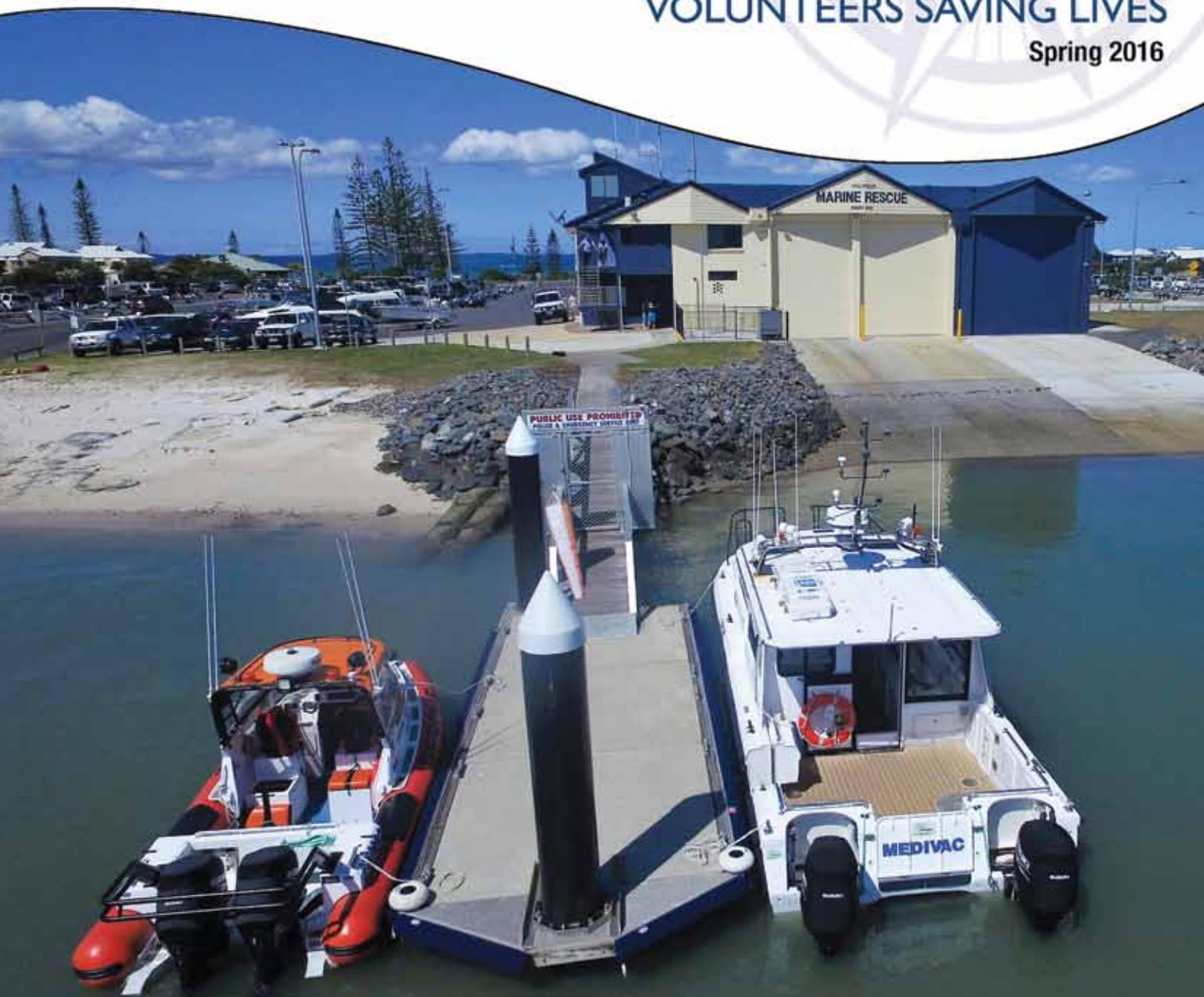


RESCUE

VOLUNTEERS SAVING LIVES

Spring 2016



Official magazine of
MARINE RESCUE
QUEENSLAND

FREE

We're ready to help when
you need us the most



**3 YEAR
WARRANTY**
FOR GOVERNMENT & RESCUE OPERATIONS



SUZUKI MARINE 200A/AP
The worlds best
200HP outboard 4-stroke.

*World's lightest refers to dry weight in its class.

LEAN BURN

Fuel saving efficiency.

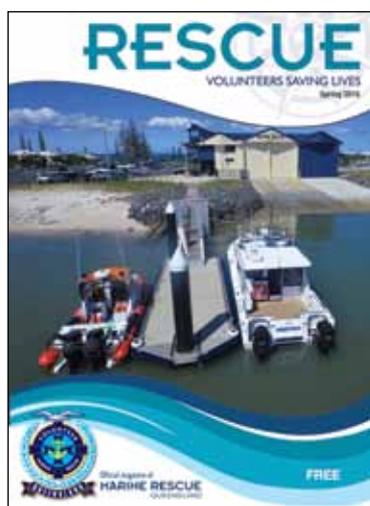
suzukimarine.com.au

**SUZUKI
MARINE**

WORLD'S BEST 4-STROKE



MARINE RESCUE
QUEENSLAND



FRONT COVER:

VMR Raby Bay Building extension completed.

STATE EXECUTIVE

| | | |
|------------------------|------------------|--|
| PRESIDENT: | Graham Kingston | p TBA e president@marinerescueqld.org.au |
| VICE PRESIDENT: | Glenn Norris | p 0408 004 720 e vicepresident@marinerescueqld.org.au |
| SECRETARY: | Ann Ivory | p 0424 438 401 e secretary@marinerescueqld.org.au |
| TREASURER: | Adrian Westerman | p TBA e treasurer@marinerescueqld.org.au |
| MANAGER: | Keith Williams | p 0447 389 135 e manager@marinerescueqld.org.au |

STATE COUNCIL

GULF OF CARPENTARIA ZONE

| | | |
|------------------------|---------------|----------------|
| PRESIDENT: | Chris Emerick | p 0429 578 555 |
| VICE PRESIDENT: | Paul Poole | p 0428 388 839 |

NORTHERN ZONE

| | | |
|------------------------|--------------|----------------|
| PRESIDENT: | Rob Murolo | p 0418 799 934 |
| VICE PRESIDENT: | Vince Papale | p 0427 166 378 |

CENTRAL ZONE

| | | |
|------------------------|------------------|----------------|
| PRESIDENT: | Josie Meng | p 0427 749 250 |
| VICE PRESIDENT: | John O'Callaghan | p 0488 334 458 |

MORETON BAY ZONE

| | | |
|------------------------|-----------|----------------|
| PRESIDENT: | Ian Ivory | p 0419 012 499 |
| VICE PRESIDENT: | Vacant | |

SOUTHERN ZONE

| | | |
|------------------------|--------------|----------------|
| PRESIDENT: | Jannie Bloem | p 0413 344 951 |
| VICE PRESIDENT: | Vacant | |

TORRES STRAIT ZONE

| | | |
|------------------|--------------|----------------|
| CHAIRMAN: | Ross Tindall | p 0499 977 875 |
|------------------|--------------|----------------|

Advertisers are reminded that the Trade Practices Act 1974 provides severe penalties for false and misleading advertising. It is not possible for the Association or the editor to check the accuracy of claims of quality of services offered by advertisers, and therefore the responsibility must lie with the person or companies submitting material for publication in their advertisement. Views expressed in this magazine are not necessarily those of the Association, of its Council, or of the Editor.

This publication is copyright. Other than for the purposes and subject to the conditions prescribed under the Copyright Act, no part of it may in any form or by any means (electronic, mechanical, microcopying, photocopying, recording or otherwise) be reproduced, stored in a retrieval system or transmitted without prior written permission. Inquiries should be addressed to the Editor.



RADIO COMMUNICATIONS

Squadron Call Sign

| | | VHF Repeaters | HF (2Meg) | 27MHZ | VHF |
|-----------------------|---------|---------------|--------------|-------|-----|
| VMR ST PAULS | | | | | |
| VMR THURSDAY ISLAND | VMR 422 | 22, 82 | YES | YES | YES |
| VMR WEIPA | VMR 430 | | YES | YES | YES |
| VMR AURUKUN | VMR 498 | | | | YES |
| VMR KARUMBA | VMR 490 | 80 | | YES | YES |
| VMR BURKETOWN | | | | | YES |
| VMR MORNINGTON ISLAND | VMR 457 | | | YES | YES |
| VMR BURDEKIN | VMR 481 | 80 | YES | YES | YES |
| VMR BOWEN | VMR 487 | 21 | YES | YES | YES |
| VMR WHITSUNDAY | VMR 442 | 81, 82 | YES | YES | YES |
| VMR MIDGE POINT | VMR 458 | 81, 21 | | | YES |
| VMR MACKAY | VMR 448 | 80, 21 | YES | | YES |
| VMR GLADSTONE | VMR 446 | 82 | YES | | YES |
| VMR ROUND HILL | VMR 477 | 81, 82 | YES | YES | YES |
| VMR BUNDABERG | VMR 488 | 22, 80, 81 | YES | | YES |
| VMR HERVEY BAY | VMR 466 | 22 | | YES | YES |
| VMR BRIBIE ISLAND | VMR 445 | 81, 21 | | YES | YES |
| VMR BRISBANE | VMR 401 | 81, 21 | | YES | YES |
| VMR RABY BAY | VMR 455 | 81, 21, 82 | | YES | YES |
| VMR NORTH STRADBROKE | VMR 449 | 81 | YES | YES | YES |
| VMR VICTORIA POINT | VMR 441 | 81, 82 | | YES | YES |
| VMR JACOBS WELL | VMR 450 | 82 | YES | YES | YES |
| VMR SOUTHPORT | VMR 400 | 82, 22 | YES | YES | YES |
| VMR CURRUMBIN | VMR 420 | 82 | YES | YES | YES |

AFFILIATED SQUADRONS

| | | | |
|---|-------------------|--------------------------|----------------|
| VOLUNTEER MARINE RESCUE ST PAULS | Moa Island | C/- Thursday Is. | 0428 713 073 |
| VOLUNTEER MARINE RESCUE THURSDAY ISLAND | PO Box 1018 | Thursday Is. 4875 | 0477 040 440 |
| VOLUNTEER MARINE RESCUE WEIPA | PO Box 580 | Weipa 4874 | (07) 4069 7535 |
| VOLUNTEER MARINE RESCUE AURUKUN | C/- Shire Council | Aurukun 4871 | (07) 4060 6120 |
| VOLUNTEER MARINE RESCUE KARUMBA | PO Box 163 | Karumba 4891 | (07) 4745 9999 |
| VOLUNTEER MARINE RESCUE BURKETOWN | PO Box 68 | Burketown 4830 | (07) 4745 5101 |
| VOLUNTEER MARINE RESCUE MORNINGTON IS | PO Box 1854 | Gununa 4871 | (07) 4745 7336 |
| VOLUNTEER MARINE RESCUE BURDEKIN | PO Box 167 | Ayr 4807 | (07) 4783 1014 |
| VOLUNTEER MARINE RESCUE BOWEN | PO Box 130 | Bowen 4805 | (07) 4786 1950 |
| VOLUNTEER MARINE RESCUE WHITSUNDAY | PO Box 298 | Cannonvale 4802 | (07) 4946 7207 |
| VOLUNTEER MARINE RESCUE MIDGE PT. | PO Box 624 | Midge Point 4799 | 0408 946 940 |
| VOLUNTEER MARINE RESCUE MACKAY | PO Box 235 | Mackay 4740 | (07) 4955 5448 |
| VOLUNTEER MARINE RESCUE GLADSTONE | PO Box 797 | Gladstone 4680 | (07) 4972 3333 |
| VOLUNTEER MARINE RESCUE ROUND HILL | PO Box 282 | Agnes Water 4677 | (07) 4974 9383 |
| VOLUNTEER MARINE RESCUE BUNDABERG | PO Box 566 | Bundaberg 4670 | (07) 4159 4349 |
| VOLUNTEER MARINE RESCUE HERVEY BAY | PO Box 120 | Urangan 4655 | (07) 4128 9666 |
| VOLUNTEER MARINE RESCUE BRIBIE ISLAND | PO Box 85 | Bribie Island 4507 | (07) 3408 7596 |
| VOLUNTEER MARINE RESCUE BRISBANE | PO Box 201 | Sandgate 4017 | (07) 3269 8888 |
| VOLUNTEER MARINE RESCUE RABY BAY | PO Box 87 | Cleveland 4163 | (07) 3821 2244 |
| VOLUNTEER MARINE RESCUE NTH STRADBROKE | PO Box 28 | Dunwich 4183 | (07) 3409 9338 |
| VOLUNTEER MARINE RESCUE VICTORIA POINT | PO Box 3276 | Victoria Point West 4165 | (07) 3207 8717 |
| VOLUNTEER MARINE RESCUE JACOBS WELL | PO Box 279 | Beenleigh 4207 | (07) 5546 1100 |
| VOLUNTEER MARINE RESCUE SOUTHPORT | PO Box 866 | Southport 4215 | (07) 5532 3417 |
| VOLUNTEER MARINE RESCUE CURRUMBIN | PO Box 99 | Currumbin 4223 | (07) 5534 1000 |

PRESIDENT'S REPORT



Obviously it's with mixed feelings that I write my final article as President of Marine Rescue Queensland. It has been the most amazing journey and privilege to have served our community safety efforts in this capacity. I say mixed feelings because along

with members of our state council, we are looking forward with renewed enthusiasm to a bright, positive future.

Over my time as president the council has made huge strides forward. At the most recent state meeting after a large amount of work and review, a completely new constitution of the Volunteer Marine Rescue Association Qld. Amongst other things there are no more appointed positions on council, every position is now voted once every two years. I applaud the determination and courage of council to review and make all processes more open and transparent. This is the first time in the history of the association that the constitution has been re-written from the ground up. This process will now be followed up by a review and update of all our key governance documentation.

On to other matters around the state the last three months has certainly been a busy period, with some amazing lifesaving rescues, lots of maintenance, training and administration work being done. Some interesting and even shocking lessons have been learned and we will be doing all we can to reinforce these as community safety messages. Key amongst these are some issues noted with certain lifejackets. In the recreational space it is with great concern that we note some lifejackets which have been stored in dry locations out of the elements have shown alarming premature failure of the straps. In one case as one was demonstrated to me, I was able to simply tear off a sample of an affected strap by hand. If you have your own recreational craft please ensure that your lifejackets have been checked. As a marine rescue crewmember please assist in spreading the message that all lifejackets must be regularly checked, this includes all straps and the condition of the foam flotation material.

Also in both the recreational and commercial boating space were some concerning failures of inflatable lifejackets. The problem here can be difficult to detect. Every year each jacket should be inflated and 'leak tested' over a 24 hour period. The problem however is that for testing purposes they are only inflated to a modest testing pressure. When activated in some cases the CO₂ canister puts far greater pressure on the jacket and on many occasions this has resulted in failure of seams in the bladder thus rendering the jacket completely useless as a lifesaving aid.

This message cannot be stressed enough. In the event of a maritime disaster a lifejacket is the most

essential piece of lifesaving equipment aboard a vessel. For it to fail on use in an emergency could easily result in fatality.

Our squadrons are progressing well around the state, thanks to Glenn Norris the St Pauls vessel has been repaired after its vandalism. Its trailer is now being modified and the vessel will return to service shortly. The new Bundaberg vessel is undergoing a few final tweaks but proving a useful asset as it begins its service life. It will be my privilege to attend the launching ceremony in a couple of weeks' time. We are also looking forward the VMR Whitsunday vessel commencing sea trials soon. On the horizon will be new vessels for Jacobs Well and Hervey Bay.

It's also been a positive time as I move around the state witnessing many squadron AGM's. Encouragingly I see them being very well attended by enthusiastic members taking a firm interest in their organisation. There are mostly very few changes in key positions which has universally been a reflection of stable governance.

