel had been located and that the people on board were in the water. After ninety minutes of searching, the Mackay crew on board *Mastermyne Mackay Rescue 6*, successfully located and retrieved five of the six life jackets. The Burdekin crew on board *Honeycombes Rescue* located and retrieved the sixth life jacket. The search crews returned to Moonlight where the crews were debriefed.

Senior Constable Michael Rennie said, "Townsville Water Police tasks VMR Burdekin and Townsville Coast Guard to conduct search and rescue operations and that the communication between the Water Police and the squads is essential as they all work closely together. This exercise is also a great opportunity to work with the other participating VMR squads."

A second exercise was held Saturday afternoon and the scenario was that a flare had been sighted somewhere between the Cape and the mouth of the Burdekin River with the possibility it was a vessel in distress. The four vessels with Mackay as the command vessel set out and again conducted line searches. After a period of time and nothing sighted the Water Police threw a spanner into the mix with Midge Point supposedly running out of fuel and one of the Burdekin vessels breaking down. This left Mackay and the remaining Burdekin vessels to tow them back to Moonlight Bay.

After another debrief by Water Police the social part of the weekend began. New friendships were made, new skills that were learnt were discussed and it was the general consensus that the squads that pulled out missed out on a great weekend as the weather was nowhere as bad as was predicted.

VMR Burdekin President Vince Papale said, "The objective was bringing likeminded people together and while the saxe was a valuable training tool my objective was to shift the focus away from the technical practical components back to a more people focused event. Because generally if you look after your people everything else falls into place. One of the outcomes of the weekend was we have exposed the newer crew members to the more formal aspect of our job of a search and rescue, including practical search patterns and interaction with other vessels and squads. The social interaction of the squads, Water Police and VMRAQ representatives is priceless and every person will take something away from this weekend."

State Training Officer Tom Hudson said, "I was interested in seeing how the northern squads conduct search and rescue exercises and also the communication with the radio operators. I will be signing off on crew member's task books for the SAR module."

Rachel Webber on behalf of the wonderful catering group advised that to cater for 58 people 22 chickens, 20kgs of bacon, 30 dozen eggs, 53 loaves of bread, 96 bun rolls, 150 pieces of steak, 120 sausages, 10 packets of spaghetti, 8 ltrs of chicken spaghetti sauce, 4.5 ltrs of bolognese sauce, 150 pieces of fish, 5 ltrs of homemade pumpkin soup, 14 ltrs of juice, 2 catering tins of coffee, numerous ltrs of milk were required. The local farmers donated water melons and rock melons. Fifteen dozen oysters were gathered in front of the huts and were added to the menu. The catering alone took one and half weeks to organise.

Sunday morning just as breakfast was underway a heavy shower of rain came through, and the Burdekin squad were activated to locate a vessel that had drifted from Rocky Ponds in the Cape Upstart Bay area. *Honeycombes Rescue* was tasked to search for the drifting vessel and while searching, the crew



The Favero family from VMR Burdekin are one of many families that are all actively involved with the squad. The squad is very family orientated with one family having three generations presently active. L-R Michell, Glen, Cindy and Aiden Favero.

found another vessel that was also a drift. This vessel was secured and eventually the crew located the vessel they were searching for and returned to finally have breakfast.

A barge arrived and the long process of packing up and transferring people back to the Molongle Creek boat ramp began.

Goodbyes were said and all you could hear was "what a great weekend, let's do it again soon!"

On behalf of the visiting squads, I would like to publicly congratulate VMR Burdekin for hosting a great weekend.



GET EGG-CITED ABOUT FOOD SAFETY

GENERAL

With many squadrons cooking breakfast for their crew and eggs often being a popular choice, this food safety info is worth remembering.

Article provided by NAQ Nutrition's Food Smart Schools program

Eggs are a nutritious food, but eggs that are not handled safely or that are cracked or dirty pose a food safety risk and are more likely to cause food poisoning.

OUR TOP TIPS:

1. Avoid serving vulnerable people (the elderly, young children) products containing raw or partially cooked eggs.
2. Never wash eggs. This can make the shells more porous and allow bacteria to more easily enter the egg.
3. Store eggs in the fridge, in their carton.
4. If you are separating egg whites from yolks, a good way to minimise contact between the shell and the contents of the egg is to use an egg separator.
5. Do NOT consume or purchase eggs that are cracked, dirty or unstamped.
6. Bacteria that causes food poisoning can enter eggs through cracks in the shell.
7. Eggs should be individually stamped with the producer's unique identification.

