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Summer 2014/15



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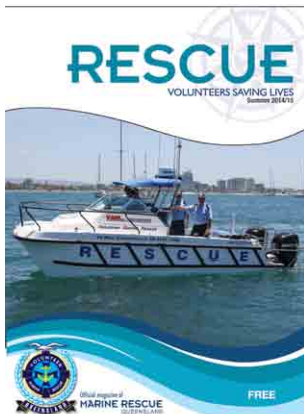
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Marine Rescue Queensland

RADIO COMMUNICATIONS

Squadron Call Sign		VHF Repeaters	HF (2Meg)	27MHZ	VHF
VMR ST PAULS					
VMR THURSDAY ISLAND	VMR 422	22, 82	YES	YES	YES
VMR WEIPA	VMR 430		YES	YES	YES
VMR AURUKUN	VMR 498				YES
VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82	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

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VOLUNTEER MARINE RESCUE AURUKUN	C/- Shire Council	Aurukun 4871	(07) 4060 6120
VOLUNTEER MARINE RESCUE KARUMBA	PO Box 163	Karumba 4891	(07) 4745 9999
VOLUNTEER MARINE RESCUE BURKETOWN	PO Box 68	Burketown 4830	(07) 4745 5101
VOLUNTEER MARINE RESCUE MORNINGTON IS	PO Box 1854	Gununa 4871	(07) 4745 7336
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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

STATE PRESIDENT'S REPORT



As I write this 2014 is almost at an end. It's with more than my usual passion that I thank our members for their enthusiasm, dedication, professionalism and most of all support to me shown throughout 2014. Make no mistake, although progress isn't always fast or highly visible, we are building a better Marine Rescue Qld and that effort is now being well recognised in many circles. We have had a

tough year, both financially and operationally however we have grown and flourished despite adversity and we have achieved positive comments from community leaders commending our efforts and most of all our conduct. I've been inspired by our members to work hard for a great cause and my resolve and determination to get our members the respect and recognition they deserve is only growing with time.

This previous three month period started with the State AGM. It's long saddened me when people walk away from positions of responsibility with a volunteer organisation in

a huff refusing to help those taking up that position behind them. Conversely therefore some of my favourite people are the ones who remain and quietly use their talents to assist. And so it was with Ron Matlik after his first term of presidency. Ron did not re-nominate for the position of State Vice President. Ron will however continue to process IT matters for the state. I openly thank Ron for his ongoing assistance to VMR and admire the character of his conduct.

That said, I would also like to welcome Graham Kingston to the role of State Vice President. Graham has spent many years both as a skipper at Bundaberg and also on management at that squadron. Graham's professional, helpful and friendly approach to his role will be a direct benefit to VMR in Queensland I am sure. Graham has been warmly received as we have commenced moving around the state making his introduction.

No doubt the biggest item we have been dealing with at state level over the last few months has been the renewal of our service agreement with the Qld Government and the associated funding level. We all know that the cost of doing business in any arena has skyrocketed over the last 15 years and very few areas exceed the cost of boating!

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STATE PRESIDENT'S REPORT

Had we not received a significant funding increase the Queensland association would have faced immediate difficulty continuing in its present role. However after much discussion and negotiation I am pleased to announce we have received an increase which will allow business to continue. In carrying out these negotiations we have managed to make government and partner agencies more keenly aware of our level of service and dedication as well as the difficulties we face. In particular I would like to thank Assistant Emergency Services Minister Mr Ted Malone for his assistance and guidance to our organisation. In particular he has made a huge effort to attend many of our events and been a huge support to VMR generally.

The most challenging environments we operate in would have to be our remote areas. It's tough in small communities when a VMR presence may rely on as few as half a dozen dedicated individuals. One of our mainstays since time began has been Bruce Hansford at Karumba. Recently, due to personal circumstances, Bruce has relocated. This means our Karumba squadron has lost its inaugural president. Bruce joined around 1996 and gaining the in-charge position almost immediately. Bruce also worked for MSQ in Karumba so had a wealth of experience. Many times the difference between a day's work and a rescue for Bruce just depended in which boat he was driving!

Also at Weipa VMR is losing a well-known, respected and loved identity. Peter (Crazy) Graham has been a VMR member up there for a scant 21 years. He has been both the president at Weipa and state council member for more years than most care to remember. Crazy has been lured back to the east coast with the promise of greener pastures.

I'd like to publicly acknowledge the long term efforts of both these individuals and thank them most sincerely for the longstanding and highly valued service to both VMR and their local communities; they are big shoes to fill.

I'm pleased to report that our partnership with the Emergency Services Cadets is progressing well. August saw a hugely successful day held for St Laurence's cadets combined with our colleagues from Surf Lifesaving Queensland. Cadets from Wolffdene/Cedar Creek also attended and a great day was had by all. Since then the training team from Hervey Bay have put in a huge effort with the Hervey Bay cadets seeing those cadets complete a large part of elements of shipboard safety. VMR Southport also hosted a great day during the annual cadet rewards week where the top 15 cadets across the state spend an intensive week circulating through various emergency service agencies. At time of writing this report, VMR Jacobs Well management have voted in principle to support Wolffdene/ Cedar Creek cadets and in 2015 are set to involve themselves with training that cadet unit and showing them what VMR life is like. Both Bribie Island and even as far away as Thursday Island VMR have shown enthusiasm in support of this valuable program. I extend my thanks to our team for taking the cadets on board and supporting the future of emergency services volunteering within Queensland.

Well folks, we are in good shape as we move into the Christmas and summer season. A few of our squadrons have placed new vessels into service with good effect and all of those vessels have performed well. Our equipment is ready our people are ready and I'm looking forward to seeing our crews enthusiastically serving the Queensland boating community over this busy period. Let's hope the weather is a little more settled this year, although a few savage early storms do not bode well. Whatever is thrown at us, I know we have the resources and people to face the challenges well. For those I did not get to talk to earlier, I hope you all had a very merry Christmas and I wish you a prosperous 2015.

Keith Williams
State President

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The VP's watch



Hello everyone. This is my first column for the journal as vice president of VMRAQ. By way of introduction, I am a member of VMR Bundaberg where I was previously vice president, I am still on the management committee, an open water coxswain, a radio watch operator and squadron quartermaster. I have been on state council since 2012 and enjoyed being part of what makes VMR tick

(behind the scenes).

It's a challenging time for volunteer organisations such as VMR. We have an aging membership base and increasing reliance on our members for essential fund raising and response to an increasing demand for paperwork related to accountability for workplace health

and safety and documentation of training credentials. I am sure fundraising and administration were not the prime drivers for interest in VMR for most of our members. However there is some light at the end of the tunnel and I believe it is not just the change express coming down on us!

We are all well aware that funding from government had not changed since 2001-02, resulting in the situation where the VMRAQ budget for 2014-15 was in severe deficit. Fortunately your president and a small group have worked tirelessly over the past several months to improve this situation. Efforts started with collection of information to show government where and how our costs had escalated and to document the massive input of volunteer time behind the effort that goes into saving lives at sea in SAR's and early intervention that stops a problem becoming an emergency. It was quite clear that full cost recovery, based on a low rate of pay for anyone working in

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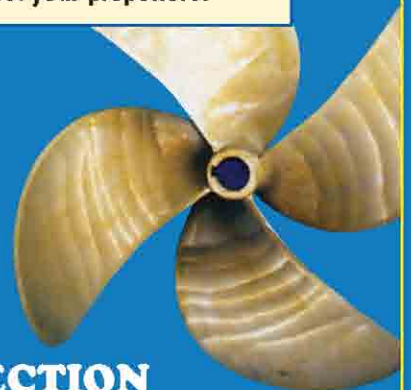
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VICE PRESIDENT'S REPORT

this area, for the 58 man hours for every boat engine hour, would be a very high cost to government (at least \$15 million), without any allowance for capital expenditure on vessels. Current government support in the latter area now represents less than 30% of replacement costs.

The first bit of light – The state government has agreed to a 28% increase in funding for the 2014-15 service agreement. This will put VMRAQ's operating budget into the black (JUST). So the challenge now is to work with government at political and bureaucratic levels to develop a sustainable model for future operations and funding. The first milestone in this area is due in December.

The next show of light relates to VMR's position on training under the new MAR scheme to be administered by AMSA. Fortunately AMSA has looked very favourably on the great work of Robert Brock to take VMR training in nationally accredited packages to commercial standards, meaning that we are well placed and are unlikely to face major cost increases or changes in this area.

The light continues to shine on opportunities for attracting younger members to help with succession planning and increasing the capacity of VMR. There have been two successful interactions with Emergency Services cadets at Raby Bay and Hervey Bay and one of our northern squadrons has a request from several teenagers (> 16 years) for ESS membership training. Also VMR Whitsunday is very pleased with outcomes of a recruiting campaign which has attracted several members in the 35-45 year bracket. Great work, but not without a big effort.

The challenge now is to work with Government at political and bureaucratic levels to develop a sustainable model for future operations and funding

I have noted another pleasing development in VMR. This relates to increased interaction between squadrons for sharing training opportunities and resources. Previous and future joint SAREX exercises are another great way of improving our operations by interaction. It is great to see our Coast Guard colleagues involved in these SAREX activities. And I must add that Coast Guard have been extremely supportive in the funding interactions with government.

So folks, as in most walks of life, the outcome is usually 90% perspiration and 10% inspiration. We are going to have to work very to change this balance. Our record shows we are good at perspiration. What we need now is more inspiration for the interaction with government and the community. In this regard the state council welcomes any constructive input as to how we can do things better and how we can improve on the our existing profile building that is occurring through Facebook, TV, press and reports to government. I believe part of the funding deficit issue was related to the absence of a significant profile with Government and vocal supporters in the community.

Our by-line of 'Volunteers saving lives' needs to be front and centre, along with the story that this just does not happen. It actually involves many man hours, underpinned by an excellent training program along with vessel and on-shore resources – all of which cost money and major volunteer commitment.

**Graham Kingston
Vice-President**

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MACKAY MARINE RESCUE QLD



After jokingly being accused of 'hijacking' the last journal, I will try and keep this quarter's report a little more concise. Probably the biggest news around the base at the moment is the commencement of some much needed building maintenance and improvements. Internally, an extended mezzanine is being constructed to house an operations' room for use by skippers and crew and once fitted out, will be our control hub for major SAR activations and exercises where the water police or controllers can base themselves. This addition will provide a separate 'nerve centre' allowing the existing radio room and training area to continue with their everyday operations unhindered.

Externally, all the guttering is being replaced and upgraded to 316 stainless steel which will hopefully outlive many of us older members. A fresh coat of paint to complete the project and VMR448 will once again stand out proudly at the top of the marina boat ramp. Work of this magnitude does not come cheap and once again I must thank our secretary Sharon McLean for the work she put into applying for grants and hearty congratulations on her success in gaining funding for not only much of the building work but also for a replacement trailer for



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MACKAY MARINE RESCUE QLD

our 7m RHIB *Mackay Rescue*. After many years of being 'drowned' in salt water, the chemical process had taken its toll resulting in it being very much in need of replacement, so with the assistance of Reef Marine Mackay a new Tinker tandem trailer was procured and after some adjustment we now have an easy launch and retrieve platform for our smallest vessel.

Speaking of our baby RHIB, even around Mackay where a 20nm run is the norm, it's amazing how much it gets used. With the twin 90hp Suzuki motors it is not only incredibly fuel efficient but also quite capable of towing medium size fibreglass boats home at a reasonable pace. Being an area with large amounts of shallow water, it also provides the perfect platform for activations around the creeks and bays as well as allowing for landings on the surrounding islands. This is the exact scenario we encountered recently when our northern radio repeater on Brampton Island gave up the ghost. Loaded with new batteries, test equipment, tooling (and would you believe two wheelbarrows), we idled through the low tide shallows and unloaded on the beach in front of the old, unused resort complex. Unfortunately, :), as skipper, I had to stay



Mackay Rescue at Brampton Island.

with the vessel while Tom and Steve pushed the barrows the 3.8km to the top of the island to effect temporary repairs to get the station back online until some major work can be scheduled. It appears the tower had suffered a lightning strike and will require replacement with this process requiring the use of a helicopter for the transport and installation. Once again, repairs like this cost a lot of money and we are asking people who use and benefit from these radio facilities to put their hands in pockets and help out. VMR448 Mackay currently holds licenses for VHF channel 21 north and channel 80 south and is also working in conjunction with the Queensland police to establish an eastern repeater on Penrith Island to assist with coverage out to the reef areas frequented by the local boat owners.

