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Spring 2012

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VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82, 22	YES	YES	YES
VMR MIDGE POINT	VMR 458	81-21			YES
VMR MACKAY	VMR 448	80, 21	YES	YES	YES
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VMR ROUND HILL	VMR 477	81, 82	YES	YES	YES
VMR BUNDABERG	VMR 488	22,80,81	YES	YES	YES
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from the **President's Chair**



As I mentioned in my last article I joined VMR 15 years ago and did my time on the rear deck of rescue vessels as a crewmember progressing up through the ranks. Despite this extensive experience in the core of our operations, I am now encouraged to take a state-wide view of our operations. Marine Rescue Queensland squadrons certainly operate in a wide variety of locations and situations. From

Brisbane and Gold Coast where squadrons perform rescues at rates well over one per day through to remote areas where the local VMR crews are also the SES crews and also local fire-fighters etc.

For this reason, I have commenced travels to visit squadrons operating in areas outside of my local area. I am seeing how they operate and discussing with their management and members the common and unique issues that each squadron faces. On the weekend of August 18 and 19, I journeyed on the Saturday to VMR Bundaberg and caught up with Garry Dick and his crews. I was made very welcome at their squadron and spent several hours looking over their operations and holding discussions with their members. It was a worthwhile opportunity to see another rescue operation and to start directly interfacing between the VMRAQ state body and the operational members of our squadrons. The warm welcome I received and the enthusiasm with which the crew engaged me is a memory that I will carry for a long time.

Sunday 19 saw the holding of the Central Zone meeting, so I took the opportunity to attend. I drove to Hervey Bay on the Saturday afternoon and as luck would have it, the annual Whale Festival was in full swing. Of course walking down the street the first thing I saw in the annual parade on the esplanade was a brand new VMR rescue vessel being driven down the street! Both Tom Hudson and Leith Lindsay were personally present in the parade. These two members between them represent a vast wealth of rescue experience and it was good to catch up with them informally.

Attending the Central Zone Meeting on Sunday morning I was reminded that despite our common passion for marine safety, we often bring differing viewpoints to the table at meetings. What I am pleased to report is the highly professional manner in which different ideas were discussed until the zone achieved unanimous outcomes. If this is a representative sample of how our business is conducted around the state of Queensland, then we are in really good shape.

I have long recognised the amazing value represented by the quality of our people. We often join Marine Rescue with the idea of directly assisting the boating public by effecting rescues

aboard rescue vessels and then we find we spend more time in training, administration, radio duty and health and safety than we ever do on board a vessel. Yet despite these daunting tasks, the marine rescue efforts in Queensland are flourishing and rising well to meet each new challenge. My hat is off to all our members.

In the recent period also, VMR Hervey Bay has launched a new Noosa cat secondary rescue vessel to replace the older version that has served them well. I was privileged to attend the launching ceremony on Sunday, August 12 along with Secretary Manager Mr Harry Hubner. This squadron is to be congratulated on having commissioned a well presented and effective rescue resource for their local area.

The upcoming (at time of writing) weekend of September 15 and 16, 2012 will see a voting AGM of the VMRAQ State Council. Without wishing to predict or prejudice the outcome, I can confidently report that, from holding discussions with each nominee, I am very impressed with each person's strength of character and personal integrity. No matter what the outcome, I am confident that the State Association will be well represented into the future.

Keith Williams
State Chairman

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Farm Fantastic

Pictures and words Peter McNamara

Farm Fantastic, held at near Caboolture on July 20, 21 and 22, 2012, gave a kick start to the launch of the new fund raising cruise raffle for Marine Rescue Bribie.

The raffle is by sponsored by Harvey World Travel Bribie Island. Members from Marine Rescue Bribie helped to man the gates as well as sell tickets over the three day event.

Bob Skinner Vice Commodore of Marine Rescue Bribie said "It was a great success".

The Commodore Wayne Sclater thanked all the members who volunteered to help at the Farm Fantastic.



Marine Rescue Bribie Member Tex Howarth selling the cruise raffle tickets out the front of The Marine Rescue Bribie Stall at the Farm Fantastic show at Caboolture. Volunteers from Bribie Marine Rescue manned the gates on Wednesday and Thursday and sold cruise raffle tickets on Friday/Saturday and Sunday.



First Aid

Words and Pictures by Peter McNamara

Former Paramedic Ian Grimes now one of the hard working members at Marine Rescue Bribie is running regular First Aid and CPR courses at the base. Commodore Wayne Sclater said "Its a great asset to have someone with Ian's experience at the base running these courses who can tell of some real life experiences. It makes it easier for the students to remember things."



The First Aid Course run at the base on Saturday, July 21, 2012 was conducted by Ian Grimes seen talking to the class. Allan Tranter and John White in the foreground of the picture.



The First Aid Course run at the base on Saturday, July 21, 2012 was conducted by Ian Grimes seen talking to the class.

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VMR Cruise Raffle Winner

At the 'Sunset Drinks' Friday night – June 29, 2012, the raffle for the 'Second Cruise' was drawn at the base by John Layton (Harvey World Travel, Bribie Island).

The winning ticket was No 3883 and was won by Hilda Dan Zeeger from Woodgate.

The cruise consists of seven days for two people leaving from Brisbane. The winners have a choice of going to North Queensland or the South Pacific.

The management and members of Marine Rescue Bribie would like to congratulate to Hilda, wish her a safe and enjoyable trip and also thank her for supporting VMR Bribie by purchasing a ticket.

Our thanks also go to John and Roz Layton from Harvey World Travel Bribie Island who continue to help us as ongoing sponsors in our fundraising efforts. On the night John and Roz were presented with a 'plaque' in recognition of their support by VMR Commodore Wayne Sclater.

Tickets in the third cruise raffle went on sale at the Caboolture Farm Fantastic in July 2012.



(L to R) Commodore Wayne Sclater, John and Roz Layton from Harvey World Travel and Vice Commodore Bob Skinner. The Commodore presented John Layton with a Marine Rescue Plaque. Picture courtesy of Peter McNamara.

Sandstone Point Bakery Receive Certificate of Appreciation of VMR Bribie

Mrs Cheryl Robinson (President of VMR Bribie's Social Committee) presented Tarsh McConochie from 'Sandstone Point Bakehouse' with a Certificate of Appreciation for the donation of a variety of cakes and other 'goodies' helping VMR raise funds at both of the recent election days.

Tarsh opened the 'Bribie Island Bakehouse' in 2001 and has provided quality products and service to the community for the past 11 years. She opened 'Sandstone Point Bakehouse' to expand her Bakery Cafés to the wider Bribie area where you can also enjoy 'take-away' or 'sit down meals'.