For more information:

Queensland Department of Health - <http://www.health.qld.gov.au/foodsafety/documents/fs-27-egg.pdf>

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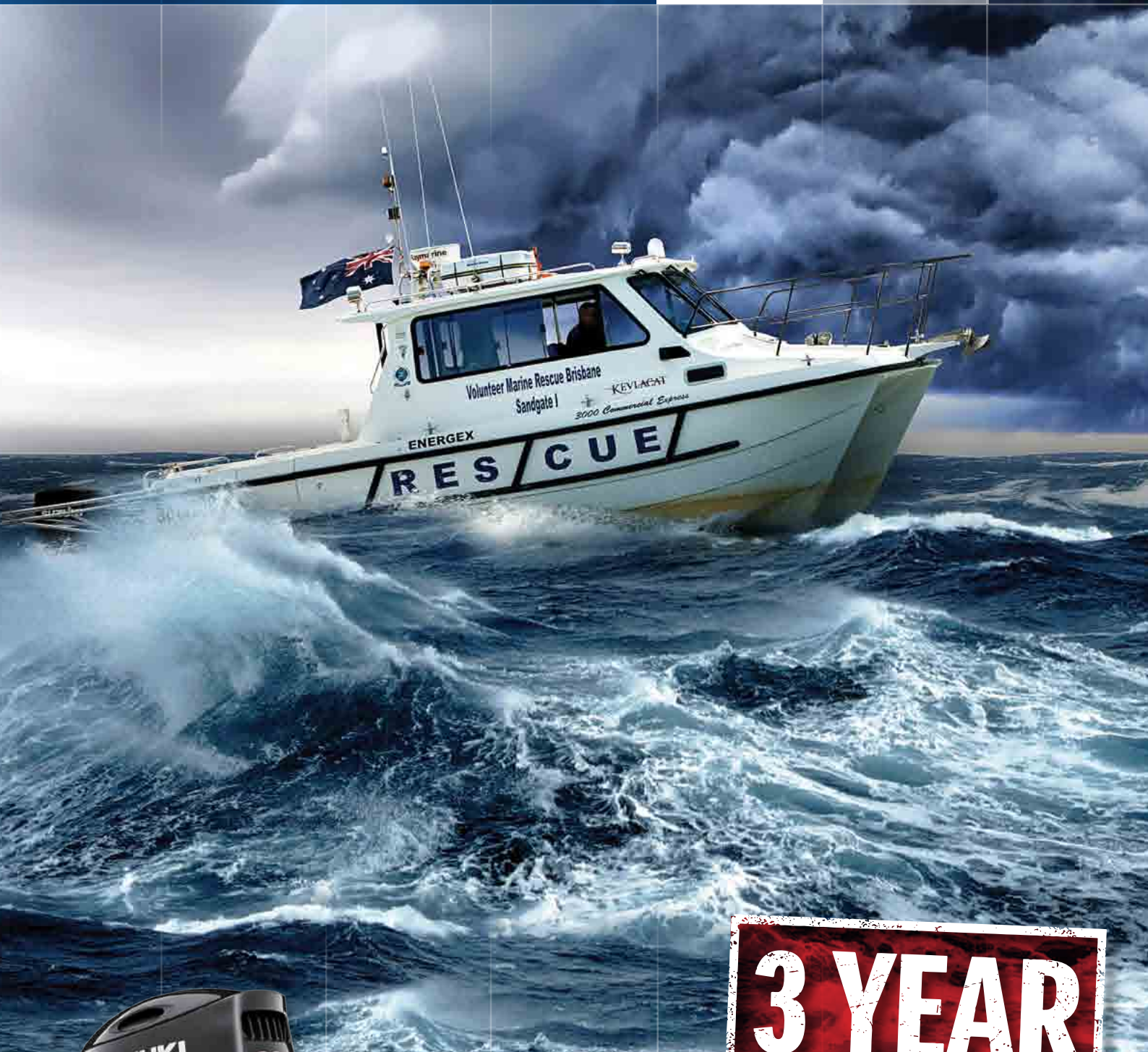
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