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Winter 2016



Official magazine of  
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QUEENSLAND

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### Squadron Call Sign

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VMR ST PAULS					
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VMR WEIPA	VMR 430		YES	YES	YES
VMR AURUKUN	VMR 498				YES
VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82	YES	YES	YES
VMR MIDGE POINT	VMR 458	81, 21			YES
VMR MACKAY	VMR 448	80, 21	YES		YES
VMR GLADSTONE	VMR 446	82	YES		YES
VMR ROUND HILL	VMR 477	81, 82	YES	YES	YES
VMR BUNDABERG	VMR 488	22, 80, 81	YES		YES
VMR HERVEY BAY	VMR 466	22		YES	YES
VMR BRIBIE ISLAND	VMR 445	81, 21		YES	YES
VMR BRISBANE	VMR 401	81, 21		YES	YES
VMR RABY BAY	VMR 455	81, 21, 82		YES	YES
VMR NORTH STRADBROKE	VMR 449	81	YES	YES	YES
VMR VICTORIA POINT	VMR 441	81, 82		YES	YES
VMR JACOBS WELL	VMR 450	82	YES	YES	YES
VMR SOUTHPORT	VMR 400	82, 22	YES	YES	YES
VMR CURRUMBIN	VMR 420	82	YES	YES	YES

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VOLUNTEER MARINE RESCUE AURUKUN	C/- Shire Council	Aurukun 4871	(07) 4060 6120
VOLUNTEER MARINE RESCUE KARUMBA	PO Box 163	Karumba 4891	(07) 4745 9999
VOLUNTEER MARINE RESCUE BURKETOWN	PO Box 68	Burketown 4830	(07) 4745 5101
VOLUNTEER MARINE RESCUE MORNINGTON IS	PO Box 1854	Gununa 4871	(07) 4745 7336
VOLUNTEER MARINE RESCUE BURDEKIN	PO Box 167	Ayr 4807	(07) 4783 1014
VOLUNTEER MARINE RESCUE BOWEN	PO Box 130	Bowen 4805	(07) 4786 1950
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## PRESIDENT'S REPORT



**M**ay of 2016 has seen the worst maritime disaster in more than 30 years on the east coast of Australia. Imagine four crew and 42 passengers on your vessel. Most of the passengers do not speak English. You left an island at the start of your voyage and you

still have 16nm to go to reach the coast of mainland Australia. It should just be a routine voyage but then your vessel catches fire. You quickly realise that you are not going to be able to save the vessel.

Had this incident occurred in many regions of the world, there would have no doubt been many casualties. We hear of European and Asian ferry disasters where it is many hours before the scope of a disaster is known and the chief task of rescue vessels has been body recovery.

Here in Australia I am grateful for living in a country with a high level of safety and seamanship is executed aboard commercial vessels.

Vessels have safety equipment, liferafts and well trained crews. Australia also has a very capable maritime safety system in place from defence forces working in the international waters under Australian responsibility right through to Police and volunteer vessels available in near coastal waters where much of Australia's commercial and recreational boating takes place.

The result of having such an effective safety system in place in Australia in this instance was dramatic. The vessel had liferafts and a crew who knew how to use them. The central Queensland coast is lucky to have a range of commercial vessels who maintain a safety listening watch and also in this case had VMR Round Hill and VMR Gladstone who were able to respond quickly to the distress.

Against the backdrop of this safety system, I'm both pleased and proud to announce that despite the tragic loss of the *Spirit of 1770* 16 miles east of the town of 1770 in May, that there were no fatalities and the highest injury level was – seasickness. Forty six persons were returned safely to shore.

This isn't the only major job our crews have faced over the last few months with VMR Bowen as an

example turning out to be the collision between a cruiser and ferry near their coastline.

Our crews are continuing to do amazing work in all areas around the coast. Planning for some new vessels and major events is well underway in many areas and whilst I say this frequently I am both amazed and proud of the efforts put in by our volunteers.

I'm looking forward to one of our major projects coming online in the next few months. This will involve the integration of all of our IT systems into a single product. No more logging on to different places to get what you need. It will also be much smarter and user



friendly. This should cut down time entering vessel activations on to the system and make it easier to see the data of what our vessels get up to. I've seen an exciting preview and look forward to its rollout.

Sadly within the last few months one of our VMR vessels was extensively vandalised. St Pauls in Torres Strait is one of our most remote locations. They have a 9m inflatable Niaid which had the bags extensively slashed. This has unfortunately left them off the water for the last couple of months whilst the bags were sent to Whitsunday to be repaired and new bladders made. The boat should come back online within the next couple of weeks.

Starting July 1 is the new Exemption 24 to the national law which governs the operation of emergency service, and in particular, VMR vessels. This won't mean a whole lot of changes to our operations as we were generally compliant anyway. Your UTC will have the latest information on any required changes.

A busy time and a lot to do. Yet again I thank our amazing team of volunteers who do a great job in difficult circumstances to keep the boating and island communities of Queensland safe.

**Keith Williams**





# The VP's WATCH

Last quarter I talked about AMSA's focus on SMS documentation for commercial vessels, including our rescue vessels. The AMSA sponsored workshops to assist in development of compliant SMS documents is continuing with the next scheduled for Hervey Bay in July. This will allow participation of Central Zone squadrons and nearby Coast Guard flotillas.

The major effort by Robert Brock and his team in developing a commercial standard training scheme for our crews continues to receive accolades with its implementation for marine rescue units in Tasmania and consideration by other states. Delegates from Tasmania were observers at the most recent Coxswain's course in Gladstone and we are also working with candidates from the Police force and Ranger program. Training resources have now been migrated to the Portal.

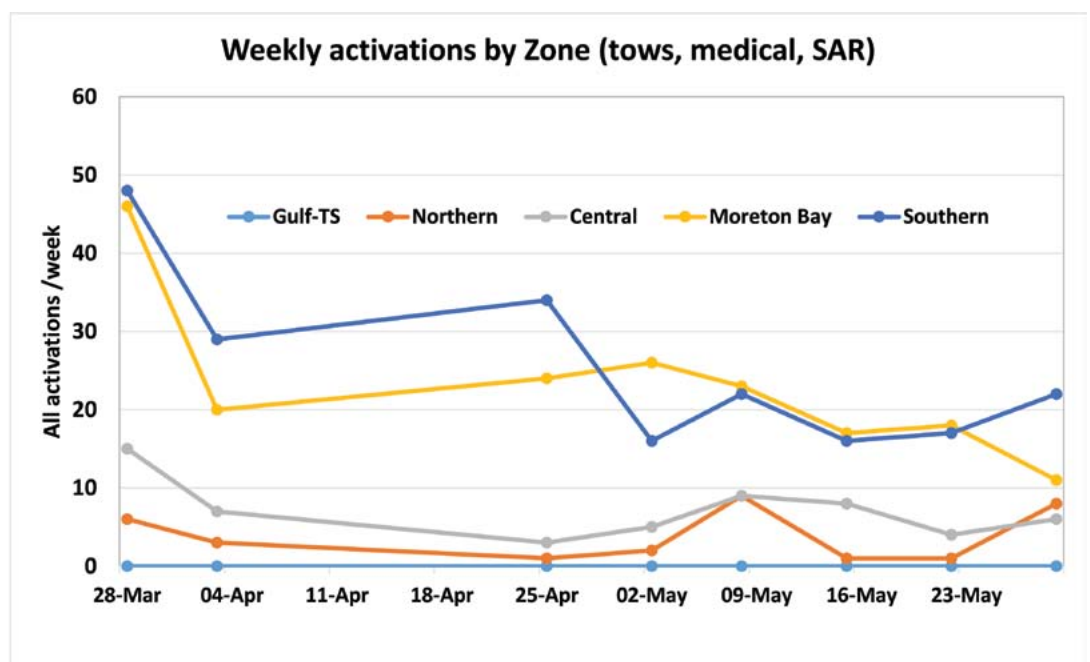
While our training program is oriented to commercial standards some other states are yet to make this transition. The recent negotiations with AMSA in relation to Exemption 24 indicate that this Exemption will be in place until 2018, where-after its provisions will be enshrined in a Marine Order, with training modules requiring commercial standard. To facilitate this process it looks as though yet another version of the Task Book is under development and final assessments will focus less on the content of orals and more on boat handling and management skills. The role for VMRAQ's RTO in the assessment process is currently under review.

While VMRAQ does not have a dedicated public relations staffer it is up to all of us to ensure VMR maximises opportunity for public relations opportunities. We have made great strides in recent years

by using Facebook posts. These posts are greatly enhanced by photos and video clips. However getting these images is not always possible because the whole crew is often focussed on different parts of ensuring a safe outcome from an activation. If you do get good images send them to your Facebook person or to our President for the VMRAQ page. Jocelyn is always after good photos for the journal.

As part of lifting the VMR image with Government Keith has been sending a weekly summary of activations to key personnel in QFES since March 28. These statistics are gathered from Monday morning phone around. The stats are broken down for tows/assists, medical evacuations/assists and SAR operations. I have aggregated the results to date in the attached graph, which shows the pressure/demand for services in the high population Southern and Moreton Bay zones. We hope to be able to improve the information with inclusion of persons returned to safety. What we are not capturing at this stage is some of the marathon jobs done by the non-metropolitan squadrons 40-70 miles to sea over 7-15 hours.

**Graham Kingston**  
Vice-President VMRAQ



## ACTIVATIONS

**V**MR Bundaberg's 10 activations during the last quarter included six callouts for engine failure in runabouts and a yacht. One activation for electrical failure on Anzac Day was apparently caused by disintegration of the steering mechanism in the front cabin of 5m runabout that shorted the electrical system.

## TRAWLER CAPSIZE

At 0629 our Monday, April 4 our radio operator took a Mayday relay call from a trawler off Waddy Point on Fraser Island to report sighting of an upturned trawler. A 000 call passed this information to Water Police at Hervey Bay who then initiated a search operation.