Tarsh can be contacted at the 'Bribie Island Bakehouse' on 07 3408 9811, and her 'Sandstone Point Bakery' on 07 5497 7780.

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Wayne Sclater Marine Rescue Bribie's Commodore having his hair shaved by VMR member Sheryl Traill after losing State of Origin bet.



Wayne Sclater Marine Rescue Bribie's Commodore having his hair shaved after losing State of Origin bet by VMR member Sheryl Traill who is getting some advice from VMR members Tex Howarth, Larry Hooper and Robert Kirby.



Wayne Sclater Marine Rescue Bribie's Commodore having his hair shaved after losing State of Origin bet by VMR member Sheryl Traill and being offered a maroon handkerchief from Cheryl Robinson.

Commodore Loses Hair

Story and pictures by Peter McNamara

Wayne Sclater Commodore of Marine Rescue Bribie can never be called a bad sport.

Wayne, a mad Blues supporter, bet that if the Blues did not win the recent State of Origin Series he would have his head shaved. At half time he was feeling pretty confident, but when the final whistle went he knew his hair was gone.

To make sure that Wayne kept his word, one of Marine Rescue Bribie's Social Committee members, Sheryl Traill a trained hairdresser, was on hand to cut Wayne's hair. Sheryl had plenty of advice from other members on how to cut the commodore's hair.

Wayne's only comment was "There is always next year!"

New Look For Marine Rescue Bribie

Story and Picture Peter McNamara

Marine Rescue Bribie Base has had a facelift in the last few months with the outside building being totally repainted with modern colours .

The inside of the base has also repainted.

The function-meeting room has had a major makeover with a new false ceiling, new lighting, new carpets and solar blinds installed.

The balcony has been totally rebuilt with new steel support beams, retiled and also painted.

The upstairs male and female loos have been totally revamped with dual flush systems.

All safety signs have been upgraded.

Bob Skinner Vice Commodore who was the main overseer of the project said "The base has basically not been touched for many years and we had to bring it up to today's standards.



The newly painted Marine Rescue Bribie's Base.



The Revamped foyer of Marine Rescue Bribie. (right)
 The revamped function room of Marine Rescue Bribie. (above)



The renovations were made possible by the way of a grant organised by our sponsorship coordinators Denis Ezzy and Maurie Doyle".

Additional funds had to be added to the project when it was discovered that the balcony needed more work done on it than originally expected.

The Commodore Wayne Sclater said "The base is something that all Marine Rescue Bribie members can be justly proud of" and thanked all those concerned who helped with the project.



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Security Upgrade for Pontoon at Marine Rescue Bribie

Story and pictures by Peter McNamara



The Marine Rescue Bribie's pontoon now has a 24hr CTV Security Camera monitoring all movements.

Bob Skinner, the Vice Commodore, said 'With such a large investment in money with our three rescue vessels we have to ensure they are well protected 24 hours a day.'

This has been part of the upgrade to the building and the pontoon." There are four CTV cameras which scan all parts of the pontoon and gangway.



Energex Bribie One



Energex Bribie One up on the hard stand at Spinnaker Sound Marina having its annual clean and antifoul.

CTV cameras on the Marine Rescue Bribie's Pontoon.



The Marine Rescue pontoon at night now has four CTV cameras monitoring any movements. (main pic top)

The view of the pontoon at Marine Rescue Bribie on the CTV camera monitor at night. (above left)

Camera Warning signs on the Marine Rescue Bribie's Pontoon. (above right)





Training on the Increase at Marine Rescue Bribie



Gary Adams centre with a group of Radio Operators at their recent refresher course on the Electronic Log On System.



Hans Lubbers Marine Rescue Bribie UTC running a course on refuelling for operational boat crew.

Training is important to all squadrons and Marine Rescue Bribie's UTC Hans Lubbers has been working hard to get all of the squadrons operational crew up to the required standards.

The radio operators have also been doing refresher courses on their Electronic Log On System under the guidance of the Radio Officer Peter McNamara and the base's IT Specialist Gary Adams.

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currumbinVMR

Hello from VMRAQ's southernmost outpost.

Yes we are still here despite ongoing rumblings from the far north of the state, G'day Mr Poole!

Quite a lot has happened down here on the border since Currumbin last contributed to the magazine. Here are some of the highlights.

We have been through some significant milestones in recent times.

Vale – Eric Arnell

Sadly the man who did it all and never blinked an eye passed unexpectedly in March 2011. For those that did not know Eric he was very generous of his time and patience, always working on something and always involved in everything that needed doing. Wife Jan had finally convinced Eric to take a break, they packed up the car and the boat (that Eric was forever repairing) and arrived in Hervey Bay for a well earned rest. Let's just say the boat ran perfectly that holiday, sadly not so for Eric. A very moving funeral was held, attended by a large mourning congregation supported by a Marine Rescue Currumbin member's guard of honour. We witnessed a wonderful celebration of his life.

Our grieving brought a cloud of loss, reflection and silence over the Currumbin unit. As we went about our duties there were things that Eric had been working on, even in the filing cabinets there was 'Eric'. Little reminders of a wonderful person that did it all for the love of it. Rest in Peace.

Later in 2011 Peter Saunders our long standing and revered president resigned his position. Another huge milestone in the life of Marine Rescue Currumbin. Peter has been in the game for 30 years, so many contacts and a deep knowledge of all matters Marine Rescue. There is nothing that he has not done or seen in Marine Rescue. A huge effort Peter and thank you for all you have done. And, continue to do; as a mentor and advisor.

Gary Brown was elected into the president's role. As would be expected there has been a period of adjustment as others have stepped in to the many roles that were so well covered by Peter and Eric. That said I feel we have coped well.

Another 30 year man is our operations manager John Nolan. Congratulations John, a wonderful achievement. During a recent SAR activation John demonstrated his worth and bountiful experience. This time by going the extra mile. John, having completed his regular day job worked until very late one evening repairing radios that suffered water damage during adverse weather. John didn't just do the work so that we could resume the search the next day, he did it for the family of those we were looking for. The late nighter and his presence meant a lot. Simply by just knowing he was monitoring our radio provided moral support too. I have to say that what John gave the seagoing crew was exceptional. It just goes to show that



with knowledge and experience comes an automatic understanding of what support was required. You don't always have to be on the scene to do some good work. Thanks mate.

At this stage I have only mentioned three people in our unit who are outstanding. It really emphasizes to me just how much depth and talent must be spread throughout our organisation. I feel privileged to have the chance to learn from and interact with you all.