TRAINING

Attendance at the weekly Wednesday night training continues to be strong with squad UTC Don Bowden and his faithful offside Charles Linsley working on module completion and enhancing on-water skills. By having a good mix of classroom theory and practical exercises, enthusiasm remains high ensuring the trainees do not get bogged down. A night spent searching for 'Bob' the dummy utilising the night vision goggles, FLIR and infrared searchlights was well received with this being the first time many of the newer crew had hands-on experience with this equipment. Fortunately, the annual visiting crocodile decided to remain hidden as we weren't too keen to wrestle Bob away from him. In early November, a great rollup of over 30 people attended a special training seminar on search and rescue conducted by the water police. Unfortunately, I was sitting on the beach at Brampton Island so have missed what was by all reports a very informative and interesting session. Many thanks to John and Mat for their time and enthusiasm in delivering an excellent presentation and sharing their knowledge. In conjunction with this, a representative from Australian Customs gave an overview of their operations and responsibilities and outlined how they can work with VMR to maintain our border security.

As with any squad, succession planning is very important and here in Mackay a lot of thought has gone into what are the attributes that make a future skipper. Armed with this assessment tool, the task of helping our next generation on their path to three stripes has begun in earnest with extra training and sea time assisting this group to attain their goal. Also on the training front, the transition from the TDM to MAR modules has brought about a heavier emphasis on practical demonstration of acquired skills during the assessment phase. To assist in this area, VMR Mackay is working on obtaining a selection of mechanical and electrical components that can be used as a training resource. The local marine dealers have responded positively and have agreed to assist in supplying us with a couple of small outboard motors that although are past their use by date, would be very useful in a training environment.

ACTIVATIONS

With the exception of one very serious incident, the activations during the last quarter have been pretty much run of the mill. A selection of mechanical failures ranging from the very expensive to the poor guy we towed in only to find he had blown a 20 cent fuse made up the majority, a man and his two sons clinging to a small, upturned sailing catamaran that had become entangled in a shark net proved an interesting activation while the two guys plus dog who were sighted drifting out to sea clinging to a small, upturned punt provided a laugh when the kayaker who arrived on the scene was asked to take the dog first

MACKAY MARINE RESCUE QLD



Mackay under tow.

as "he can't swim". The family that departed Sarina inlet in their well-maintained fibreglass cabin cruiser had a scare at 20kts when the outboard mounting bolts ripped through the transom resulting in a large Honda hanging in the sea by the cables. With the vessel taking water, the decision was made to cut the cables and sacrifice the motor to Neptune ensuring the safety of the vessel. The

highlight for the rescue crew was when the vessel's owner asked us if we had ever had this happen to us. When we replied in the negative he stated that this was the second time he had experienced it in two different boats, so we politely declined any future offers to go fishing with him. Frustratingly we also had a couple of requests for fuel by vessels who had underestimated their requirements. Mackay is notorious in that when the weather is good, it is very good and the temptation to go that little bit further than planned can be very enticing and can have disastrous consequences late in the day on the voyage home. It is essential that

all skippers, especially new boat owners, understand how much fuel they burn in any given situation and allow for the planned voyage with at least a 20% margin.

On a more serious note, a major incident evolved from a Mayday call after a 15m cruising yacht struck rocks east of the Goldsmith group of islands and was seriously holed. Neither of the two persons on board were injured and the weather gods were smiling as it is almost certain

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MACKAY MARINE RESCUE QLD



Mackay – sail wrapped.

a stronger wind and larger swell would have sent her to the bottom. *Mastermyne Mackay Rescue 6* was first respondent and showed the value of her quick response capabilities covering the 33nm in 45 minutes to set up

pumping equipment and begin preparation to sail wrap the hull. The smaller RHB, *Mackay Rescue*, followed with extra pumps and with the assistance of the crew of another yacht, the damaged vessel was refloat, made safe and pumped out prior to being towed back to the Mackay Marina where the shipyard heavy lift operators came in after hours to lift her out. Congratulations and thanks to all the crew and members of the public who assisted in this rescue, ensuring the best possible outcome was achieved for a major incident.

ANOTHER YEAR GONE

The summer edition of *Marine Rescue* journal signals the end of another year and I would like to take this opportunity to thank all the active volunteers who give their time in so many different ways to ensure VMR448 continues to operate as a financially viable, highly trained and qualified squad. I also thank all our financial members and sponsors without whom we could not continue to provide the boating public such a valuable service.

To all the VMR family throughout Queensland, hope you had a very merry Christmas and have fantastic New Year. Stay safe on the water!

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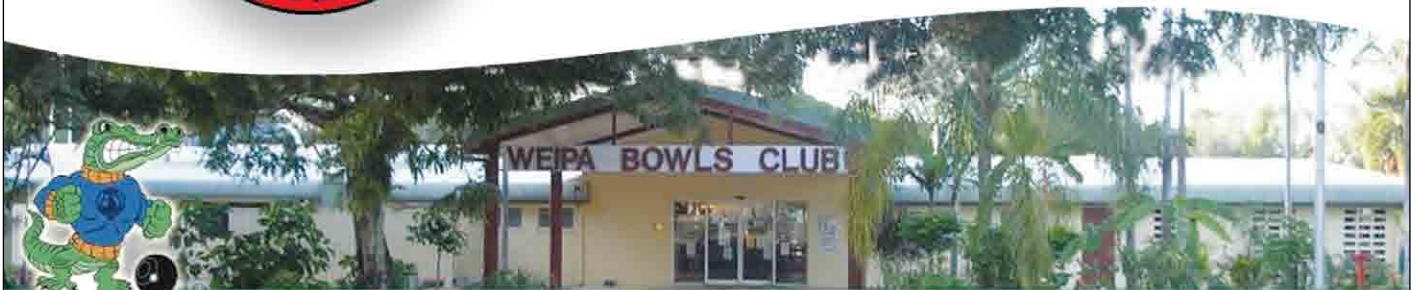
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BUNDABERG MARINE RESCUE QLD



ACTIVATIONS

Marine Rescue Bundaberg's 35 activations since the Winter journal article included a wide range of justifications and returned 74 people to safety. Twenty tows were for breakdowns, involving electrical, mechanical and fuel related causes: two were for groundings, four were fuel related, one to place a relief crew on a yacht, three for a body recovery and one for first aid after a boat crash. Our crews were placed on stand-by for three EPIRB activations and responded to one EPIRB activation.



8m yacht yaws behind *Bundy Rescue*.

In the space of one month there were three activations for yachts with steering problems. Assistance to one vessel involved a 9 hour and 93mn round trip from near Lady Musgrave Island, while another 5.5 hour and 42nm round trip with another rudderless yacht proved challenging as the vessel was continually yawing in moderate sea.

One of the Fraser Island EPIRB stand-downs, for a yacht with engine and steering problems, came back to us four days later as a midnight activation during windy conditions in the Burnett River. This yacht apparently overcame the 'distress' problems and made way to Burnett Heads, but dragged anchor during the strong winds. The EPIRB was activated – again – and flares were deployed. It transpired no repairs had been effected to the vessel since arrival in the river and drifting was associated with insufficient scope in the anchor chain due to a tangle in the chain locker.

One of the more unusual reasons for a breakdown was snapping off the ignition key on a vessel fishing at the Herald Patch, near Lady Elliott Island. These guys also had a fuel leak and wisely were not prepared to try any 'hot wiring'. This was an 82nm tow. Another break down

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BUNDABERG MARINE RESCUE QLD

was associated with propeller damage on a flybridge cruiser when it ran over the anchor chain when the pawls on the anchor winch let go while under way.

The next long distance (85nm) activation near Fraser Island involved putting a relief VMR relief crew onto a yacht where the husband and wife were exhausted after battling stormy seas 300nm to sea for several days while travelling from Brisbane to New Caledonia. The hot soup



VMR's Bill Ker as relief crew at the helm.



Bundy Rescue approaches Burnett Heads with the relief crew on board.

our crew took to the yacht was much appreciated as the husband and wife crews had not taken a hot meal for several days. As the yacht could only make 5kts under its own power a tow line was attached to reduce time on the water back to Burnett Heads.

Marine Rescue's *Bundy Rescue* had just entered the Burnett Heads boat harbour on Saturday, August 9, to see a fibreglass runabout abruptly veer to port and crash into the pontoon at significant speed and then bounce back. No one was visible in the boat. The VMR crew quickly turned to assist and found four people (two adults and two young boys) on the floor of the runabout. The gentleman was bleeding heavily from the head, the lady not moving and the two boys disoriented.

The runabout was moved to the pontoon. The injured were helped onto the pontoon and an emergency call placed for paramedic assistance. Our VMR crew applied first aid training to stem bleeding from the head injury and place the lady with severe chest pain in her most comfortable position. The lad with neck pain was supported and comforted.

While this was taking place it was realised the damaged vessel was sinking due to severe damage at the bow. It was moved forward on to the boat ramp.

Four ambulances and two support vehicles arrived in good time for paramedics to takeover treatment and stabilisation of the injured and eventual transport to hospital.

QFRS were called to deal with the dislodged battery in the runabout where acid was reacting with sea water causing hydrogen release and a potential explosion hazard. Removal of the vessel was supervised by the police.

The cause of the crash will be the subject of subsequent investigations by relevant authorities.

Another long distance activation in bad weather occurred recently. Our radio room took a call on

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BUNDABERG MARINE RESCUE QLD



above: **Damaged runabout on the boat ramp.**



left: **Damage to the pontoon.**

opening at 06:00 for assistance to 60' luxury motor yacht which had insufficient fuel to make landfall from Break Sea Spit (Fraser Island).

The vessel was travelling from

Sydney to the Whitsunday Islands, but ran into fuel problems when strong winds made crossing the Wide Bay Bar unsafe and precluded a fuel stop at Urangan. So the skipper opted for fuel at Burnett Heads by travelling outside Fraser Island. But as southerly winds increased during overnight he realised an insufficient fuel load for the journey. They anchored inside Break Sea Spit in apparently atrocious conditions with waves slopping over both sides of the boat in the strong current and heavy seas.

Rough seas associated with up to 30kt southerly winds meant a fuel transfer at sea was not an option. So when

Bundy Rescue rendezvoused with the vessel a tow line was eventually attached for the trip back to Burnett Heads. Our skipper said "We were taking waves over the bow for most of the trip and I fully believe the strong wind forecast, as seas were frequently at least 3m".

Bundy Rescue returned the vessel to the fuel dock at the Port Marina at 16:30, where some 2,700L of fuel was embarked. *Bundy Rescue* used 592L of fuel for the 80nm round trip.

The crew of the rescued vessel were treated to hot food at the VMR base, as electrical problems on the vessel precluded food preparation for the last 24 hours.

The other big job was to a 7m vessel which ran out of fuel 7nm SE of Sandy Cape. This was an 11 hour and 160nm operation for *Bundy Rescue* to deliver 100L of fuel. The guys left at 16:00 and did not get to leave base until 03:15 the next morning. Needless to say nobody was impressed with the fuel calculations that resulted in this incident.



Organising the tow for the out of fuel cruiser.



The 250hp Suzukis never missed a beat and made 6kts in the moderate and rough seas.



Almost home.



BUNDABERG MARINE RESCUE QLD

We were tasked by the water police in May to assist local police with a search and ultimate recovery of a body from the Burnett River. This proved quite challenging as both our vessels had to negotiate a very shallow part of the river on a falling tide and then get the body from a mud bank onto *Bundy Rescue*. The job was accomplished with only one touch of the bottom. Both crews handled the situation admirably and did not require subsequent counselling.

2014 FAMILY FISHING CLASSIC

We ran the ninth VMR Family Fishing Classic over three days in June and enjoyed another great event with good of registrations (1,359) with many more people at the prize draws. Folk came not only from the Bundaberg area but from as far afield as Gold Coast, Brisbane, South West, North and Central Queensland. They shared in prizes and lucky draws valued at \$58,628 and with additional media sponsorship of \$41,700. The major prizes on offer included two boats valued at \$27,000 – one a 4.1m side console boat, 40hp outboard, boat trailer; and the other an 4.1 open boat, 30hp outboard and boat trailer.

Special thanks must go to our sponsors. Their generosity and support is greatly appreciated by VMR Bundaberg. We were also fortunate to have the great support from Bargarra's Rotary and Lions clubs for running the food vans. These clubs subsequently donated \$6,732 to VMR from the profits. Thank you Rotary and Lions.

There was a record fish catch this year, particularly from the Burnett River, where bream at over a kilo and large flathead were outstanding. So the river must be in excellent condition after the last two floods. Thirty two percent of the total catch was 'catch and release', with Bundaberg Sports Fishing Club handling the tag and release program using an innovative 'fish chute' for return of fish to the harbour.