Our primary rescue vessel *Bundy Rescue* was activated at 0718 to join the search and departed with five crew. The trip across Hervey Bay was accomplished at speeds between 15-20kts, according to conditions. Once rounding Break Sea Shoal the increase in sea and swell allowed only 10kts of progress. Initially *Bundy Rescue* was tasked with beach and near beach search, however by about 20 miles down the Break Sea Shoals it became apparent the 3-4m waves and confused sea

was making the search impossible and potentially dangerous for the 10m vessel.

*Bundy Rescue's* skipper reluctantly decided to discontinue the search and return to base. We subsequently learned that several trawlers who were also assisting the search were stood down around this time because of deteriorating conditions, leaving the search to helicopters and aircraft.

Our new rescue vessel, *Bundy Rescue 2*, was activated at 0940 to assist in the search because of the potential of the new FLIR system to find persons in the water. This vessel had taken on extra fuel to support an extended search. However she returned to base after making about 20 miles to sea in very ordinary conditions.

*Bundy Rescue* returned to base at 1730 after travelling 134nm in just over 10 hours. The crew said it was some of the worst conditions experienced for an activation. Fortunately *Bundy Rescue 2's* crew had remained at the base to prepare some hot food and take over the refuelling and wash down.

Unfortunately the trawler men were not found. The relatives of the missing men expressed their gratitude to Marine Rescue for assistance in the search.



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## BUNDABERG



10m trawler on tow back to Burnett Heads.

### TRAWLER TOW

On May 12 *Bundy Rescue* was activated to assist a Bundaberg based 10m trawler with a seized engine off Arch Cliffs on Fraser Island. When *Bundy Rescue* arrived at the vessel the nets were still in the water and could not be recovered without an engine to drive winch hydraulics, so the trawler skipper attached a buoy to the nets which were cut free for later recovery. This is in contrast to a previous assist to this vessel in May 2014 where the prop shaft was broken and *Bundy Rescue* towed the trawler to allow net recovery.

It was a slow tow back across Hervey Bay at speeds of 5-7kts. The trawler was berthed at the Port Bundaberg Marina after a 10 hour and 89nm round trip.

### BARRIER SEARCH FOR ELDERLY MAN

*Bundy Rescue* was recently tasked by Water Police to assist in the search for an elderly gentleman whose car was reported bogged on the riverbank in the Burnett River. His phone battery apparently failed before a more detailed location could be given. He was eventually located near Kirby's Wall about 7 miles up-river from Burnett Heads.

### OUR NEW BOAT



ABOVE: Burnett Heads – that way.

BELOW: Ready to lift.



Erwin as duty skipper – happy with the delivery.



*Bundy Rescues* on the pontoon.



*Bundy Rescue 2* on the cradle.



Note the engine room on the FLIR image.





ABOVE: Major sponsors for VMR Bundaberg.

BELOW: Major lucky draw prize at VMR Bundaberg Fishing Classic 2016.

Our new vessel, *Bundy Rescue 2*, was delivered on March 21 after being trucked from initial sea trials at Ballina in NSW. The spies were out along the way as we received a photo from a truck stop at Nudgee in Brisbane and the local UHF's were buzzing about 'VMR's new boat'. After unloading at the Bundaberg Port Marina she was driven around to the base, where Bruce Smith's measurements for the boat shed extension were accurate enough to give us about 60mm clearance for the new roller door and clearance for the radar. Well done Bruce.

*Bundy Rescue 2* is an 11.5m Sailfish catamaran, powered by twin 300hp Suzuki four stroke outboards. The 1,400L of fuel across two tanks should give us 24 hours of operation and an operating range of 250nm. The Furuno TZ Touch Nav Net is an impressive upgrade on our previous system, while the FLIR camera will be an important adjunct to marine SAR resources in the Bundaberg region.

An official launch and dedication ceremony is planned after our AGM on September 24.

### THE FISHING CLASSIC

By the time this journal goes to print we will have run our 11th Family Fishing Classic and major fundraiser on June 24-26, 2016. Three lucky entrants will have gone home with Quintrex boats with outboards and trailers. Two of the boats were Explorer 390's with the Mangrove Jack wraps and 30hp Suzuki outboards (Autumn 2016 journal) and the big prize is a Renegade 420 centre console with a 40hp Suzuki.

**Graham Kingston**  
Public Relations Officer  
Marine Rescue Bundaberg





**The sunlight duration instrument is fitted with sensitive paper each day. The sun's rays are intensified through the sphere and burn a line in the paper. On the day of our visit the sun had hit the paper for only 15 minutes.**

It was a relief to hear that the staff at the local weather station will be kept on for another year before the introduction of an automated system. A group from VMR Mackay squad had the opportunity to watch a weather balloon release and learn about the instruments that are used to record weather events, during a tour of Mackay Meteorological Office.

Weather balloons are released daily at the same moment at stations all around the world. In Mackay the release time is 9.15am, which is very convenient for an excursion to the weather station. The time in London is quarter past midnight. Stations share readings from the balloons to develop a global view of wind currents and air pressure. Biodegradable balloons have only been introduced in recent years,

but the whole balloon system is to be replaced with new technology when weather readings become fully automated.

Friday, May 20 was International Wear Your Life Jacket to Work Day. The crew at training on Wednesday 18 helped MSQ share the message that your life jacket can't save you if you're not wearing it.

Mackay crews have been activated for a couple of long distance tows recently. The route shown on the next page covered 170nm and took 14 hours to complete, finishing at 7am. A reef boat was retrieved from Ross Reef and towed to Victor Creek before the crew returned to Mackay. A great job done by Skipper Darryl and crew Peter, Damian, Chris and Geoff.



In the same week Skipper Darryl and crew Peter and Shane were called out after an EPIRB activation 9nm north-east of Mackay Harbour. They found a solo sailor on a 5m catamaran that was taking on water through a hole in one hull. The crew successfully pumped out the vessel, retrieved belongings from the water and dropped the mast to tow the boat and the very thankful sailor home.



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# SPIRIT OF 1770

**O**n Wednesday, May 11, 2016 at approximately 1533hrs VMR Round Hill responded to a PAN PAN call of VHF channel 81 that the *Spirit of 1770* was on fire about 10nm from Lady Musgrave Island with 46 persons onboard.

VMR Round Hill crew (Neale Inskip – Skipper and On-Scene Controller, Haydn Norton and David Clarke with two QAS paramedics and two QFRS officers departed the creek (1634hrs) on route to the vessel.

Just after leaving the creek we were advised that the *Spirit of 1770* was abandoning ship into the liferafts.

*Round Hill Rescue* arrived on scene at approximately 1717hrs, first checking the liferaft closest to the *Spirit*, which was empty, then proceeding to the two liferafts with the 46 persons.

A quick check with the skipper of the *Spirit* by the paramedics that there were no major injuries. While people were seriously sea sick, wet and cold, they were safer in the liferafts until the assisting vessels arrived and just knowing the *Round Hill Rescue* was there was a relief.

*VMR Gladstone 1* with crew of Rob Plumridge, Steve Hindle and Andrea Hindle were activated and proceeded to the scene. Their trip was quite difficult with weather conditions deteriorating once they rounded Bustard Head (Pancake Creek).

Local vessels *Shifter* (Kev Watson and crew) and *Dirty Deeds* (James Brown and crew) were also deployed to assist in transporting the people back to Round Hill Creek. *1770 LARC* endeavoured to assist but the conditions were not suitable and returned.

Conditions were quite rough with large seas and night falling.

During the wait for vessels to return to shore a hive of activity was taking place in the rigging area at the boat ramp:

- **Queensland Ambulance Service** responded with 10 units from Bundaberg, Gladstone and Miriam Vale (Agnes Water Paramedics on *Round Hill Rescue*). Triage area set up and flood lights up.

## ***Spirit of 1770* taken from Round Hill Rescue May 11.**

- **Queensland Police Service Units** from Bundaberg, Gladstone, Rosedale, Miriam Vale and our Agnes Water crew
- **Queensland Fire & Rescue Service** Agnes Water
- **Agnes Water/1770 SES** assisted with lighting and Paster Adrian and Narelle were there to assist. Also all the media calls – and they don't know the word NO – call QPD Media Please!

Vessels arrived on scene at approximately 1845/1900hrs and began the task of getting persons onto the vessels safely for the return trip to Round Hill Creek.

*Shifter* returning 21 persons, *Dirty Deeds* nine and *VMR Gladstone 1* 16 persons all back in Round Hill Creek at the pontoon by 2130hrs.

Queensland Ambulance Service (QAS) assessed and treated all 46 persons. This process went on well into the night.

*Round Hill Rescue* finally arriving back at base at 2330 with two liferafts in tow.

Our sincere thanks goes to all involved in this incident – it could have been so much worse but for the quick thinking of the skipper and crew of the *Spirit of 1770* getting all off the vessel into liferafts – their training kicked in.

Our local community pulled together in providing blankets, clothes and 1770 Marina Café did a wonderful job ensuring hot food and drinks were on tap.

A very special thanks to Agnes Water Police – Sgt Jock Edwards who was SAR control, and our great officers Simon, Corey and Ian, they worked so hard ensuring that all was going as smooth as possible and assisting where and when required (which was quite a lot). Also to our local ambos Brett and Ang – promise weather condition better next time (we'll try), and also Phil and Babe (Firies).





**Members involved at the debrief.**

### OVERVIEW AND DEBRIEFING

A debriefing was held on Saturday, May 28, 2016 at the VMR base and attended by 26 people including Police, Water Police, QAS, Fire, SES, skippers of assisting vessels and skipper and crew from *Spirit of 1770* with VMR Gladstone and VMR Round Hill personnel.

From VMR point of view – what can I say but heartfelt thanks to our crew on *Round Hill Rescue* with the assistance of *Gladstone 1*, *Shifter* and *Dirty Deeds*. They did a wonderful job under difficult conditions.

I know when I took the call I thought – not happening and then ... (can't repeat) but then you just do what you have to do.

This escalated so quickly one really didn't have time to worry – just do it, and thanks to Ruth who also assisted on the radios – we just got on with it.