Mid last year three of Currumbin's keenest journeyed to FNQ and took part in the Gulf Zone SAREX. I doubt if anyone could ever plan such an eventful few days. Let's just say we had a couple of unique training experiences. One such experience was the VIP treatment ... being met at Weipa International Airport by our Rolls Royce Limousine complete with perfectly chilled XXXX stubbies. Thanks Crazy, a wonderful touch and I hope we did not keep you up too late that night. Throughout the following days of the adventure we learned a lot about ourselves and gained a true understanding of the unique conditions up in the top end. Isolation, huge distances and very special people. A wonderful time was had by all. Some never to be forgotten things happened on that trip. For those of you that are avid readers of the VMR magazine you may recall that Weipa gave their version of the tale, followed by Karumba's response in the next edition some three months later. Let's just say that they both applied poetic licence. Great reading guys.

You both politely left the door open for Currumbin to own up. Currumbin escaped detailed mention in either version so I will own up to a couple of self incriminating deeds, just to provide balance and equality. Jim Sachs slept throughout most of the



night time dramas, he's one of our best on watch you know! Allan Gregorenko and myself could not steer a straight course. I could not read the GPS, brought the wrong glasses with me and steered a zigzag navigation exercise! While Allan was actually testing the turning circle of *Weipa I*, or so he says, truth was he couldn't see the instruments either. So there we were in the middle of the Gulf of Carpentaria, a very dark night, unfamiliar vessel, unreadable instruments, Allan and I rotating two hour watches at the helm of zigzags followed by two hours worth of donuts. The Master and his duty skipper asleep (Crazy and Chris) and Jim 'on his special watch'. The most memorable moment for me was the lead up to Crazy making that embarrassing, fateful and incriminating call for assistance. If you can imagine a scene in – say – *McHale's Navy*, where Capt Bingham (Crazy) assembles his crew of misfits on the deck of *Weipa I*, we were all exhausted and dirty, smelling of diesel, one engine not working the other barely able to idle and not enough fuel to make port ... So there is the very proud and noble Crazy standing chest out and at his full height about to address his crew, on parade, on the deck in the brilliant morning sunshine, in dead silence. We all had a feeling that something great was about to happen such was his presence, his demeanour and stance. With his head held high and quite a strong voice Crazy began his regal address. "Gentlemen!" Looking skyward and then inspecting his on parade crew. "I have been through many different events and experiences at sea over many, many years. I have so many wonderful memories." Staring off to the horizon ... a period of silence and reflection of days gone by ... By now he is pacing the deck from side to side ... Now you can tell he is struggling to begin another strong delivery. "There has never been anything I have ever done to equal what is about to happen next ..." The strength and virility of his voice had dwindled to become somewhat shy



and hesitant, lacking any further confidence and theatrics he reached for the satellite phone and made the never to be forgotten call to Karumba for assistance. Good stuff. Endless laughs, magnificent hospitality, thank you Crazy and Paul, you made us feel very welcome. But I've got to say Karumba, you certainly saved the day. Literally!

More Currumbin News

Prior to Christmas and thanks to some termites, Allan Gregorenko, Ron Wilson and a couple of other willing hands; our operations base had a makeover with the crew room and radio room both receiving a coat of paint and a freshen up. The job all started when termites were discovered two storeys up in the attic, they had chewed through electrical wiring and were causing some nuisance electrical shorts, which lead to the discovery of the stairs being termite affected as well. Trench dug, termite barrier installed, stairs repaired, then out came the paintbrush! Jason Pinto, one of our crew (cabinet maker) donated a new kitchen bench for the radio room, so the 'painters' followed him and completed the makeover. I have to say the radio operators must have the best location in Australia to work in. Thank you Allan, Ron and Jason.

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Our radio operator roster always develops some vacancies about this time each year. They all seem to go away caravanning. To address this potential shortage before it became a problem, about three months ago we ran an editorial in the local paper. As a result senior radio operators Robyn Muhl and Marion Carrick recruited 15 new ROs. The recruiting drive produced about 20 enquiries, some applicants became crew members. A special note of thanks to John Crighton for facilitating the radio courses over several weeks.

Another notable effort this year has come from one of our skippers, Graeme Fitzpatrick. Over several months he ran a trial fund raising activity (sausage sizzle) in our driveway at the base and has proved there is definite value in keeping it going. So much so that we have a subcommittee set up to oversee our fundraising sausage sizzle, it is headed by John Beard and four willing volunteers. Graeme sacrificed plenty of family time to give the sausage sizzle a fair go. It worked and raises much needed funds each week. Thanks Graeme and family (Leigh and boys) for all you have given; to John and your team thank you as well.

About a year ago unfortunately we had a fatality at the Currumbin Bar when a surfer and a boat came together. Since then it seems our boating community and surfers for that matter, are taking a little more notice of conditions and taking a more prepared approach as to how best they go about crossing the bar. Local boaties in particular are more frequently asking to view the Currumbin Bar from our building as our location provides an elevated perspective of what is an ever changing, congested and challenging bar crossing. The annual Currumbin Creek dredging programme will commence soon. The deeper water helps separate the boats from the surfers a little bit and should bring a period of relief until the channel fills in again.

Our number of activations this year are up on the previous year. One reason may be that we have been a lot more active in the community with fund raising and the like. One activation that comes to mind happened quite by chance. Our 30 year man John Nolan, senior skipper and operations manager was keen to teach bar crossing techniques this day however the Currumbin Bar was just too congested so he took the option of using Tallebudgera Bar, another notorious bar, quite narrow, swift current, shallow water and waves that stand up straight

and very quickly. But clear of surfers and the like. John brought *Currumbin Rescue 1* in through the bar and was about to turn back around to head back out. They caught sight of a man waving at them and proceeded to get closer to him. A tricky thing to do because of the shallow water, nasty wave action and rocks. The ultimate professional John got close enough to allow the crew to recover an exhausted man, no life jacket, in his 70s; from a canoe with no buoyancy, full of water and about to enter the surf zone. It turns out that the elderly man suffered from asbestosis and other breathing difficulties; he was very blue and quite distressed. But he was able to tell the crew that the canoe he was in was one that he had bought to give to the grand children. They would not now be getting such a present from him ever! Everyone onboard that day believed he had less than 30 seconds before he would have been lost to the water. A very lucky man indeed.

Have a great summer and stay safe.

Mike Brooks
Vice President
Currumbin

time for a laugh...

These friars were behind on their belfry payments, so they opened a small florist shop to raise funds. Since people seemed pleased to buy flowers from men of God, a rival florist from across town thought the competition unfair.

He asked the good fathers to close down, but they would not. He went to see the friars and begged them to close they would not.

So the rival florist hired Hugh McTaggart, the most vicious thug in town to 'encourage' them to close. Hugh beat up the friars and trashed their store.