On a continuing positive note, I am not going away and my complete passion for VMR and our volunteers remains. I will remain as the state manager and I look forward to continuing the positive relationships I have built up already over the years as I previously did both roles. I work with an amazing group of people and I support the council's decision in separating the roles.

It's an exciting positive time and I'm looking forward to what we achieve in the future.

Keith Williams



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.



The VP's WATCH

As Keith indicated in his column this will be the last articles for our respective positions. My next post will be as your president. I would like to take this opportunity to thank Keith for his guidance and acceptance of my role as vice president over the last two years. I believe we have worked well together to further the image of Marine Rescue Queensland and that our travel to squadrons and zone meetings has improved the information flow to members. I look forward to maintaining this relationship with Keith in his dedicated manager's role.

We have several new elected executive members as a result of adopting a new constitution for Marine Rescue Queensland and the subsequent AGM. Glenn Norris, of grants application fame, is your new Vice President; Adrian Westerman moves from assistant treasurer to treasurer and Ann Ivory from assistant secretary to secretary.

It is timely to recognise and thank Harry Hubner for his decades of service to MRQ as secretary / manager and font of great wisdom in matters marine and bureaucratic. We hope Harry will still be available for that "Harry what do you know about ..?"

One of the important considerations for State Council is looking for ways to add value to funds made available to squadrons. Robert Brock is working hard to include First Aid in the scope of training matters to be certified by the RTO associated with MRQ. If this comes to fruition it will mean a saving of \$40 per head per annum for every member undertaking first aid and CPR training.

At the last council meeting we reviewed issues associated with marine hull insurance and a new MRQ policy for managing insurance claims will be promulgated and advised to squadrons. A most important advice is that any insurance related issues should be advised to our state manager, who will then contact the insurance company (if required). Ongoing ability to obtain blanket marine hull insurance across all squadrons results in a massive saving for each squadron.

The mobility of the trailer boat and cruising fraternities mean that we often get queries about reciprocal rights when members are assisted away from their home squadron's operational area. Workable reciprocal rights policies have been adopted within the Northern

Zone and across Moreton Bay and Southern Zones. The challenge of developing a state wide policy has been accepted by our new vice president. Being able to implement such a proposal would enhance the image of VMR as a truly state wide organisation with ability to draw on VMR membership rights, as vessels requiring assistance are not particularly interested in who provides the assistance.

Concern was expressed with the deterioration of straps on PFD1 life jackets which had been stored in the dark and in original plastic bags on vessel. Faulty jackets have also been located at retail outlets. We are also aware of problems with inflatable life jackets which burst seams upon activation from attached gas cylinders from

FISHERMANS BOAT HIRE



MAAS MARINA WOONGOOLBA

PUBLIC TRAILER BOAT RAMP

★ Bait, Tackle ★ Fuel, Ice, Chandlery

(07) **5546 2222**



L-R. Glenn Norris (VP), Graham Kingston (Pres.), Ann Ivory (Sec.), Adrian Westerman (Treas.), Robert Brock (State Training Mgr.), Keith Williams (Mgr.)



Deteriorated life jacket webbing.

over-pressure in the vest. A test inflation with a pump apparently does not simulate activation pressure. These matters have been referred to MSQ and AMSA who are in the process of working with the Office of Fair Trading. MRQ believes this is a critical issue for maritime safety and will be watching for progress to

determine whether further proactive involvement is required. Please check both your solid foam PDF1's and inflatable jackets. Note the post on the MRQ Facebook on July 23 and 27, 2016.

Graham Kingston
Vice-President VMRAQ

**Don't think products.
Think systems.**

Vetus/Maxwell designs marine systems.

We create more than 2500 products, which are sold in more than 100 countries.

It amounts to more than a global brand and distribution network.

It means people count on us to come through with the right solutions at the right place at the right time.

And that is the Vetus difference.

Learn more about us at vetus-maxwell.com

Vetus MAXWELL

VETUS-MAXWELL PTY LTD – AUSTRALIA
E: salesau@vetus-maxwell.com
P: +61 7 3245 4755 F: +61 7 3245 5906

VETUS-MAXWELL APAC LIMITED – NEW ZEALAND
E: sales@vetus-maxwell.com
P: +64 9 985 6600 F: +64 9 985 6699

RABY BAY



VMR Raby Bay base.

The January-July period was a busy period for VMR Raby Bay with multiple activations, significant building and boat upgrades as well as continued training and development of our 65 crew and skippers.

We were involved in 167 activations resulting in bringing 144 to safety. This included 46 medivacs, assistance to 45 vessel breakdowns and 70 activations for general training and patrols.

Fuel used for the period amounted to 11,500 litres, which illustrates the ground covered in Moreton Bay.

UPGRADE OF BASE FACILITIES

The base upgrade is now completed which is an activity that has been associated with enormous effort by the management committee and the enthusiasm of the building committee.



A new zone training facility will be built at Raby Bay.

The final touch to the Raby Bay facility will be the creation of a practical VMR zone training area inside the building to train of skippers from both Raby Bay and other base units.

The training area will have a running diesel engine complete with a gearbox and drive shaft, a petrol outboard, a full range of fire extinguishers, refrigeration components, tools, etc. These are required for skippers to complete the practical components of the skipper training program.

We are still awaiting the federal grant (shark tank related) to go through government approval processes prior to commencing works and placing orders. Metz Specialty Chemicals donated the refurbishment of the floor area in the new facility.

VESSEL UPDATES

Energex Medivac had her twin 300hp Suzuki outboards replaced in June with two new engines, following the sale of the existing units. The discount deal with Suzuki does contribute to lower net change over costs of these units.

Her heavy-duty storage trailer had become heavily corroded and has just been refurbished with a complete sandblasting, re-welding and re-coating.



Engines being replaced on Energex Medivac.



Energex Medivac with new engines and a reconditioned trailer.

Finally, in late August *Energex Medivac* will undergo some minor 'cosmetic surgery', involving repairing a number of gelcoat dents and scratches which come from being a rescue vessel.



RBII's trailer being lifted away for refurbishment.

Concurrent with the upgrades to *Energex Medivac*, *RBII's* trailer has also deteriorated to the extent that it needed a major upgrade – at a fairly hefty repair bill.

GENERAL FUND RAISING

Our primary fund raising remains the 'bucket' collections, raising almost half our annual funding, which take place in the city on Fridays and games nights and at the local shopping centre.

We are also seeking to grow our 700 associate membership base, through a trial targeting people who use our towing services.

We have been lucky with some grants and donations this past six months, which does benefit our cash flow requirements for the running of the base and upgrade projects.

OUR PEOPLE

The number of volunteer crew members remains steady, although we do have some challenges retaining new crew members, perhaps due to the significant time commitments associated with being on crew.

Conversely, we have received 15 long service medals from VMRAQ to hand out to specific crew members, who have been with us for 5, 10 and 15 years respectively.

We have been informed by VMRAQ that they have re-qualified our six VMR assessors as VMRAQ assessors. This means these assessors can now test and pass prospective skippers across the state rather than just VMR Raby Bay.

The Annual General Meeting (AGM) was scheduled for September 6 and several crew have nominated for various committee positions, including commodore, secretary and management roles, so there could well be some change to the committee structure after September.

PROPELLER PROBLEMS SOLVED

Performance Propellers utilises **Prop Scan**[®] to identify inaccuracies in your propeller's geometry.

Specialising in:

- New Propellers • Repairs & Repitching
- All Propellers to ISO Standard
- Marine Bearings & Shaft Seals

We will **Prop Scan**[®] your propellers **FREE OF CHARGE** and supply you with a detailed report highlighting the faults and indicate how our certified technicians can correct your propellers.



Performance Propellers Pty. Ltd.

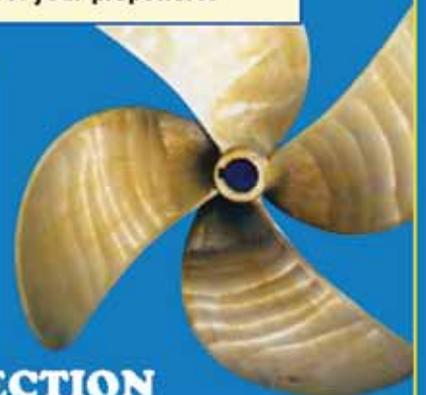
80 Taylor Street, Bulimba, QLD 4171

Phone: (07) 3899 1501

Fax: (07) 3899 9288

Website: www.pprops.com.au

Email: colin@pprops.com.au



Prop Scan[®] TOWARDS PROPELLER PERFECTION

RABY BAY

ACTIVATIONS AND EVENTS

VMR Raby Bay has undertaken multiple rescue and towing missions during the past few months.

One such example is the below 15 ton vessel which had broken down and had to be towed to Manly for repairs.



Fifteen tonne vessel under tow to Manly.



Fifteen tonne vessel safely delivered in Manly.



The 50ft clipper under tow by RBIV.

Another example is 50ft clipper weighing 22 tonnes, which ran aground near Peel Island (Spit Beacon) just shy of high tide. We initially sent *RBIV* (6m RIB) due to concerns with the depth, but realised when we arrived that we were dealing with a very heavy boat. *RBII* was dispatched to assist, just in case. However, *RBIV* managed to pull the vessel forward in a large arc through the mud, which successfully got it back into deep water. With their engine running, *RBII* was stood down and *RBIV* returned to base after a successful activation.



The clipper *RBIV* managed to pull off the mud near the Spit beacon.

OTHER ACTIVITIES INCLUDE:

- We worked with SES to produce a boat safety film, bringing flood boats into the rescue environment
- Shooting an advertisement film with Suzuki went well featuring *RBIV* and the base in action in a simulated job
- *Energex Medivac* was deployed to assist a film crew shooting a tourism film at Tangalooma for the day.



Energex Medivac assisting a tourism film crew during a shoot at Tangalooma.

On September 24, it is Riverfire time again, where the plan is to send *Energex Medivac* into the Brisbane River for patrol duties during the event.

This always gives good exposure to the boat and provides an excellent opportunity to showcase the Energex / VMR partnership.



Energex Medivac will head into Brisbane River for the Riverfire in mid September.

Proudly sponsored by



NEED TO BE TOWED IN A JETSKI?



By **PETER HOLLIDAY** – VMR Southport

We regularly get calls from jetski (PWC) drivers needing to be towed home. Many of these seem unaware of the problem associated with towing a PWC.

The problem arises from the way PWC engines are cooled. Pressurised water is bled off the driving jet, which is forced through the cooling system.

If the motor is not running, this pressure does not exist, and water does not flow where it should. This is part of the reasons why you start a PWC before you start the water when you are flushing it.

Now, if you are towing a PWC, water will get forced into the water intake, but the intake is bigger than the outlet, so pressure builds up inside.

As the pressure builds, the water inside the system flows to higher and higher levels. When it gets high enough the water can flow into the water cooled exhaust passages. Water flows into the exhaust port.

Since the motor is not running, there may be an open exhaust valve. Water flows through it and into the combustion cylinder of the motor, which then fills with water.

The cylinder is designed to compress a petrol vapour and air mix, but water does not compress and trying to turn the motor over with water in the cylinder can result in major damage. Not a good idea.

So what do you do?

One solution is to make sure that you are not towed quickly. Manufacturers generally suggest 5 miles per hour, 6kts, or 10km per hour. Slowly. You won't enjoy it and neither will the crew towing you.

A second solution is to allow a fast tow, but take the PWC to a mechanic as soon as possible and get them to check it out. Let's face it, it probably wasn't running properly anyway if you needed a tow.

The best solution is to close off the hose that allows the water to go where it shouldn't go. A tow tap goes in the main feed line from the pump to the motor and you close it to tow the craft and keep it safe from 'tow flooding' the engine cylinders via the exhaust cooling passages. Any good PWC mechanic should be able to fit one for you. You could even do it yourself if you feel adventurous, but I'd recommend a mechanic. Turn the tap off when you need to be towed. Turn it back on before you start the motor.

Some PWC's have a hose pincher that can be used to clamp the hose off in the same way. Some even have a line drawn on the hose to show you where to clamp it. (The clamp is usually an optional extra.) Clamp it before being towed, remove the clamp before you start the motor.

Now the obvious question is why don't Tow Taps get fitted as standard. Well, sometimes they do, but generally they don't, because manufacturers don't generally trust PWC riders to use them properly.

If you forget to turn the tap back on again after the tow, the ski will still run, but you will not have much cooling. The ski will overheat and hopefully the thermal safety cutout will shut it down before you do any real damage. Then you will need to wait quite a while for it to cool down enough to restart.

They recommend that you tie your lanyard to the tap when you turn it off so that you won't forget to turn it back on.

REFERENCES:

<http://www.fullwavemarine.com>
<http://www.ausfish.com.au/vforum/archive/index.php>
<http://www.cpjetski.com/towing.htm>

BRIBIE ISLAND

FREE COMMUNITY BOATING SAFETY SEMINAR A RESOUNDING SUCCESS



A full house of more than 50 people attended a free community seminar on safe boating at VMR Bribie on Sunday, July 10.

This, the first of a series of monthly community seminars, dealing with a range of issues of interest to boaters and fishers was a team effort, with representatives from the Water Police, Maritime Safety Queensland, Queensland Parks and Wildlife, and the Boating and Fisheries Patrol.

Sergeant Daniel Moyle from the Water Police coordinated the presentations, the first of which was from Luan Baldwin, Maritime Safety Qld (MSQ). Luan focussed on staying safe on the water and emphasised that preparation is the key to safe boating, he encouraged boaters to go through a safety checklist before they set off – even in a small boat. Luan described the safety gear that boaters should have on board, and highlighted how wearing a lifejacket and carrying an EPIRB can save the lives of boaters when the unexpected happens.



Luan Baldwin, MSQ, presenting Safe Boating.

Marine Park Rangers Mike Carr and Ben Cook were next up, discussing how boaters and fishers can help protect the natural values in the Moreton Bay Marine Park. Mike emphasised the importance of observing the 'go slow' areas within the park in order to protect marine wildlife, noting that dozens of turtles and occasionally dugongs and whales are killed by high speed boats in Moreton Bay each year. Mike also described a recent operation that removed 50 abandoned crab pots in southern Pumicestone Passage alone – which greatly improves safety for both boaters and turtles! Mike and Ben encouraged boaters to report injured marine wildlife to 1300ANIMAL.



Mike Carr from Qld Parks & Wildlife.

Sgt Daniel Moyle from Water Police followed with practical advice on boating safety highlighting the need to let someone know (preferably VMR) precisely where you are going in a boat, and when you will return. Daniel also encouraged boaters to check the weather before setting out, as the weather in the bay can change so rapidly. Daniel outlined the role that drugs and alcohol play in accidents on the water, and noted that the same limits apply as driving a car. He raised kayaking as an emerging safety issue in our region, with Water Police dealing with an increasing number of kayak rescues, he encouraged all kayakers to wear lifejackets at all times.



Sgt Daniel Moyle, Water Police with participants.

VMR COMMISSIONS NEW BOAT

Wednesday, July 6, 2016, Volunteer Marine Rescue Bribie Island formally commissioned their new 7.2m Swift Marine rescue vessel, powered by 2 x 200hp Yamaha 4 stroke outboards which is capable of over 90km/hr and a range of 300nm. *Bribie Two* is outfitted with the same Garmin instrumentation as *Energex Bribie One*, making training and rescue compatibility seamless for all.



Bribie Two with *Energex Bribie Three* behind on the pontoon.

The boat will be used primarily in the Pumicestone Passage and to supplement *Energex Bribie One* in Moreton Bay and beyond, it will also be used to assist boats and/or people in times of emergency, be it breakdowns, sinking vessels or medical emergencies.

The ceremony commenced with Julie Anne Wolfe singing the Australian National Anthem. Councillor Brooke Savige deputising for Mayor Allan Sutherland gave a welcoming address to all, followed by guest speaker QPS District Officer Superintendent Michael Brady. Ian Todd, Chaplain Qld Police Service, gave blessings and prayers for the new vessel.