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## ROUND HILL



**Brett Schultz, Officer-In-Charge Agnes Water/1770 Ambulance Station.**



**Carolyn Clayton on behalf of the frontline staff of Lady Musgrave Cruises.**



**QAS Wide Bay SOS Michael.**



**Neale Inskip – Skipper Round Hill Rescue and On Scene Controller – Outstanding Service VMRAQ.**

Sgt Jock Edwards gave an overview of the SAR procedures of the incident and then went around the room for all who wanted to comment to do so. In all it was a very positive debrief and like all incidents we all learn from our experiences.

### CERTIFICATES OF APPRECIATION

- VMR Round Hill presented Certificates of Appreciation to each group involved
- VMRAQ (Volunteer Marine Rescue Association Queensland) Robert Brock State Training Manager presents Outstanding Service Awards to members of VMR Round Hill and VMR Gladstone:
- VMR Round Hill
- Neale Inskip – skipper and on-scene controller
- Haydn Norton
- David Clarke
- Andy Cassingham
- Ruth Tidy
- Doug Meng
- Josie Meng
- VMR Gladstone
- Rob Plumridge
- Steve Hindle
- Andrea Hindle
- Mike Lutz
- Hamish McLeod

**Josie Meng – VMR Round Hill.**



**Sgt Jock Edwards Agnes Water Police being presented with a Certificate of Appreciation by Neale Inskip (Vice President) VMR Round Hill.**

### Marine Rescue Central Zone President Josie Meng said

“This goes to show the importance of regular search and rescue exercises in the region. It’s all about working together and learning from these incidents and putting it into practise in a real rescue situation”



# SEEK THE SOUTH POLE

Find the Southern Cross's long axis and extend a line. Locate the bright stars Rigel Kent and Hadar to the left of the Southern Cross, referred to as 'the pointers'.

From the midpoint between these two stars, project a perpendicular line to intersect with the line drawn from the Southern Cross. That intersection marks a point which is approximately 5° North West of the South Celestial Pole, a point in the night sky which is located above the Earth's South Pole.

If you drop vertical line from this point to the horizon, this approximates the direction of due south.



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# EXERCISE SAND DOWN



**VMR Bribie Island's *Energex Bribie One*, just off Moreton Island.**

**T**his exercise was designed to test the response times and interoperability of multiple agencies and individual agency capability including communications utilising the recently introduced Government Wireless Network (GWN) and other networks, during the emergency response to a major incident on Moreton Island. The scenario was that a fixed wing aircraft had crashed on approach to Cowan Cowan airstrip, the crash ignited a bushfire and there are several deceased and casualties from the crash, a young child also goes missing from the nearby campsite amongst the confusion.

## **PARTICIPATING AGENCIES:**

- Queensland Police Service, including Water Police & Polair
- Rural Fire Service Queensland
- Queensland Fire and Emergency Services
- Queensland Ambulance Service
- Brisbane City Council
- State Emergency Service, Brisbane & Moreton Island

- Qld Parks and Wildlife Service
- Tangalooma Resort
- VMR Bribie Island
- Coastguard Redcliffe

VMR Bribie Island was tasked with delivering seven Qld Fire & Emergency Services officers and all their equipment (500kg) to the 'crash site', in a heavy swell of 1-2m seas. *Energex Bribie One* with her four crew, seven QFES officers and equipment, having to



**RIGHT: Exercise role players being 'treated' at the site.**





Group photo after the debriefing at Moreton Island in the SES shed.

The Exercise Director Superintendent Michael Brady, District Officer, Moreton Police District, declared the exercise a success with some positive learning outcomes for a multi-agency response to an emergency.

divert from Cowan Cowan (which proved too shallow) to The Tangalooma Wrecks only taking 30 minutes from leaving the Bellara VMR base pontoon. The vessel's performance is a credit to Commodore Bob Skinner and his boat committee, and the builder Bill Collingburn of Yamba Welding and Engineering.

QFES has advised VMR's Graham Gibb of "an outstanding result", which from time of call to fully kitted QFES on the beach taking only 45 minutes. So impressed with VMR's capabilities to deliver, QFES intend to upgrade their operational orders to further utilise VMR Bribie Island. QFES are also planning to have an exercise conducted on Moreton in terms of a structural fire for which our assets will be utilised to assist in delivering and evacuation of QFES resources.



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**LEFT: VMR Burdekin Delta One towing stricken yacht clear of shipping channel.**

**ABOVE: Trying to launch, current Ocean Creek ramps, looking forward to the new ones!**

**T**hings are fairly quiet in the Burdekin at the moment, we are looking forward to attending the Bowen and Mackay rounds of the Australian Offshore Superboats in July along with our friends in the Northern Zone, If you're able to make your way to the region, do so. These events raise in image of communities in regional Queensland, you will be rewarded by the great spectacle on the water and the great community spirit on shore. We are also planning our next Northern Zone SAREX, it will be hosted by VMR Midge Point in conjunction with Whitsunday Water Police and Hamilton Island Airport, in August.

### **WE HAVE HAD A COUPLE OF ACTIVATIONS OF NOTE**

The first was a police activation, a 47ft sailing vessel was taking water in the early hours of the morning. At that stage pumps were keeping the water at bay and the vessel intending to keep making way under power into Bowen Harbour for repairs. The leak became worse and our crew deployed from Ocean Creek a short time later. Conditions were fairly uncomfortable and by that stage the engine in the yacht had been swamped and the pumps had stopped, a private motor yacht and international car carrier were diverted to the area in case the yachts crew needed assistance before our arrival. As always our first priority was the safety of the sailors, the secondary issue was

the fact that the yacht was adrift in a busy seaway. On arrival our crew transferred the crew to our vessel and took the yacht in tow, unfortunately due to the poor sea conditions and instability of the yacht, we were instructed to drop the tow when we cleared the shipping channel, MSQ attached a buoy to our tow rope, transferred the sailors to the police vessel and the yacht was left to the mercy of the sea. A few days later the yacht was found on the beach north of Alva and what was not destroyed by the sea was destroyed by looters including our tow rope, a sad end to a maiden voyage.

The second was again a police activation a vessel had requested a tow home from Hopkinson Reef, a reef which is not in our area of operation, the rescue organisation which would normally respond was unable to do so. Again conditions were quite ordinary 25-30kts from the south-southwest, the plan was to launch our vessel from Ocean Creek and run north about 58nm to Hopkinson Reef, take the vessel in tow and proceed further north west another 50nm into Lucinda where we would recover our vessel and



**RIGHT: The sea has no mercy, abandoned yacht the day after.**





**High and dry, life in the shallows.**

bring it home by road. Ingham Coast Guard were also deployed heading south east. Townsville Coast Guard eventually deployed and assisted. We were a little disappointed when we were stood down, this deployment would have challenged our crew and vessel endurance, and highlights the great flexibility created by having vessels on road registered trailers.

Another activation of note reminds us all of the hazards of operating in an ever changing estuarine environment, late in the evening a vessel had run aground at the mouth of Ocean Creek on the top of the tide, he was stuck fast and required assistance to refloat on the tide in the morning. The photo says it all.

VMR Burdekin is looking forward to the upgrade of the Ocean Creek boat ramp later this year, the new facility will include a three lane boat ramp, steeper grade and load rated for our rescue vessel. The ramps will be easier to maintain and the launch basin will allow us to launch and exit the creek safely on the appropriate tide. Many thanks to TMR Queensland, Burdekin Shire Council and Qld Fisheries.

**That's it for now  
Cheers from The Burdekin**



## VALE GEORGE ORDORICA

It has been quite a while since I have felt compelled to sit down and put pen to paper and let the world know of events in the Burdekin District. It is the loss of another of the rocks upon which our squadron was built that motivates me once more.

George Ordorica passed away in January this year, those of us that gathered to prepare for his funeral service described him as a teacher, a mentor, a larrikin and above all a friend.

His boating life began when he modified an old aircraft belly tank to row around the local creeks; he then built his own 21ft launch named *Temptation*. He also built a hut at Moonlight Bay on Cape Upstart. This hut which is beside the Linton family hut served mostly as a beautiful place for the Ordorica family to spend holidays and weekends, its other role was as a secondary VMR Burdekin base, the squad has hosted several Northern Zone SAREX's and all were based at Moonlight Bay at the Ordorica and Linton huts. Our rescue boat crews would also drop in at Moonlight Bay to share a cuppa with George and his wife Dawn, a good opportunity to for a joke or tall tale, while waiting for the tide to allow us to get home.

George joined the Bowen Air Sea Rescue Squad in 1970 along with a few other Burdekin boaties; they were given the responsibility of covering the coast between Abbot Point and Cape Upstart. George transferred to the newly formed Burdekin Air Sea Rescue in 1972 and was appointed as a controller; he became our Senior Controller in the early 1980's. He has guided our crews through many dramatic deployments, often in atrocious conditions, with the calm, professional manner he is renowned for.

After 33 years, George retired from his position of Senior Controller, but continued with Dawn to monitor one of our VHF out stations.

George has devoted 44 years of his life to the boating public of the Burdekin, he never sought the lime light, he conducted himself in a manner which earned him recognition and respect not only from our local crews, but also from Water Police and many VMR Squads and Coast Guard flotillas around the state. His uncanny knowledge of the sea, and self-taught navigation skills are legendary and unsurpassed.

Although he decided to take it easy and retire a few years ago, he was as he put it 'on the side' if we needed him, always ready to help us out.



# **VOLUNTEER MARINE RESCUE**

**ASSOCIATION OF QUEENSLAND INC.**

## **CODE OF CONDUCT.**

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

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

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

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

Date of Issue 01.09.96



# KANNAD SAFELINK EPIRB's GLOBAL RECALL



## PART NO'S AF :

<b>K1202311</b>	<b>EPIRB SAFELINK Manual+ GPS</b>	<b>All</b>
<b>K1202367</b>	<b>EPIRB SAFELINK Auto GPS</b>	<b>All</b>

Orolia Limited, owners of Kannad Marine, have become aware of an issue affecting Kannad SAFELINK Manual and Auto GPS EPIRB's which could result in the beacon not operating in an emergency situation.