My tuna is bigger than yours!



Stage at the Classic and some of the booty.



A section of the large crowd at the prize draws.



Nice bream and flathead in the aquarium.

This was our first year at the new and larger venue, where we had to use generators to power the site. Lessons learnt will help to make the 10th Classic even better. Another first this year was the live broadcast by Coral Coast Radio 94.7 FM.

Importantly, the Fishing Classic has raised much needed funds for our primary rescue vessel replacement. We expect construction of an 11.6m Sailfish aluminium catamaran to commence in December, after a sister ship for VMRNSW at Cottage Point moves along the construction line.



Early arrival for Port Bundaberg.

TRAINING

Eight of our new members completed the theory and practicals for the ESS module. This will make a welcome addition to the crew call-out list.



It looks different at night.

Night training is back on the agenda to familiarise crews with channel lighting, background flare from suburbia as well as towing and rafting at night. They also used the radio direction finder to locate the training EPIRB.

Training does pay off. On the day of the boat crash our crew was called upon to apply initial first aid to the casualties and then return to sea to find the rescue dummy who had been 'swimming' for about two hours. The short-handed crew (skipper and two crew) established an expanding square search and were MOST relieved to find Bob Floater after 45 minutes in moderate seas whipped up by a 15kt breeze.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

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NTH STRADBROKE MARINE RESCUE QLD



North Stradbroke 1 leaving on a medivac from One Mile at sunset.

I feel remiss for missing the last journal so am not game to not submit for this addition. My unit would fire me. When I think about it – hmmm.

The next school holidays are almost upon us and we are on medivac duty 24/7 from December 11 through January 25. We do hope, but know otherwise, that it will be relatively quiet. We have done 101 medivacs so far this calendar year, and, when you consider that we only do them during school holidays, you get an idea how many retrievals are done from the island as Marine Rescue Raby Bay do them the rest of the year. In the last September holidays, we did 18 alone in the last five days.

This places a great strain on our resources, especially crew, and I thank them for what they have done and what they are going to be asked to do as it falls to a small number of the same people.

Fortunately, we have some talented crew members who have finished, or almost so, all their modules and are soon to transition to VMR Coxswains and our Skipper in Training programme. We should have at least three more by Easter 2015.

It looks like we are soon to receive our MOB training dummy supplied by Life Tec and very kindly donated by Brian Hooker and his members of the Wishart branch of Rotary. Our unit president, Richard Dunn, has fallen in love with it so it shall be named either Marilyn or Monica. Once we are in receipt of M, we will then be able to practice, along with the use of our specialised retrieval stretcher, the retrieval of victims from the water. As I have mentioned in previous articles, this is not, thankfully, something that we have been called on to do in real life but want to be adequately prepared in that eventuality.

Our second rescue vessel, *Blue Diamond*, is FINALLY up and running, back in survey and passed by MSQ. This has taken sometime and numerous dramas, all taken care of by Rob Brain. From the start, Rob has taken it

upon himself to do all the dealing with VMRAQ, insurance companies, electricians, marine surveyors, boat builders, electronic, marine and seat suppliers as well as numerous other people. In fact, as I type this list, I become even more impressed with all that he has done. Perhaps we should double his salary. That is not to say that others have not contributed but Rob is truly the man! Imagine how long we would still be waiting if a committee was given the task.

I should mention Colin Haigh, our base administrator who has taken on the job of completing SMS's and SOP's. As we all have to do this, those of you in your units who are doing the same, know just what an onerous task it is. Considering that it is yet another unpaid job, surely there could have been a more efficient way of having to do this job. Perhaps one or more knowledgeable (and paid persons) writing all the SMS's and SOP's covering all types of craft and procedures that marine rescue units are presented with, making them available as eg Word documents to all units and allowing them to add/delete to suit their unique situation.

Perhaps I am exhibiting my naivety. Just a thought.

Just last week we were presented with a situation that could have proved interesting. Without going into the lead-up, a 70' yacht with seven POB was reported to be aground in South Passage Bar with no steerage and on an ebb tide. We were activated along with two helicopters, jetskis and the Coast Guard. Fortunately the crew was able to resolve their dilemma and we were stood down. We were not looking forward to having to extricate seven people from a large vessel in the middle of a bar.

On that note, I shall wish all members in all units a safe and enjoyable holiday period from all at Marine Rescue North Stradbroke Island.

Doug Fraser

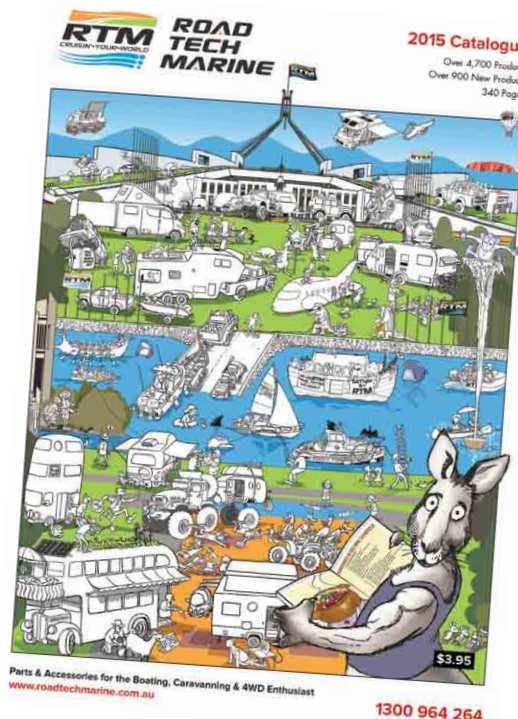
New 2015 RTM catalogue now available

Following on the success of the well-received initial catalogue, Road Tech Marine has just released their 2015 offering. This catalogue is a massive increase in size over the last edition. It is now 340 pages (up from 258) with almost 900 new products available, 4700 in total.

Even though Road Tech Marine also specialises in caravan/4WD/motorhome accessories for the grey nomad, the largest part of their business is boating equipment and accessories – ship's chandlery. Over 200 new products have found their way into this area alone. The catalogue also provides useful technical hints, such as how to tie a bowline knot to troubleshooting outboard motors, literally dozens of technical matters.

The catalogue features a humorous cartoon depiction of Canberra's Lake Burley-Griffin and Parliament House converted to a water and camping theme park.

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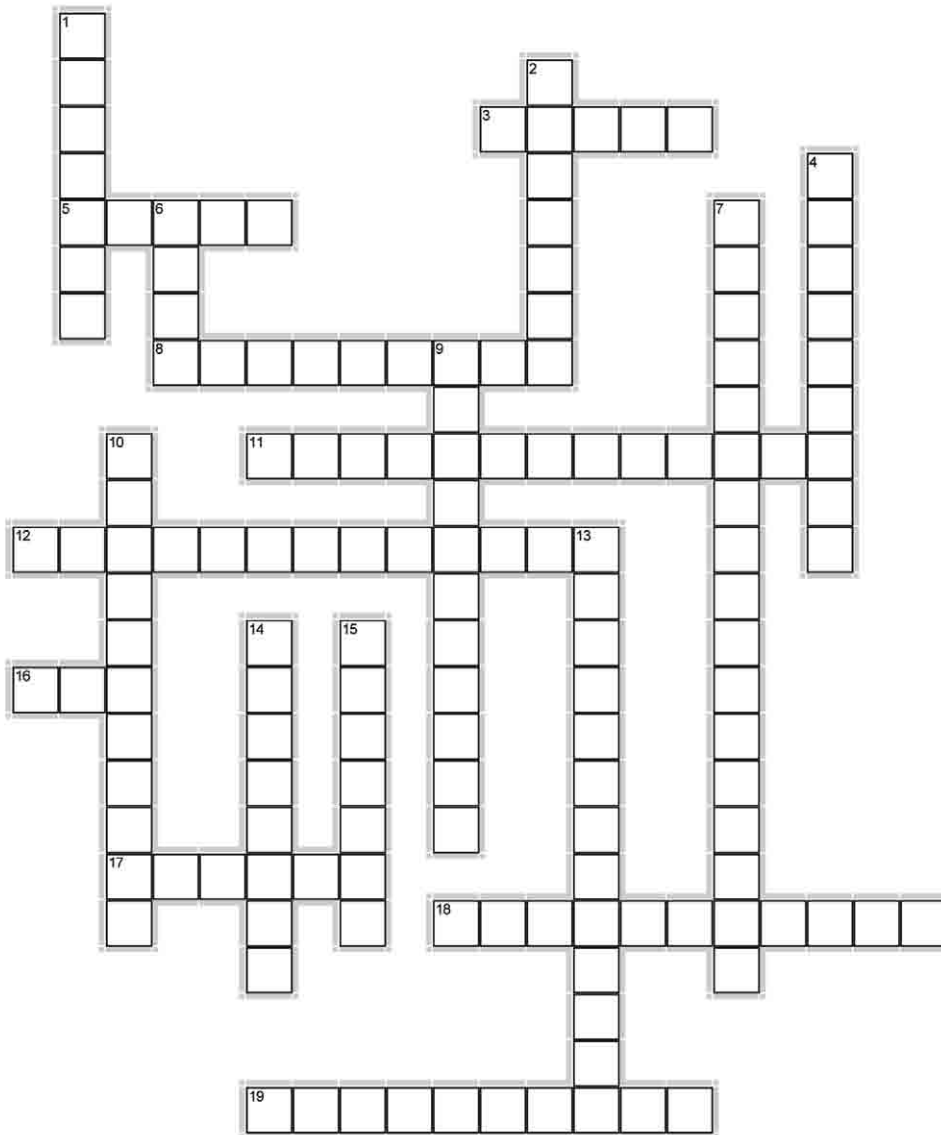


VMR



CROSSWORD

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Across

3. This curve in the line sounds worse than its bark. (5)
5. UV and rot-resistant, sinks, stretches and durable. Looks good on a lady's leg. (5)
8. More expensive and so much softer than the five across. Can also be black or blue. Usually found tying up posh boats. (8)
11. U.V. susceptible, floats and cheap but, unless you ski, is it really worth it? (13)
12. Consists of a single turn and a clove hitch to secure to a pole or a ring. (8,5)
16. Prone to twist? (3)
17. Strong joint made of small strands' (6)
18. The part of a rope you can't get hold of. (7,3)
19. The part of a rope you can get hold of. (7,3)

Down

1. Sounds metallic or seasonal, but stops the back-and-forth alongside. (7)
2. Perfect at hiding the top button with élan. (7)
4. Perfect and elegant to join similar or dissimilar cordage. (5,4)
6. Created with a crossing turn (In a single length of cord). (4)
7. This little number can join two lines by threading. (6,2,5,4)
9. From boom to mast, a great supporter. (7,4)
10. The end of the line for heaving. (7,4)
13. The last knot you might ever see. (Common name) (8,5)
14. Don't be a-frayed or you will be punished. (8)
15. Used at the front of a small boat, otherwise it is lazy. (6)

Puzzle Master- John Storey
pr@vmrabybay.org.au
He welcomes your feedback and future VMR based puzzle themes

VICTORIA POINT MARINE RESCUE QLD



FUNDRAISING

As a unit, Victoria Point has had one of the busiest fundraising months on record this November. We ran a successful Boaties Market on the Sunday the 2nd of November. On November 9 and 16, we were asked to organise the car parking at Sirromet for both the Jimmy Barnes and the Mariah Carey concerts. Thank you to Sirromet yet again for enabling us to acquire valuable funds through shaking tins!

With the G20 happening, people were escaping Brisbane in droves on November 13 and 14. The Stradbroke ferries were fully booked, with an extra barge every half an hour, all day on both these days. We again collected some valuable funds, shaking tins.

ISOLATED EVENT

We had a rare occurrence happen this weekend. The retaining hasp that secures our eight man life raft gave way while out on the water conducting some rough water training. The raft launched its self from the roof of VP1, hit the water and inflated, taking out one of the aerials and one of the mast stays! Needless to say, the raft cannot be repaired and some of the funds collected this month will be put towards purchasing a new raft.



SPONSORS

Our new work shirts arrived in late October. With many thanks to our two sponsors, Bryan Byrt Automotive Group and Mojo Boats, we were able to provide the shirts at a greatly reduced cost to our Active members. The shirts look great and being navy blue, don't show the dirt! Thank you to both our new sponsors, whose logos now adorn our shirt sleeves.

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VICTORIA POINT MARINE RESCUE QLD



VP1 and Papillon at Marine Rescue Jacobs Well.