Whilst VMR's primary charter is to save lives at sea, we also provide assistance to some 1300 members of VMRBI, reciprocal rights to other similar organisations and to any member of the public in trouble.

The VMRBI fleet is now three vessels: *Energex Bribie One* (11.2m RIB with 3x 250hp Yamaha outboards with full stretcher capabilities), *Bribie Two* (7.2m RIB with 2x 200hp Yamaha outboards) and *Energex Bribie Three* (5.5m RIB with a 140hp Yamaha outboard). These vessels cover our 600sqm area of responsibility, basically an east/west line from Bribie through Tangalooma and 10nm east of Moreton Island and as far North as Caloundra.

Cr Brooke Savige formally named the vessel *Bribie Two*, after which Julie Anne Wolfe gave a wonderful rendition of 'We are Australian'.

Commodore Bob Skinner thanked all those involved with design/selection/production of *Bribie Two* including Swift Marine, Yamaha, Northside Marine,

Simon Harmon from the Boating and Fisheries Patrol then outlined the rules and regulations designed to maintain our valuable fishery for future generations. Simon highlighted crabbing as a major source of compliance issues (and large fines) in our region, and encouraged recreational crabbers to learn and abide by the rules. He asked that concerned people call the 'Fishwatch' free call number 1800 017 116 if they see illegal fishing or crabbing activity. Simon drew attention to the Qld Fishing App for smartphones, that has lots of information of fish species, fishing zones and up-to-date rules.



Simon Harmon, Boating & Fisheries Patrol outlining compliance issues.



Team Photo L-R: Ben Cook and Mike Carr (Qld Parks & Wildlife), Luan Baldwin (MSQ), Simon Harmon (Boating & Fisheries Patrol), Sgt Daniel Moyle (Qld Water Police), Commercial Coxswain Gary Voss (VMRBI).

BRIBIE ISLAND



Julie Anne Wolfe sings the national anthem.



VMR Commodore Bob Skinner introduces Cr Brooke Savige, Division One Councillor, representing MBRC Mayor Allan Sutherland, to give the Welcoming Address.



MBRC Division One Councillor Brooke Savige provided the welcoming address recognising VMRBI's participation in the Local Disaster Management Group, and that this new vessel will supplement our disaster preparedness as well as operational capability.



QPS Chaplain Ian Todd delivering the Blessing and Prayers for Bribie Two.



Chaplain Ian Todd and some of the members and guests at the commissioning.



Members and guests at the commissioning.



Cr Brooke Savige formally names Bribie Two flanked by Supt Michael Brady QPS, Commodore Bob Skinner and Peter Weaver Acting CEO Energex, a Major Sponsor of VMRBI.



Vice Commodore Annette Mengel with MBRC Councillors Michael Hain (Division 3), Cr Brooke Savige (Division 1) and Cr Matthew Constance (Division 10) on the new Bribie Two.



VMR Vice Commodore Annette Mengel and Commodore Bob Skinner give Bribie Island's Senior Sergeant David Crawford-Raby a tour of Bribie Two. *Photo Peter McNamara*



Guest Speaker Superintendent Michael Brady outlined the valuable contribution of VMRBI to the Emergency Services Group and the Community as a whole, he outlined examples of VMRBI capability with respect to medivac from Moreton Island.



Vessel manufacturer Swift Marine's Scott Wilson addressed the audience with their capabilities and scope of their vessels.



VMR Vice Commodore Annette Mengel and Commodore Bob Skinner give VMRBI Major Sponsor Busy Finger's Treasurer Derek Rawle a tour of the newly commissioned Bribie Two. Photo Peter McNamara



Tony Clarke, Sports Manager, Caboolture Sports Club, Vice Commodore Annette Mengel and Kevin Kaeser, Chairman, Caboolture Sports Club on the pontoon in front of Bribie Two. Photo Peter McNamara



L to R Tony Clarke, Sports Manager, Caboolture Sports Club, VMR Vice Commodore Annette Mengel and RSL Sub Branch President Lawrie Leonard looking at VMR Bribie Rescue vessel Energex Bribie One. Photo Peter McNamara

Garmin Electronics, and particularly all the individuals and organisations assisting with the fund raising to make this possible. Commodore Skinner moved a vote of thanks to all involved and invited all to inspect the vessel and enjoy morning tea prepared by Cheryl Robinson, Leona Patrick, Gail Tranter, Betty Snell and Dot Oldmeadow from the VMRBI Social Committee.

Guests from the following agencies attended the Commissioning Ceremony: Swift Marine, Northside Marine, Brisbane Yamaha, Queensland Fire and Emergency Services, Emergency Management Queensland, Queensland Ambulance Service, Queensland Police Service including Water Police, Bribie Island RSL, Rotary, Busy Fingers Fundraising Inc., Beachmere Lions, Energex, TS Koopa Staff and Cadets, Mooloolaba, Redcliffe & Caloundra Coast Guards, other VMR Squadrons, MBRC Officers and Councillors, Local Disaster Management Group, and Caboolture Sport Club.

BRIBIE ISLAND

NATIONAL MEDAL PRESENTATION

After the ceremony and whilst all were assembled, Commodore Bob Skinner presented the 15 year National Medal to Coxswain Nathan Gundry for his wonderful service to VMR. The national medal is an Australian award given for long service by operational members of specified eligible organisations. It was introduced in 1975, The eligible groups have in common that their members serve or protect the community at the risk of death, injury or trauma.



Commodore Bob Skinner presents Coxswain Nathan Gundry with his 15 year National Medal.

BEACHMERE LIONS ASSIST VMR

Following formal photos for the Commissioning Ceremony, The Beachmere Lions Association presented a cheque of \$6000 to VMRBI's Commodore Bob Skinner, this was to assist with the cost of upgrading of the VMRBI's radio tower aerials which has been required now for some time.



VMR Bribie Vice Commodore Annette Mengel, Beachmere Lions Committee Member Dennis Banks, Beachmere Lions Secretary Jeff Kidner presenting VMR Commodore Bob Skinner with the cheque for \$6000. The commodore thanked the Beachmere Lions group for their generous support.
Photo Peter McNamara

MAYOR SUTHERLAND IMPRESSED WITH VMR STATE OF THE ART FLEET

Moreton Bay Regional Council Mayor, Allan Sutherland visited VMR Bribie Island last week to inspect the new addition to the fleet, making it the most modern rescue fleet in Queensland.



Vice Commodore Annette Mengel, Mayor Allan Sutherland and Commodore Bob Skinner aboard Energex Bribie One.
Photo Peter McNamara

As an integral component of the Moreton Bay Regional Disaster Management Group VMR Bribie is well equipped to fulfil its role. With state of the art modern equipment comprising Radar, FLIR (Thermal Imaging), GPS, AIS, Go Pro cameras, joy stick control and auto pilot. Along with VHF radios x 3, a 27Mhz radio and a UHF. Safety gear including a fire pump, 2 x EPIRB's, a full size ambulance 'Stryker' stretcher, mobile back board patient stretcher and medical kit. VMR Bribie Island is a registered training organisation and these vessels are ideal for practical training in all weather conditions.



Energex Bribie One: a 12.2 m modern vessel powered by 3 x 250hp Yamaha 4 stroke outboards capable of over 80 km/hr.

The VMRBI fleet is now three vessels: *Energex Bribie One* (12.2m RIB with 3 x 250hp Yamaha outboards), *Bribie Two* (7.2m RIB with 2x 200hp Yamaha outboards) and *Energex Bribie Three* (5.5m RIB with 1x 130hp Yamaha outboard). These vessels cover our 500sqm area of responsibility, basically an east/west line from Bribie through Tangalooma and 10nm east of Moreton Island and as far north as 2nm south of Caloundra.



Bribie Two, VMRBI's most recent acquisition, commissioned on July 6, 2016, a 7.2 m Swift Marine rescue vessel, powered by 2 x 200hp Yamaha 4 stroke outboards which is capable of over 90km/hr and a range of 300nm. Bribie Two is outfitted with the same Garmin instrumentation as Energex Bribie One, making training and rescue compatibility seamless for all.



Vice Commodore Annette Mengel and Commodore Bob Skinner with Mayor Allan Sutherland at the helm of Energex Bribie One.



Mayor Allan Sutherland enjoying being in control of VMRBI's primary rescue vessel Energex Bribie One, under the watchful eyes of Commodore Bob Skinner and Vice Commodore Annette Mengel.

VMRBI's core business of preservation of human life will not be impacted by this agreement. This initiative is well received as it now enables a much faster response time in emergency situations for QFES and RFSQ firefighters should the need arise.

VMRBI is very appreciative of MBRC's generous contribution of \$40,000 to assist us in the acquisition of *Bribie Two* to complement our modern and capable fleet.

VMRBI has participated in numerous joint exercises with SEQ emergency service organisations over the past two years which have demonstrated VMRBI's capability in terms of our charter with respect to community safety and emergency response. Accordingly VMRBI has consulted widely within the emergency service stakeholders group to assist with design requirements for *Energex Bribie One* (purchased last year) and the new *Bribie Two*.

VMRBI recently signed a memorandum of understanding with QFES and RFSQ to transport personal and or logistics between Bribie Island and Moreton Island, for operational purposes, understanding that



BENNETT + BENNETT
Surveyors + Planners

Experience, Resources... Results

"Established in 1968 we have the skilled staff and flexibility to service your project irrespective of its size"

- Geospatial & Visual services
- Mining & Infrastructure Projects
- Photogrammetry / Laser Scanning
- Volumetric Subdivisions
- Subdivision & Strata Title Surveys
- Land & Engineering Surveys
- Town Planning
- Development Applications
- Statutory Planning
- Urban Design

Providing Survey & Planning Expertise

Gold Coast | Brisbane | Coomera | Ipswich | Sunshine Coast | Darwin
mail@bennettandbennett.com.au
www.bennettandbennett.com.au

LOOK OUT

THERE ARE WHALES ABOUT

From now until early December, boaties need to keep a sharp eye out for humpback whales as these mammoth creatures move along the Queensland coast on their annual migration northwards from the Southern Ocean.

Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef Dr Steven Miles said the risks to boaties and others using the water became greater each year as whale numbers recovered from near-extinction following cessation of hunting in Antarctic and Australian waters.

“From a low of about 500 humpbacks travelling up our coast in the mid 1960’s, we now have more than 20,000 making the journey from Antarctica each year to breed, calve, and enjoy the warmer waters,” Dr Miles said.

“The population’s recovery is one of the world’s great conservation success stories, and we reap the tourism benefits here in Queensland.

“The sight of these immense creatures and their calves parading past our coastline is a wonderful thing to behold. It’s a spectacle that draws people from interstate and overseas, to marvel at the humpbacks from whale-watching tour boats and headlands.

“People think of humpbacks as gentle giants, but they are known to nudge boats, and also to slap their tails or leap out of the water in explosive breaches close to watercraft.

“Remember that humpbacks are huge, unpredictable, 40-tonne mammals and you don’t want to get in their way. They travel at night as well as by day.

“Generally, a single boat cannot come closer than 100m from a whale, and a maximum of three boats are allowed within 300m of a whale at any one time.

“Within the 300m ‘caution zone’, boats cannot travel at more than 6kts or create a wake.

“Personal watercraft such as jet skis must also keep 300m away.

“There is also a special interest declaration banning any boat or watercraft from approaching within 500m of white whales such as Migaloo.

“The approach limits are there for your safety and theirs. Details are at

www.ehp.qld.gov.au <<http://www.ehp.qld.gov.au/>>.

There are stiff fines for getting too close. The fines are higher for white whales such as Migaloo, giving them more protection against harassment.”

Dr Miles said it wasn’t possible to predict when or if Migaloo might arrive this year.

“There were unconfirmed sightings of Migaloo in Queensland waters in 2015. Researchers in New Zealand’s Cook Strait obtained a DNA sample from a white whale in July 2015 that was later confirmed as Migaloo.

“So we will just have to keep our fingers crossed that he’ll show up this year, and enjoy seeing all the other humpbacks in the meantime,” Dr Miles said.

He said that whale season also unfortunately meant the possibility of strandings.

ADVICE RELATING TO WHALE STRANDINGS INCLUDES:

- If you see a stranded whale, report it as soon as you can to the RSPCA on 1300 264 625 (1300 ANIMAL)
- If you’re waiting for expert help to arrive, take care of your own health and safety first
- Remember that whales can injure you with their head and tail and, like all animals, they can carry diseases that can be transferred from animals to humans
- Do not attempt to push the whale back into the water, however tempted you are to do so, as this adds to the whale’s distress and potentially places you in danger.

Steer clear of all special interest whales – not just Migaloo

Boaties and aircraft operators are reminded to steer clear of any white whale they happen to spot in Queensland waters – whether or not it’s the mighty Migaloo.

Environment Minister Dr Steven Miles said the Queensland Government’s Special Management

Declarations applied to Migaloo and any other humpback whale that was more than 90% white.

"These are special management marine mammals which means boats and prohibited vessels must not approach within 500m and aircraft cannot approach within 610m without authorisation," Dr Miles said.

"These rules are in place to protect the whales and give them safe passage during their migration along the Queensland coast."

Dr Miles' warning follows media reports of helicopters, charter boats, drones and research vessels all out to get a glimpse of a white whale which was reported off the Gold Coast yesterday.

"It's what every whale watcher dreams of, but it is really important that this animal's space is respected and no undue distress is caused," Dr Miles said.

"So far EHP is aware of one complaint which is being investigated and the Queensland Parks and Wildlife Service is monitoring the whale today to make sure that everyone is doing the right thing."

Dr Miles said the white whale was reported to be smaller than Migaloo but there was no way of knowing without genetic testing whether they were related.

Members of the public who are concerned vessels may be approaching too close to humpback whales are asked to contact EHP on 1300 130 372 so that the matter can be investigated.

Wildlife officers from EHP will also be partnering with the Queensland Police Service and the Department

THESE RULES ARE IN PLACE TO PROTECT THE WHALES AND GIVE THEM SAFE PASSAGE DURING THEIR MIGRATION ALONG THE QUEENSLAND COAST

of Agriculture and Fisheries to conduct on-water compliance inspections of approach limits during the whale migration season.

The maximum penalty for intentionally moving too close to a whale is \$20,113.50 or an on the spot fine of \$609.

Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef The Honourable Steven Miles

WEIPA BOWLS CLUB

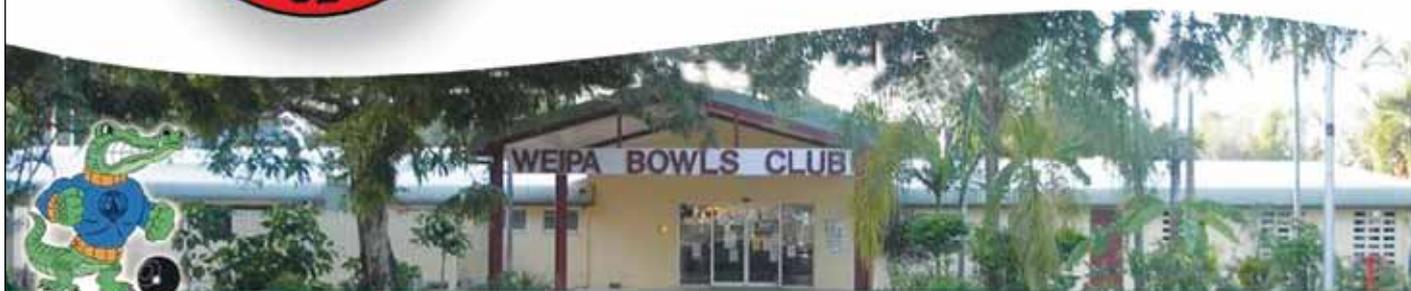


Trading Hours:

Monday - Sunday: 10am - late

Sunday Social Bowls:

\$10 per person
(includes lunch and raffle ticket)



ARTIE WALES DRIVE, WEIPA, QLD 4874

ph: 07 4069 7300 fax: 07 4069 7616 email: weipabowlsclub@bigpond.com



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

With the VMR Mackay annual general meeting scheduled for Wednesday, August 31, 2016 the outgoing committee only vaguely resembles the committee that was elected last year. The squad has been fortunate to be able to fill positions of outgoing committee members mid-term. Graham Creagh has taken on the role of secretary with a great deal of experience and expertise. Kerry Turner goes above and beyond the role of treasurer with amazing organisational skills. Shane Turner has taken on duties of membership officer until a replacement can be found. David McGrath has been appointed WH&S Officer. Les Todd is acting vice president until the AGM. With most current committee members being nominated for another term it is encouraging to also see new members willing to join the committee next year.