The SAFELINK EPIRB's yellow body plastic may prematurely age when subjected to specific environmental conditions which has the potential to impact on its long term effectiveness in the field. The Kannad SAFELINK EPIRB models with part numbers K1202367 or K1202367 are the only Kannad Marine products affected.

Although the issue identified may impact beacon effectiveness in a very small number of cases, we believe it is important to take broader preventative actions to respond to this situation promptly and comprehensively for your safety. That is why Kannad Marine has decided to instigate a voluntary Global Recall Program for the SAFELINK EPIRB's and would like to invite you to read carefully the following procedure.

If you suspect that you may have an affected beacon (only Safelink EPIRB auto and manual), you should not use the SAFELINK as the primary Search and Rescue beacon on board your vessel. Please register your ownership, location and contact details via the dedicated website: [www.safelinkepirbsupport.co.uk](http://www.safelinkepirbsupport.co.uk)

Once registered, Kannad Marine Support team will direct you to your local partner to arrange a replacement of your beacon. Kannad Marine wants the best for its customers so your EPIRB will be replaced with a Kannad Sport Pro + Auto or Manual, with a five year warranty, free of charge.

**For any further information, please contact Kannad Marine**

**email: [safelinkinspection@kannadmarine.com](mailto:safelinkinspection@kannadmarine.com) or visit <http://kannadmarine.com/en/product-recall>**



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# TRAVEL ALL OVER THE COUNTRY SIDE ...



**TOP:** Rob Plumridge setting 'Roadwarrior' (Greg Klease) on his way.

**ABOVE:** Roadwarrior and Hollywood with the kids in Thargomindah.

**W**hile that may be the start to an old TV program we have a couple of adventurers undertaking the 2016 ARB 'Sandy Floors & Cellar Doors' Variety 4WD Explorer event.

They start out in Charleville on Sunday, May 15, 2016, before heading through the fabulous sand dunes of the Simpson Desert and finishing – 13 days later – in the heart of Australia's wine country ... the Barossa Valley.

According to the Variety website 'This 14 day adventure takes 4WD vehicles and their drivers off the bitumen and on to challenging, yet fun, dirt roads and tracks. Suited to anyone with an adventurous spirit and who takes pleasure in the great outdoors.

The event aims to raise money for children who are sick, disadvantaged or who have special needs. Variety 4WD Explorer participants will visit schools along the way and experience, first hand, the help their fundraising brings to local children, families and communities.'

Team Gladstone / Round Hill, Variety made it to Charleville after 772km. Staying in Roma along the way, many onlookers and motel crowd swarmed on our arrival "you are from Gladstone, we take it."

Motorcycle policeman in Morven gave them a steely glance.

VMRG volunteer, Greg Klease (aka Roadwarrior) said "when I left school at 14 I worked in the shearing sheds as a Roustabout for two years, so part of me is back home, don't you love the smell of a cattle truck in the morning."

Day two saw Roadwarrior and Hollywood (aka Rod Pether) hand the children of the Thargomindah State School presents of pencils, playing cards, books, pencil sharpeners and colouring-in pencils. Roadwarrior also donated \$500 to the P & C towards items of their choosing.

Next stop Innaminka via about 500km of bush tracks.

We wish the guys safe travels in their adventures for a worthy cause.

## BREAKING NEWS

Hollywood and Roadwarrior crossed the finish line at 1450 (SA time) on May 27, 2016. After almost 4000km, the same tyres, no oil used, no faults and no warranty claims, the Mazda BT50 is still going strong. Thanks goes to family and friends, Gladstone Regional Council, Dags at GAPDL, Tannum Tyres, Engel Fridges VMR Gladstone, Coates Hire and Purcell's Engineering.



# PRACTICE MAKES PERFECT



INCOMING ...



SAFE LANDING ...



UP, UP AND AWAY ...

**T**he RACQ Careflight Helicopter and VMRG work together during exercises to prepare for the worst case scenario.

With precision a person was lowered from the helicopter on to the back deck of *Gladstone 1* and retrieved safely back into the chopper.

These types of exercises give valuable experience to members of both organisations. A debrief was held to talk about what could be done better and what went well. Crew of *Gladstone 1* raised the issue of being able to hear instructions coming from the skipper due to the noise of the helicopter overhead. Crew also appreciated the nice shower they received on a hot day.

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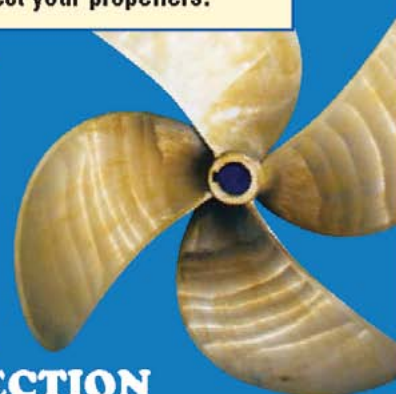
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## JACOBS WELL

**W**ell, what a busy three months we have had at the squadron. We have had our share of highs and a few lows. The good news is that things are really happening at VMR450.

VMR Jacobs Well South Stradbroke Island base will receive a major facelift following a \$10,000 donation by local over 50's community developer Halcyon. The much needed financial boost will help the volunteers at Jacobs Well to plan and upgrade its island base facility, enabling them to operate from South Stradbroke during weekends, public and school holidays as well as for any emergencies. This generous contribution gives us the opportunity to reactivate the base – it is currently used every now and then, but it isn't in an optimal condition for either our volunteers or the public. It needs painting, roof repairs, replacing of the veranda, electrical improvements and a few other tweaks to ensure it gets to a safe and usable standard again and this sponsorship will assist greatly in the rejuvenation of the base. The upgrade would significantly benefit the community, allowing a greater presence from VMR Jacobs Well. Being at the island base more often means that we can respond much faster to anything that happens in our local waterways. Halcyon's newest Hope Island community and VMR have great synergy. 'Vision' by Halcyon is a waterfront community and many of its home owners enjoy boating given the complex has its own marina and two community boats which are enjoyed by all the residents.

Halcyon is a new sponsor of VMR Jacobs Well. For all Halcyon enquiries please call **1800 626 488** or visit [lifebeginsathalcyon.com.au](http://lifebeginsathalcyon.com.au)



**Scott Ng, Project Director Halcyon presenting cheque to Roger Hawkes, Vice President VMR Jacobs Well.**

Also present Derek and Julie-Ann Crossley, VMR volunteers and residents of the Halcyon development at Hope Island.

Pop up barbecue Meet and Greet Day was held at the Horizon Shores boat ramp on Easter Saturday, March 26. The duty crew fired up the barbecue to feed the hungry hordes, passed out Tide Charts and VMR info which resulted in two new associate members and one new active member. Many thanks to Horizon

Shores Marina for their assistance on the day and for the donation of meat plus the use of the barbecue. A big thanks to the Purple A&B crews members who gave their time on the day. We intend to hold more Meet and Greet days at the local boat ramps during the remainder of this year.



**Hard working crew on Easter Saturday at Horizon Shores.**

The Coomera Scout Group had a great day on Clean Up Australia Day on March 6, there were about 30 Scouts and leaders cleaning up along the water front and the local parks. The clean up was completed in just two hours as the local RFS and local residents were involved.

After the clean up finished we had a barbecue which was run by the leaders and some of the dads. Many thanks to the crew on the day for taking a good number of the kids and some Dads for a run in JW1. I think the Dads had more fun then the kids.



**Fun Ride.**

**Final parade of the day.**

### A WEEKEND AT VMR JACOBS WELL

It all started with Friday's Purple crew on overtime, with a tow job from Millionaire's Row to Horizon Shores. It turned out to be quite tricky, the vessel being a 15m powercat. The wind and tide conditions were such that it was too risky to tow into the marina, so the wise decision was made to anchor the vessel outside and wait for more favourable conditions.

After a quick turnaround, a crew was assembled to assist with the night elements of Alan Cocksedge's Skipper assessment. With absolutely perfect weather conditions, the crew set off via Whalleys Gutter, McKenzies Channel, Canaipa Passage, Fishermans Channel, Tabby Tabby Island, Eden Island, McKenzies Channel, Whalleys Gutter and back to base.





**A big cat in tow.**



**Safely home.**

### BEAUTIFUL ONE DAY, PERFECT THE NEXT

Saturday dawned with perfect boating weather again. Friday night's crew was called on again for the remainder of Alan's assessment. A mock tow job turned real, with a call from a breakdown near the north cardinal mark near Tulleen Island. A tow back to the Jacobs Well ramp, followed by barging *Rotary II*, then vessel launch and recovery capped off a successful assessment. Congratulations to Alan Cocksedge's on successfully completing his skipper's assessment, and thank you for the opportunity to assist. It was a great learning opportunity for us all.

Congratulations also goes to our newest crew members, Phil Johns, Jodie Shepperd and Jessica Parish, having completed all modules for their first stripe.



**Phil Johns and Jodie Shepperd.**

The next day a crew was dispatched to Horizon Shores to deliver the powercat to its berth it was particularly tricky as it was 15m long, had a beam of around 6m, and weighed 26t. An outstanding effort by new skipper Brett Campbell and the crew

Following the successful berthing of the powercat, a quick trip to check the bar conditions was in order for *Jacobs Well 1*. A bit of respite back at the base after a busy morning saw a walk in with a lacerated finger

for some first aid treatment. The activities continued with a night navigation exercise in *JWI* through Jumpinpin, offshore to the Seaway and return via the Broadwater. Beautiful conditions yet again made for a most enjoyable journey. Before *JWI* had even reached the Pin, *Beenleigh II* was dispatched for another tow from south of Couran Cove to Jacobs Well.



**Beenleigh II with runabout south of Couran Cove.**

Perfect weather yet again greeted us on Sunday morning. *Jacobs Well 1* and *Beenleigh II* were taken out for some bar training, with man overboard drills conducted on *Jacobs Well 1*. While there we were joined by the Surf Life Saving rescue boat that put on a bit of a display for us!