Terrified they closed, proving that Hugh and only Hugh can prevent florist friars.

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Activations

Activations during June and July came from a range of motivations including the usual out of fuel, breakdown tows, a medivac and a night radar sweep for an overdue vessel.

Out of Fuel

Of the three out of fuel call outs, one had a slightly different twist. On July 15 a mobile phone call to base raised the alarm that a 6.3m aluminium half-cabin was broken down and taking water about seven nautical miles north-west of Burnett Heads. Skipper Graeme Morley obtained coordinates for the vessel and activated *Bundy Rescue*. On arrival at the vessel it was revealed that it was actually taking on water, out of fuel and no operational radio situation. The crew noticed that the boat became heavy to handle and gradually went off the plane some time after hitting something in the water. Water ingress was not noticed until they eventually stopped and noticed the water level under the floor. The bilge pump needed help from buckets. So the extra fuel use was attributed to the 'heavy boat'! A hand-held VHF was transferred to the vessel for the tow back to Burnett Heads. We noted the bailing bucket was still in use.

Tinny Search

On July 5 Skipper John O'Callaghan activated *Bundy Rum* at 18:45 after a call for assistance from the police to search for a capsized 4.3m aluminium dinghy that may have been a hazard to navigation in the Burnett River. The operator of the tinny swam ashore and alerted the Police. *Bundy Rum* undertook spotlight and search patterns in the sea and long reaches of the river until 23:50, but the dinghy could not be located.

Medivac

On June 23 during the VMR Family Fishing Classic, our radio operator received a call from a vessel 29nm east of Burnett Heads that wished to be met by an ambulance as they had a crew member with a severely lacerated finger. Sea conditions were deteriorating rapidly as a 20-25kt south easterly change came through and the 5.5m vessel was only making six knots. President Garry Dick chose to activate *Bundy Rescue* to rendezvous with the vessel to reduce the return time for the patient and to give him a more comfortable ride. Skipper Bill Ker was able to take *Bundy Rescue* to the rendezvous at about

25kts with a following sea. The patient transfer was effected in seas which had now risen to two metres. The return trip started out at only 10kts, but 15kts was possible once closer to shore.

It transpired that the fishermen were returning to Burnett Heads because of the deteriorating conditions with one of the crew standing up and holding onto the boat canopy. He lost his footing as they came off the back of a large wave and the base of one of his small fingers was severely lacerated after catching in the canopy struts. The fisherman was transferred to hospital where he underwent two rounds of surgery over two days.

The activation of *Bundy Rescue* did reduce the time to treatment for the injured fisherman by two and a half hours and was undertaken as a no charge community service.

Please understand the forecast and monitor your VHF!

This one shows many unchecked boxes in the marine safety check list.

Mid afternoon on June 7 the radio room took a phone call from concerned relatives that a yacht with two POB, enroute from Pancake Creek to Burnett Heads, was several hours overdue and that a mobile phone call the previous evening indicated "we are having a bit of trouble" (unspecified). The vessel *HW Baker* was last sighted by a Coast Watch aircraft at 15:30 on June 6 and making passage to the south. *HW Baker* did not respond to radio calls from VMR477 and VMR488. Water Police activated the AGL chopper and crews from VMR Bundaberg and Round Hill after dark on the 7th. *Bundy Rescue* and *Round Hill Rescue* undertook radar searches to Baffle Creek, while *Bundy Rum* checked all vessels in the river. There was a two metre sea running from the south east, so while *Bundy Rescue* made 20kts going north it was possible to make only seven knots on the return. *Bundy Rescue* returned to base at 02:00 after a fruitless sweep of 576sqnm. *Round Hill Rescue* and the AGL chopper were also unsuccessful.

VMR Round Hill eventually got a response on Channel 82 late the next morning. The yacht was about 23 miles east of Facing Island at Gladstone, with blown out sails, damaged steering and only five litres of fuel remaining and some 35nm north of the Coast Watch coordinates. Gladstone Water Police assisted in the recovery of the vessel, whereafter it spent several weeks in Gladstone undergoing sea worthiness repairs.

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But wait there is more – on July 1 *Bundy Rescue* was activated to tow *HW Baker* from 5.4nm north of Burnett Heads, as the vessel now had a gearbox breakdown.

What went wrong here? The vessel was recently purchased by relatively inexperienced sailors; they departed Pancake Creek for Burnett Heads on June 6 with forecast of a gale warning for Double Island Point to Point Danger and a strong wind warning Sandy Cape to Double Island Point. South easterly winds of 20-25kts were forecast for the trip duration. There was no log on with VMR and the VHF radio was not monitored until mid-morning on June 8. (a) Given the forecast and crew's in experience, the vessel should not have put to sea and (b) a proper radio watch could have concluded the incident at least 24 hours earlier and for much lower cost.

Stranding at Burnett Heads

Around midnight on May 30 an overseas yacht ran aground about 200m south of the lighthouse at Burnett Heads. The vessel was enroute New Zealand to Burnett Heads. The solo yachtsman indicated he had sailed through very heavy weather for the previous five days and thus little sleep as well as having problems with his plotter and AIS equipment. It has not



New Zealand yacht stranded on the rocks near Burnett Heads lighthouse.

been disclosed just what he was doing to not see the channel markers and the lighthouse! However he managed to get nasty burns when setting of flares and these required help from the paramedics.

Steel construction restricted hull damage to loss of the rudder and a couple of bruises in the hull. The photographs show the path the vessel as she dragged across the rocks on an incoming tide, and the pile of rocks created on the starboard side of the keel. The vessel was salvaged by dragging it to the top of the rocky beach with a bulldozer and subsequent transfer to a marina hard stand for repairs.

Maintaining a good look out by all possible means should have avoided this incident.

Training and Awards

Marine Rescue Bundaberg's area of operations includes estuaries such as the Kolan and Elliott Rivers and Baffle and Theodolite Creeks which have challenging entrances due to continual movement of sand. As part of the Local Knowledge component we need to keep abreast of the conditions in these estuaries. On May 26 skipper Terry Farrar took a crew on *Bundy Rescue* to survey the entrance to the Kolan River, as there have been previous incidents where vessels had to be recovered from the sandbanks. The image below shows the approach of *Bundy Rescue* to the bar (which we did not cross on the day due to the state of the tide).



November 2011 Google Earth image of the Kolan Mouth and *Bundy Rescue* waypoints in May 2012.

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Keith Williams presents the National Medal for Emergency Services to John Routledge. (right)

The large crowd waited patiently in the rain for the prize ceremony. (far right)



Two of our inshore coxswains (Erwin Hoffmann and Graham Kingston) successfully completed their offshore assessments in July and will now progress to the duty skipper's roster. The assessments were conducted over daylight and night conditions involving a search and rescue scenarios in which a series of simulated electronic failures required a resort the first principles navigation and appropriate crew management.