The Offshore Superboat Championship races brought a lot of excitement to the Northern Zone recently. The Mackay crew who took *Mackay Rescue* up to Bowen as a support boat for the races have all put their hand up to go again next year. They were more than impressed with the Bowen crew's hospitality and rescue boats. Mackay crews also provided support for a promotional race between a superboat and a helicopter on the Pioneer River.

A crash in the first race of the Offshore Superboat Championship held in Mackay tested all the crew. A Maritimo boat nose-dived into the water smashing everything in front of the cockpit. Both drivers were unhurt and able to exit. The race was abandoned while debris was collected and the remainder of the boat was towed by the stern into Mackay Harbour. Once in the harbour it quickly started sinking and required all three rescue boats to keep it above water. It was tied off to *Mackay Rescue 5* and *Mackay Rescue 6* while *Mackay Rescue* provided a pump. Extra floatation was gained by stuffing large fenders into the motor bays. With three rescue boats rafted around the wreckage a race rescue boat towed all four in to the marina. Transferring the wreck from the boats onto the crane was a challenge that hasn't been covered in training.

A lot more photos and footage on Ch. 7 News taken from inside the cockpit and the bow of the Maritimo boat can be seen on the VMR Mackay 448 Facebook page.

The second race for the day saw the local team, *Friers Offshore Racing*, take honours.

VMR Mackay squadron also successfully completed a total of 35 other rescue activations during the May – July 2016 period.



WHITSUNDAYS

THE VMR WHITSUNDAY AGM WAS HELD ON AUGUST 1

Ray Lewis was re-elected as President and Roger Wodson re-elected as Secretary, with John Fearnley (2015/6 Committee Member) elected as Vice President.

Alan Corney was elected Treasurer, replacing Col Ayers, who retired after 27 years in the role. Ray Lewis presented Col with an engraved wall clock and thanked him for his long service.

Active members Stuart Applegate, Norbert Gross and Norm Fraser were elected to the Management Committee. Norbert will take on the role of Media and Publicity officer and Norm will champion sponsorships and grant applications.

Bill Harrison returns as a VMR representative on the Marine Club Committee and is joined by Margo Merritt and Rod Wilson.

Past President and Skipper Terry Lawn and long serving crew member and radio officer David Morris were elected as Life members.

Three amendments to the Constitution were approved, including the restriction of voting rights to Active Members and Honorary Life members. This is considered to be an important amendment as it will help to ensure that VMR Whitsundays would not be subject to a hostile takeover.

VMR Whitsunday has processes in place to ensure that Active members are truly in active service, or they are removed from the list. All changes have been approved by the Office of Fair Trading.

Thank you to our sponsors.

The untiring efforts of VMRW's 'Elder Statesman', Tom Manning, have resulted in him raising almost \$120,000 for equipment for our new rescue boat, currently under construction at Noosa Cat.



Tom in discussion with local Federal MP, George Christensen.

Tom has explored every avenue to raise funds, including approaching local businesses, the Whitsunday Regional Council and submitting numerous Federal and State Govt funding applications.

The committee and all the members of VMR Whitsundays would like to publicly thank Tom for his hard work.

VMR Whitsundays would also like to welcome Daydream Island Resort and Spa as a Silver sponsor.



ACTIVATIONS

In the last quarter, we've had 17 activations, mainly our typical tows or medivacs.

Activation: June 3, 2016

Skipper: Fin Forbes

Crew: Rod, Michel & Norbert

Task: Medivac, Daydream Island

A call from the 24/7 Phone Holder (Bill) at 0150 started the ball rolling.

We left APM at 0225 and were securely alongside Daydream Island's wharf at 0255 for Chris (the paramedic) to do his assessment.



As we arrived at Daydream, Chris got a call from QAS Coordinators in Rockhampton to see if we could go urgently to Hamilton Island on another medical emergency.

The decision was made by the coordinators and Chris that a chopper would be dispatched to Hamilton Island and we would concentrate on our original task.

We had our patient and the paramedic safely unloaded at APM at 0400, and back in the pen, after refuelling, by 0415.

Time on job: 13/4 hrs

And just eight hours later, Fin was back on board for another one! That's dedication for you.

WHITSUNDAYS

Activation: June 3, 2016

Skipper: Fin Forbes

Crew: Tom & Alan

Task: Medivac, Hayman Island

Dave Morris at the base rang at 1030 to say there was a possible medivac required from Hayman Island. At 1200 he rang to say it was definitely on.

We left APM at 1230 with a paramedic and two police officers on board. We informed Hay Point VTS what we were doing and arrived at Hayman Island at 1315.

It only took 10 minutes to assess and load the patient, and we were back unloaded, refuelled and back in our pen at APM at 1430.

We informed Hay Point VTS and Wendy at the base that we were safely back.

Time on job: 2hrs

Activation: June 19, 2016

Skipper: Paul Catts

Crew: Richard & Michel

Early on Sunday morning June 19 we were activated to tow a homemade 31ft catamaran that had lost power and was dragging anchor towards the rocks off the VMR base, just outside Abell Point Marina.

The weather was inclement, with northerly winds, 100mm of rain and strong winds due to back around to the west.

We arrived and made contact with the owner onboard. After some tests were conducted, it seemed the vessel didn't have electrics functioning and was therefore unable to retrieve his anchor.



The owner attached a float to the anchor chain, and after attaching a tow line, dumped the anchor.

We towed him the short distance into an outside marina berth and secured the vessel just as the wind intensified. The timing was excellent.

Proudly supporting VMR Queensland

**KAWANA WATERS
MARINA**

**A Friendly Marina
Full Provisions & Maintenance Facilities
Local & City Transport**

NOW SELLING MARINA BERTHS

*Exciting opportunity to own a berth
in a very popular marina*

Long ongoing lease
Share in freehold land
Walking distance to major shopping facilities
Shipyard and numerous boating
related businesses right next door

(07) 5444 1122
16 Orana Street, Buddina, Qld 4575
manager@kwmarina.com.au
www.kwmarina.com.au

SEAPOWERMARINE

**DIESEL, PETROL & STERN DRIVE
MARINE SPECIALISTS**

Volvo Penta • CAT • Cummins
MAN • Yanmar • Mercruiser • Hyundai Marine

MARINE GENERATOR SERVICE & REPAIRS
Onan • Kohler • Westerbeke

**MARINE MECHANICAL REPORTS
REPOWER WORK
INSURANCE REPAIRS**

SEAPOWERMARINE

Unit 5, Runaway Bay Marina
247 Bayview St, Runaway Bay 4216
sales@seapowermarine.com.au
t: 07 5577 3008 f: 07 5577 3800

WHITSUNDAYS

We returned to the pen, as the wind hit 43kts. The crew did an excellent job securing the VMR vessel under the watchful eye of seemingly the whole marina, who were anticipating trouble.

Time on job: 1 1/2 hrs

PS: "Shower at home was warm and great" – Michel

Activation: July 14, 2016

Skipper: Geoff Smith

Crew: John, Stu (first activation), Mark & Jim

I got the call from Bill at 5pm whilst doing the Thursday training. It would have been difficult to claim I was otherwise occupied so as we had just finished sheet bends and had intended staying alongside, everyone got into the boat checks and grabbed some food from the kiosk. Pat was part of the training group but couldn't stay late and had to go.

Ben Baxter, the paramedic, arrived to do his first medivac, then John turned up as senior crew.

We left with 6 POB at 1720 into flattish seas and pleasant winds in the bay although it was gusting up to 36km/h at Hamilton Island. Sure enough, as we rounded Pioneer Point we hit wind mid to high 30's and rough seas. It was the sort of thing you would expect in gale conditions; slamming seas, greenies over the bow soaking everyone and sea water coming through the hawse pipe.

We tried a few different tracks but they were all as bad as each other so elected to go the southern route through Solway Passage as it is shorter. We arrived at 19.15 and Stu ran Ben ashore in the tender whilst Mark held *VMR1* in position between the beach and the North Cardinal, off the campsite.

Ben and Stu returned with the patient who was part of a kayaking group called Kodiak (I thought they said Cardiac; not geriatric apparently :)), and had gone for a walk, slipped on a rock, fallen onto another rock breaking a couple of ribs. Another kayaker asked for a lift as well and we also brought back a lot of the group's surplus baggage, departing at 2009.

With the tide turned and ebbing, John took us North for Hook Passage at 4500rpm and with a following sea. Fast, stable and dry; luxury.

The passage was a little roly and slowed us a little but we cracked on again after Pioneer, arriving 2140. We unloaded the three passengers and the baggage, fuelled up, and were back in the pen for 2215.

Thanks to a great team who handled the appalling conditions admirably.

Time on job: 5 hrs

Ciels and I emptied the sea water, and most of Whitehaven Beach from the cabin the next morning.

Activation: July 15, 2016

Skipper: Gary Nicol

Crew: Tom & Alan

All operations had been suspended at work due to the strong wind warning and 3m swell, so I was enjoying a sleep in and late brunch lazing around in my jammies when the phone rang. Looking at caller ID my first thought was "it's going to be miserable out there".

A mayday call was received from Bowen VMR and passed onto the Whitsunday Police who activated VMR Whitsunday to collect a sailor north of Grimston Point. The sailor had gotten into trouble sometime in the morning and decided to deploy his anchor and ride out the blow. Unfortunately for him, his hand was caught in the anchor chain and required medical treatment.

Crewed up and all checks completed, *VMR1* departed Abell Point at 1100. As we arrived on site 30 minutes later at the GPS coordinates we were given, the yacht emerged from the rain soaked gloom right where she should be. We quickly assessed the situation and as no one onboard was able to weigh the anchor it was decided to cut the bitter end and tow the vessel back to Abell Point. The transfer of the towline went well considering the conditions and Alan delivered a perfect pass to the sailor on the yacht who then cut away his anchor.

At first the trip back was very slow until we cleared Grimston Point and got in closer to Bluff Point where the southwester was abating. The lads on the deck executed a clean raft up and by 1400 we had the vessel secure alongside the public jetty with the help of the police.

Sometimes activations can be much more challenging than this one turned out to be, so I would like to encourage all active members to get involved in training on Thursdays with Geoff, especially for rope handling and raft up drills so when it gets tricky we are all on top of our skills. A big thanks to Tom and Alan for their great work on deck while looking like drowned rats.

Time on job: 3 hrs

Activation: July 23, 2016

Skipper: Ray Lewis

Crew: Ron & Rod

I received a call about a broken down vessel located at Mackerel Bay, Hook Island, and by the time I arrived at *VMR1* I had another call about a stricken vessel at Line Reef.

With a crew of Ron and Rod we departed for the reef. On the way out I received calls that another vessel had broken down at Line Reef, and yet another at Holbourne Shoals so I passed that job onto Bowen.

It was postcard weather and the two vessels at the reef were only a mile apart. While we were there, I counted 26 other boats at the reef.



the northern side of the island, with rigging problems and only a 4hp outboard which was useless against our trade winds.

VMR1 left Abell Point Marina at 4:30pm for the 10.6 mile trip to Armit in a south easterly of about 15kts and against a flooding tide. After coming alongside, doing necessary paperwork and passing the tow line, we started back towards Abell Point at 7.5-8kts.

In the shelter of the mainland and just outside the leads to the marina we were able to have them drop the tow and make their own way to their berth under their own power.

VMR1 was refuelled and washed before returning to its berth at 7pm.

Time on job: 2 1/2 hours

Activation: August 17, 2016

Skipper: Paul Catts

Crew: Tom & Roger

Called out at 1330. A trimaran contesting day five of Airlie Beach Race Week had capsized 1 mile from North Molle in an ebbing full moon tide and 25kt winds.

The crew had been taken ashore by another boat and we were tasked to locate and secure the vessel.

We left at 1415 with a spare anchor on board and collected a buoy/marker from MSQ and rendezvoused with the crew at Abell Point before heading out.

At 1450 we started a pattern search with wind and tide in mind – it would be somewhere between North Molle Island and Double Cone Island, but white caps made it difficult to spot the trimaran's white hull. Our search was unsuccessful – as had our attempts to get a helicopter, due to their busy schedules, combined with a storm front moving through.

At 1730 the skipper/owner of the stricken vessel had engaged a helicopter and within 15 minutes it found the vessel one mile from Double Cone – just outside our search pattern.

We were there in a few minutes and one of the vessel's crew attached lines to the hull. With all 600 horses in action we made several attempts to right it with another storm brewing, but were unsuccessful and towed the vessel to a shallower area, bearing in mind the vessel's still attached 15m mast and rigging.

Their crewman swam back to the vessel to retrieve our main tow line and attached the MSQ marker buoy. At the owner's request we used our second tow line to drop our spare anchor and headed back to Abell Point.

Over the whole day we saw at least 20 whales so all crew doing night activations be cautious.

On the long slow trip home I was informed that the vessel at Mackerel Bay had got going. I was also asked if I could go to Hamilton Island for a job after I had finished the tow. I asked for another crew to be organised as it would be late by the time I finished, so Hamilton Island decided to organise another vessel to assist.

We had to raft up and wait in line at low tide to drop the boats off at Port of Airlie so we did not finish until 1855hrs with a 8.5 hour activation.

Thanks to the crew for a successful day.

Time on job: 8 1/2 hrs

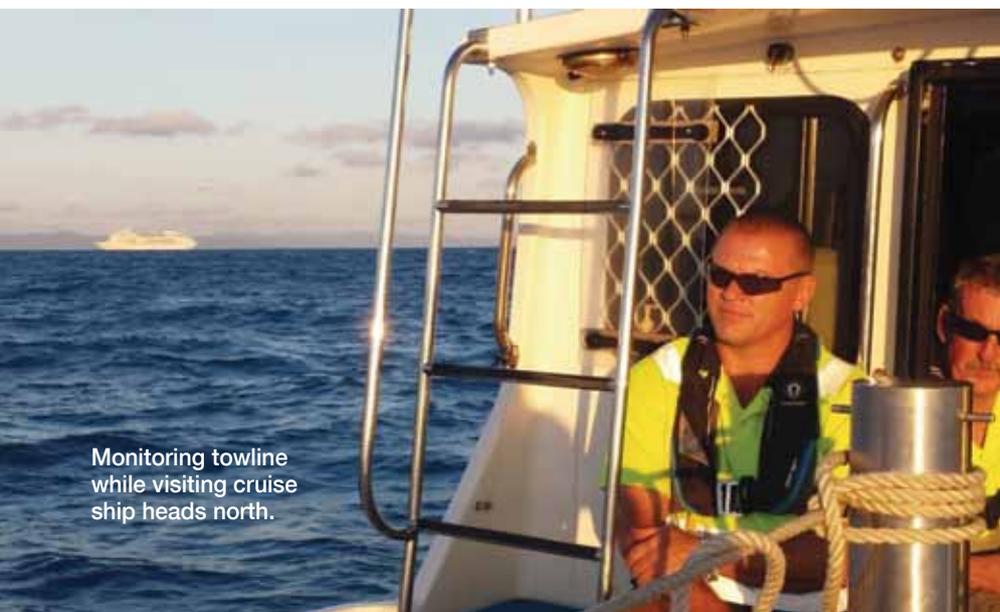
Activation: August 12, 2016

Skipper: Mal Priday

Crew: Norbert, Mick & Rod

I was just about to finish work when I received a phone call from Fin looking for a skipper – one of the race boats participating in Airlie Beach Race Week (a record 131 entries – awesome!) was in difficulties near Armit Island.