TRAINING

'B' roster has a new duty skipper. Ian Ivory stood down after a combined five years in this position along with Alan Harford.

Some of 'C' roster's crew took VP1 and joined a SAREX run by VMR Brisbane. This is always very valuable training and was thoroughly enjoyed by all who participated.

'D' Roster did an out of area training trip, using both VP1 and VP Papillon, to Jacobs Well under the guidance of the A roster duty skipper. Again, this was a good training exercise.

We look forward to a safe boating season this Summer, and hope everybody had a great Christmas.

COLLABORATION

Sunday, November 16 was a tremendous day of collaboration. We started off with a call from Raby Bay to assist finding two vessels that had been on the same anchor in Horseshoe Bay but disappeared by morning. North Stradbroke also assisted with the search though nothing was seen until they miraculously appeared on the Monday.

In the meantime we got diverted to a boat that had run out of fuel between Weinham Creek and Victoria Point. When we could not find them in that area they suggested between Coochie and Macleay but still no joy. Eventually Coast Guard Redland Bay spotted them near Moore's Rock to the south of Redland Bay. They were hard on a sand bar so we worked together with the Coast Guard crew to get them afloat again.



Victoria Point and Coast Guard Redland Bay.

They needed to get back to Cabbage Tree Point and we were getting a bit light on fuel by this time so Jacob's Well were kind enough to meet us part way and get them safely home.

Working together in this way is a great learning opportunity and helps to ensure we all have confidence in each other to do our bit.

Well done to all.



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GOT AN IDEA?

Some feedback or want to contribute to the journal?

Contact Jocelyn at projects@marinerescueqld.org.au

JACOBS WELL MARINE RESCUE QLD



Demolition has begun on our 30+ year old wooden jetty. It will be replaced by a wider aluminium structure to allow better and safer access to our vessels including easier access for QAS people and their equipment, especially at low tide. The cost is over \$90,000 and most of this will have to be met from our own funds.

A combined zone meeting between Moreton Bay zone and southern zone was held at our base on Saturday November 1. Chaired by immediate past state vice



First day of demolition.

president Ron Matlik the purpose of the meeting was to share knowledge and experience and to develop camaraderie between squadrons and zones.

We have many wonderful sponsors who help to keep our vital service going and we would like to acknowledge the people at Horizon Shores Marina who assisted in the recent refurbishment of our rescue vessel Beenleigh two. John Keen from Ship Shape Ships said "We were delighted to arrange and assist with part of the refurbishment. Having been a member of VMR and running my own business from Horizon Shores for almost



Attending delegates.

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JACOBS WELL MARINE RESCUE QLD



Ross Fanning presenting the certificate to Paul Sorrell from Horizon Shores Marina.



Ross Fanning with John Keen from Ship Shape Ships.



15 years we have always been happy to support this great local volunteer service." Lifting and hard stand services were supplied by Paul Sorrell of Horizon Shores Marina with antifoul and primers supplied by International Paints. This support is deeply appreciated.

In October, Windaroo Valley SHS held a marine camp at North Currigee. The convener, Marine Teacher Jaimie Court requested Volunteer Marine Rescue Jacobs Well to attend and address the group about our role in marine safety, search and rescue, education etcetera. We were happy to oblige. The four day camp was successful and students came away with a better understanding of the marine environment plus boat licences for most.



The duty crew on the day talking to the group.



Long serving skipper Bill Beveridge receiving, from President John Ranizowski, his Emergency Services Medal in recognition of more than 15 years of service to Volunteer Marine Rescue Jacobs Well. Well done Bill.

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One of the more memorable recent rescues was when we were called to assist an injured jet ski rider in the waters around Swan Bay, just inside Jumpinpin Bar. The crew of three, the skipper, a crew member and a QAS first responder answered the call in *Jacobs Well One*. On arrival the vessel had to be positioned in a way that would enable the crew to safely bring aboard the male rider. The crew, with help from fellow riders, positioned the patient onto a scoop stretcher which had to be lowered into the water. Once on board, the injured person was assessed by the first responder and given a pain relieving drug. His leg was immobilised and the all clear given to return to Jacobs Well where they were met by ambulance crew. Great teamwork in getting the patient quickly and safely to an area where he could be taken to the hospital for further care.

Our major raffle for the year has been won by Jenny from Yamba who bought the winning ticket at the Gold Coast Marine Expo. The prize was a Clark 315 Magnum car topper donated by Brisbane Marine and powered by a 5hp 4-stroke Mercury Motor. The motor was supplied at a very cheap price by the manufacturer and vouchers for

safety gear were donated by BCF. The raffle was a great success for us and we wish to thank, most sincerely, all prize donors for their help.

Thanks to everyone, active and associate members, sponsors, the general public, QAS, the water police and other government departments who have assisted us in keeping the waterways safe. We trust you all stayed safe and well over the break.

STATISTICS: AUGUST 1, 2014-OCTOBER 31, 2014

Total Activations	174
Total Hours	248.3
Fuel Used	49
Medical	6
Breakdown	41
Fuel	4
Grounding	7
Sinking/Sunk	2
Search	1
Drifting	2
Flares	1
Training/Patrol	110

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Nautical MILE

On the equator, where the distances are the greatest, 15° equals 900nm. At the equator, 1° of longitude (or 60nm), east or west of the prime meridian, equals four minutes from mean time and each nautical mile equals four seconds. This distance decreases to virtually nothing when you reach the poles. Tables were devised to overcome this. A nautical mile is the distance on the earth's surface subtended by one minute of latitude at the earth's centre. It is accepted to be 6080ft or 1,853m. The errors of navigation arising from the use of a 'standard' nautical mile are obviously greater at the equator but are of no particular significance in navigation.

The origin of the nautical mile rests, of course, with the realisation that the earth is spherical and not flat as many of the earliest mapmakers presumed. It was Pythagoras who first put forward the theory in 580 BC, but his ideas were long in being accepted. A Greek by the name of Eratosthenes, who was the keeper of the great library of Alexandria, accepted Pythagoras spherical earth concept. He set out in 200 BC to measure the circumference of the earth by a simple method. He measured the north/south distance from Aswan to Alexandria using methods that had been devised to measure the Nile valley. Aswan lies in the Tropic of Cancer, and here a pillar set up at the

time of the summer solstice threw no shadow. While the length of shadow from a similar pillar at Alexandria on the same day enabled Eratosthenes to work out that an angle of 7° 12 minutes at the earth's centre subtended the arc on the surface at a set distance. By dividing this angle into 360° and multiplying by the distance apart of the pillars, he derived the total circumference of the earth. This measurement is 4% from modern measurements. Eratosthenes then constructed a map of the known world with a grid of parallels and meridians based on Rhodes.

Navigators employed dead reckoning (shortened from deduced reckoning) by plotting speed and the course steered. The speed through the water, and therefore distance, was first estimated by throwing a log attached to a line over the bow of the ship and timing, by chants sung by sailors, to obtain the period it took to reach the stern. The length of the ship was known and so the speed through the water could be obtained. Distances were measured in whatever measurement the nation was using. Nautical miles gradually superseded the older measurements at sea.

With the introduction in the 15th Century of the nautical mile as the unit used to measure distance at sea.

TRAVERSE BOARD, LOG AND 28 SECOND SAND GLASS

A more sophisticated method of determining the speed of the ship was devised. The log was attached to a line, which was marked at constant intervals with a series of knots in the form of a piece of cord worked between the strands. The nautical mile was initially thought to be about 5000ft and the knot were 7 fathoms or 42ft apart with a log glass of running time of 30 seconds. In 1637 Richard Norwood, after measuring a meridian arc between London and New York, (for the purpose of accurately measuring the exact dimension of the earth) published in *The Seaman's Practice*, advising seamen to remark their

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log lines on the basis that the nautical mile was 6120ft. The nautical mile is now accepted to be 6080ft and the proportion should be 47ft three inches for a 28 second glass. However, most navigators used 48ft, this being 8 fathoms and was easier to measure, one fathom being the span of man's arm. It also meant that, when combined with dead reckoning, they would arrive late at their destination. An early arrival can lead to disaster.

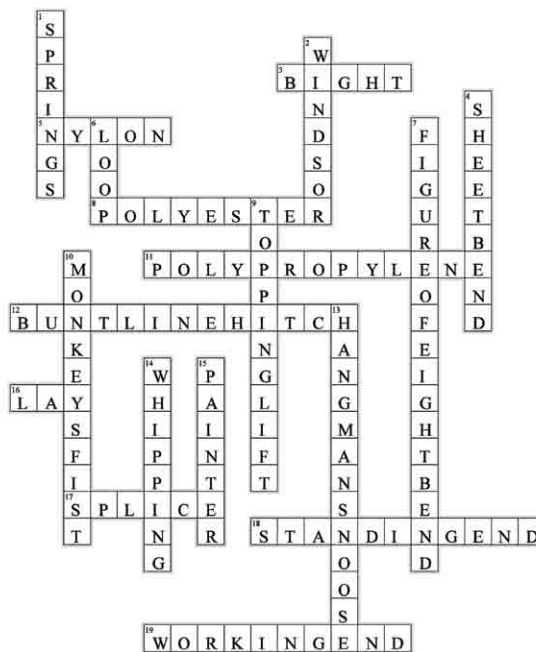
The Traverse Board was used to record the course and speed of the vessel for an entire four-hour watch. This board broke the 4-hour watch into 8, 30-minute segments by using the various holes. The chip log measured the speed; the course was obtained from the compass and timed with a 30 minute sand glass. The speed was measured in knots and eight of a knot. At the end of each watch the position was deduced by using distance and course for the watch. This combined with the observed latitude gave a position by dead reckoning (The term has been in use for over four centuries and is thought to be a corruption of deduced reckoning, another thought is that it comes from an old custom of seamen of describing an unknown sea as 'dead' in the sense that there was no body of knowledge about the extent, or even of the actual existence of these seas). The latitude was checked but Longitude could be hundred of miles out.

Navigators used the three L's for navigation. When operation in local waters: Lead line (armed with fat to give the seas bottom), Log and Local knowledge. When operating out of site of land: Lead, Log and Latitude.

Distance around the world in nautical miles –
 $360^\circ \text{ by } 60 = 21600\text{nm}$

Peter Davey
Currumbin Rescue

CROSSWORD SOLUTION



EditorCrossword.com

Across

3. **BIGHT** – This curve in the line sounds worse than its bark. (5)
5. **NYLON** – UV and rot-resistant, sinks, stretches and durable. Looks good on a ladies leg. (5)
8. **POLYESTER** – More expensive and so much softer than the five across. Can also be black or blue. Usually found tying up posh boats. (8)
11. **POLYPROPYLENE** – UV susceptible, floats and cheap but, unless you ski, is it really worth it? (13)
12. **BUNTLINEHITCH** – Consists of a single turn and a clove hitch to secure to a pole or a ring. (8,5)
16. **LAY** – Prone to twist? (3)
17. **SPLICE** – Strong joint made of small strands. (6)
18. **STANDINGEND** – The part of a rope you can't get hold of. (7,3)
19. **WORKINGEND** – The part of a rope you can get hold of. (7,3)

Down

1. **SPRINGS** – Sounds metallic or seasonal, but stops the back-and-forth alongside. (7)
2. **WINDSOR** – Perfect at hiding the top button with élan. (7)
4. **SHEETBEND** – Perfect and elegant to join similar or dissimilar cordage. 5,4
6. **LOOP** – Created with a crossing turn (In a single length of cord). (4)
7. **FIGUREOFEIGHTBEND** – This little number can join two lines by threading. (6,2,5,4)
9. **TOPPINGLIFT** – From boom to mast, a great supporter. (7,4)
10. **MONKEYSFIST** – The end of the line for heaving. (7,4)
13. **HANGMANSNOOSE** – The last knot you might ever see. (Common name) (8,5)
14. **WHIPPING** – Don't be a-frayed or you will be punished. (8)
15. **PAINTER** – Used at the front of a small boat, otherwise it is lazy. (6)

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GLADSTONE MARINE RESCUE QLD



WEIPA TO THURSDAY ISLAND AND RETURN, SEARCH AND RESCUE TRAINING. THURSDAY, OCTOBER 30-NOVEMBER 5, 2014.

Team VMR Gladstone, President Rob Plumbridge, Steve Hindle – senior boat crew, Cameron Moxley – senior boat crew, Greg Klease – senior radio operator/trainee controller, we departed Gladstone airport 7.45am to Weipa via Cairns on the milk run up the coast, we arrived Weipa 14.35pm met up with Weipa legend Crazy Pete, he quickly proved to be a great host and friend, with knowledge of the Gulf waters second to none.