John Routledge, one of our inshore coxswains and long-term member of Marine Rescue Bundaberg, was presented with his Emergency Services National Medal at the May meeting of the Central Zone by Acting State Chairman Keith Williams. Keith indicated the average tenure of a volunteer was about three years, so John's 15 years was a real achievement. Congratulations John.

Fundraising

June is the big month for our annual fund raising events. Marine Rescue Bundaberg operated one of the bars at the Bundaberg Regional Show and the bar for the Bundaberg Show Rodeo. These were both successful events and relied heavily on the team work of our members.

The seventh VMR Bundaberg Family Fishing Classic was held June 22-24. The initial forecast look wonderful, with Friday being the best day for offshore. But it went downhill from there with 20-25kt south east winds setting in by mid-morning on Saturday accompanied by cold misty rain. However we were delighted at the support and resilience of the 1,400 registrants. The Classic has grown steadily from 465 registrations in 2006 to this year's record. The Classic now seems established as a premier family

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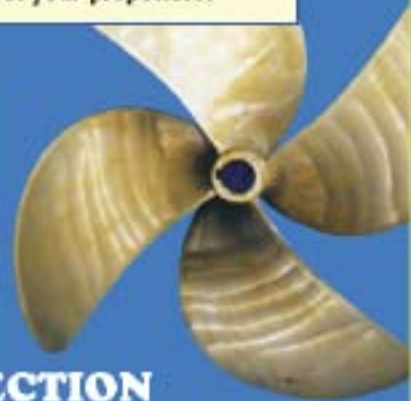
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Sunday's lucky draw prize. (top)
 Graham Kingston presents an 8hp Suzuki outboard to Hannah Silcox from Shalom Rowing on behalf of Suzuki Australia and VMRAQ. (above left)
 Shalom students take delivery of the outboard. (above right)



Alan Glass, Graeme Morley and Bruce Smith (L-R) take a break from service at the Bundaberg Show Rodeo bar. (top)
 Nice catch of sweetlips, pearl perch, snapper, red emperors and cobia at the 2012 Family Fishing Classic. (above)

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event, with registrations from Townsville, Gladstone, South Burnett, Brisbane as well as our faithful locals.

This year we had more than \$50,000 in prizes and lucky draws donated by our sponsors and an additional \$29,000 in media sponsorship. Two 4.1m Polycraft Challenger boats with 30hp Suzuki outboards were available for the Saturday and Sunday lucky draws and the Sunday boat also came with a carport from Bundy Sheds. Some excellent reef fish were weighed on Friday and Saturday. Twenty seven percent of the estuary catch was in the live category; 88% of the total weigh-in came from estuary fish; 26% of total catch was by juniors.

Details of the 2012 Classic and dates for the 2013 Classic are available on the website www.vmbundabergfishingclassic.com.au

Presentation of Suzuki Outboard

Suzuki Australia made a donation of eight 8hp outboard motors to Marine Rescue Queensland in recognition of the efforts of squadrons during the 2010-11 flood crisis. The state council resolved to make the engines available to organisations who foster the involvement of juniors in aquatic or marine activities. Marine Rescue Bundaberg nominated the rowing group from Shalom College to receive one of the engines. The presentation was made to Hannah Silcox (a coach from Shalom Rowing) at the Family Fishing Classic by Central Zone President, Graham Kingston. The engine will be serviced by sponsorship from Boats Galore in Bundaberg.

Graham Kingston – Public Relations Officer

mackayVMR



Back to the Past

The Mackay marina and the squadron's base was the home to two very old ships over the past couple of months with visits from the *Young Endeavour* and the *Duyfken*.

The *Duyfken* is the only fully-seagoing Dutch 'Age of Discovery' vessel sailing in the world, pre-dating Captain Cook's ship *Endeavour* by almost 170 years. She is in good condition, having been completed in 1999 and thoroughly trialed after 8,500nm of sailing through Australian and Indonesian waters on the 2000 *Duyfken* Expedition. A number of the squadron members had the pleasure of checking out this very unique ship first hand while she was in port at Mackay marina.

Duyfken has been designed as an authentic replica. The installation of modern machinery and extra ballasting was undertaken to comply with survey requirements after initial sailing trials. *Duyfken* performs well under sail. She easily makes four knots in moderate conditions and frequently reaches seven knots ... yep very speedy.

The *Young Endeavour* was a gift from the United Kingdom to the government and people of Australia to mark the bicentenary in 1988

Construction began on the ship in May 1986 in Lowestoft, England and on August 3, 1987 she began the long voyage to Australia with a crew which included 24 young people from Britain and Australia. The official handover ceremony took place on

January 25, 1988 in the presence of their Royal Highnesses the Prince and Princess of Wales in Farm Cove, Sydney Harbour. Her arrival heralded the start of a new era of sail training in Australia.

The government decided that the Royal Australian Navy would operate and maintain the ship, and that the *Young Endeavour* Youth Scheme would be set up to manage the associated sail training program.

The scheme was established in early 1988 with a board appointed by and responsible to the Minister for Defence. The scheme's management and administration is undertaken by civilian staff, and is based in the ship's home port of Sydney.

As Australia's sail training flagship, *Young Endeavour* participates in major events in Australia and around the world.

Our squadron has a number of members who are active in the operation of the ships training program ... yet another way that we can pass on skills and enthusiasm to our young sailors.



Duyfken. (left)

Young Endeavour. (above)



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Activations

The activity over the past few months has been quite spasmodic with periods of hectic activity followed by periods of relative quiet periods ... obviously this was centred around the prevailing weather patterns.

A number of the activations were for boats and yachts that were in need of assistance due to their engines or motors that decided to play up at the wrong time. However, the squadron has also been called out to provide assistance when a fishing boat ran aground on the outer part of Stevenson's reef with the call out occurring at 3am. Having responded and travelled for three hours to get to the stricken vessel it was able to refloat with the tide and continue on its own due to the limited damage that it sustained. The outcome was excellent for all concerned with VMR there to assist.



On one other occasion it was necessary to tow two vessels back to harbour which resulted in some very quick thinking by the crew to ensure that the towing method was appropriate to secure both boats. Again the

diverse nature of events was made easier as a result of the diverse training that is provided the skippers and crews.

Training

We have had another recent intake of new recruits who are actively training to be able to participate as members of a crew. They have undertaken a number of initial elements and are working through the remainder with real enthusiasm ... well done team and keep up the good work.