After getting all details from Fin including lat/long and a phone number – the boat's VHF was not operational – we confirmed that they were okay and anchored on



Monitoring towline while visiting cruise ship heads north.

- our VMR fleet -



- our VMR fleet -





Hay Point VTS was notified and a SECURITY message issued.

We were back in pen at 2000 – almost six hours in stormy conditions.

Time on job: 6 hours

UPDATE: POST ACTIVATION DEVELOPMENTS

With the considerable damage caused to the Airlie Beach Race Week fleet, the skipper had to wait a full day to get assistance. In the meantime several storm fronts had passed through the region and the epicentre of Queensland's second largest earthquake was only a few miles from where the capsized hull was anchored. To top this off it was full moon, providing high tidal flows, all of which conspired to cause the vessel to drift free. When the skipper visited the location on Friday morning (36 hours after anchoring) it was nowhere to be seen.

The trimaran was sighted drifting north of Holbourne Island, and subsequently washed up on a beach at Bowen. It has now been salvaged.

Another ABRW casualty, the yacht *Frantic*, which had run aground on Grassy Island a day later and left overnight, had also vanished. It was ultimately found near Olden Island, and has also been salvaged.

More here:

<http://www.whitsundaytimes.com.au/topic/frantic/>

FUND RAISING

We have again been fortunate to have the car parking for two 'Day on the Green' concerts which was a great fundraiser. We do have a funny story about the diligence of our car parking crew though. A young woman turned into the winery and was directed right through the winery grounds to the parking area. When she reached the car park she turned to the team in astonishment and asked, 'Why do I have to park my car here. I was on my way to visit a friend in Carbrook'. We could not stop laughing!

We also did the car parking for the Tuff Mudder weekend at Sirromet. It was great watching the competitors and how muddy they are at the end of the event.

Doing the marshalling for the Straddie XXX was a great experience. If you have to be out fundraising you couldn't ask for a more beautiful place to be than Stradbroke Island. We couldn't keep Simon out of the surf after the event.

TRAINING

Training is progressing well under the guidance of our new UTC Colin Gorton. Colin takes over from Shane Rudolph. We thank Shane very much for his hard work and dedication in the role.

One of our life members, Andy Phillips, attend roster to teach the new recruits (and give a refresher to some of us older folk) rope and knot skills, which was much appreciated. Even at 85, Andy has not lost his teaching skills.

A SAREX was held in July with many squadrons, Coast Guard and Water Police taking part. It was very successful but the organiser was almost caught putting the target in position by one of the squadrons on their way to the SAREX. It was almost the shortest SAREX held.

SAD TIDINGS

We were very sad to learn of the passing of our Life Member Bryant Walker. Bryant joined VMR Victoria Point in 1981 and was instrumental in getting our squadron up and running. He was a past commodore and a very special person and will be missed enormously. Bryant was also a founding and life member of VMR Currumbin.

RESCUES

It has been a quiet Winter on the rescue front. The skipper of the Coochiemudlo Ferry rang to say that a large turtle was in distress. It was huge and the crew only just managed to get it on board. It was taken back to base and collected by Parks & Wildlife.

SAREX

July 14, 2016

At 1700 the scheduled ferry departed Dunwich on North Stradbroke Island and arrived in Toondah at 1745. As usual, the crew supervised the vehicles leaving the ferry and were surprised to find there was one vehicle left unattended. After a quick sweep, no passenger could be found left on the ferry and after consulting the records and trying unsuccessfully to contact the passenger, a call was placed to emergency services soon after 1800 assuming the person was missing.



This was the scenario for a Search and Rescue Exercise (SAREX) which was held on the evening of Thursday, July 14, 2016. The 'passenger' Ruth was snuggled into a waterproof jacket to try to reduce the visibility from the reflective strips and a hot water bottle was strapped to her head to produce an infrared target. A rope was looped through the arms of the jacket and then, having obtained prior permission, she was tied 'hugging' the yellow special marker at the southern point of Goat Island at around 1800.



Brisbane Water Police were notified of the simulated 000 call at 1805 and quickly contacted the Operations Manager at Stradbroke Ferries to get more details and by 1830 were starting to activate rescue units.

To maximise the training time, vessels from Coast Guard Redcliffe,

Marine Rescue Brisbane and Coast Guard Manly 'just happened' to be in the area along with more local vessels from Marine Rescue Raby Bay, North Stradbroke Island and Victoria Point, Coast Guard Redland Bay and we were also joined by SES from Cleveland. Sadly Bribie Island had to drop out on the day with a minor hitch on their new vessel but otherwise we would have had all rescue units in the Moreton Bay zone engaged.

There were a tense few moments when North Stradbroke were tasked to follow the track of the ferry as soon as they left their base but unfortunately for

Ruth – though fortunately for the exercise – they were positioned a little too far from the marker to be able to spot Ruth in the dark. Phew!

Feedback from the water police was that they would normally not have activated so many resources to operate in relatively tight quarters. We had 11 rescue vessels plus a water police vessel as OSC – so they were hard pushed to get everybody tasked productively while also trying to ensure they did not task vessels who were well outside their usual operating area with missions too close to the many shallows and sandbars in the area.

Just before 2000, Ruth was found cold but well by *Energex Medivac* with our very own state president aboard having started his day in Thursday Island! A secondary scenario was available but after quick consultation with the water police it was decided we would spend the additional time practicing line searches which with eight vessels and in the dark with 15-20kt winds was well worthwhile.

Debrief over a sausage sizzle on Saturday, July 16, 2016 was attended by around 30 volunteers plus the water police and it seems everybody got some good value training with this being the first time many crew members had taken part in such an exercise.

Over 60 people were involved in the evening which is a huge commitment to Safety of Life at Sea. A big thank you to everybody who took part, including the water police for providing a SARMC and QPV D Trannore for OSC. I would also like to extend a thank you to Steve Eiszle, Operations Manager at Stradbroke Ferries who embraced the concept from our initial conversation and even agreed to be the role play point of contact for the water police on the evening.

Initial discussions are already underway for what could be next but these things take a while to organise so do not expect another too soon!

Dave Paylor
Duty Skipper D Roster



BUNDABERG

ACTIVATIONS

We often say the SAR and marine assist business is lumpy (and I don't mean sea conditions) and so it was for Bundaberg during the last quarter. We had nine activations, four of which turned out to be overlapping jobs on two different days.

DIS-MASTED CATAMARAN ASSISTED

On June 16 our afternoon radio operator was advised by the JRCC in Canberra of HF radio Pan Pan Pan (urgent message) that a vessel had been dis-masted on the windward side of Lady Musgrave Island and was trying to motor to shelter. The vessel did not respond to subsequent radio calls on HF or VHF. We were later advised of an SMS communication to relatives that the vessel was anchored in the Lady Musgrave Lagoon.

Subsequent relays of SMS messages the next morning resulted in *Bundy Rescue* being dispatched to assist the elderly couple who could not move or secure the mast, sails and rigging for any passage to the mainland for repairs.



Releasing the rigging.



Now a power cat.

Bundy Rescue and four crew arrived at the Island at 11:24 to find the 41' catamaran anchored well into the lagoon and with a good third of the mast, with sails attached lying in the water on the port side. Our crew assisted in clearing halyards and other rigging, but it was soon evident that sails could not be separated from the mast and boom and that the whole rigging was too heavy to lift on deck. Thus mast and rigging were tipped over the side after attaching a buoy to facilitate later salvage.

The couple indicated they had enough fuel to motor to Gladstone on the instructions from their insurance company. They planned to make the journey the next day. *Bundy Rescue* was back at base by 14:37 after a 6.5 hour and 114nm activation.

VMR Bundaberg was activated by the Water Police on during the morning July 5 to assist in the search for a diver who had become separated from a group diving on the wreck of the trawler *Althea* some 30nm east of Burnett Heads.

MISSING DIVER

Bundy Rescue joined other resources from the AMSA aircraft, Care Flight helicopter and the Water Police vessel *SW Gill* from Hervey Bay in the search. *Bundy Rescue 2* was also activated on Tuesday afternoon to utilise the new infra red camera should the search progress into the evening.

Fortunately the diver who was displaying an orange diver marker was spotted from the Coast Watch aircraft just before sunset. The *SW Gill* was nearby took the diver on board for a subsequent transfer to *Bundy Rescue* for the trip back to Burnett Heads.

A very good outcome. This is the second time in two months that both of our vessels have been activated for major off-shore search and rescue missions.



Our rescue vessels ready to go.

CATAMARAN AGROUND

On July 16 *Bundy Rescue* was tasked to assist a catamaran which had dragged anchor in strong winds and was about to go aground on the northern rock wall in the Port Bundaberg area with 1 POB.

As there was no power on the cat, we hooked onto the anchor chain and towed the vessel back to the usual anchorage on the south side. A call to advise this vessel was again adrift on August 24 became complicated when the owners made contact and advised there was nobody on board and no one was immediately available to supervise re-anchoring of the vessel in accordance with the VMRAQ policy of not dealing with unmanned vessels. It took several hours to organise for a relative to attend, by which time it was aground on rocks and towing would have caused damage. The owners subsequently recovered the vessel on a high tide.

NIGHT TRAINING BECAME THE REAL THING

Bundy Rescue 2 was out for her first night training run when a call came for assistance from a 7m vessel about 25nm off the coast with 4 POB. The rendezvous with the vessel demonstrated the value of FLIR for such jobs. *Bundy Rescue 2* was back at base by 23:20 after 52nm, with the full crew of nine impressed with the longer than usual 'training run'.



ABOVE RIGHT: The FLIR image.

RIGHT: Alongside.



Bundaberg Port Marina is situated 1 nautical mile from the entrance of the Burnett River and offers all weather, all tides deep water access to visitors to the Coral Coast.

Facilities Available

- » FLOATING BERTHS UP TO 40m
- » 75 TONNE MARINE SHIPLIFT, HARDSTAND AND DRY STORAGE SPECIALIST
- » GIFT STORE, MARINE CHANDLERY AND YACHT BROKERAGE
- » COURTESY BUS AND HIRE CARS AVAILABLE FOR TRANSPORT
- » LICENCED RESTAURANT AND TAKEAWAY SEAFOOD
- » 24/7 REFUELLING DOCK

MARINA DRIVE PORT BUNDABERG QLD 4670
TELEPHONE: 07 4159 5066
EMAIL: info@bundabergportmarina.com.au
www.bundabergportmarina.com.au

BUNDABERG PORT
marina
Port of Entry to Bundaberg
VHF 81







BUNDABERG



Pete securing the tow.



Dad and the kids on tow.



Paying out the tow to the 53 footer.

THE DOUBLE HEADERS

Our duty skipper was given a heads up of a potential assist at 09:25 on August 21 for a 6m runabout on return from the 15 mile with engine problems. The activation was confirmed at 11:05 and *Bundy Rescue 2* was underway at 11:55. We rendezvoused with the vessel some 13nm north-east of Burnett Heads and returned the dad and two kids to safety.

The crew then backed up for a call from a 53ft ketch with a failed gearbox and steering problems, advised just after the call from the runabout. We left base at 14:00 and rendezvoused with the ketch about 14nm north of Burnett Heads. The vessel had not made any tacking progress to the south against a head since the initial call. The tow line was attached to the anchor chain of the ketch for the tow back to Burnett Heads. The presence of only one person on board the ketch made for some challenging situations for vessel track when its skipper had to leave the helm to respond to radio requests / instructions. The 34T ketch was successfully berthed in a pen at the Port Marina by 17:00 after the 30nm tow.

Strong winds on August 21 resulted in the second double header. The first for the catamaran was mentioned above. The second and concurrent job was to recover a 10m ferro-cement yacht that had grounded in mangroves just upstream from the grounded catamaran. Our skipper decided the priority job was the yacht as it was already starting



Bundy Rescue 2 rafted to the ferro yacht.



Part of the crowd on Sunday.



One of the whoppers.



It's a family affair.



Winners are grinners.

to list – not a good position for a ferro vessel. A hook up on the anchor chain got the vessel back into deeper water. *Bundy Rescue 2* then returned to the catamaran which was by then aground. The ferro yacht asked to be taken to the marina for engine repairs. This then became a challenge to recover the anchor/s (there were two in a daisy arrangement on the one chain) as there was only a hand winch. Job done and the crew were back at base by 19:00.

OUR NEW BOAT

Bundy Rescue 2 has been through operational shakedown and *Bundy Rescue* is now on the hardstand awaiting sale. *Bundy Rescue 2* will be dedicated and officially launched on September 17.

THE FISHING CLASSIC

The 11th VMR Bundaberg Family Fishing Classic was held June 26-28 and resulted in another record for the attendance register. We believe the three Quintrex boats / outboards and trailer packages were a major drawcard, in addition to the great venue and better weather than previous years. The food court was magnificently catered by a cooperative effort from Bargara Rotary and Lion's Clubs and the Bundaberg Sports Fishing Club. The catch and release aquarium was again very popular with the crowd.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

east coast
Marina

Manly Boat Harbour, Moreton Bay Brisbane

- 365 wet berths - 10m - 20m with power & water
- 240 dry rack storage - up to 10m - unlimited launch & retrieval, hull wash down and motor flush
- Short walk to Manly village & railway station
- Slipping for vessels up to 55ft
- Bistro / Boat Sales / Engineer / Shipwright / Trimmer
Marine Electrician / Sail Training & more, all on site

ph: (07) 3393 3811
info@eastcoastmarina.com.au

**BRISBANE'S
ONLY
UNDERCOVER
DRY RACK
BOAT STORAGE**

JONES MARINE

Glad to assist VMR Karumba

SALES & SERVICE TO ALL BRANDS
 SPECIALISING IN:

YAMAHA
MARINER
 OUTBOARDS

LOWRANCE

Ph: (07) 4745 9159
Yappar Street, Karumba 4891

NOTABLE JOBS

A man called VMR recently from South Stradbroke Island stating that two youths were stranded on the beach and couldn't swim back to their small tinny that was anchored offshore, about 100m from the beach. They wanted VMR to pick them up from the beach and take them to their boat. After conferring with the caller, as the sea conditions were moderate, it was advised for him to tell these youths to walk through the island and a VMR vessel would collect them on the inside and take them to their boat, as this was the safest option.

Soon after, the youths appeared on the inside of the island and were picked up by VMR. The youths were actually young boys, aged 8 and 10 years old. They had gone surfing north of the Seaway, and as the swell had risen, they weren't strong enough to swim back to their boat, hence their predicament, choosing to swim to the beach instead.

VMR returned to the vessel, which was in quite a dangerous position, took it in tow and re-united the boys with their boat inside the Seaway. After many thanks, both boys pleaded with the VMR crew not to tell their parents what happened.

Two of the VMR first responders were called into action recently when a man presented at the rescue base with a nasty laceration to the side of his head. The patient has parked his vessel on the beach next to VMR and as he was disembarking he lost his footing in the soft sand and fell backwards striking his head on the bow of the boat. An ambulance was called while the bleeding was controlled and the wound cleaned. Whilst attending to the patient, a man who was attending a training course at VMR presented and identified himself as an emergency department doctor, requesting to have a look at the patient's injury. On inspection he advised the man that seeking medical attention immediately was required as there was a possibility of a small skull fracture, and an x-ray should be undertaken to check this. The doctor also praised VMR for their quick actions in notifying the ambulance, and the initial treatment given. The man was taken to hospital where we later heard he had received seven stitches to his injury.

A boatie called VMR late afternoon recently requesting assistance with his large cruiser that had run aground in the Broadwater. A VMR crew attended to be informed by the irate boatie that his *Beacon to Beacon* book was incorrect and his navigation by the charts contained in that had caused the dilemma he was now in. A little puzzled by his comments the VMR skipper advised the man that he was well outside the channel and that his best action would have been to navigate through the middle of the red and green beacons that were about 40m to his starboard side. The water was very deep between these beacons. In his current situation VMR could not assist as the vessel was almost completely out of the water.