On landing in Weipa Airport we instantly moulded into Crazy Pete's itinerary "lets buy some chooks, bread rolls, other stuff and lets go" Crazy Pete was on a mission with four missionaries from Gladstone, we loaded up *Weipa Rescue 1*, a 10m cat with twin Yanmar diesels, and headed out for a four hour run at 25kts. Up to our overnight stop in the Skardon River, coming from Gladstone we were to have a new experience in

these waters with crocs, Irukandji box jelly fish and numerous sharks, as the sun settled in the Skardon River and it became dark, in the spotlight we could see our neighbours circling.

At 5am Friday morning for breakfast we had gourmet cold chook and bread rolls with Nicole Kidman – sorry Crazy Pete Chef Central, then we were on our way after a quick seagull shower of salt water from the fire bucket.

Within three and a half hours we were in Thursday Island at the commercial wharf meeting Senior Sergeant Randall Gawne – officer in charge of Thursday Island Water Police. Assisting him in leading the search and rescue operations were Senior Constable Craig Cormie, Senior Constable Mitchell Gray, Senior Constable Chris Mosby and Thomas Pedro – liaison officer of the Thursday Island Water Police.

Robert Brock, Senior Executive Training from VMRAQ, was assisting the water police in overall operations.

Saturday morning – November 1, 2014, its 6am, off and running, we were to meet fellow VMR members from VMR St Pauls, Thursday Island, Weipa, and Coast Guard Bamaga.



We then travelled a short distance to Horn Island to inspect the Dornier search and rescue twin engine aircraft and the Horn Island search and rescue helicopter. 'WOW' what a way to start.

The Dornier aircraft was very impressive with its search and rescue infrared cameras, wind and speed computers, communication systems, rear drop master's opening door for the despatch of life rafts and other vital survival equipment, it was a great eye-opener.

Then onto the twin engine rescue helicopter the talk in the hanger by the winch commander was most impressive and very educational.

Returning to Thursday Island the rescue boats along with the 24m Water Police cat the *W Conroy* headed west to the Prince of Wales Channel off Hammond and Goods Islands, here we were to observe the search and rescue aircraft in action doing three passes at a speed of 160kts and 500ft. Above the ocean, on the fourth run dropping a life raft to a (simulated) stricken vessel landing just metres away with a long rope to drift to the vessel, the tide was



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GLADSTONE MARINE RESCUE QLD



an injured person into the stretcher and along with the crewman winched both up into the helicopter hovering about 50m above the bow, we were all left speechless at the accuracy and precision to perform this manoeuvre.

During the afternoon we all worked as a team searching for a missing person in the water and into the night searching for an EPIRB activation.

Sunday was more EPIRB searching. Working with our fellow volunteers was uplifting in what can be achieved when knowledge is shared and experience swapped.

Sunday after lunch *Weipa Rescue 1* with Crazy Pete and his four missionaries from *VMR Gladstone* headed for our overnight in the Jackson River then onto Weipa with a 4.30am start crocs at the ready.

The weekend of training was ever so valuable to us all; I know the experience and knowledge I gained which I will enjoy passing onto others in my eventual capacity at VMR Gladstone as a controller cannot be priced.

Through our president at VMR Gladstone Mr Rob Plumbridge, Steve Hindle, Cameron Moxley, and yours truly, we owe gratitude of thanks to:

- Robert Brock VMRAQ for making this possible

flowing fast and the wind was 15-20kts, to watch these men and women with the accuracy and dedication in this performance it left us spellbound.

Next was the rescue helicopter sending a crewman into the water to retrieve an injured sailor which was spectacular!

However when you thought you could not be thrilled anymore, the rescue helicopter hovered over the bow of the police boat *W Conroy* steaming into wind at 5kts, lowered a trained crewman with a stretcher, placed



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GLADSTONE MARINE RESCUE QLD

- Snr Sgt Randall Gawne and his special team, thank you for the training and knowledge you instilled in us along with the accommodation, words fail in the respect we have for you all. Also would like to thank AMSA and Australia Helicopters for the time and resources for to help with the training weekend
- To all our new mates from VMR's and Coast Guard all over the very north of Queensland, your dedication to your islands and mainland in protecting it, would not be possible, if not for your local knowledge
- Well that leaves Crazy Pete to last, your hospitality, mateship and cold chooks and bread rolls we will cherish for life, oh! And the jokes, Crazy what about the one, have you heard it, oh you have ...

Crazy we forgot to clean the toilet on *Weipa Rescue 1*, we can when we come back.

VMR Queensland, Pride in Performing, Volunteers forever.

Cheers from Greg Klease VMR Gladstone.

4CC STORM SAFETY SUNDAY

On October 26 some of the VMR crew set up at the Gladstone Yacht Club along with other organisations such as SES, Queensland Fire and Rescue and St Johns Ambulance (to mention a few) to provide an opportunity

for the public to come along and get information on staying safe during storm season.

Jim Purcell spoke on air with Rob Kidd from the local radio station 4CC about staying safe on the water during storm season. Cam Moxley and Terry Werder gave a flare demonstration letting off an orange smoke signal and a red hand held flare. There was also a display with information from MSQ about extreme weather plans and general boating safety information from VMR Gladstone.

A few boaties, particularly those new to Gladstone, left the event knowing a bit more about boating safety.

ST STEPHENS SCHOOL

On November 19 school was in at VMR Gladstone. About 30 grade ones and twos from St Stephens school headed down to the base for a taste of what volunteer marine rescue is all about. The kids were shown how to put on life jackets, told all about knots and also got to check out the base. They were hands-on in the radio room and weren't afraid to check out all there was onboard one of the rescue boats. Hamish McLeod and Russ Charles were on hand to take the kids through their paces. By all accounts we have a few future volunteers. You can check out the action as recorded by 7 News on our Facebook page.

*Happy New Year
and Thank You!*

Wishing all our valued advertisers, volunteers and members all the best for 2015 and a safe and happy holiday season

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VMR Whitsunday continues to grow, as it must in an area with the highest ratio of boat ownership in Queensland at 16%, and activations are up 20% over prior years at over seven per month. As part of this growth a subcommittee has been appointed to investigate a number of options as we look for a replacement for our current rescue vessel, *VMR1*, and the subcommittee is going through a rigorous evaluation process to determine the vessel that best suits our needs here in the Whitsundays. It may be a cat, a mono or an RHIB, but whichever boat comes out on top will be the one that is best suited to our conditions. A recommendation will be made to the management committee, hopefully over the next few weeks, with some manufacturers' submissions already rejected due to not meeting our specifications, including a flybridge and stern launched tender. Watch this space.

We are also running a membership gift card promotion, with extensive coverage in local media, our website and Facebook, offering a discounted six month membership that hopefully will drag in a few more members – even active members – onto our books and that most will choose to renew with a full membership in the middle of the year.

VMR Whitsundays covers more than 5000sqm or 13,000sqkm of the marine park, extending well out to the outer parts of the Great Barrier Reef.

SOME OF THE MORE INTERESTING ACTIVATIONS OVER RECENT MONTHS :

AUGUST 9, 2014

Following a callout via the VMR phone, *VMR1* was activated to find a 6m runabout with two POB, with a failed engine, and dragging with its anchor down somewhere between Bluff and Grimston Points, in Pioneer Bay. Although coordinates were supplied by the boat owner, the vessel was not at the specified location. Further communication by phone ascertained that the vessel had dragged approximately two miles to the north east, tracking along the coast. The vessel was located, and was passed a line to take it in tow. Winds were over 20kts from the south east and progress was slow but steady against a steep chop whipped up by the breeze. We heaved-to just outside the APM channel and repositioned the vessel in tow alongside before making our way back to the Abell Point Ramp where we laid the vessel alongside the floating pontoon. Another relieved mariner quoting from the gospel ... should have joined VMR BEFORE heading to sea!

Time taken about 1 1/2 hours.

AUGUST 16, 2014

We were activated after being advised that an EPIRB had been set off and we were asked by the police to attend. An EPIRB going off is never a good thing – you either spend a few hours fruitlessly looking for someone



WHITSUNDAY MARINE RESCUE QLD

in distress because it was a hoax, or it's not a hoax and you find someone clinging desperately to the remains of their sinking vessel. The police advised that the EPIRB had been located at Defiance Reef, a small cluster of rocks just off Conway Beach in Repulse Bay. Just getting there took about two hours despite the evening and waters being very calm. In fact, as we made south through Molle Passage the water was glassy. But south of Long Island we came across a thick sea fog bringing visibility to zero. We slowed down to a crawl. It wasn't until we had passed through the fog about 40 minutes later that we were able to resume a speed of about 25kts.

These changes in our speed meant that we were continuing to give unreliable estimates to *Rescue 441* (rescue helicopter deployed from Cairns) regarding our arrival at the EPIRB site. On the way to the site, *Rescue 441* advised a flare sighting had been reported coming from the same location as the EPIRB signal – it's good to have some confirmation. We arrived at the stricken vessel at about 0030 to find an almost completely submerged 4.3m tinnie with three cold and wet people up to their necks in the water. This was the second bit of good news this night.

They had been in the water for about four hours hoping and waiting. I would be weeping tears of relief on seeing a rescue vessel sidle up beside me in this situation, but these three people were quite calm and collected. There was a bit of debris around their tinnie and after gathering as much of that as we could and getting their tinnie connected to our tow line we were set to go – but to where? As we were wrapping blankets around the three and offering them lollies and snack bars we discussed the idea of taking them up to the boat ramp in the Proserpine River where their car had been parked. It seemed a little ironic that we were now taking navigational advice from someone that had only a few hours been up on to some rocks!

In almost total darkness he guided us through the sand bars into the croc infested waters of the river, past the big Flying Fox Island on the left (we were using RADAR effectively now that there were some useful land targets to 'see'), and up to the boat ramp. He was using only the lights of Conway Beach, Wilson Beach, and the glow of Proserpine in the distance. A good navigator! The depth sounder on *VMR1* got down to 0.0m on many occasions. Maybe we were digging a trench that could be used to get ourselves back out of there! It was a slow trip. We all made an audible sigh of relief when the boat ramp was spotted opposite the big island. With some heroic jumping onto the dock by our crew so that their tinnie could be dragged up to the ramp, there was a huge cheer in recognition of the fact that what three hours ago seemed like a strong possibility of perishing alone with hypothermia had finished with themselves and their tinnie safely back on land. This was the third bit of good news

this night. To celebrate the event the tinnie crew offered us the only thing they could – they pulled a whopping 10kg jew fish out of the murky waters in their tinnie. It's the only photograph we took this night.

Now for the hard part. How were we going to get ourselves back through the mouth of the river without the experienced tinnie skipper? Not so hard – we had thought of this before entering the river and made sure that we had 'tracking' on. We simply followed our inward track in reverse with the confidence of knowing that the water would be even deeper due to the flooding tide. Had the tide been ebbing we would not even have gone in.

On the trip back to Airlie Beach *VMR1* made good speed, the crew shared sleeping duties and watched the sun come up over Whitsunday Island. This was a long and tiring activation and well done to the crew for their endurance, capabilities and dedication on this occasion. This was not the time or place for uncertainty and mistakes. Well done lads.

Time taken about 8¼ hours / Fuel used 450 litres.

SEPTEMBER 18, 2014

It's a beautiful Whitsundays afternoon – warm sunshine and a gentle breeze. Perfect for heading out to Stonehaven Anchorage to help someone in distress. The call came in that a large motor cruiser with two people on board had suddenly developed gearbox problems and had driven over a mooring rope in Stonehaven Anchorage. Not wanting to risk that his second prop would also foul on the dangling mooring rope he wisely decided to drop anchor and call for assistance.

After a quick and calm run out to the anchorage we found the vessel safely on anchor just outside of the mooring buoys. A bareboat charterer was circling a nearby mooring buoy like a shark, realising that it needed to give us some space to pick up our tow, and at the same time not wanting to lose the last mooring buoy in the anchorage due to politeness. Connecting the tow presented a few problems because the vessel's large anchor interfered somewhat with the lay of the tow rope over the fore roller, but at least we were comfortable with the sturdiness of the Samson post on his bow around which he simply placed our rope.

This was a fairly heavy vessel at 60ft long and 25 tonnes. We simply couldn't rush home as our engines started to complain when we got to about 8kts. This is going to take a while!

Coming into APM presented a further problem – it's not easy to stop or turn 25 tonnes and our outboard motors were screaming as we wound our way in through the rock wall at the entrance of the marina. Wisely, the owner of the vessel had asked the marina office to allocate a temporary berth right at the entrance to make the final drop off as simple as possible.