One of the training skills that all members enjoy is the 'Man/Person Overboard' drill. You can see from the photo of our distressed person 'Bob' that he is pretty easy to see in the ocean. You will also notice that 'Bob' does not have reflective tape on his 'high viz' clothing ... we found that they tended to attract unwanted visitors with sharp teeth and fins.



Off-Shore Power Boats to Roar again in Mackay



Fast Boats, Fishing, and getting outdoors ... what more could a family want? The 2012 Mackay Marine Festival was all of this and more!

Held on June 23 and 24 at Mackay Marina the Mackay Marine Festival returned for a second year.

The festival incorporated the Mackay leg of the Offshore Superboat Race Series, the Mackay Tinnie and Tackle Show plus there will be lots of free entertainment at Mulherin Park hosted by North Queensland Bulk Ports and supported in a number of ways by VMR Mackay.

With more exhibitors than last year, the 2012 event featured products ranging from offshore fishing boats, tinnies, fibreglass boats, engines, PWC's, marine electronics and accessories.

The one thing about Queensland residents is that we love getting out on the water to enjoy some quality time fishing and boating and this show really catered for the Queensland lifestyle. It also provides a great avenue to promote VMR and attract new members.

The weather conditions were certainly testing for the off-shore power boat competitors with strong winds and rather bouncy wave action. It was probably preferable to be in the power boats compared to the rescue boats bobbing about ... but that is what we do.

There was plenty of fishing talks and demonstrations across the weekend.

The Mackay Tinnie and Tackle Show was proudly supported by Marine Queensland, North Queensland Bulk Ports, Mackay Marina and Queensland Events.

For full event details visit: www.mackaymarinefestival.com.au

Social Activities

All members are welcome to the monthly barbecue followed by the general meeting at which the executive keep the members up to date on what is happening at a local and state level and seek feedback from all members on ways to improve the operation of the squadron. The barbecue commences at 6pm on the last Monday of each month. Come along and join your colleagues.

And remember to keep your eye open for the details about our upcoming AGM. A great way for members to have an input into the operation of your squadron.

VMR Mackay ... Keeping Our Community Safe

Stuart and Denise Holley – Publicity Team VMR Mackay



All the crews undergo a variety of training on their duty days but are always ready to leap into action at the first sign of help being needed. Another group who are also on the ball, and greatly appreciated, are our midweek crew – the band of retired gents who diligently maintain the vessels, buildings and grounds of our squadron.

Thomas and Karl shared duty master duties on Quebec's duty day at the end of May. Around lunchtime they received a call from the Water Police to attend to a medivac from Tangalooma. Karl with three crew and two paramedics set off to Tangalooma in moderate sea conditions safely arriving back at Cabbage Tree Creek with their patient on board some two and a half hours later.

Alpha crew's day in June was wet and so threatening to boaties that there was little activity on the water and few radio calls. They were activated to search for a large size gas bottle floating about four kilometres up Nundah Creek as this constituted a shipping hazard. The bottle was duly located in the area as described, retrieved and deposited at the base for further disposal action.



The trimaran which needed help after 'turning turtle' and sticking there.

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SEA-LINK



It was amazing Sierra crew could manage smiles at the end of such a fantastic (and busy) night.



Papa crew dressed for Christmas in July.



Some of our fabulous mid-week crew – Bill, John, Ian, Alan, Bob and Les.

A late afternoon call meant a tow for a vessel with engine failure four kilometres out from the Bramble Bay back to the CTC public ramp.

On June 8, around 17:00, Callum Baird and Neil Sheppard responded to an after-hours Water Police activation to assist a vessel with engine problems located east of Mud Island. With a very low tide the crew had to wait a couple of hours before being able to launch *Energex Sandgate 1*. Before the crew could set off, the skipper of the vessel called advising that they had managed to get the motor started and were able to limp home.

Tango crew had a small task of guiding a vintage sailboat to the wave break at QCYC as their motor had not started after finishing the last of the races for the weekend.

Charlie crew received a phone call at 2015 hours from a boat operator saying he was experiencing mechanical difficulties. His position was seaward of Boggy Creek in the Brisbane River.

“A crew was assembled and we set off to locate the boat in trouble. It was incredible the number of small boats fishing in the river this night. We eventually found our target by process of elimination. We came alongside and made contact with two young fellows very happy to see us. We were exchanging pleasantries when we realised there was a third person on board. The guy was curled up on the floor asleep and was so sick he was totally unaware of the situation. After we established that in fact he was still in the land of the living we attached a tow line and started the journey up river to Pinkenba Boat Ramp. With all three safely on shore, we motored back to base and signed off at 2245hrs.”

On June 16 Charlie crew had a late afternoon callout to tow a 14' half cabin power boat just off Nudgee Beach back into the Floodway.

An after hours call later the same day saw David Davis and Ian McCartney responding to a late night call to assist a vessel broken down in the Brisbane River that required a tow back to Pinkenba. After two hours the crew made its way home.

November Crew reported that their duty day was very quiet “until we received a phone call from a fellow on a jet ski saying he and his mate were in trouble not far from Tangalooma. He indicated that they were at a beacon near a big ship being refuelled. We headed out towards Moreton Island in search of a big ship being refuelled. We found the big ship but no sign of the jet ski in trouble.”

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"I called the fellow on my mobile phone and he said he could in fact see us and he was tied up to a big pole which turned out to be the outer measured mile. We motored over and discovered that there were in fact two jet skis. One had broken down and the other was running out of fuel trying to tow him home. We tied the skis one behind the other and started the haul back to Pinkenba Boat Ramp. We put both riders on board *Energex Sandgate 1*. The tow was rather interesting in that we don't often tow two jet skis at the same time." With both riders safely back at the boat ramp, the crew returned to base.



A boatie happy to be rescued.

On return to base after a training exercise, *Energex Sandgate 1* was mobilised to provide assistance to a power boat located at near the sea wall extension on Whyte Island, which was unable to start its engine. The vessel was towed back to Cabbage Tree Creek public boat ramp.

Sierra crew was kept very busy on its last crew day. On the agenda was providing support to the Sandgate Canoe Club with its Wetlands Wander annual kayak marathon. Both of our vessels were launched and crew assigned and briefed. "Just before proceedings got underway, we received a call for assistance from a vessel broken down approximately midway between Tangalooma and Mud Island. *Energex Sandgate 1* was dispatched with two crew on board whilst *Sandgate II* remained behind to help the kayakers. In moderate sea conditions the six metre power boat was soon located and the slow haul back to the Brisbane River commenced. Near the Coffee Pots the bollard of the power boat gave way and we had to re-secure the vessel to finish the tow (fortunately in much calmer conditions). As we approached the mouth of the Brisbane River, we received another call for assistance. This time another six metre power boat had broken down on its way home via the Pearl Channel. With the first tow completed (back to Colmslie Boat Ramp) we headed back to base for refuelling and to take on two more crew.