Not prepared to just accept that he didn't correctly follow the *Beacon To Beacon* charts, the man looking puzzled, innocently commented "Maybe I was reading the book upside down". The man waited for high tide to float out of his predicament.

VMR were called upon to assist a vessel offshore that reported engine difficulties due to a low level oil alarm. Locating the vessel approximately 12nm south east of the Seaway, a tow line was connected and the vessel towed back to the Seaway. Once inside, the vessel owner signalled that he was now okay and could make his own way back to the boatramp. The tow line was disconnected, the vessel started and commenced making way. Travelling about 100m, VMR were flagged down and told the oil alarm was sounding again. The towline was re-connected and another tow commenced. About 200m from the boatramp the owner flagged down the rescue vessel again and said he was okay, he could motor into the boatramp. The tow line was again disconnected and the vessel started. Soon after, VMR were flagged down again requesting to tow the vessel to the beach. When asked if the alarm had started sounding again, the boatie replied "No, my engine just seized".

A VMR crew on a training run near the Seaway observed a yacht sailing into troubled waters when it appeared to be heading directly towards the pipes of the dredge working in the area. The rescue vessel tried to notify the yacht's skipper by frantically waving and blasting the horn at him to alter his course. The yacht pulled up in a hurry and the skipper signalled to VMR as if to say "What's up?" When advised that he was going dangerously close to damaging his vessel if he continued on his current path, the foreign, limited English speaking skipper threw his hands in the air as if to say, "Where do I go then?" The VMR crew escorted the yacht away from danger and then proceeded to explain to the skipper on what the dayshape signals displayed on the dredge indicated. The skipper, obviously not understanding, continued on his way, confused at what all the fuss was about.

25 YEAR SERVICE NATIONAL MEDALS

On the evening of Tuesday, July 5, 2016 VMR Southport had the pleasure of inviting Marine Rescue Queensland President Keith Williams to our rescue base to present four of our long serving senior skippers with their 25 year service national medal clasps. The national medal is presented to members of recognised government and voluntary organisations who have given 15 years of diligent service, risking their lives or safety to protect or assist the community in enforcement of the law, or in times of emergency or natural disaster.

A clasp is awarded for each 10 year's service after this.

Collectively these four member recipients: Bruce Andersen, Trevor Park, John Wise and Greg

Turner have contributed in excess of 125 years service to Air Sea Rescue and Volunteer Marine Rescue Southport.

Enjoy their stories ...

BRUCE

ANDERSEN joined Air Sea Rescue Southport on June 15, 1987. In his time with Air Sea Rescue, now known as Volunteer Marine Rescue, Bruce has participated as a crew member, and skippered rescue vessels in situations that could only be described as horrendous, where lives have been lost, vessels have been destroyed, and where only the most experienced rescue vessel personnel would venture.



Bruce has attended numerous major incidents in his time with this organisation, including a multiple beach drowning on South Stradbroke Island, the rescue of a racing yacht that beached on the Northern NSW coast, in horrific weather, during the Sydney to Gold Coast Yacht Race, and several other incidents where life has been lost in vessel capsizes and man overboard situations.

Bruce is a senior skipper and life member within VMR Southport, and when not filling in as a duty skipper on rostered crew days, Bruce contributes huge amounts of time training and assessing up and coming crew members and skippers. Bruce has also been a treasurer and committee member of VMR Southport, and when not participating in VMR activities, Bruce is often seen at the rescue base promoting VMR Southport through other clubs and organisations he is involved with.

TREVOR PARK

joined Air Sea Rescue Southport on October 25, 1986. Trevor is a life member and senior skipper of Volunteer Marine Rescue Southport, as it is now known, and during his time with this organisation has skippered rescue



vessels and acted as a crew member in many difficult and dangerous situations. Trevor's experience in manouvring rescue vessels and reading the ocean and its wave movements is impeccable, and he is always very happy to pass on his experience and knowledge to up and coming crew members. Through Trevor's employment, he has been instrumental in raising huge amounts of funding for VMR Southport. Trevor has been a former president of VMR Southport, and during this time, he was instrumental in seeking funding to have a rescue vessel donated to VMR Southport. Trevor still participates in rostered crew days, and is regularly seen at the variety of functions and events that occur at the rescue base.

JOHN WISE joined Air Sea Rescue on November

11, 1985. John is a life member and senior skipper, of Volunteer Marine Rescue Southport, as it is now known. John is a very experienced rescue vessel skipper and has participated in hundreds of rescue activations in his time with



The Gold Coasts Freshest Seafood
straight from the boats!

BRING YOUR ESKY!

Prawns, bugs, spanner crabs, fish, octopus, sand and three spot crabs caught from the pristine ocean waters off the Gold Coast
7 Days a week - weather permitting
Gold Coast Fishermen's Co-Operative
168 Seaworld Drive, Main Beach
Phone 0439 675 926
www.freshestcatch.com.au

Sharp PLYWOOD
PTY. LTD.

PLYWOODS & VENEERS FOR Stockists, Contractors, Handymen

- SLICED & ROTARY VENEERED PARTICLEBOARD & MDF BOARD
- FANCY VENEERED PLYWOOD • PARTICLEBOARD
- THIN MDF & PARTICLEBOARD • MELAMINE FACED BOARDS
- LAMINATES • PARTICLEBOARD • T & G FLOORING
- MARINE & STRUCTURAL PLYWOODS • HARDBOARD PRODUCTS

FULL RANGE OF SIZES & THICKNESSES

5587 1500

Cnr Wheeler Cr & Coghill Dr, Currumbin
1171 Boundary Rd, Wacol 3718 6400

SOUTHPORT

the organisation. John has been a president and secretary of VMR Southport, and his 'no nonsense approach' to the duties undertaken by the volunteers he associates with, has made many of these people exceptional rescue vessel operators and crew persons. John still remembers the days of his little 'row boat' back in England as a kid, and his love of the ocean has made him a fine mariner and the crew members of VMR Southport look up to John all times. John attends rostered crew days when available and his love of training the 'young ones', as he calls these people is his inspiration to keep coming along to VMR Southport.

GREG TURNER

joined Air Sea Rescue Southport on September 30, 1980. Greg was the youngest ever person, at 18 years of age, to be awarded a skipper ranking of any marine rescue organisation in Queensland. His natural talent



behind the helm, and his lifelong employment in the marine industry have made him an outstanding skipper of all types of vessels, especially those belonging to VMR Southport. Greg is a senior skipper and life member of VMR Southport and has in his time with VMR Southport also been the operations controller and search and rescue controller. Greg has also received the Emergency Services Medal for services to marine rescue in Queensland and his name is synonymous with the rescue of a hot air balloon and its occupants that plunged into the ocean, seriously injuring several people, in 1990. Greg was also active on the day a helicopter joy ride turned to tragedy on South Stradbroke Island in 1991. The helicopter crashed and seven people received fatal injuries in this event.

Greg is an outstanding rescue vessel skipper and is regularly found around the rescue base, training and assessing up and coming members, socialising with his many VMR past and current friends, or filling in as a crew member on rostered shifts.

ACTIVATIONS

Things have been relatively quiet (well ... quieter) on the water on the Gold Coast over the past couple of months. Plenty of vessels have been on the water, however, the majority of boaties have been behaving.

2016 has been a bumper whale season off the Gold Coast, with dozens of sightseeing vessels venturing out daily to watch the delights these creatures provide. None of these vessels seem to be breaking down though, which is obviously a good sign that everyone is on top of their maintenance, and thorough preparation for these trips is being undertaken.

As the weather starts to warm up we hope to see this trend continue and hope that those who tuck their vessels away in the winter time have taken the time to check batteries, electrical connections, propellers, and greased and tightened up anything that needs this. A good day on the water can turn bad very quickly due to poor maintenance.

Don't forget also, the full tank of fuel you purchased in March might not be any good in September, so a quick drain and refill of a fresh tank might be a wise option. VMR squadrons like to see people on the water, but not necessarily in the fashion we generally meet people, by accident.

VMR Southport has taken the opportunity of quieter times to re-power, detail, antifoul, and spruce up the fleet of rescue vessels. *Marine Rescue 1* recently had two new 300hp Mercury Verado engines fitted, and *Marine Rescue 3* had a new Mercury 150hp 4 stroke engine fitted. In December, *Marine Rescue 2* and *Marine Rescue 4* will be re-powered to keep the vessels in ship shape condition.

Two nagging water leaks in the rear starboard compartment and engine pod of *Marine Rescue 1* were also investigated with pressure testing equipment, and the results rectified. It's surprising how a pin hole, not visible to the naked eye, in a deck spin-out can let so much water in.

The squadron also recently held their annual garden working bee, and around 10 avid gardeners plied their experience to produce a result the Botanical Gardens would be proud of. The only complaints on the day came from the local rubbish dump when it became overcrowded with the amount of weeds and rubbish removed.

September sees the Annual General Meeting at VMR Southport, with almost half the current committee being replaced by an eager bunch of newcomers. Looking back, so much has happened in the past 12 months that has improved service delivery to our customers, made training more user friendly for our volunteer members, and allowed us to maintain a financial position that enables VMR Southport to provide a first class marine rescue service to the

boating fraternity of the Gold Coast region. The 2015 / 2016 management committee and the members should be very proud of their efforts.

VMR Southport provided marine assistance on in excess of 850 occasions in the past 12 months. These figures are slightly up on the previous period, however, it is very noticeable just how many more vessels are on the water. The marinas all appear full with larger vessels, and on any given day the local boatramps have a significant number of vehicles and boat trailers taking up the available spaces. According to sales figures, jetski sales are booming, however, calls for assistance from jetski owners have slightly declined at this end.

Of note is the increase in larger type vessels running aground. At time of writing crews have just returned from responding to a request for assistance from the ambulance service where a 62ft cruiser had run aground at speed, injuring two passengers, one seriously, with a suspected hip fracture. Given this, things could have been much worse, as upwards of 17 passengers, including children were aboard the vessel at the time of impact. This is the fourth such grounding incident in the past four months which VMR has attended, larger type vessel, outside the marked

navigation channel, running aground at speed, injuring passengers. We hope and pray this trend doesn't continue.

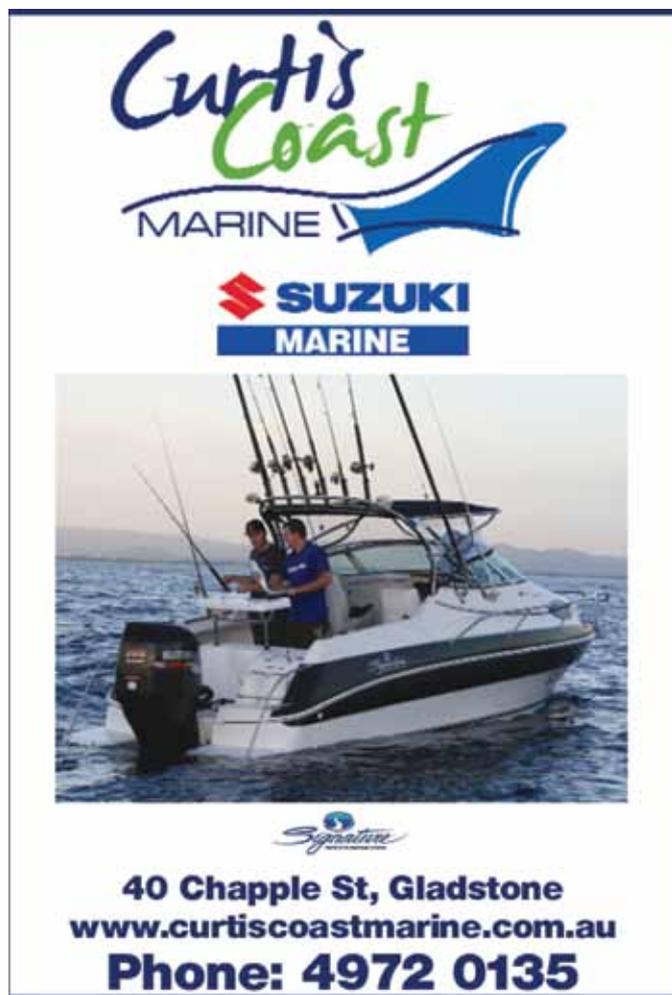
VMR Southport currently has five trainee skippers waiting to be assessed for promotion. Several dates have been made to carry out these assessments, however, sea conditions have been unfavourable, generally too slight to meet the exam standards. We will persist.

The five new first responders are nearing completion of their course and it is hoped they will receive their qualifications to practice prior to Christmas. All participants have done very well to date.

The next big project to be investigated is the replacement of our base boatramp. Over 28 years, the concrete has cracked, and the foundation has become unstable, making it very difficult to launch and recover the vessels from half tide down. This is a priority, and grant applications are currently being prepared to attempt to source funding toward this.

All else is good at Southport.

Safe Boating.



Curtis Coast
MARINE

SUZUKI
MARINE

Signature

40 Chapple St, Gladstone
www.curtiscoastmarine.com.au
Phone: 4972 0135



ITIM SYSTEMS
PTY LTD

INNOVATIVE TECHNOLOGY FOR INDUSTRY AND MARINE

MANUFACTURERS OF RELIABLE ALARM MONITORING
DISPLAY & CONTROL MODULES FOR YOUR VESSEL
EASY TO INSTAL SIMPLE TO USE

**TANK LEVEL
DISPLAYS WITH
ALARMS AND
PUMP CONTROLS**

**FIRE DETECTION
AND FIRE ALARM
DISPLAY & CONTROL**

**BILGE ALARMS
& BILGE PUMP
CONTROLS**

4 CRAMOND STREET, WILSTON, QLD 4051
P.O. BOX 218 RED HILL, QLD 4059, AUSTRALIA
ISD + 61 7 PHONE (07) 3356 1276 FAX (07) 3356 5693
http://www.itim-systems.com email info@itim-systems.com

HAND INJURIES

by Sharon McLean

Hand injuries are the most common injury that VMR volunteers have suffered over the past three years. Injuries have occurred to crew members that have been working beyond the edge of the vessel, fending off vessels, docks or working with equipment which reach beyond the rescue vessel.

In everyday life we work with our hands from the simple tasks of picking up a toothbrush and cleaning our teeth to more intricate work in the workplace or on a VMR vessel. It is often the tasks that we have performed a thousand times where we get complacent and are often injured.

Hand injuries are difficult to repair due to the complexity of the hand. Minor injuries can have a permanent impact on motion, dexterity and grip.

The most common types of hand injuries are;

- Open wound/lacerations
- Crush
- Superficial
- Sprain
- Fracture
- Burns
- Amputations.

The hand is made up of:

- 29 major and minor bones
- 29 major joints
- At least 123 ligaments
- 35 muscles to move the fingers and thumb – 17 in the palm and 18 in the forearm
- 48 nerves – 3 major, 24 sensory and 21 muscular branches
- 30 arteries and nearly as many smaller branches.

We work with our hands by remote control, there are no muscles inside the fingers. The muscles which bend the finger joints are located in the palm and in the mid forearm and are connected by tendons. These muscles are strong, strong enough for some people to climb vertical surfaces supporting their entire body weight at times by a few fingertips. The biomechanical of the hand require that the force generated by the muscles which bend the fingertips must be at least four times the pressure which is produced at the fingertips.

When your hand is kept wet the skin on the palm wrinkles. This is because of the nerves in the palm. If a nerve to the palm of the hand is cut, that area

of skin not only becomes numb, it loses its ability to wrinkle when wet and also loses the ability to sweat.

The wrinkles on the back of the finger knuckles are actually dimples and mark the area where the skin is attached to the tendon beneath the skin. Finger joints only have wrinkles and creases if the joint moves.

Fingers and lips have the most receptors of any part of the human body. They are the most sensitive areas.

The thumb is controlled by nine individual muscles which are controlled by all three major hand nerves. The thumb moves in such a complex fashion that there are six separate terms just for particular directions of movement of one thumb joint.