**Surf Life Saving rescue boat training.**

On April 16 we had PCYC Emergency Services Cadets visit Jacobs Well base. We started the day at 0800hrs with 16 cadets and five leaders and finished at 1400hrs. We split the cadets into four groups, one group doing the radio room whilst another going through the boats etc, also some water activity using

## JACOBS WELL



The PCYC crew with few extras.



Flare training.



What are these for?



Inspecting the radio room.

PFD's. We finished the day with instruction on the use of emergency flares and a barbecue. PCYC leaders said all the cadets had a great time and would like to do more with VMRJW. Thank you to all the members who helped on the day.

Once again Anzac Day dawn service was held at Tipplers Yacht Club on South Stradbroke Island with VMR Jacobs Well members and the PCYC Emergency Services Cadets forming the honour guard for the Anzac Day ceremony. The morning attracted a large attendance from the boating public holidaying on and around South Stradbroke Island. It was a moving ceremony with some wonderful speakers and music.

PCYC Emergency Service Cadets have requested that they be permitted to take part again next year. Jacobs Well President informed them that they are most welcome .

This year VMR Jacobs Well in conjunction with Rotary Club of Beenleigh/ Ormeau are planning a Big Open Day at the base in Jacobs Well Township. Along with VMR there will be representation from all the other emergency services including Army and Navy Cadets. This will be a big do so we would like the support of the surrounding VMR units. More information in next issue.

**PR Officer**  
**VMR 450, Jacobs Well**



VOLUNTEER MARINE RESCUE JACOBS WELL AND ROTARY BEENLEIGH / ORMEAU WILL PRESENT

## VMR JACOBS WELL BIG OPEN DAY

Date to be advised

### WE HOPE TO HAVE THESE GROUPS IN ATTENDANCE:

QAS, Police/Police Dogs/ Chopper, Gold Coast Water Way, Surf Life Saving Gold Coast, Westpac Chopper, Rural Fire Service, State Emergency Services, PCYC Cadets State Emergency Services, Army/ Navy Cadets, Scout Group, Volunteer Marine Rescue units, Volunteer Marine Rescue Queensland.

### SPEAKERS:

Jacobs Well Community/Historical Society, Local Council and State Members.  
Boat and Equipment Displays (Local Dealers), Rides on emergency vehicle/ Fun Rides, Raffles /Auctions  
Sausage sizzle/steak sandwiches, drinks, and lots of entertainment for all the family.



## THEY'RE OFF AND RACING!

**O**n Good Friday, the annual Brisbane to Gladstone yacht race was set on its way by VMRG's Jim Purcell offshore from the Shorncliffe Pier. Yachts continued on the 308nm journey to Gladstone.

Just after 1600hrs on Saturday, March 26, 2016 the first yacht into Gladstone was *Black Jack*. The VMRG crew on hand to meet them and the remainder of the fleet on their entry into Gladstone Harbour.

Our radio operators were quite busy over the weekend. With perfect boating weather and yachts arriving into Gladstone, it was one of the busiest times of the year so far.

Thanks goes to all the VMRG crew involved for their efforts over the long weekend.

Easter also saw the Harbour Festival in Gladstone. VMRG along with QGC and Water Police, were encouraging safety on the water and on the roads. Under the tag – Don't be a bunny this Easter boaters were encouraged to do safety checks before heading out and to join VMRG. The driving simulators at the display were popular with many of those having a go learning some road safety tips.



**ABOVE RIGHT: A view of *Black Jack* from onboard *Gladstone I*.  
RIGHT: Don't be a bunny – stay safe on the water and the roads.**

## HOOK UP WITH US!



**A**ustralia's largest family fishing competition was held in the Gladstone region from April 29-May 1, 2016. The Boyne Tannum Hook Up turned 21 this year and there were a lot of fishers and boaters there to have a red-hot go at winning prizes.

Over the three day competition we had a team of volunteers in the radio tent logging those keen boaters on and off. We also had a display in a tent with Maritime Safety Queensland and Queensland Boating and Fisheries Patrol handing out boating safety information and information about joining VMRG. The Water Police selected a recipient demonstrating exceptional safety for the VMRG safety prize each night.

Our crew were also on hand to do a spot of duck wrangling following the Capricorn Rescue Helicopter Duck Race. Packets of sour Gummy Worms were handed out encouraging people to 'Hook Up With Us' and join VMR Gladstone. Don't know how many fish were caught with the worms, but it was food for thought!

A huge thanks goes to all the VMRG volunteers both on land and water who helped to keep boaties safe over the weekend.

**ABOVE L-R:  
Some of the goodies on offer.  
Our volunteers in the radio tent.  
Tanya from MSQ, Ernie and Wayno from VMRG on hand to give out safety information.**

## MIDGE POINT



LEFT: VMR Midge Point Rescue moored in Laguna Quays marina.

ABOVE: Boat shed.

**M**idge Point is located 38km south east of Proserpine and 102km north of Mackay. The Midge Point Beach area covers approximately 9.5km of coastline from the Midge Point Esplanade in the north to Yard Creek in the south and is at the northern end of the Hibiscus Coast. It is the ideal place to go fishing, crabbing, bush walking and just relaxing by the tranquil water which has many shades of brilliant blue.

The area includes three separate stretches of sandy beach; approximately 800m along Midge Point Esplanade in the north, a 700m long beach curving between the two headlands on the point and a 1.8km stretch in front of the Midge Point settlement. The remainder of the coastline includes extensive mangrove fringes, a mangrove filled bay, rock flats and low headlands.

The official Midge Point boat ramp is located on the beach in front of the settlement, with an unofficial boat ramp located on the headland at Jimmy's Rock.

The VMR Midge Point boat shed is located at Midge Point, while the rescue vessel is moored in the Laguna Quays Marina which is located 6km from the boat shed.

Midge Point Rescue has recently received an upgrade due to a grant from the Community Gambling Benefit Fund. Twenty16 Communications which is located at Hawkes Boatyard, Abell Point Marina, Cannonvale undertook the electrical project.

#### THE UPGRADE INCLUDED:

- Seaview Radar & Camera Mount
- Raymarine PTZ Thermal Camera
- Motium Marine LCD Display
- New Icom VHF Radios
- New Uniden 27 mhz Radio
- New internal LED lighting
- New PTZ Spot Lights
- New Furuno AIS transceiver
- New ZCG Marine Aerials
- Solar Panel



ABOVE LEFT: Midge Point Rescue on the travel lift.

ABOVE RIGHT: New electrical equipment.

TOP: Our new FLIR.

ABOVE: Spotlight.





**Nose cone.**



**Security screen.**

A nose cone and security screening were also fitted to the vessel by Strathdickie Engineering. Gary Considine, the squad president, said that the new Flir and navigation equipment will help the night work that we do and any time we are activated. The nose cone was fitted to help avoid damage to the floatation bags in rough seas. We decide to fit the security screens as a security measure against theft from the vessel. We have been targeted in the past where we were losing fuel while moored in the marina.

The squad would like to thank Twenty16 Communications, Hawkes Boatyard, Strathdickie Engineering and the Community Gambling Benefit Fund for the recent upgrade to Midge Point Rescue.

The squad would also like to thank the other long term supporters: Midge Point Tavern, Laguna Whitsunday, Home Hardware Proserpine, Home Hardware Cannonvale, Steve Banks Transport, Suzuki and Whitsunday Global One.

The squad has moved into the social media times with creating a Facebook page. Keep up to date with the squad by searching for VMR Midge Point.

## MEET THE VOLUNTEERS



**Gary Considine**  
**Position: President, Skipper & Zone Rep.**

Gary has been involved with VMR since 1970, he was originally with VMR Whitsunday and is a founding member of VMR Midge Point. Gary has been president for 14.5 years.



**Keith Lade**  
**Position: Vice President, Skipper & Zone Rep.**

Keith is a founding member of the squad and has 21 years experience with VMR.



**Grant Brown**  
**Position: Secretary/Treasurer & Crew**  
Grant has 20 years experience with VMR.

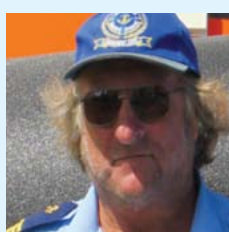


**Daniel Jackson**  
**Position: UTC & Skipper**  
Dan holds a Master 3 qualification and has 17 years experience with VMR.



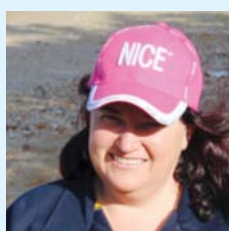
**Robert Murolo**  
**Position: Skipper, Northern Zone President & State Council Member**

Rob holds a Commercial Coxswains qualification and has 15 years experience with VMR.



**Malcolm McLean**  
**Position: Skipper**

Mal holds a Commercial Coxswains qualification and has 10 years experience with VMR.



**Sharon McLean**  
**Position: Publicity Officer & Northern Zone Secretary**

Sharon has three years experience with VMR.

## TURKEY BEACH

LET'S TALK  
TURKEY

**Rob Plumridge (VMRG President), Kristy (RACQ Capricorn Helicopter Rescue Service), Luke Streeter (Turkey Beach Progress Association).**

**A**ccording to Wikipedia, Turkey Beach is geographically closer than virtually anywhere else in Queensland to the Great Barrier Reef. The name Turkey relates directly back to the bustard or bush turkey shot by Captain Cook's crew back in 1770 when they discovered the area aboard HMS *Endeavour*.

Just south of Gladstone, Turkey Beach is a popular boating and fishing spot.

Each year the Turkey Beach Progress Association hold the Turkey Beach Truc-tor Bash. The day-long event show cases classic machinery, trucks, cars and motor bike. There are plenty of Massey Fergusons in Turkey Beach as they are often used to launch boats.