The cooperation amongst our crew was terrific especially when we were rafting up for the final tow in. Everyone was second guessing what had to happen next and executing their tasks effectively. Thank you for that.

Time taken 4 1/4 hours / Fuel used 276 litres.

SEPTEMBER 24, 2014

A couple sailing their 40' sloop from Hamilton Island to Airlie Beach called in to request assistance when they arrive at APM. That is, they can get to APM easily enough but because they can't get their engine running they were concerned that they would not be able to safely enter the marina.

All we had to do was be ready outside APM when they arrived, raft them up and get them in to an easy berth in the marina. Hardly enough time out there to enjoy the perfect Whitsunday afternoon.

Upon requesting their membership status and details something didn't quite ring true. The online receipt for membership was dated September 24, 2014 – today! This raised questions as to whether they had joined VMR, upon realising they had a problem or whether they had joined much earlier in the day before they realised they had a problem. It is almost obvious that if a boatie can join VMR after an incident happens and claim membership for assistance with that incident ... then no-one would join until it was necessary and this would impose unsustainable operational difficulties for VMR Whitsunday.

SEPTEMBER 26, 2014

TWO FOR THE PRICE OF ONE

We received a call for assistance from a 5.1m tinny at 0730hrs. At Turtle Bay (Whitsunday Is.) – anchored – 4 POB – a VMR member. – “Electrics gone”, therefore no radio but good phone reception. *VMR1* left Abell Point Marina 0835hrs. At 0836hrs. – we received a call from the water police requesting priority to check on a vessel reported ‘on fire’ south of Pine Island. We travelled with some urgency (5000rpm's and 32kts.) to the reported position (the sea was almost glassy) reaching there at 0915hrs. As we reached the said position we received a call from Hay Point VTS relaying a message from the water police that the ‘fire’ was in fact a smoky diesel cooker on a boat – no problem. At the speed we were going we did not hear the mobile phone till we slowed down (even in perfect sea conditions) suggesting we need some sort of means to easily communicate while travelling. Thus we did not stand down on the high priority ‘fire’ request or divert to our original activation.

We were advised that the rescued skipper was well advanced with coral poisoning from a fish hook injury and told us later “If it wasn't for VMR coming when they did, I wouldn't be here”.

Another interesting detail was Hay Point. was following our progress via AIS. Therefore – time for the police job was 40 minutes and fuel used was 107 litres. We then continued to Turtle Bay via the south. end of Dent and Hamilton Islands, arriving at the original call out vessel at 0940hrs and towing by 0945. We had them at the boat ramp at Shute Harbour at 1058 and we were back in our pen (refuelled) at 1140hrs.

Time taken 3 hours / Fuel used 260 litres.

OCTOBER 4, 2014

Saturday night is never a good time for an urgent callout. VMR was alerted by VTS Hay Point emergency monitoring service for urgent assistance from a broken down vessel at Little Black Reef, a popular eco dive spot over 90kms (50+ miles) north east of Airlie. The crew converged on *VMR1* and after pre-start checks they departed Abell Point Marina at 10.30pm and headed through Hook Passage in reasonably smooth seas. In long rescues, such as this was expected to be, it is essential to have at least two qualified, experienced skippers on board. When they entered the shipping lane, conditions got rough and they spent two hours bashing their way through heavy seas at only 11kts. The conditions were so rough that *VMR1's* navigation lights tower broke away and needed to be secured by the crew in transit. They were unable to make a visual sighting and were forced to use radar detection to find the stricken vessel. At 2am, after 3 1/2 hours, they reached the 7m power boat which had experienced overheating problems.

The skipper advised the two people on-board about the sea conditions and it was agreed that they would be safer and more comfortable aboard *VMR1* for the long tow back. The heavy seas in the shipping channel were bashing the two boats around but they were able to maintain a speed of 14kts into the Hayman Island passage while veering through the waves. Two skippers shared the helm work on the whole trip. The rescued vessel and crew were safely delivered to the Port of Airlie at 6am and the crew returned to Abell Point Marina to fuel up and wash-down *VMR1*, finishing at 7am.

Time taken 8 1/2 hours / Fuel used 674 litres.

As a postscript to the above, we were advised that the rescued skipper was well advanced with coral poisoning from a fish hook injury and told us later “If it wasn't for VMR coming when they did, I wouldn't be here”. He apparently underwent two transfusions and was hospitalised when he got back to Mackay.



WHITSUNDAY MARINE RESCUE QLD

OCTOBER 17, 2014

When the communications coordination officer calls to say he has a small job you need to be suspicious. "Just wait for a 70' Manhattan motor cruiser to arrive outside Abell Point Marina and assist it into the marina. It's lost use of its bow-thruster. Shouldn't take long," he said calmly.

After confirming contact details with the client we proceeded out of the marina to find that the vessel was already waiting about a mile beyond the channel markers. As we approached, the thought was maybe he is right, this is going to be a quick job. Hmmm ... that wind sure is blowing. The 20kt wind was pushing a short chop that made it difficult to come alongside to prepare for the tow into the marina. We had all our fenders out and the vessel also had about five fenders out. Clearly the owner didn't want the vessel to be scratched.

With the wind still belting away it took about 30 minutes to be rafted up ready for the tow. It wasn't a pretty raft-up since the vessel's gunwales were about 2m higher than ours. As soon as we started to move the 'shocks' on our forward breast line to its mid-ship cleat were causing too much strain, making the vessel's gunwale to flex and warp ... we thought the side of the vessel was about to get ripped off. \$40 million vessel and gunwales made of aluminium foil!

In the interests of safety and preservation, we abandoned that idea and advised the owner that we will have another attempt at rafting up in the calmer waters closer to the entrance to the marina. We knew we would have to be quick with tying up due to the windage being presented by the Manhattan, but we'd already practised it once today!

On getting close to each other again in the calmer waters, the owner announced that he would rather just anchor his vessel in the bay and resolve the situation on a calmer day. We acknowledged, thinking this is a good solution as it would avoid needing to babysit the 50 tonne vessel through the chicane at the entrance to the marina with our small rescue vessel, especially with strong winds still playing tricks. We brought in a 25 tonne vessel a few weeks ago and it was very difficult to manoeuvre it through the chicane. Something for VMR skippers to keep in mind!

Now we started scratching our heads. The skipper approached a suitable anchorage position but turned away without anchoring. This was repeated about four times. The 'small job' was turning into War and Peace! After 30 minutes we asked the skipper for an update and he advised that he had been spending much of that time calling for a diver to come out and assist with the removal of rope around his starboard prop. My first reaction was ... "what rope!" VMR hadn't been told that the vessel had collected a mooring rope at Blue Pearl Bay with its starboard prop. To be clear to all skippers ... you can bring

your anchor back home with you, but mooring ropes are to be left where you find them!

But now we understood why he was unable to manoeuvre ... the starboard prop couldn't be used to control the vessel. And the bow-thruster was kaput also. Still ... you only need to get a vessel 'somewhere' and start dropping the anchor. If you pay chain out slowly enough the tension caused by the wind will keep the vessel fairly true to the wind. The skipper now asked if we would be able to go back into the marina to pick up the diver and bring him out to the vessel. Good luck to any diver that is happy to come out to a vessel at about 5:30pm (not much sun left) and start cutting a 3" mooring rope away from a propeller! On advising the skipper that the activation 'clock was still ticking', he agreed and we went to pick up the diver. Further delays ensued in picking up the diver from the docks.

By the time we got the diver back out to the Manhattan we had been on activation for over two hours. The skipper advised that he would take the diver back to the marina when the job of cutting the mooring rope from the starboard prop had been done. Our involvement had come to an end. Despite the length of time we were out, only 23 litres of fuel was used. The owner showed appreciation for our attendance and patience by giving a donation of \$300 over and above the non-member activation fee.

Time taken 2 1/2 hours / Fuel used 23 litres.

OCTOBER 21, 2014

VMR1 was activated around 8:30pm by a phone call from Whitsunday Water Police. They had been alerted by Hay Point VTS radio operators to a situation on Border Island where two crew, aged 20 and 21, from a visiting vessel had not returned from a walk and climb on the island after being dropped ashore on the western side of the island by the skipper around 3pm. When they had not returned to the beach by the arranged time the skipper had conducted an unsuccessful shore line search before seeking assistance on VHF16, which is monitored after hours by Hay Point VTS radio station.

VMR1 departed Abel Point Marina at 9:10pm right into a heavy rain squall, with limited visibility and strong winds creating a moderate to rough sea. Wind speeds at Hamilton Island at the time were 26-32kts with gusts to 36kts. Despite the conditions, the rescue vessel reached Cataran Bay on Border Island to rendezvous with the missing persons' boat around an hour later, and was soon in contact with the rescue helicopter *Rescue 412* on its way from Mackay. After getting more details and passing them onto the helicopter as it began its search, *VMR1* commenced a shoreline search on the way to the beach on the south western side of the island where the young adventurers had last been seen, with the vessel's skipper on board.



VMR was advised by *Rescue 412* that a small fire had been spotted on the south western end of the island, and *VMR1* made its way to that location. The helicopter advised that they could not see anyone near the fire, so *VMR1* launched its tender to go and investigate further, it being too dark and with too much coral around to risk taking the larger boat into shore. As the tender was departing *VMR1* another radio call was received from the helicopter advising that the men had been located on a ridge about 500m away and higher up on the island. However, wind conditions were too gusty to hover and maintain position to recover the persons, who seemed to be fit and well. The helicopter circled a couple of times before advising that they were going to attempt to recover the two on the ridge using their winch, probably in recognition of the difficulty the people on the ground would have had in returning safely to the beach in the night for evacuation by *VMR1*'s tender.

Around 11pm *Rescue 412* moved into position, and after holding a difficult hover in very testing wind conditions for more than 15 minutes the two on the ridge were successfully evacuated and taken to Hamilton Island where they were looked after by the island's security staff for the rest of the night. Both were in good condition. *VMR1* recovered its tender and returned the vessel's very grateful skipper to his boat at Cataran Bay where he no doubt celebrated both the successful rescue and belatedly his birthday. *VMR1* then departed for Abell Point Marina at 11:35pm, arriving at 12:30am before refuelling and shutting down at 1am.

All in all, a difficult, testing night for both the rescue vessel and the helicopter crew, but with a good outcome at the end.

Time taken 4 1/2 hours.

Following this activation, we received the following email from the skipper and grateful father, accompanied by a donation of \$500:

"On 20th October this year my 20 year old son and my 21 year old nephew had not arrived back at the drop off point after walking on Border Island by 4:30 pm as agreed. I had been searching for them until dark from my boat a 12 metre catamaran. I was confident that if the boys had not got injured they would be OK to stay on the island overnight however I had some concerns that one of them may have been injured. I contacted VMR Whitsunday and discussed with them and they advised that they would send a search vessel out and also contact CQ helicopter rescue.

VMR volunteers in the rescue vessel picked me up from Cataran Bay and I was involved in the search. I was greatly impressed by the professionalism of the crew and more than a little embarrassed at having to drag them from their homes at night to look for my crew. All turned out well with the boys being located and winched into the

helicopter and taken to Hamilton Island. They had got disoriented in the failing light and were kilometres away from where I had agreed to pick them up from at 4:30 that afternoon.

I appreciate how hard it is for you to continually fund raise to continue the absolutely vital service you perform. The donation was a token of my appreciation for the efforts of the VMR Whitsunday team."

NOVEMBER 15, 2014

At 4:15am on Sunday morning, when the phone goes you say "this can't be good". Either bad news from the elderly in-laws or ... a Volunteer Marine Rescue callout. The call was for a Queensland Ambulance Service (QAS) initiated Medivac from a commercial charter vessel. A male passenger aboard was having multiple seizures. Only 20 minutes from phone call to readiness. Check list completed, engines idling and an otherwise silent dock. Very little wind and a clear sky filled with a giant moon. At least the conditions were favourable, as opposed to the numerous nights spent carrying out rescues in pouring rain and howling gales. We made contact with the charter vessel to establish their exact location "en route from Nara Inlet, just north of North Mole Island". The charter vessel's skipper and I agreed on a plan for transfer of the patient to *VMR1*. Ideal conditions with good light and a calm sea. The roar of a large V8 engine announced the arrival of the paramedics from QAS. Warm greetings from both teams, who in some cases had worked together in similar circumstances for over a decade. Loaded and away at 04:36.

By 05:02 we were tied up alongside the charter vessel, a process that went seamlessly due to the pre agreed plan and proficiency of the trained and experienced VMR crew. The next step was a little harder. The patient, a young man in his 20's was virtually incapacitated. Incoherent and unable to stand. the QAS team, assisted by a burly crew member from the charter vessel, gently manhandled the patients' dead weight over the dispatching vessel's gunnel rail and down to the VMR crew.