Fingernails do not have feeling but extend deep beneath and behind the skin of the cuticle, and nerves on the back of the finger around the cuticle sense forces transmitted from the tip of the fingernail. The brain integrates the sensations from the nerves of both the fingertip pad and cuticle to give a complex enhanced perception of pressure and shear at the fingertips. The loss of a fingernail changes the feeling on the palm side of the fingertip.

The palm has no hair, does not usually have any colour or the ability to tan, is tough and durable but yet it is sensitive. It is anchored to the bones through an intermediate layer of fascia. This keeps the palm from sliding around like a rubber glove when we use our hands to grip and twist.

To avoid hand injuries in the workplace:

- Know the hazards and dangers associated with the task
- Be aware of pinch points
- Be aware of hot areas
- Be aware of rotating or moving surfaces
- Automated machinery may be controlled by remote control, or delayed timing devices that cause the machine to start automatically;
- Loose clothing and jewelry may be caught up in the moving machinery



- Never remove machine safeguards or operate machinery with safeguards removed.

The most common causes of hand injuries are:

- Carelessness
- Lack of knowledge or understanding of the task
- Complacency
- Disregard for safety procedures
- Stupidity
- Distractions
- Poor communication
- Incorrect or inappropriate use of tools
- Poor hazard identification and management.

With all of this in mind, we all need to watch where we put our hands. The smallest lapse in judgment could mean a lifetime of living with the results of a hand injury. You may no longer be able to tie your shoe laces, open a door or use a fork.

Your hands make you a skilled and valuable worker or crew member, so make sure you assess any situation you find yourself in and think before you act. Ask yourself what will be the outcome if my hand is crushed between two vessels. Will I be able to continue to have full use of my hand? Will I still be able to do the simple tasks and enjoy my hobbies?

**ASSESS THE SITUATION AND
THINK BEFORE YOU ACT**

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



CHILLI MUD CRAB

- 1 mud or 2 sand crabs
- Peanut oil
- Schallots
- Garlic
- Chilli
- Ginger
- Crushed lemon grass
- Tomatoes
- Sambal paste
- Soy sauce
- Hoi sin sauce
- Thicken with 2 tablespoons cornflour and 3 tablespoons water

Clean crab and cut into 3 sections on each side, lightly crack the shells

Heat oil in wok, add garlic and white part of shallots

Stir fry for 1 minute

Add remaining ingredients and crab, mix well.

Add cornflour and water.

Cover and cook for 8-10 minutes until crab is bright red and cooked through

Toss shallots through crab

Serve immediately with steamed rice.

Garnish with coriander

CRAB MORNAY

- 500gm crab meat (fish or sml prawn)
- 1 cup milk
- 1 cup water
- 1 sml onion carrot celery corn
- 1 bay leaf
- 2 tabs soft margarine
- 3 tabs flour
- Pinch cayenne pepper
- 2 tabs lemon juice
- 3 tabs dry sherry
- 60gm tasty cheddar grated cheese
- Salt and pepper

Sauté diced veges (onion carrot celery corn) in margarine take off heat

add flour, milk, water, bay leaf Cayenne pepper

When thickened add lemon and sherry

Put in a large or single serve oven dishes and sprinkle top with cheese & breadcrumbs



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.

Our AGM is only a few weeks away. This year has gone very quickly and I guess that has been the result of the squadron being so busy. I have been extremely lucky, grateful and humbled by the efforts of the management committee and members of the squadron who just keep on giving. From everybody at Marine Rescue Hervey Bay; thank you.

We now have in place a maintenance program for all the equipment and facilities of the squadron, a strategic plan moving the squadron toward 2030, a strong subcommittee developing infrastructure and replacement programs for vessels and other squadron equipment.

The Research & Development subcommittee are on schedule as far as assessing quotes for a new search and rescue vessel. Sourcing funding is progressing with an appointment with the Emergency Services minister providing a valuable insight into the support available to Marine Rescue squadrons from the state government.

7Rescue has been sold, surprisingly very quickly and the purchase of a more suitable vessel is being negotiated.

We are in the process of having some of our working members trained as QAS first responders. When these guys have completed training, late November, they will take the pressure off QAS to respond to medivacs from Fraser Island. It also provides another skill level for our members.

The Reel Buoy Toys event, a buy swap and sell program generated a bit of interest and also raised some funds for the squadron. We were supported in this by councillors from Fraser Coast Council. This event will be run again next year with the idea of making it an annual fund raising event.

An open day held on the base in conjunction with the whale festival and the blessing of the whale fleet was a great day with a large number of the public coming through and about 80 members and families here for a barby dinner, music and fireworks display to finish the night.

John Smith
Commodore



Reel buoy toys event.



Open day.

Fibreglass Materials
and
Polyurethane Foam

**Insulation for Ice Boxes,
Deck Boxes, Freezer Holds etc.**

COMPETITIVE PRICES

COLDESIGN G.R.P

20/115 Dollis Street, Rocklea 4106

Phone: (07) 3274 4308

Fax: (07) 3274 5140



Recognised Repairer of VMR Vessels

**Repairs & Maintenance
to Vessels including
Refits, Painting & Surveys
Slipping Facilities**

**Peter Hardisty - Qualified Tradesman
40 Years Experience**

Phone/Fax 3893 2263 - Mobile 0418 155 921

**Email: millkraftboatyard@bigpond.com
Shed 3, Wyuna Court, Hemmant. Qld. 4174**

GLADSTONE

A VISIT FROM SOME LOCAL SENIORS

It was seniors week from August 15-19 with a load of activities organised for our local seniors. One of those was a visit to VMR Gladstone.

We hosted a group of nine seniors starting the day off with some morning tea. Hamish McLeod (chief controller) regaled them with tales tall and true of the perils of the sea. That led to a lively Q&A session on what we do and how we go about things.

Crew, with Jeff Caldwell (boat and crew manager) at the helm, backed up by Trevor Davies (vice president) and Terry Werder (maintenance manager), escorted our visitors on a tour of the western end of Gladstone Harbour.

Despite having lived in Gladstone for many years, none of our visitors had ever been up Graham's Creek before and were fascinated by the diversity of history – here the site of a historical saw mill – there the site of a brand new access road from South End – and then again a now disused landing point for the Gas Plant constructions at Laird Point.

There was also the flora diversity. On one side of the Creek there is open forest, on the other side rainforest with thick assembly of completely different trees! One Lady was heard to say it was like being up the Amazon.

There was appreciation from the passengers for the crew understanding what all those beacons on the water mean, as well as keeping to the rules of the road to avoid colliding with all the other traffic on the water. Then, of course there is always the 'what will I see next' on Channel Fish (SONAR), with a couple of harbour hotspots visited along the way.

At the end of the tour, having passed three gas plants, fisherman's landing wharves, where there are no fishermen but plenty of industrial activity, WICET coal terminal and Reg Tanna coal terminal we returned to base.

We received some positive feedback on our Facebook page "Thanks for a wonderful morning at Gladstone VMR. It was great to be out on the water in previously unexplored territory and to learn about what you do for the community. You made a great contribution to Seniors Week and we all enjoyed ourselves immensely."

Who knows, having won the hearts of those who stepped on board we may well have won an active member or two as there was enthusiasm from two people who could see themselves participating in the radio room and in maintenance. Importantly a really good time was had by all those brave hearts who stepped on board.

I KNOW BOATS!



Every child wins a prize – the young and extra young audience members having a go at knot tying under the guidance of the local water police.

As part of our boating safety program, we hold regular public information sessions. On June 29, the theme of the session was about being in the know.

Our presentations on the night included:

GREAT BARRIER REEF MARINE PARK AUTHORITY

– Know your green zones. Holly Lambert presented information covering the history of GBRMPA, local zones giving specific information on these areas, benefits of zoning and highlighting information on the zoning maps. Holly also mentioned the app where people can upload what they are seeing out on the reef.

MSQ – Know your safety equipment. Roderick Walmsley spoke about safety equipment that boaties should have on their vessel and gave safety tips for preparing for a trip. These included making sure you check the weather, take enough supplies of food and water, check that your boat is in good order to letting someone know where you are going.

WATER POLICE – Know your knots. Jeff Barnett and John Kernan started their presentation with some information on lifejackets. This included having an audience member find information on an inflatable lifejacket and also deploying it. There was also a presentation made on knots. Jeff highlight the use of a few knots for boating. Audience members were invited to participate in a practical demonstration in tying a bowline.

There were the usual prizes, with some of the younger audience members showing their skills in knot tying.

"We had 30 locals come along on the night and the feedback from them has been positive," said Mike Lutze, VMRG president. "These sessions give local boaties the opportunity to ask questions of the local authorities in an informal environment," said Mike.

Most people go away from these evenings having learnt at least one thing and also knowing where to go for any boating or safety questions they may have. The next session is scheduled for late October.

WE LOVE OUR LOCALS

VMR Gladstone are very fortunate to have the support of the local community. We have had a few clubs and groups holding events and contributing to VMRG. Here are a couple of stories

Gladstone Fishing Network

Two of the organisers at Gladstone Fishing Network were thankful for having VMR at hand. They had taken the day before their trip to check over the boat and make sure all the gear was there and in good order.

They were near Facing Island heading out to the reef and turned the boat into the sun and collided with a boat they didn't see. It shows how quickly something can go wrong.

As with anyone, the effects of the collision have stayed with them. They decided to hold a social fishing competition to raise awareness of VMR Gladstone and the work we do.

The event raised over \$600 which was given to VMR.

Bank of Queensland Gladstone

The local Bank of Queensland ran a 'love your locals' campaign with VMR Gladstone being one of the lucky locals. BOQ donated \$500 with some additional contributions from those coming into the bank.



Eve Malone from Gladstone Fishing Network presenting Hamish McLeod Chief Controller with their donation



Vice President Trevor Davies and President Mike Lutze with BOQ staff.

JONES MARINE

Glad to assist VMR Karumba

SALES & SERVICE TO ALL BRANDS
 SPECIALISING IN:

Ph: (07) 4745 9159
Yappar Street, Karumba 4891

FISHERMANS BOAT HIRE

MAAS MARINA WOONGOOLBA

PUBLIC TRAILER BOAT RAMP

★ Bait, Tackle ★ Fuel, Ice, Chandlery

(07) **5546 2222**

GLADSTONE

Yarwun Valley Rally

Yarwun State School held their Great Rio Tinto Yarwun Valley Rally to raise funds for the school. As part of the rally, participants were given clues and had to head to locations to collect stamps. One of the locations was VMR Gladstone where they had to put on lifejackets. The donations totaled round \$100. It looked like a lot of fun as you can see from the photos.



Some of the colourful characters in the rally that stopped by VMRG.

We give a huge thanks to our local community for getting behind VMR Gladstone and giving us an opportunity to get to know them other than in a rescue situation.

NICE THROW

VMR Gladstone has for some time been planning to replace our old line thrower that was no longer viable.

The new line thrower is a PLT 150 manufactured by Restech Norway. This type of equipment will help out in a situation where it is difficult or near impossible to get a line to those on a vessel needing assistance without endangering them, our crew or our vessel.

It is powered by compressed air and allows the operator more than eight shots. As well as propelling a line up to 140m, the line thrower can send an inflatable life buoy up to 115m to a stricken person in the water.

All the components of the line thrower are reusable (except for the CO₂ cartridge in the life buoy) and the low cost of compressed air makes the unit ideal for training.

As always, safety is our number one priority, so some time will be spent practising and training key crew members. Initially a standard operating procedure will be used and developed, followed up by a comprehensive risk assessment.

“It is a piece of equipment we hope the crew never have to use, but it will certainly help out in some of the more difficult rescue situations” said Jeff Caldwell, boat and crew manager.



Jeff Caldwell VMRG Boat and Crew Manager and Jeff Barnett OIC Gladstone Water Police checking out the operation of the new line thrower.



L-R: Ian Shield (life member), Spencer Land (life member), Adrian Tilney (president), Don Rose (life member), Sue Gatkowski (treasurer/secretary), Ted Gatkowski (life member).



Part of the large crowd present on the night.

On Friday, July 22, the eve of the Super Boat Race weekend, over 50 VMR members from Mackay, Midge Point, Whitsunday and Burdekin gathered in Bowen to help celebrate the granting of life membership to one of Bowen's long serving members.

Having joined Air Sea Rescue Bowen in 1988, Don Rose has just about seen it all. He's battled wild seas, spent long hours on the radio desk and helped out whenever he could.

Don's first job after joining was to man the radio room having just obtained his radio licence then moving onto being a crew member before taking on the role as a controller, helping co-ordinate the service's rescue efforts.

As everyone would expect, Don has seen his fair share of rescues over the years. One notable one was the saving of an unmanned fly-bridge cruiser that had drifted anchor in a very strong northerly while anchored in Hideaway Bay about half way between Bowen and Airlie Beach. "It was a hell of a trip going over there, but we managed to save the boat with not a lot to spare before it was smashed onto the rocks," said Don. "Of course this was before the rules were changed to not being allowed to touch unmanned vessels".

Another memorable search was for the *Kaz 11*. The vessel was found drifting off Townsville in April 2007. *Kaz 11* was a catamaran which had left Airlie Beach on a Sunday heading north with three crew on board. It was found by Coast Watch on the following Wednesday near the outer Barrier Reef with the engine still running, sails destroyed by the wind, a laptop computer powered up and piles of clothes on deck and no crew.



L-R: Ian Shield (life member), Spencer Land (life member), Adrian Tilney (president), Don Rose (life member), Sue Gatkowski (treasurer/secretary), Ted Gatkowski (life member).

Don was presented with his life membership certificate by the squad's president, Adrian Tilney along with a national medal for his service to the community of Bowen. The presentation was a well kept secret from Don who was very shocked and pleased to be presented with both. The presentation was made during a well organised meal put on for the visitors and enjoyed by all.

The visiting squads all took part in the Super Boat racing on both Saturday and Sunday, having either towed their vessels to Bowen or bought them by sea.

Blue Andersen



A very unhappy VMR St Pauls member.

Having flown from Brisbane to Cairns, and then catching a connecting flight to Horn Island, the Torres Straits main airport, it was only a 25 minute trip by ferry to Thursday Island.

On arrival at the ferry terminal on Horn Island, the wind was blowing about 25kts from the south east and the weather was overcast, not what I expected, as I had seen Thursday Island on the TV show 'Getaway' once and it showed it as a tranquil paradise, with beautiful blue waters, glassy seas and perfect sunshine. It was then I was advised by Keith, the VMR president, that the beautiful blue waters was correct, as they were, the glassy seas was totally incorrect, as the wind blows quite strongly between 25-40kts in the Straits for nine months of the year, and the perfect sunshine is usually occurring in the dry season, however this particular day must have just been a bad day.

My further expectation was to see the island's local children fishing in numbers from the jetties, and a passage of water littered with small tinnies used by the residents to 'island hop', visiting relatives and friends on the outer islands. My only real observation at the Horn Island jetty was a sign saying 'Achtung - Saltwater crocodile spotted here recently'. I was later advised that there is a very good school attendance rate for children in the Torres Straits, so wagging school to go fishing (I did that once or twice in my day!) didn't generally occur. As for the small tinnies, yes there were several, but not as many as expected.

Aboard the ferry to Thursday Island I happened to peer behind as we were about five minutes out from the wharf to see what appeared to be a vessel with 'Rescue' written on the sides sitting on its trailer in the freight yard on Horn Island. Quickly pointing this out to Keith, and a few frantic phone calls later, we were advised that the barge to Thursday Island had had trouble trying to load the vessel as the trailer was too low, so it had been left behind on Horn Island. A great start so far.

Arriving on Thursday Island, we collected our hire car, an old Toyota ute and proceeded to our motel rooms. Once sorted there, it was a quick tour of the island, a visit to the supermarket for some supplies and then a visit to the Thursday Island Water Police Office for a brief meeting on recent marine search and rescue activations in the Torres Straits. Information was also provided by them that the VMR Thursday Island rescue vessel, an 8m NAIAD Inflatable was also deflated and inoperable. They had only been advised the previous day of this, along with the information about the St Pauls vessel. It was here that I learnt the term 'Island Time'. The residents know it well.