While the bash is a fun family day out with lots of prizes, this event also raises money for local organisations. The Bash held in September 2015 saw \$500 donated to Volunteer Marine Rescue Gladstone and RACQ Capricorn Helicopter Rescue Service.

"Support from local organisations is greatly appreciated and helps us able in providing a rescue service to the boating community," said Rob Plumridge, Volunteer Marine Rescue Gladstone President.

Turkey Beach Progress Association Event Coordinator, Luke Streeter presented the \$500 cheques to both organisations. Luke also stated that Volunteer Marine Rescue Gladstone and RACQ Capricorn Helicopter Rescue Service will be the two main beneficiaries of the event leading into the future.

"Both organisations play a vital part in the Turkey Beach community. Turkey Beach simply would not be as populated if we could not rely on these two rescue organisations" Luke said. Luke, a tireless community worker, is also the radio operator for Volunteer Marine Rescue Gladstone's, Turkey Beach outpost.

Don't be a turkey, get along to the next Bash scheduled for July 9, 2016. It will be a great family day out that supports the local community.



**Mick McAullay (VMRG Vice-President), Luke Streeter (Turkey Beach Progress Association), Rob Plumridge (VMRG President).**



# FUN OCEAN FACTS

- Around 70% of the earth's surface is covered by oceans
- The world's oceans contain enough water to fill a cube with edges over 1000km (621 miles) in length
- Ocean tides are caused by the earth rotating while the moon and sun's gravitational pull acts on ocean water
- While there are hundreds of thousands of known marine life forms, there are many that are yet to be discovered, some scientists suggest that there could actually be millions of marine life forms out there
- The largest ocean on earth is the Pacific Ocean, it covers around 30% of the earth's surface
- The Pacific Ocean's name has an original meaning of 'peaceful sea'
- Located to the east of the Mariana Islands in the western Pacific Ocean, the Mariana Trench is the deepest known area of earth's oceans. It has a deepest point of around 11,000m (36,000ft)
- The Pacific Ocean contains around 25,000 different islands, many more than are found in the earth's other oceans
- The Pacific Ocean is surrounded by the Pacific Ring of Fire, a large number of active volcanoes
- The second largest ocean on Earth is the Atlantic Ocean, it covers over 21% of the earth's surface
- The Atlantic Ocean's name refers to Atlas of Greek mythology
- Amelia Earhart became the first female to fly solo across the Atlantic Ocean in 1932
- The third largest ocean on Earth is the Indian Ocean, it covers around 14% of the earth's surface
- During winter the Arctic Ocean is almost completely covered in sea ice
- While some disagree on whether it is an ocean or just part of larger oceans, the Southern Ocean includes the area of water that encircles Antarctica.





*Signature*

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## RABY BAY

### ACTIVATIONS AND EVENTS

The completion of our new facilities has led to many members commenting on how much easier life is with respect to launch and recovery of *RBII* and *RBIV*. Not only simpler but safer and faster. With that chapter over, what next?

As you know, the weatherman has given us a mixed bag over the last three months, resulting in some serious rescues. Over the period our wind tracker registered gusts above 35kts on several occasions.

Strong winds caused two vessels to slip their moorings at Redland Bay. *RBIII* arrived on the scene to find a smaller bay cruiser sandwiched between a larger triple-decker and the rock wall. After towing each separately to a spot designated by their owner, they were left safely anchored and rafted up.

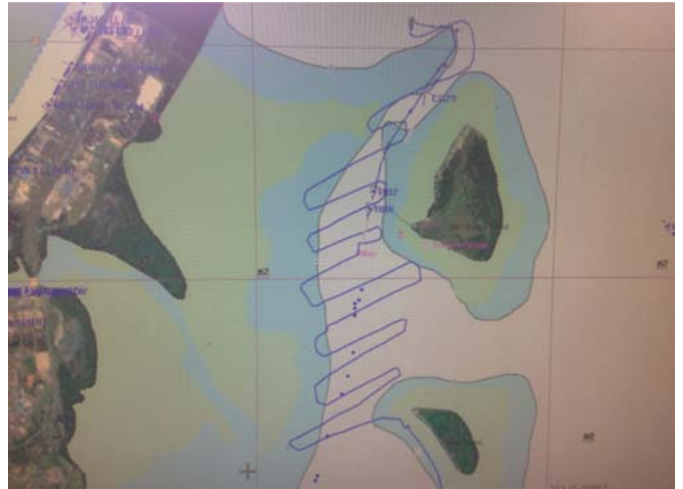


**Towing the triple-decker out first.**

After five tows on another windy day, crew were recalled to base at 1830, due to a frantic call from a boatie to the URC and several others by diners at the Lighthouse restaurant. A small tinnie with five adults and two children on board had run onto the rocks off Cleveland Point. Redland Bay Coast Guard had been passing and had taken the children and two adults off, leaving the others and vessel to us. All were returned to the safety of our base.

On Anzac day, three brave kayakers set out to Peel Island, for some strong wind training. Disaster struck after a few hours, when the winds freshened. After capsizing and losing paddles, two were reported missing and a search was organised by VKR. After about 10 minutes of searching, two kayakers were located near the shore. The water being too shallow to approach, *RBII* stood by whilst the Water Police tried to go in via the Lazaret Gutter. After some checks, it was found they were not the kayakers in trouble and that the actual people in trouble were near Green Island. *RBII* was dispatched to Peel and then searched the western bank of Green Island. At the northwest corner, *RBII* spotted a person sitting on a small sand bank. After gaining his attention, we were asked to standby while the Water Police

approached, confirming he was one of the two missing. *RBII* was then tasked with performing a parallel line search between the islands and the mainland. Being accompanied by *CG22*, *RBII* searched the area avoiding the shallows. Meanwhile the water police sent a RIB down the Small Boat Passage and were able to locate the second kayaker.



***RBII*'s track during the search for the second kayaker (No plot for *CG22*).**

### MEMBERSHIP

Membership remains steady, with the induction of more candidates offsetting the loss of members on leave. There are eight more awaiting induction next week.

### TRAINING

We seem to be getting on top of the MAR package, with presentation of the three parts of MARN 002 and MARC 005 and 006 completed. The constant intake of new members keeps our trainers busy. One more member has completed the program.

### FUNDRAISING

Our collection process has been more successful this financial year to date than in the same period last year. The bucket brigade still raises almost half our annual funding. This year has also been a successful one for obtaining grants and donations.

In early May, we took part in Bowman MP Andrew Laming's Shark Tank Round 2 and were successful in obtaining a grant of \$18,000. Our project was the setting up of a zone training hub for VMR units, and possibly other organisations, to facilitate the practical side of the engineering components of the MAR package. The application was prepared by Jocelyn and pitched by the commodore. A great team delivering two for two. (The October shark tank yielded \$20,000)

The following day the commodore returned to the Redlands RSL to be presented with a cheque from the RSL charity golf day.





Redlands RSL Charity Golf Day presentation.



Andrew Laming MP, Bill Bennett, and Christian Porter, Social Services Minister.

On May 24, the commodore was again in company with Andrew Laming and the Minister for Social Services, Christian Porter. The occasion was an afternoon tea to recognise volunteers and present grants to a variety of volunteer groups.

To cap off a busy month, Carsten Thomsen, our Energex liaison officer, and the Commodore attended a barbecue breakfast celebrating the opening of Energex's new Cleveland depot on Friday morning. VMR Raby Bay was presented with a donation as part of the celebration.

**MAINTENANCE**

All three vessels are continuing to perform well in spite of occasional minor setbacks. Some problems are being experienced with the generator and air conditioning on *RBII*. A hydraulic problem with *RBIII*'s steering has been repaired and *RBIV* has a new GPS/RADAR unit in place.

With the new home for *RBIV* providing more space than was previously available, and the changes proposed by AMSA, it might be time to upgrade to a larger version of *RBIV*. This would certainly make for a better all weather vessel, while maintaining quick response capabilities. This might be the next exciting chapter for VMR Raby Bay.



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## NOTABLE JOBS

**V**MR Southport were recently activated by the Qld Ambulance Service to transport paramedics to a gentleman who has suffered a severe laceration to his foot. On arrival the crew were met with a patient who was in extreme pain and suffering significant blood loss. The man had dropped a glass bottle, then innocently stood on the broken glass after it had smashed. After some quick medical work by the paramedics the man was loaded onto the VMR vessel, transported back to the VMR base, then transferred by a waiting ambulance to hospital where doctors attended to a ruptured artery and severed achilles tendon.

Qld Ambulance also recently requested VMR assistance, with a caller to the communications centre reporting her husband had been bitten by a snake on the northern end of South Stradbroke Island. VMR dispatched a vessel, along with two paramedics who arrived on scene to find a man in obvious distress, and feeling very unwell. The man worked as a caretaker on the island and had been putting away some tools in a garden shed after dark, when he felt a sharp pain near his ankle. On looking down he noticed a small amount of blood and a red welt type mark, however, didn't actually see the snake in the darkness. On arrival, the paramedics became quite concerned at the patient's observations and requested a rather hasty trip back to hospital. The wound was bandaged, and the leg immobilized while the man was transported in the VMR vessel back to Southport where the ambulance conveyed him to hospital. No further information became available on the man's resultant condition.

A man called VMR recently requesting assistance in towing his vessel after he had damaged his propeller

after striking rocks near North Currigee. A crew was dispatched to tow the vessel, being told by the boatie that he had been boating in that particular area for in excess of 30 years and on this particular day had just decided to take a different route to his intended location. Obviously, he has learnt not where to go next time.

A VMR crew was called to assist a hire boat recently that had become grounded on a sandbank near SeaWorld. The skipper stated that the fishing was so good that they just hadn't noticed the tide was falling and hence it was too late once they realised. When asked "what they had caught", the man replied "nothing, but it was just so much fun trying, the weather was

perfect, and we didn't have a worry in the world". That was until they went to pack up to return the vessel and saw very little water around them. A small nudge by the VMR vessel ungrounded the boat, with the only damage being to one's pride.