Eighteen minutes later in the grey light of dawn, with the patient, his concerned brother and the QAS team back aboard *VMR1*, we set our course for Abel Point Marina and accelerated to 24kts.

By 05:40 we were unloading the patient into the waiting ambulance.

Mal Friday
Vice President, VMR Whitsunday



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



TIPS FOR successful grant writing

Grant writing takes good organisational skills, better than average writing ability, and a flair for storytelling. Seeking funding by writing grants can seem daunting at first. It is always best to have a fundraising team rather than just one person.

For each project you will need to determine:

- > what it is you are seeking funding for
- > why you need/want it-goals/objective
- > who will benefit
- > how much will it cost.

You can then begin to look for grants that suit your project. Look for funding sources whose philosophy and focus are consistent with your project's goals and objectives. A good place to start is your local council. They have community grants of all different types. Council will have a grants team who will be more than happy to help you determine if your project is eligible for their grants and they will also know of other funding in the area. They may even offer free grant writing courses. Check with your crew and see if any of their employers have grants available. Many corporations have funding that you can apply for if you have their staff as volunteers of your base. The gambling funding is another good source and has opportunities state wide. <http://www.olgr.qld.gov.au/grants/index.shtml>

Each grant application will come with its own set of guidelines. Reading and following the guidelines is one of the key aspects of successful grant writing. Your application will need to match their objectives. The better the fit, the more chance you have. Most will allow you to ring and talk to the team to see if your project fits their requirements.

You will need to gather documents from your management committee prior to completing the application which may include – Contact details, ABN, Certificate of incorporation, Audited financial reports, Certificate of currency (insurance), Endorsement as a DGR (Deductible Gift recipient), Endorsement as an income tax exempt charity, Mission statement, Strategic plan.

You will be required to describe your organisation. This is often on a limited word count. So it needs to be concise. Assume they know nothing of your organisation and don't use acronyms without first using the full wording.

Have a clear plan for your project. Know what you want to accomplish and the steps you will take to do it.

Try to have a hook – something different that will make your application stand out from the many submissions.

Include statistics. Prove your points. Give facts to back up your claims.

Make sure your goals are measurable and realistic.

Ensure the timeline of the grant matches the grantor's funding cycle. If that's unknown, it's better to use phase 1 and phase 2 or month 1, 2, 3, etc. than specific dates.

Don't pad the budget. Most assessors know the costs of the equipment and other needs. If you inflate costs, you probably will not be funded.

Judging of applications is often split up so one person may look at one response and someone else another. MRQ (Marine Rescue Qld) recently submitted five grant applications from a funding group that received 10 000 applications. That's a lot of reading, so be short but concise with your answers. We were successful in each application despite the stiff competition. Funding is very competitive and the first thing they all do is check that all the mandatory requirements have been met. In most cases not supplying mandatory information means an immediate rejection. It is very rare for them to contact you and prompt you for missing documents. It is well worth getting someone else to check the full application including attachments before you send it off.

Assessors will pay particular attention to

- > The scope of the project
- > The soundness of the planning and methodology
- > The capacity of the organisation to provide the necessary infrastructure.

Remember, once you are awarded the grant, someone has to implement it and make sure everything you said would be done is done in a timely manner, and that the money is spent properly.

Celebrate your success and learn from the failures.

We will offering further grant writing information in greater detail over the coming magazines. Next is – Describing your organisation.



SOUTHPORT MARINE RESCUE QLD



and offshore use and will certainly compliment the squadron well.

The celebration was attended by 120 members and guests of VMR Southport, including Ted Malone, Qld Government Minister for Emergency Volunteers, Broadwater MP Verity Barton, Gold Coast City councillors Lex Bell and Dawn Crichlow, and Monica Farrow, Superintendent Qld Ambulance Service, with the official launch being conducted by life members Chris Leech and Jill McGhie under the supervision of Senior Chaplain Qld Police Graeme Ramsden.

The day was an outstanding success, with beautiful sunny skies, mild temperatures and an outstanding crowd.

VMR Southport now has four rescue vessels which are all running well and highly recognisable on Gold Coast waters.

Training efforts from members continues to be strong with a current Elements of Shipboard Safety course

providing tuition to nine people. The new MAR training package continues to be implemented and several members are close to being awarded higher ranks through their hard work and enthusiasm.

The long awaited construction of a new radio aerial tower is now nearing fruition, as we finalise negotiations with the Queensland government for the renewal of our rescue base land tenure. It is expected that this project will be commenced in early 2015, with works expected to take three to four months. The squadron has been fortunate to receive grant monies toward part of the cost of this project, however approximately \$70,000 will still need to be contributed from our own funds.

A favourable engineers report has also all allowed us to move forward with the repair of the base pontoon, which has recently succumbed to serious injury from the wave actions of the rapidly increasing number of larger vessels that transit our area. This project involves the replacement of pylons, roller brackets and the repair of surface cracks in the concrete deck. Again we have been lucky to be successful with grant applications to be able to undertake this project. Funding is also being sought to replace our deteriorating concrete boatramp.

All else is good at Southport.

From VMR Southport we hope you all had a prosperous festive season and a happy new year and hope that time on the water is trouble and most importantly injury free.

Things are certainly heating up in Southport as the summer months rapidly approach. The crews are noticing the increase in activations and just yesterday, a simple activation for the midweek callout crew resulted in a three further requests for assistance, including a serious marine incident which saw a large cruiser run aground at speed, requiring transport to hospital for four people, including two babies.

The Queensland Ambulance Service is keeping VMR Southport busy, with the aforementioned incident the fifth activation in just over a week, in which emergency paramedics have required marine transport to incidents. The squadron's QAS first responders have been involved in all of these activations and are certainly gaining valuable experience with this involvement.

On a recent weekend, a crew received four requests for assistance in a 10 minute period, all involving jetskis with differing mechanical issues. That same crew was activated nine times in a 12 hour period.

VMR Southport are very well prepared for the upcoming Summer / Christmas / ew Year boating season and with favourable weather forecast we are expecting an exceptionally busy time.

On November 9, 2014, VMR Southport commissioned its latest rescue vessel, a Noosa Cat 2400 Series craft, powered by 2 x 150hp Mercury Verado outboard engines.

This vessel has been some 18 months in planning and construction and has the capability for both inshore



Heat Stress

By Sharon McLean – VMR Mackay

With the summer months well and truly upon us, it is important to keep in mind that time spent working or playing in the sun and heat can lead to heat stress. Over the summer months people head to the beach, play cricket, get out in the gardens and enjoy many more outdoor activities.

Our crews out on the water are especially at risk at this time of year. Other people with a high risk are the very young and the elderly. Elderly people tend to lock themselves in their homes so they feel safe, but in doing this they also tend to keep the windows shut, and fans either not on or on very slow as they are concerned about the cost of electricity. At times this can make their homes like an oven and this can also bring on heat stress.

WHAT IS HEAT STRESS?

Heat stress occurs when your body is unable to cool itself sufficiently and your body temperature rises when heat is absorbed from the environment faster than your body can get rid of it.

EXAMPLES OF HEAT STRESS

Heat rash or prickly heat – an intense itchy red skin rash that comes from excessive sweating causing the sweat ducts to become blocked. This can be treated by keeping your skin dry, wearing suitable clothing and avoiding hot and humid conditions.

Heat cramps – often affect people who have sweated a lot during strenuous activity. These cramps usually affect the abdomen area, arms or legs. Cramps can also be an early symptom of heat exhaustion. It is very important that you seek medical attention if these cramps continue for more than one hour.

If medical attention is not necessary:

- > Stop all strenuous activity and rest quietly in a cool place
- > Increase fluid intake using cool water
- > Lay down in the shade
- > Remove outer clothing like hard hat, work boots, and shirt
- > Fan vigorously to increase evaporation.

Heat exhaustion – is a serious condition that can develop into heat stroke. It is your body's response to loss of fluid and salt due to sweating.

Heat stroke – is a medical emergency caused by a rise in core body temperature. A person suffering heat stroke will become confused and may stagger or collapse. The skin may feel either wet or dry.

WARNING SIGNS:

- > Heavy sweating
- > Headaches
- > Tiredness and weakness
- > Dizziness or fainting
- > Slurred speech or blurred vision
- > Nausea and vomiting
- > Painful muscles spasms or cramps.

CAUSES:

- > Type of work
- > High air temperature/humidity levels
- > Radiant heat eg: working outside, working near machinery
- > Physical condition you are in
- > Individual factors: medical conditions, medications, age, weight and fitness level.

PREVENTING HEAT STRESS:

- > Have regular cooling off or rest periods
- > Drink plenty of water, your body size and activity may require a greater intake of water than the recommended two litres per day.
- > Loose fitting clothing helps with air circulation.

HYDRATION:

Maintaining hydration is one of the most important ways to counteract the effects of heat stress. During prolonged work in the heat your body can sweat up to one litre an hour, unless this fluid is replaced by drinking water, dehydration will happen. You will not feel thirsty until you have lost 2% of your body weight in fluid.

WHAT CAN OUR CREWS DO?

When you are out on an activation make sure that you take bottles of water with you. You will need to ensure that there is sufficient for each crew member and for any extra people that come on board. Most importantly keep an eye on your mates especially when you are out on the water for long periods of time. Remember when you are on the water, you not only get the direct sun, you also have the sun's reflection coming off the water.

If any of your crew mates are showing any signs of heat stress, they should be moved to a shaded cool area on the vessel and be cooled by all possible means including removing hat, shirt, shoes, give them cool water to drink and fan them vigorously. Make sure that you radio or phone in for medical assistance if the symptoms are progressing.

Have a great summer everyone and stay hydrated and cool. Hope you had a great Christmas and all the best for 2015.



RABY BAY MARINE RESCUE QLD

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Hard-Luck

NOTABLE INCIDENTS:

It had mostly been a quiet quarter with run-of-the-mill breakdowns making up the bulk of our work. That was until Saturday, November 22, when a converted 50ft trawler/cruiser came to grief off Peel Island.

She had lost engine power and ran aground at Southwest Rocks on a falling tide. Her skipper called for assistance at 13:20 and *Energex Medivac* was despatched to remove the passengers to safety. Following the successful removal of the passengers the attending VMR crew went aboard to assess the damage. It was apparent she was taking on water quite quickly so they began an operation to pump out her hull. The rate of water coming in defeated the initial attempt and a second, larger pump, was obtained, which did improve the situation;

however, as the tide turned and rose so did the level of water and the crew returned to base at 20:00. In all, 16 passengers and crew were recovered to safety.

The following morning, the owner requested to be taken out to assess the damage and it was decided to pump out the water and attempt to re-float her. A second three-inch pump was obtained and crews from *Energex Medivac* and *RB IV* returned to Southwest Rocks an hour before low tide. Almost all the water had been removed when both pumps failed in quick succession and once again the rising tide began to flood the vessel. The crew on board retrieved as many loose items from the boat as they could while it was safe, but had to abandon the task when on-site risk-assessment concluded that it was becoming dangerous. The units returned to base at 19:30.

A salvage company has now taken over the operation to re-float her.

A plague of *Catostylus mosaicus* – or blue-blubber jellyfish – in the bay has seen a few walking-wounded arrive at the base for the treatment of stings. Ice is nice.

In another envenomation incident, the runner-up in a Stonefish encounter was transported by the water police from Peel Island to Raby Bay base where paramedics were waiting in to administer treatment on site.

SWING-TO-SAVE



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On Friday 24 and Saturday 25, two units from Raby Bay attended the Goodwill Swing-to-Save for the 'Save the Children' fund on the Brisbane River. *Energex Medivac* and *RB IV* operated as pickup and transfer boats for the event where, for reasons of their own, an estimated 160 people flung themselves from the Goodwill Bridge. The number included certain state government ministers and media personalities. Despite this, all were returned to shore safely.

ESS

Over the weekend of October 4-5, Gary Radford and Tom Hudson, from MRQ training group, presented the new MAR based Elements of Shipboard Safety at Raby Bay. Twenty two attendees, made up from Raby Bay and other VMR unit crew, watch-leaders from the tall ship *South Passage* as well as several students from local marine operators were put through their ESS paces. Most of the written work was completed on the first day, with flares, fire-fighting and the in-water practical held on the second day. The excellent turnout necessitated the use of two life-rafts and the candidates divided into a male and female contingent. This fostered healthy levels of high-spirited competition between the two age-old adversaries which in-turn contributed to some excellent performances under pressure. I'm not about to cite a winner, but I can at least confirm that

Jessica Marshall and Charlie Watts from Raby Bay completed

And the winner is ...



their course with flying colours. Well done to all who participated, and special thanks to the young lady who wore my GoPro camera on her head throughout the entire wet-drill phase!