SOUTH VISITS THE NORTH

by Glenn Norris

Recently I was asked by the president of VMR Qld to assist him on a trip to Thursday Island in the Torres Straits. The purpose of the trip was to repair the VMR rescue vessel belonging to VMR St Pauls, which is located on Moa Island, approximately 35nm north of Thursday Island.

Moa Island is the second largest island in the Torres Straits in area, although it only has a population of approximately 450 residents. The VMR squadron on the island primarily assists the Qld Water Police with marine search and rescue, and generally operates within a 30nm diameter of Moa Island, able to be extended if required. The island residents have impeccable navigation skills, and their knowledge of the reefs and cays of the area is something to behold.

The St Pauls rescue vessel is a 9m NAIAD Inflatable vessel, powered by 2 x 250hp Suzuki engines. This vessel had been vandalised on Moa Island, with the air pontoons slashed, resulting in it being inoperable. Support from VMR Qld is absolutely necessary in this area, hence the trip to repair the vessel.

Due to the remoteness of this VMR squadron, and the relative lack of infrastructure on Moa Island, it had been organised for the rescue vessel to be freighted to Thursday Island so repairs could be carried out. Note, the word 'organised', as soon my lack of knowledge of the pace of the Torres Straits was soon to be discovered.

Back in the ute it was, and over to the shed where the Thursday Island vessel was stored to check on this. Sure enough it was flat on the port stern and starboard bow. Job number two for our trip.

Our plan was now set, wait until the next morning to return to Horn Island to fix the St Pauls vessel and if time permitted on our short trip, we would have to attempt a repair on the Thursday Island vessel. Down to the hardware store next for some supplies. One wouldn't expect a Bunnings on Thursday Island but this store was very well stocked and had everything we needed. Next it was over to the Army Barracks where the VMR Yorke Island rescue vessel was being stored while a new trailer is being built. Yorke Island is another small Torres Straits Island, approximately 80nm north east of Thursday Island, home to only about 250 residents. This vessel was in one piece. A good sign. Back to the motel for dinner and sleep ready for the big day ahead tomorrow.

Up bright and early the next day, an early breakfast and on the 0800 ferry to Horn Island. The weather is overcast again and the wind is howling at about 25kts from the south east. Surprisingly though, the ferry ride, not in one of the most modern ferries around, is quite smooth.

Arriving on Horn Island we inspect the vessel and ensure that everything is ready to go. The pontoon bags have been repaired, the pontoon bladders are all intact and the metal locating rods are all included. Off to work we go. This was going to be difficult, no electricity and several feral looking bolts attaching the pontoon locating plates didn't auger well.

Keith had done this before so knew what to expect. I was just the labourer.

Commandeering a couple of cruising yachties for a lift to locate the bottom of the pontoon bags we were soon on our way. Isn't it always amazing what a small world it is. These yachties were on a cruising rally to Malaysia. When asked where home was, Macleay

Island in Moreton Bay, just up the road from home. They knew VMR well.

By early afternoon the pontoons were installed, the air bladders were installed, and the locating rods were in place. The only remaining issue being some stripped bolts on the bow holding plate. We couldn't get by without new ones of these, as hard as we tried. Back on the 1630 ferry to Thursday Island. Tomorrow was the most important day. The vessel had to be inflated. Would it stay that way?

Up bright and early again the next day, down to the hardware store, ample supplies of the exact bolts we needed, and then onto the 0800 ferry again.

Bolts were installed. Air pumps put in operating mode. One section at a time. Things seemed to be going too easy. The pontoons were staying inflated. By late morning we were done. The vessel was holding air well. Back on the ferry to Thursday Island to meet a member of VMR to discuss fixing their vessel. As we were leaving early the next morning time was running out to effectively pull this apart and start work. Keith gave a glowing set of instructions on how to repair this. It was left in the hands of the VMR member to organise this.

Our final day arrived and on the 0850 ferry back to Horn Island. Only one thing was on both mine and Keith's mind. Had the St Pauls vessel stayed inflated overnight. As we were connecting with a bus to the airport at Horn Island, time was limited to check this out. Keith was off the ferry in an instant, sprinting down to the freight yard to check on the vessel before he missed the bus. It didn't take long. The female bus driver couldn't go without him. In fact she had to wait for him to walk back to the bus, just in case he tripped over his smile running.

The St Pauls vessel had stayed inflated. The trip had been a success and the vessel was ready to be returned to service, ready to keep a lookout over the beautiful blue waters of the Torres Straits for

the wonderful, friendly people who call this part of the world home.

My only fearful thought remaining, the hope that recently spotted saltwater crocodile doesn't appear under the rescue vessel and take a bite and destroy our good work!



The finished product.

MIDGE POINT

On the weekend of July 23-24, the squad attended the Bowen round of the Offshore Power Boat race to provide assistance on the water with marshalling.

On departing the Laguna Marina enroute to Bowen around 10am on Friday, 22, *Midge Point Rescue* was activated to Thomas Island to assist a 40ft sail boat back to Abell Point Marina. With blue skies and a calm sea, it was good day to be on the water.



While putting the stricken vessel into a berth in the marina just on dark, *Midge Point Rescue* experienced trouble with the idle valve on one of the Suzuki motors. After berthing the stricken sail boat safely, the crew made their way to the Bowen Marina and enjoyed the hospitality of the Bowen squad and also the catering provided by the ladies from VMR Burdekin over the weekend.

On Saturday morning, a quick phone call and a visit from a local marine mechanic who arrived with a new part, saw *Midge Point Rescue's* motor problems solved. The crew had a front row seat to the action of the powerboat races and the perfect weather conditions continued all weekend.



Midge Point crew at Bowen Powerboats.

On Saturday night, the main and surrounding streets were closed off to traffic and a street festival was held. The streets were filled with street vendors, visiting powerboats, their teams and amusements. Also on display were VMR Burdekin's vessels *Delta 1* and *Honeycombes Rescue* and VMR Mackay's, *Mackay Rescue*. This promoted VMR and allowed the public to check out the rescue boats. Crew members were on hand and responded to numerous queries about the vessels and the benefits of joining their local squad.

The Midge Point squad organised a raffle with prizes being donated by the visiting powerboat teams and the NQ Cowboys. The proceeds of the raffles were donated to the Bowen squad as the town of Bowen still reels from the economic downturn. VMR were the winners of all the raffle prizes with first prize being won by Gary Considine (Midge Point), second prize – Paul Quagliata (Burdekin) and third prize – Russell Young (Burdekin).

The comradery between the squads in the Northern Zone continues to grow and before too long it was time to say goodbye to both old and new friends. The crew arrived back at the Laguna Marina late on Sunday afternoon.

BOAT SHED

The boat shed located on Midge Point Road, has had a facelift. A working bee was held recently to erect new reflective signage. Thank you to everyone that assisted with this project. The signage was manufactured by SSS Printing in Mackay.



WELCOME

The squads active volunteer numbers continue to grow and we have welcomed two new active volunteers in recent months. We welcome to the Midge Point family:



KEVIN HOWIE – Position: skipper. Kevin has five years VMR experience.



GARY BANHAM – Position: Assistant UTC and crew member. Gary has a life time of maritime and VMR experience.

AGM

The squad recently held the AGM with the below positions filled by our volunteers:

- **President:** Gary Considine (Returned)
- **Vice President:** Keith Lade (Returned)
- **Secretary/Treasurer** – Grant Brown (Returned)
- **UTC** – Daniel Jackson (Returned)
- **Assistant UTC** – Gary Banham
- **WHS Officer** – Sharon McLean
- **Publicity Officer** – Sharon McLean
- **Zone Delegates:** Gary Considine and Keith Lade

We would like to thank Neil and Kay from The Midge Point Tavern for their continued support of the squad and the supply of the function room for meetings.

MARKET FUNDS SAFER BOATING AT MIDGE POINT

Marine rescue operation in Repulse Bay became more streamlined recently with the purchase of radio equipment by Midge Point Volunteer Marine Rescue.

Until now the organisation did not have radio equipment and relied on land line calls from a radio operator in Halliday Bay, near Mackay, for information about potential marine disasters.

VMR base station operator Terry Johnston, said the equipment meant response times by marine rescue volunteers would be reduced.

“Skippers can log in with me when they go out and log out again when they get back. If they don't log out at the end of the day, or when they said they would be back, we can initiate a rescue operation,” he said.

The equipment would also help eliminate unnecessary rescues which were costly.

Mr Johnston said if the fishing was good and people decided to stay out on the water longer than they had intended, a call to him would mean family could be notified and panic avoided.

The new equipment a 24.6 MHZ radio, UHF radio and power pack, is worth about \$900. This money was raised with the help of the Midge Point Market Association.

Market committee member, Vern Sunderland said stall holders had contributed money toward the purchase of the radio equipment. “A lot of the credit has to go to market coordinator Tom Woolridge,” she said.



L-R: Grant Brown, Keith Lade, Gary Considine, Sharon McLean and Gary Banham.
Absent: Daniel Jackson.

He did a lot of work putting signs out on the highway at Bloomsbury and at Kunapipi Road, he set up stalls, collected money from the stallholders and cleaned up afterward.”

Anyone sailing in the Midge Point area can log on with VMR at UHF Channel 16 or Channel 88 on frequency MHZ.

FROM THE VAULT

Looking back through the sands of time, we take a trip down memory lane to an article that was published in the Autumn 1999 edition of the journal.

VMR Midge Point has established its own radio base station in a member's residence, quite high up on a hill overlooking Laguna Quays, Repulse Bay and the Southern Islands of the Whitsundays. The base station monitors UHF Channel 16. 21, 67, 81 and 27mg Channel 88.

The equipment was purchased by the squad with money donated by the Midge Point Markets Association.

The Christmas holiday period has been very quiet for the squad. No callouts for assistance were made over the holidays, however Skipper Gary Considine and two crew took the rescue boat out on a training run and to give the motors a run.

Whilst on the water a call was received from Seaforth Boating Club radio base, to give assistance to a boat with flat batteries dangerously close to rocks with a heavy swell rolling in.

After successfully completing the job, *Rescue 07* was about to return to Laguna Quays when Midge Point radio base contacted 07 to advise that the police had asked for assistance to try and locate an upturned 12ft aluminum dory. The approximate position as of two hours before was given. *Rescue 07* conducted a search pattern of the area for 4 1/2 hours to no avail. By this time darkness had closed in.

Through the Portal



I know I have been promising this for a long time but it is definitely coming. The replacement for the extranet is well underway and is taking shape nicely. It provides a more modern interface to manage activations, active members and training and has been designed to make it much easier to get information out again.

It is fully integrated with our existing portal using the same authentication so only one username and password to remember! Many statistics are now available as you navigate around and they are contextual so for example, the activations page shows activation statistics for the selected squadron.

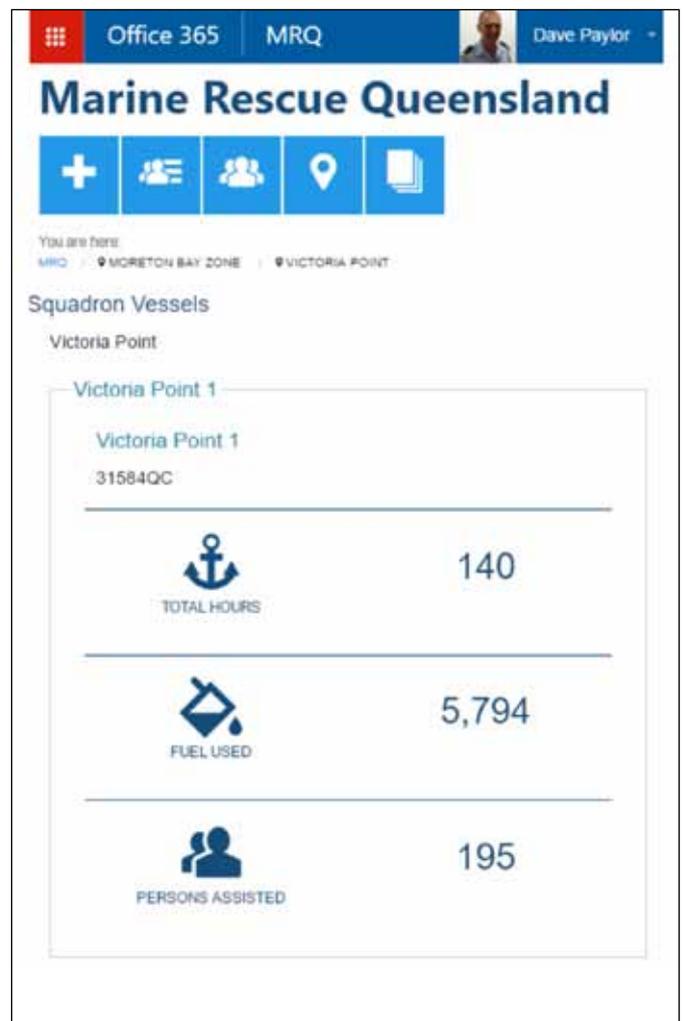
The user interface is also mobile friendly so can be used from a smart phone or tablet if that is your preference.

We are hoping to allow access to a limited audience for initial testing sometime in September and then depending on how many things need to change and the migration of the data from the old database I would certainly hope to see this in use by Christmas so our old extranet can finally put its feet up and relax.

A lot of enhancements have already been identified for the future though for now the focus is on providing comparable functionality and then see what more we can add into the future.

Exciting time ahead!

Dave Paylor





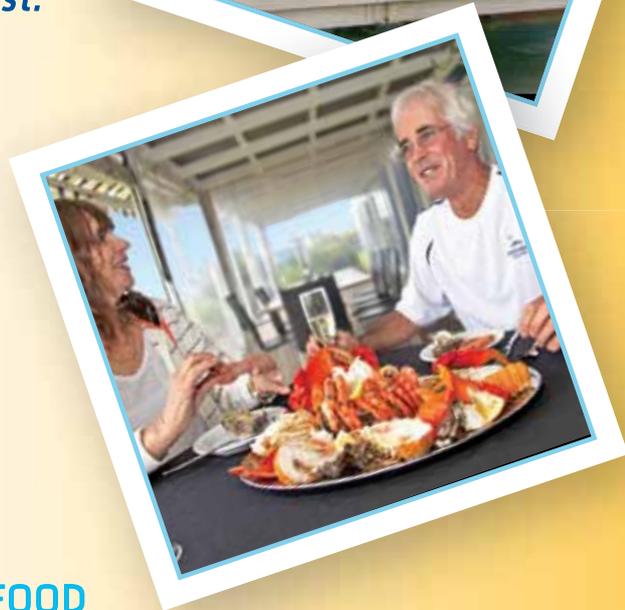
BUNDABERG PORT marina

Port of Entry to Bundaberg

Bundaberg Port Marina is situated 1 nautical mile from the entrance of the Burnett River and offers all weather, all tides deep water access to visitors to the Coral Coast.

FACILITIES AVAILABLE

- » FLOATING BERTHS UP TO 40m
- » 75 TONNE MARINE SHIPLIFT, HARDSTAND AND DRY STORAGE SPECIALIST
- » GIFT STORE, MARINE CHANDLERY AND YACHT BROKERAGE
- » COURTESY BUS AND HIRE CARS AVAILABLE FOR TRANSPORT
- » 24/7 REFUELLING DOCK
- » LICENCED RESTAURANT AND TAKEAWAY SEAFOOD



VHF
81

MARINA DRIVE PORT BUNDABERG QUEENSLAND 4670

T: 07 4159 5066 E: info@bundabergportmarina.com.au

www.bundabergportmarina.com.au

NOOSA CAT AUSTRALIA PTY LTD

setting the standard



NOOSA CAT

6 Production Street, Noosaville, Qld, 4566, Australia

p: 07 5449 8888 f: 07 5449 9480

int p: 61-7-5449 8888 int f: 61-7 5449 9480

e: mail@noosacat.com.au

www.noosacat.com.au