A very irate boatie recently called VMR requesting a tow for his vessel that he claimed was suffering some sort of fuel starvation issue. He requested a tow to Coomera where he had organised his mechanic to be waiting. The man had only recently spent in excess of \$6000 with the mechanic to have the engine rebuilt after another breakdown. On arrival with the tow by VMR, the mechanic was treated to an absolute tirade of abuse from the boatie, a tirade so intense that fists were clenched and language so colourful could be heard throughout Coomera, Helensvale, Oxenford and surrounds. Maybe this all came about from the mechanics first comment to the boatie, "have you checked to see if there is any fuel in the tank?" VMR didn't hang around long enough to find out the diagnosis.

## BUSY PERIOD

VMR Southport has had an extremely busy period over the past three months. Some weekends have seen in excess of 20 activations for myriad reasons from broken down vessels through to serious QAS medivacs. With the whale watching season about to commence it could be a very busy next three months as well.

Unfortunately, this period has seen some very nasty QAS activations. On three occasions, crews have attended incidents of large vessels striking sandbanks at high speeds, resulting in injury to passengers on board these vessels. In two of these situations a passenger has been flung against



a fixed part of the vessel structure resulting in significant neck and spinal injuries. Movement and extrication of these patients has been difficult and an added challenge to the already serious nature of these jobs. Crews also assisted paramedics with a trawlerman who caught his ankle in a winch, a very nasty incident. Whilst no-one ever wants these jobs to occur, they provide great training for the crews and good lessons are always learnt.

Jetski assistance activations have again been regular with a constant number of these coming to grief on the north side of the Gold Coast Seaway. This always poses a problem for both VMR and the jetski rider as retrieval is often not possible and usually dangerous, so will not be attempted by VMR Southport unless the jetski can be pulled into deep water, outside the breaking wave zone. The continual number of jetski riders who seek the assistance of other jetski riders when stranded, resulting in towropes being sucked into engine jets, is also posing problems.

The Gold Coast has had an almost perfect run of weather during the past couple of months, with boatramp carparks resembling that of the summer holidays. Days have been warm, with very little wind, and from all accounts the fish have been biting. There has been almost no rain. Weather forecasts are point towards a warmer than average winter, so it looks like on that advice fewer boaties than usual may pack the boat away for the cooler months of the year. Fuel has also been cheap, resulting in more boats on the water.

VMR Southport's vessels have continued to perform well, with new engines ordered for our primary rescue vessel *Marine Rescue 1*. These should be available early June. We are sticking with the Mercury product, due to reliability and excellent service from our dealer Brisbane Marine. December 2016 sees the need for the squadron to replace engines on both *Marine Rescue 2* and *Marine Rescue 4*, so budgeting is well underway to allow this to happen. Grant submissions, where available, are also being explored.

Crews and radio operators have recently attended the squadron's biggest fundraising event of the year, the Sanctuary Cove International Boatshow, with an awesome result achieved. Perfect weather, an eager to spend clientele, and a huge effort from the members resulted in much needed income for VMR Southport.

Members are training well at present, with first aid courses continuing twice monthly and a number of new members have recently sat exams for their marine radio licences.

Recruitment of new active members is slow, but those applying are very keen and most turn into long term stayers. Crew numbers are at a manageable level at present, with a good array of rankings amongst the six crews.

Four senior skippers within VMR Southport will soon receive their 25 year service clasps for distinguished service to the organisation. Greg Turner, Trevor Park, John Wise and Bruce Andersen have contributed a huge amount of time to training members, especially the squadron's skippers, and between these members they have been involved in some of the most notable marine rescues this organisation has undertaken, contributing over 115 years between them. Greg is a veteran of some 35 years, having been the youngest person to be made a skipper of VMR Southport, at 18 years of age. Greg also received an Emergency Services Medal three years ago.

The VMR Southport rescue base is about to become a neighbour to new tenants as Surf Lifesaving Qld prepare to build a new headquarters and vessel storage facility for their Gold Coast operations. The block of land next to our base is in the process of being cleared and work is to commence soon.

Southport is moving ahead in leaps and bounds, all is well, members are happy, crews are busy, and the jobs are getting done when required.

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## WHITSUNDAYS



**ABOVE LEFT TO RIGHT: New VMR1 taking shape at Noosacat. Note the excellent visibility from the flybridge. Cummins 419hp fits nicely in the big engine bay  
Nice wide walkaround decks – practical and safe.**

### NEW RESCUE BOAT TAKING SHAPE

**O**ur new Noosacat 4400 is starting to look like a rescue boat, and hopefully by the time you read this it will be on duty up here in the Whitsundays. It will have a full Furuno electronics package, together with an upmarket FLIR and a Radio Direction Finder, a specially designed QAS stretcher facility, and an air-conditioned cabin. They are down to the fiddly but time consuming items now. We can't wait!

### BLACK FRIDAY FUNDRAISER



After having to cancel the ball originally planned for March after it was washed out, VMR Whitsunday held a successful fundraiser on Black Friday May 13. With catering by one of our Gold Sponsors, Fish D'vine, this attracted a smaller number of people than expected, but that did not stop some enthusiastic bidding for about \$15,000 worth of auction items, as well as raffles and door prizes. The night was a success, raising over \$12,000 of valuable funds to keep our operations going. Many thanks to our generous sponsors, without whom the night would not have been a success.

### ACTIVATIONS

As well as the usual breakdowns and tows there were a number of more memorable activations since February.

**Activation:** February 20, 2016

**Skipper:** Mal Priday

**Crew:** Ray, Michel, Gary Sullivan

**Trainees:** Jim, Craig, Graeme

I was just finishing my shift when John F rang from the radio room at the base to say that a member with a 5.1m Quintrex, five POB, was requesting assistance after grounding on Haslewood Island. As John was having trouble rounding up crew I said that about 30 minutes was the best I could do, and by the time I turned up at the boat the rest of the crew was aboard and VMR1 was ready to go. I indicated to the crew

that I was not sure what we could do with a boat that had run aground some time before low tide, but we would go out to see what we could do, and departed Abell Point Marina at 1415.

Conditions were very good, a light north-east wind of less than 10kts and very calm seas made for a comfortable trip to Haslewood. En-route we were able to establish radio contact and obtained a more definitive GPS position, placing them on the edge of Windy Bay.

Upon arrival we were greeted by the sight of the Quintrex high and dry on the beach, at about the mid water mark. As it was now approaching low water, there was little we could do to refloat the vessel until the tide rose in another two or three hours, but radio contact established that the father requested that we transport his wife and three young children back to Airlie, which we agreed to do. He assured us that he was happy to remain on 'Gilligan's Island' until the tide came in and refloated his boat.

Easier said than done, VMR1 could not get close due to the shallow water so Ray volunteered to take in the tender to pick up our four guests. After a few issues with the outboard he was walking them out on the tender, so we raised anchor to try to get in a bit closer to make it easier for him.





### Help please!

Unfortunately we got in too close over the sand bottom, and after some minutes of trying to back off against the current flowing across the beach, even on the by now rising tide, the crew were able to get in the water and cool off while they manhandled us to deeper water.

Thanks guys! Skipper's first time resting on the bottom in 16 years in the Whitsundays!

Conditions on the way back were as benign on the way out, and after depositing our passengers on the dock and refuelling, *VMR1* was back in its berth and secured by 1845.

**Time taken: 4 1/2 hours**

**PS:** Addendum from Michel:

There is one thing you may not know about this activation! When I last came back on board *VMR1* after pushing the boat I lost my left shoe in the murky bottom. I saw my good Keen shoe floating around when we departed. I said a silent goodbye to my lost companion. The following day I got a phone call from the VMR radio room to tell me the father

had walked to the small island, north of where he was stranded, and found my shoe in the water. A couple of days later Ray came to my house to reunite me with my lost companion. What a good service our dear president provides to VMR members!

**Activation:** March 10, 2016

**Skipper:** Geoff Smith

**Crew:** Tom & John

**Task:** Transport two paramedics for a Hamilton Island Medivac

Geoff got the call from John, just after breakfast, for a medivac from Hamilton Island as a result of a buggy crash. After some hasty re-organisation I set off for the boat. John had apologised for only

having two crew but, as they were experienced, and it was a medivac, we decided to go anyway, departing 0928. John drove, arriving at 1033 and were met by island staff who hurried the paramedics away. We were asked to stand by as nobody knew what would happen next.

Whilst waiting, we learned there were two choppers taking injured to hospital and another coming. Things were very serious, with several adults and kiddies injured.

Then the police arrived on their big boat carrying their accident investigation people. At this time we seemed to be surplus to requirements but couldn't get an update.

A little later some walking wounded were loaded onto the police boat and as they were departing for APM we got the okay to leave as well at 1210.

We arrived at 1300 fuelled up, and back to the pen for 1320, just in time to see the police boat coming in.

**Time on job: 6 hours**

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## WHITSUNDAYS



**Tow on way back on May 16.**

**Activation:** March 16, 2016

**Skipper:** Fin Forbes **Crew:** John & Roger

**Trainee:** Hellier

**Task:** Tow, with Complications, Hook Passage

This activation was a regulation 'tow job' with the exception that it was activated as a relay between, firstly, an unknown vessel, VMR Mackay and John (our 24/7 phone holder). Then, secondly, from a vessel towing the vessel needing assistance through to John (the vessel needing assistance had no means of communication!?)

A difficult task handled very well by our man John trying to sort out other people's problems 24 hours a day.

We on *VMR1* took over the tow at Hook Passage. As it was pitch black dark and drizzling when we were towing the vessel back to his preferred drop off (Shute Harbour), it was an opportune time to do a bit of training; ie, familiarising the crew with going through Unsafe Passage, and entering Shute Harbour under those conditions.

**Time on job: 3 hours**

**Activation:** March 27, 2016

**Skipper:** Geoff Smith **Crew:** Tom, John & Garry.

**Task:** Engine Room Fire, South Whitehaven.

John on radio room duty called about a member's 5.2m, half cabin runabout with an engine room fire at the southern end of Whitehaven, standing by on 81.