BASE INFRASTRUCTURE

At last, we have a website! For the curious amongst you, it can be located at <http://www.vmrrabybay.org.au/>

There are currently three camera feeds featured on the site covering the northern car park, the northern ramp and Cleveland Point. As a result of feedback, we intend moving the first two camera viewpoints to positions higher up the roof to maximise their coverage and add a fourth camera to cover the newly extended southern car park and ramp. It has already been suggested that we replace the first three cameras with higher resolution models that will take better advantage of the unique location of our base and our view across the bay. The launch of the web site was covered by the *Redlands City Bulletin* and has already generated many membership enquiries as well as financial contributions.

It's been a bit of a saga getting there, but well done and thanks go to Andy Ross and Jason Young who between them resolved all the outstanding issues that held this project back for the last year!

FOURTH QUARTER STATISTICS

ACTIVATION FOR AUGUST 1, 2014-OCTOBER 31, 2014

Medivacs	42
Breakdowns	33
Insufficient Fuel	1
Grounding	0
Sinking/ Sunk Vessel	0
Search	2
Drifting Vessels	0
Flares	0
EPIRB Activation	0
Training	68
Total	146
Persons returned to Safety	80
Amount of Fuel used (Litres)	10,311



Interesting ocean facts *you may not know ...*

- An estimated 50-80% of all life on earth is found under the ocean surface and the oceans contain 99% of the living space on the planet. Less than 10% of that space has been explored by humans. Eighty five percent of the area and 90% of the volume constitute the dark, cold environment we call the deep sea. The average depth of the ocean is 3,795 m. The average height of the land is 840m
- The oceans cover 71% (and rising) of the earth's surface and contain 97% of the earth's water. Less than 1% is fresh water, and 2-3% is contained in glaciers and ice caps (and is decreasing)
- 90% of all volcanic activity occurs in the oceans
- The speed of sound in water is 1,435 m/sec – nearly five times faster than the speed of sound in air
- Earth's longest mountain range is the Mid-Ocean Ridge more than 50,000km in length, which winds around the globe from the Arctic Ocean to the Atlantic, skirting Africa, Asia and Australia, and crossing the Pacific to the west coast of North America. It is four times longer than the Andes, Rockies, and Himalayas combined
- The pressure at the deepest point in the ocean is more than 11,318 tons/sq m, or the equivalent of one person trying to support 50 jumbo jets
- The top 10ft of the ocean holds as much heat as the entire atmosphere
- The lowest known point on earth, called the Challenger Deep, is 11,034m deep, in the Marianas Trench in the western Pacific. To get an idea of how deep that is, if you could take Mt Everest and place it at the bottom of the trench there would still be over a mile of ocean above it. The Dead Sea is the earth's lowest land point with an elevation of 396m below sea level
- Undersea earthquakes, volcanoes and landslides can cause tsunamis (Japanese word meaning 'harbor wave'), or seismic sea waves. The largest recorded tsunami measured 60m above sea level caused by an 8.9 magnitude earthquake in the gulf of Alaska in 1899 travelling at hundreds of km/hr
- The average depth of the Atlantic Ocean, with its adjacent seas, is 3,332m; without them it is 3,926m. The greatest depth, 8,381m, is in the Puerto Rico Trench
- The Pacific Ocean, the world's largest water body, occupies a third of the earth's surface. The Pacific contains about 25,000 islands (more than the total number in the rest of the world's oceans combined), almost all of which are found south of the equator. The Pacific covers an area of 179.7 million sqkm
- The Kuroshio Current, off the shores of Japan, is the largest current. It can travel between 40-121km/day at 1.6-4.8kph, and extends some 1,006m deep. The Gulf Stream is close to this current's speed. The Gulf Stream is a well known current of warm water in the Atlantic Ocean. At a speed of 97km/day, the Gulf Stream moves a 100 times as much water as all the rivers on earth and flows at a rate 300 times faster than the Amazon, which is the world's largest river
- A given area in an ocean upwelling zone or deep estuary is as productive as the same area in rain forests, most crops and intensive agriculture. They all produce between 150-500 grams of carbon per square metre per year
- The sea level has risen with an average of 10-25cm over the past 100 years and scientists expect this rate to increase. Sea levels will continue rising even if the climate has stabilised, because the ocean reacts slowly to changes. Ten thousand years ago the ocean level was about 110m lower than it is now. If all the world's ice melted, the oceans would rise 66m
- The density of sea water becomes more dense as it becomes colder, right down to its freezing point of -1.9°C unlike fresh water which is most dense at 4°C, well above its freezing point of 0°C
- Antarctica has as much ice as the Atlantic Ocean has water



- The Arctic produces 10,000-50,000 icebergs annually. The amount produced in the Antarctic regions is inestimable. Icebergs normally have a four-year life-span; they begin entering shipping lanes after about three years
- Each year, three times as much rubbish is dumped into the world's oceans as the weight of fish caught
- Oil is one of the ocean's 'greatest' resources. Nearly one-third of the world's oil comes from offshore fields in our oceans. Areas most popular for oil drilling are the Arabian Gulf, the North Sea and the Gulf of Mexico.
- Refined oil is also responsible for polluting the ocean. More oil reaches the oceans each year as a result of leaking automobiles and other non-point sources than the oil spilled in Prince William Sound by the Exxon Valdez or even in the Gulf of Mexico during the Deepwater Horizon/ BP oil spill
- The record for the deepest free dive is held by Jacques Mayol. He dove to an astounding depth of 86m without any breathing equipment
- A mouthful of seawater may contain millions of bacterial cells, hundreds of thousands of phytoplankton and tens of thousands of zooplankton
- The Great Barrier Reef, measuring 2,300km in length covering an area more extensive than Britain, is the largest living structure on earth and can be seen from space. Its reefs are made up of 400 species of coral, supporting well over 2,000 different fish, 4,000 species of mollusc and countless other invertebrates. It should really be named 'Great Barrier of Reefs', as it is not one long solid structure but made up of nearly 3,000 individual reefs and 1,000 islands
- Fish supply the greatest percentage of the world's protein consumed by humans
- More than 90% of the trade between countries is carried by ships and about half the communications between nations use underwater cables
- Swordfish and marlin are the fastest fish in the ocean reaching speeds up to 121kph in quick bursts; bluefin tuna (*Thunnus thynnus*) may reach sustained speeds up to 90kph
- Blue whales are the largest animals on our planet ever (exceeding the size of the greatest known dinosaurs) and have hearts the size of small cars
- Many fish can change sex during the course of their lives. Others, especially rare deep-sea fish, have both male and female sex organs
- Life began in the ocean 3.1 billion to 3.4 billion years ago. Land dwellers appeared approximately 400 million years ago, relatively recently in geologic time
- Because the architecture and chemistry of coral is so similar to human bone, coral has been used to replace bone grafts in helping human bone to heal quickly and cleanly



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

WORKPLACE HEALTH & SAFETY POLICY

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

SQUADRON

WORKPLACE HEALTH & SAFETY POLICY

The Squadron shall:

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

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sMRT Inflatable SOS Dan Buoy selected by the judges for 2014 METS Dame Awards

SOS Marine and Mobilarm subsidiary Marine Rescue Technologies (MRT) announce today that the sMRT Inflatable SOS Dan Buoy is one of the 45 products that have been nominated for final judging by the Design Award METS (DAME) 2014 jury. The products have been selected from a total of 116 entries from 23 nationalities from all over the world.

The Dame Jury assess entries for overall design, build quality, functionality and use of materials. Other factors taken into account are: originality, ergonomics and price/quality ratio. The short listed products are divided over seven individual categories.

Once thrown into the water and inflated, the sMRT SOS Dan Buoy becomes a visual marker and at the same time the sMRT technology is activated which sends out an alert signal automatically transmitting GPS coordinates to your chart plotter via AIS and DSC. The SOS Dan Buoy can also provide flotation for the casualty. Its visual and electronic capabilities truly reduce the Search in Search and Rescue.

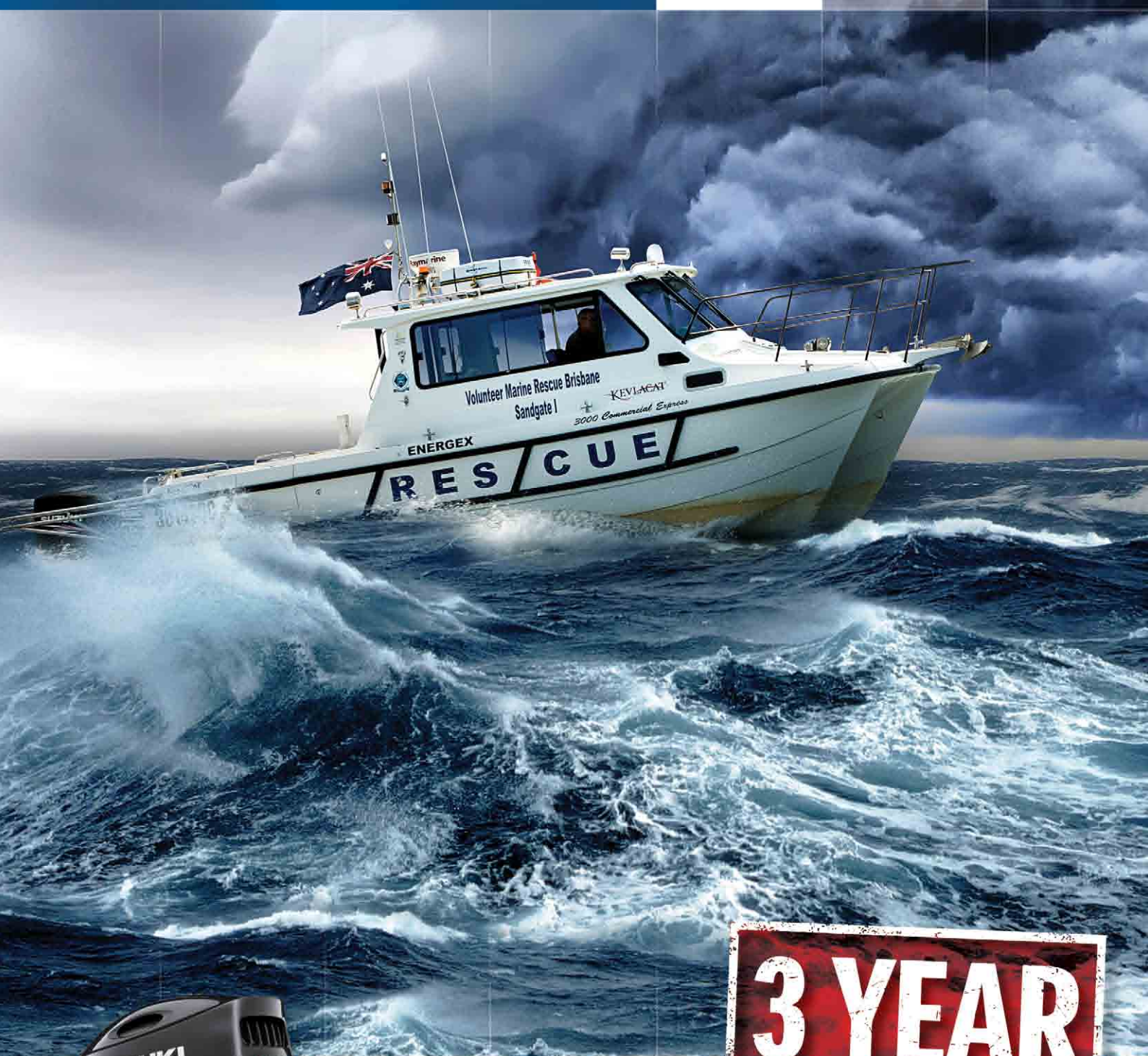
MRT CEO Ken Gaunt commented: "This product is a clear alternative for those environments in which individual protection is not viable such as large passenger vessels and cruise ships, or those facilities such as oil rigs and wind farms in which additional standby measures address the additional safety requirements needed."

SOS Marine's, Ross Spencer added: "We are very excited for sMRT SOS Dan Buoy to become a global benchmark in response to a rescue situation. It is specifically designed to make rescue and recovery of a man overboard incident a simple and reliable operation. The sMRT SOS Dan Buoy is a very easy to use product that delivers improved safety to commercial and recreational seafarers."



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