By late afternoon we located the vessel anchored a couple of hundred metres west of some shoals. It was quite a challenge to secure the tow line and raise the anchor. In the end the anchor rope was cut and we were able to get underway.

Punching into significant head seas we knew that we were in for a long tow back to Rivergate. Night fell as we passed South West Spit beacon and continued on to the Koopa Channel. With the vessel safely back at its berth, our tired crew returned to base around 20:00.

Quebec crew, led by Thomas, started and finished their day with a tow and filled in with some training during the idle part of the day. The first tow was a 15' aluminium boat disabled in Bramble Bay. The tow back to Cabbage Tree Creek was completed without issue. The afternoon callout was a tow from Mud Island to Fisherman's Island. The 16' boat had suffered engine failure.

On July 16, after hours, Bob Chapman and Ian McCartney responded to a mid afternoon call to assist a vessel broken down at Mud Island that required a tow back to Nudgee Floodway.

On July 22, November crew had the privilege of testing the new power steering on *Energex Sandgate 1* – the vessel and crew passed with flying colours.

On the last weekend of July, VMRB received a callout to tow a 4.5m vessel about 5:30 from Pine River to Dohles Rocks ramp. "However the vessel was located in Hays Inlet and due to tide and navigation issues because of shoaling we had the occupants row the vessel under the bridge to meet us on the seaward side of the main bridge. During this process they were able to head to a small boat ramp and made their own way back to their car and retrieved their vessel so we returned back to base without issue."

About this time, Sierra crew hosted their traditional Christmas in July dinner. As usual, it was a great success but they only had a day's break before they were back on duty again – and it turned out to be an interesting day. "In the morning we went over to Tangalooma to test the power steering on *Energex Sandgate 1* and introduce Col Nielsen (new recruit) to Tangalooma. We were almost home when we were activated to

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assist a vessel with engine trouble located east of Mud Island. After about 30 minutes we'd locate the vessel (4.1m aluminium tinnie with three POB) and commenced the tow back to the Pinkenba boat ramp. After lunch we put the vessel on the trolley for refuelling. This was a little tricky with tide and breeze making it quite difficult."

"With everything locked up in readiness to go home we received a call just before 17:00 to assist a vessel that had broken down south west of Mud Island. We quickly got underway as we were keen to locate the vessel before nightfall. It was an absolutely beautiful sunset as we scarpers across to Mud Island. We soon had the vessel under tow and on our way back to the Nudgee Floodway. About an hour later we made our way back to Base and were soon on our way home. Another rewarding day."

By the time this appears in the VMRAQ Journal, Sandgate Yacht Club, which is supported by VMR Brisbane, will have held their Open Day and be nearing the end of their busy centenary year of celebrations. The start of the sailing season for 2012-2013 also means our Annual General Meeting is imminent. Our sincere thanks go to our sponsors: Energex have been magnificent and Queensland Rail came on board recently. We extend our thanks to all our volunteers who have helped out over the last year and look forward to everyone's support next year.



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ratios

Judging by the amount of calls for assistance by the boating public because of running out of fuel at sea, I often wonder how many boaties understand the true nature of ratios. Boaties often talk and write about how many hours per litre of fuel their boat does as though this is a fixed ratio to be depended upon. It is not and it is the reason VMR units are so often called out to tow vessels home which is frankly a pain in the ass and so easily avoided.

The definition of ratios is 'THE RELATIONSHIP BETWEEN TWO NUMBERS OR AMOUNTS EXPRESSED AS A PROPORTION.'

The key word here is 'RELATIONSHIPS' which we all know are never a simple thing and can change faster than Australian Prime Ministers.

When someone says my boat with the new engine does 30kts and only uses 50 litres per hour, they are misguided and should have said, my blah, blah, does blah, blah, 'sometimes' because the ratio is entirely dependent on its relationship with the conditions present at the time. The state of the sea, the weather, loading, the trim of the vessel and wind conditions are all part of that relationship with the ratio of fuel used by the engine.

Purely as an example of how ratios are affected by the relationship of proportions I am going to pour myself a rum and coke as I struggle with this informative little narrative. One nip of rum, ice and top it up with coke looks like a 4 to 1 ratio and should help me to clarify this point. You 'dear reader' are not getting a rum and coke. Instead you are going to sea to test the theory of your ratio on litres per hour with your new boat.

Your wife is with you and the tide has turned in your favour, so with two on board, well trimmed on a slight sea and a light breeze around your aft bollards at 4000rpm you are doing 30kts and burning 50 litres per hour. You stop and fish at a spot 40nm away that you reached in one hour and 20 minutes and with a 200ltr fuel tank you feel you have plenty of fuel to come home with. Your fuel gauge needle is resting lightly between half and three quarters full.

When I wore a younger man's shoes a friend on a mining project told me the ratio of women to men in South America was 30 to one. After saving madly for months for the air fare to get there I was hijacked by a thing called an altar and the dream was never realised. Destiny was kind to me for after five years of marriage I knew beyond doubt that multiplying that experience of one by 30 was not something to dream about.



I am pouring rum and as the last one tasted a bit sweet I have done what the word 'nip dispenser' suggests and dispensed with it. The proportion has changed. I now have one third rum to two thirds coke and the change of ratio has made the rum taste better.

Your ratio at the 40nm fishing spot has also changed for it seems to be getting a bit rough and you have decided to pack it in and head for home. As you get underway you find the tide has turned against you and the wind is now on you port bow and strong enough to give you squinty eyes. Your trim is down a little by the nose and the waves have steepened enough to make the boat pitch up and down uncomfortably as you set your course into the deteriorating conditions.

Each time your bow raises over a wave the wind tries to push it back and sideways and it's harder to keep a straight course. Your engine is working harder and surging to overcome the pitching affect and you are now burning a lot more than 50 litres per hour while your forward speed has reduced considerably. With 40nm to go in adverse conditions your fuel ratio has entered a new relationship with the changed conditions but unlike my rum it is not a pleasant change.

My rum and coke has gone to two thirds rum and one third coke now and tasting better all the time, whereas you are gargling salt water and looking with alarm at a fuel gauge needle that has assumed the properties of a lead ingot. The ratios have changed for both of us but the difference is I can walk (well possibly) walk down the road and get some more proportion whereas you can't walk anywhere, unless of course you're related to someone who was blessed with that ability.

Your problem is that your collapsing fuel ratio cannot be changed by anything other than better conditions and as that is not happening you realise that, like my first marriage, you did not pay enough attention to relationships and you can now cross home off your destination list.