We got away in perfect conditions, sunny, 10-15kts south-east, flat seas and little tide at 1600. Whilst heading for Pioneer we debated about the shortest route, so Tom elected to measure it, difficult on a bouncy boat. Depending where the 'southern' end is, Tom reckoned that Fitzalan & Solway Passages route was maybe a mile closer than through Hook Passage. We went that way.

We arrived at Rosies 1725 to find the white half cabin at anchor, waiting patiently in the beautiful Whitsundays. It transpired that they were motoring along when their white outboard started smoking. By the time they had isolated batteries and got the engine lid off, the wiring had burnt out, leaving a very

black, non-functioning motor. They said they were quite quick responding, motivated by the 200L of fuel on board. We quickly had them in tow with the three really laid back, big lads, on board *VMR1* to reduce towed weight.

We arrived at Shute 1910 without any dramas and dropped the guys off on the fishing pontoon, departing 1925. Next stop the APM fuel dock and in our pen at 2000.

**Time on job: 4 hours**

**Activation:** May 4, 2016 **Skipper:** Gary Nicol

**Crew:** John F, John C, Wendy

**Task :** Breakdown at Cobham Reef, 45nm

Four Strathdickie lads had a great morning fishing on the GBR spoilt by engine problems on their return from Cobham Reef 45nm north of Airlie Beach. Bill raised a crew at 1145 after the lads deemed it unsafe to attempt to continue the run home when their motor played up on the 5.7m cruiser and called VMR for help. *VMR1* departed Abell Point at 1230 to a reported position 40nm north of home.

Conditions on the water were exceptional, perfect to set up the trim and rpm to optimize fuel burn. Being my first long distance rescue I had the Johns spend the first hour doing fuel consumption calculations to ensure that there were some fumes left in the tank for the trip home. One thing I have learnt while with VMR Whitsundays is that what sometimes seems like a simple activation can evolve into something completely different. For us this was not the case and we found the Strathdickie boys exactly where expected after 1 hour 45 minutes steaming.

A quick hook up and we were again underway by 1425 on water like a mill pond. On the trip back Wendy and John had the opportunity to get a free lesson on how to determine if we are on a collision course as we closed onto a pod of bulk carriers steaming south east in the shipping channel.

1700 home 1745 tied up and shut down 540L fuel used. Thanks to the crew for their time. Each successful rescue is a team effort and relies upon a lot of people who are not always on the rescue boat. Thanks – you know who you are.



# OUR VOLUNTEERS ARE AWESOME



Volunteers getting into 'wear your lifejacket to work' day.

**T**he middle of May was a week recognising volunteers across Australia and the valuable work they do.

It gave us great pleasure to host a barbecue at the base to recognise the volunteers at VMRG and also an opportunity to present years of service badges. With just some of our active volunteers pictured, there are over 275 years of service among the group. Taking into account all of our active volunteers, they have provided just under 1400 years of valuable service to the Gladstone community. Amazing!

Bill Ives was awarded life time membership at the recent AGM. Bill has almost 20 years of dedicated service to VMRG and is a most worthy recipient. These days Bill's work is behind the scenes. He has great knowledge about the history of the Gladstone area and is also a whiz when it comes to knot tying. Congratulations Bill and thank you for all you do for VMRG.

Our AGM was held on May 16 with a new committee being elected for 2016/17. Thanks goes to the previous committee for their work over the past year,



Rob Plumridge (past President) presenting Bill Ives with his life time membership certificate.

with some staying on to continue their work on the new committee.

May 20 was wear your lifejacket to work today. This day shows how easy it is to wear a lifejacket and how important they are in boating safety. Some of our volunteers got into the theme. We even managed to rope in a trainer and a 'Taswegian'.



Some of our active volunteers who received years of service medals.



2016/17 VMRG Committee. Front row (l-r) Mick McAullay - Deputy Chief Controller, Bree Smith - Secretary, Berni Bennett - Committee Member.

Back row (l-r) John Johansen - Committee Member, Rob Plumridge - Committee Member, Mike Lutze - President, Hamish McLeod - Chief Controller, Rod Bennett - Treasurer.

Absent: Trevor Davies - Vice President, Jeff Caldwell - Committee Member, Natasha Evans - Committee Member.



## **VOLUNTEER MARINE RESCUE** **ASSOCIATION OF QUEENSLAND INC.**

# **WORKPLACE HEALTH & SAFETY POLICY**

The Volunteer Marine Rescue Association Queensland Inc. accepts the principle that the Workplace should be a healthy and safe place and therefore requires that its member Squadrons should adopt a standard Workplace Health and Safety Policy.

# **SQUADRON**

## **WORKPLACE HEALTH & SAFETY POLICY**

The Squadron shall:

- (a) Ensure by all practical means, the observance of Workplace Health and Safety Standards as may be required.
- (b) Ensure that all Squadron working/active members should have regards for the Health and Safety of themselves and others.
- (c) Conduct appropriate Health and Safety educational programs.
- (d) By periodic Safety Audits, identify unsafe or unsatisfactory equipment, conditions or practices and take steps to rectify these.
- (e) Maintain records of work associated illness or injury.



# SEASICKNESS

by Glenn Norris

**Most who have been to sea, be it in a small fishing boat or a large cruise liner have at some stage felt a little bit of discomfort within their stomach.**

**S**easickness is simply motion sickness that occurs on a boat and is caused by the reaction of the body's inner ear balance system to the unfamiliar motion of a boat.

To put this into perspective, the movement of the vessel causes stress on the balancing portion of the brain. In turn, the brain sees things on the vessel that it knows from past experiences are supposed to be non-moving. However, since these are now moving items and are actually moving with the sea and the vessel, the inner ear gets stressed and nausea results.

Nobody is immune from seasickness and an estimated 90% of people will suffer from some form of motion sickness during their lifetime.

People who commonly suffer motion sickness in cars, planes and on amusement park roller-coasters are normally more prone to seasickness. However, just because one becomes ill on a small boat, it doesn't necessarily result in sickness on a large cruise ship, and vice versa for some inexplicable reason.

Seasickness is not contagious, nor is it a virus, but it is very common to become seasick if you are in company of someone who is seasick!

Seasickness usually involves a feeling of nausea, vomiting and a general unwell feeling. However, it can become a medical emergency if continual vomiting leads to vomiting of blood.

Staying busy and keeping your mind occupied are the best ways to avoid seasickness. Staying in fresh air, drinking plenty of water and staring at the horizon will also lower the chances of succumbing.

Many medications are on the market for motion sickness and old wives' tales tell of taking ginger prior to travelling. I have heard from people unknown to each other, that drinking a carton of chocolate milk before going to sea can also prevent that nauseous feeling.

In today's modern age, most cruise ships are fitted with stabilisers that eliminate much of the motion that causes seasickness. Surveys have also shown that seasickness is the number one reason people who love to travel don't cruise.

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



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# MANUAL HANDLING

By Sharon McLean

**W**hat is manual handling? Manual handling means lifting, lowering, pushing, pulling, carrying, moving, holding or restraining an object, animal or person. Manual handling is where a person must move an object with or without the help of mechanical assistance.

Manual handling is a very common activity in all workplaces, including VMR squads and in everyday life. This is also the cause of many injuries. Frequently, injuries are to the persons back and in particular the lower back area. One in three injuries to Australian workers is caused by manual handling, with inexperienced personnel at greatest risk.

Prevention of such injuries should be based on the control of the risks from the various manual handling tasks. Like any other situation, you should identify the hazards, assess the risks and put controls in place to control those risks. Safe manual handling is not about how much you can lift without hurting yourself; it is about controlling the risks.

The purpose of safe manual handling techniques is to:

- A)** Prevent the occurrence of injury and reduce the severity of injuries resulting from manual handling tasks.
- B)** Require personnel to identify, assess and control risks relating to manual handling tasks.

A good strategy is to eliminate or minimise manual handling. Handling techniques need to be part of the risk process. By using the following handling procedures, many back injuries can be prevented.

## 1. PLAN THE HANDLING TASK

Assess the size, shape and stability of the load and check the weight. If the weight is not shown, push the object with one foot. The harder it is to push the object, the harder it will be to lift. Is it within your ability to lift and carry the load easily? If not, get help. Is the pathway clear? Do you have somewhere to put the load down? If you are lifting on a vessel you should also check for the stability of the vessel. Trying to lift an object while a vessel is rocking from side to side or has a wet deck, can also affect the handling task. If the load is too heavy or is awkward

to lift, you may require a second person to help you and this will then become a dual lift.

## 2. CORRECT FOOT POSITION

Always assume a well-balanced position facing the direction you intend to move the load. Your feet should be shoulder width apart, with one foot beside the object and the other behind. This position gives you stability and your rear foot is in position for the upward thrust of the lift.

## 3. GRIPPING THE LOAD

Grip the load securely and comfortably with your palms, not just your fingertips. For objects such as boxes, hold diagonally. Move in close to the object with your arms and elbows tucked in.

## 4. LIFTING POSITION

Bend your knees and keep your back straight.

Remember that straight does not mean vertical, but the closer to vertical you are when lifting and carrying, the less risk of injury. Maintaining a straight back keeps your spine, back muscles and related organs in the correct alignment. Keep your head up and your chin in so that your neck and head continue the straight line of your back. Keeping your head up also helps you see where you are going.

## 5. LIFT WITH YOUR LEGS

Your leg muscles are stronger than your back muscles, so use them to lift the load. Do not jerk, strain, stretch or twist when lifting. Use a smooth and steady action. Start the lift with thrust from your rear foot and follow through with your body. Keep the object as close to you as possible, this will minimise the multiplication effect of the load.

## 6. PUTTING THE OBJECT DOWN

Always remember that the object or load is the same weight when you are putting it down as it was when you lifted it. Remember to bend your knees, keep the object close to yourself and keep your back straight.

**Should pain occur during repetitive or prolonged tasks, it is recommended to stop or rotate with someone to help prevent any further injury.**

**THINK ABOUT YOUR BACK  
BEFORE YOU LIFT ...**





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