Your wife is probably considering your relationship with her too as the evidence mounts that she is married to the village idiot and she is slowly developing that 'steely eyed' look that so often heralds divorce proceedings. Awash with bugged relationships you are by now contemplating calling VMR and hoping it is not me that answers the phone. Me too!

My last glass of rum didn't have enough room in it for the coke and all I could do was waggle the coke bottle at it before putting it back in the fridge. I seem to be having a bit of trouble with these slippery little ratios myself but I am warm and dry at home and although my wife appears a little frosty through my double glazed vision I don't think she is getting 'steely eyed' about anything, as long as I don't try leaving the house.

Well luckily there are plenty of other VMR members on a Sunday afternoon who are not experimenting with ratios hopefully, although I wouldn't bet the farm on it, so while you are trying to make contact with somebody sensible I will tell you about when we were caught in a North Atlantic gale in the Bay of Biscay, just to clarify a point.

It was about force nine and the waves were mountainous and as we approached the first wave of a set looming in front of us I could see the top of the wave thinning and beginning to arch over. As we went up the face I knew it was going to

be touch and go but I didn't have time to panic because I was very preoccupied with trying to ram the throttle lever down through the bridge console to the vicinity of my ankles. I reckon I burnt about 800 litres going up that face and as the bow broke through the breaking crest of the wave my relief turned to dismay as the feeling of going down in a lift told me we were being sucked backwards over the face of the wave.

We surfed backwards down the face of the wave buried in white water and only the luck of the Irish kept us from being broached and rolled. By the time that set of waves was finished with us we were 0.5nm back from where we started the set, which means our fuel ratio was just inducted into the minus negative category.

Well luckily for us here and now this is a dry run to test the theory of fuel usage when relationships change. As I fill my glass for the last time and salute the fridge I will leave you with a good workable ratio. Halve your performance expectations, allow for the worst, add 25% and with luck we may never meet and the sparkle in your wife's eyes will never turn to steel.

Bruce Hansford
VMR Karumba

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hervey bayVMR



VMRHB Training

Welcome to our new active members and congratulations to those recipients of Statements of Attainment as they progress within the organisation.

With our new members ready to start we have reinstated Thursday Night Training. We will also commence night training runs in the boats, starting in October, for those crew members at an advanced level.

Two senior crew, Graeme Stanton and Kevin Heitmann are now trainee skippers and it won't be too long before they are ready to 'take the helm'.

Congratulations to Christine White and Robert Kloetzer on attaining the Certificate 1 Marine Operations (Competent Crew).

Unfortunately, due to business commitments, Trevor Lovelock will not be assuming the mantle of unit training coordinator as previously reported. We will deal with this situation through the general elections in September.

Phil Norton

Acting UTC VMRHB

Regional Training Coordinator VMRAQ
Marine Rescue Queensland

The Commissioning of 'Boat Club Rescue'

On Saturday, August 11, we trailered our new boat *Boat Club Rescue* from our base to the ramp at Urangan Harbour, launched the boat and proceeded to motor around to our base pontoon in readiness for the Commissioning the following day, Sunday 12.

At first we thought, being a Sunday, we would have a problem being able to get a Minister to officiate at the ceremony, but thanks to Brian Hoole from the Uniting Church here in Hervey Bay who was able to change his schedule, our fears were thankfully quashed.

Ted Sorenson the local member for Hervey Bay was tasked with the Commissioning of the new *Boat Club Rescue*, which he did admirably.

With members from the Boat Club's Powerboat Squadron and fishing clubs, invited guests, VMR crew, skippers, radio operators and administration personnel all congregating out on the back deck of the Boat Club, it was my pleasure to be able to thank personally all who have helped in sponsoring, procuring, blessing and commissioning our new vessel.



On the Boat Club Pontoon at the Commissioning Ceremony of the new *Boat Club Rescue* were, from left to right:

Judith Drysdale, Secretary, VMRHB (partly obscured);

Helen Perrie, Treasurer, VMRHB;

Penny Polit, Life Member, VMRHB;

Ron Nichols, Life Member, VMRHB;

Jenny Miller, Emergency Management Queensland;

Rod Love, Vice Commodore, VMRHB;

Leith Lindsay, Vessel Group Coordinator, VMRHB;

Keith Williams, President, VMRAQ;

Harry Hubner, Secretary/Manager, VMRAQ;

Tom Hudson, Commodore, VMRHB;

Ted Sorenson, State Member of Parliament for Hervey Bay;

Reverend Brian Hoole, Hervey Bay Uniting Church;

George Duck, President, Hervey Bay Boat Club;

Gerry Donoghue, Chaplin, Coast Guard Sandy Straits;

Senior Constable Marty Webb, Hervey Bay Water Police;

Sergeant Paul Bacon, Hervey Bay Water Police.



After the ceremony staff from the Boat Club provided morning tea for everyone present and for this the Management of VMR Hervey Bay thanks them.

The weather for the day was perfect and a good time was had by all.

2012 Queensland Firefighters Championships and Safe Communities Expo

With an invitation to be part of the 2012 Queensland Firefighters Championships and Safe Communities Expo, we here at VMR Hervey Bay were excited to be able to show off our latest acquisition, our new eight metre 3000 series Noosa Cat *Boat Club Rescue*.

Over a period of three days we were able to have exposure to a diversified range of people including 800 school children and teachers on the first day followed by 900 school children with teachers and parents on the second day.

We proudly showed off our vessel and among the comments were such as “look the other way whilst we go for a spin” and “cheques are in the mail, but we will take the boat now”.

On the Saturday we also had a visit from some members of VMR Mornington, Victoria, who had flown up to Hervey Bay, after visiting the Noosa Cat shipyards, so they could inspect our new vessel. They were totally impressed with what they saw, so it looks like good news for Noosa Cat.

Rod and Ronwyn Love, Reg Treston, Lance and Cheryl Price, Kevin Heitmann and Jennie Hudson gave their time to man our stall which has proved an advantage to our unit as we signed up five new boat members and three prospective working members. As always it pays dividends to keep our profile out there in the public eye.

Personal thanks go to all the ‘Furies’ for their help and in particular to Neil Kaminsky as co-ordinator.

**Tom Hudson,
Commodore,
VMR Hervey Bay**

On a Dark and Lonely Night....

On June 28 the unit took part in an activation involving a 13.4m yacht that had run aground on the delta out in front of Wathumba Creek. This is that story ...

At around 1930, *Hervey Bay RSL Rescue* was called out by the yacht’s skipper. He felt threatened by the conditions and was worried that his yacht was getting pushed up higher on the beach by the waves.

With Steve Ober at the helm *Hervey Bay RSL Rescue* made her way north in the blackness to Wathumba, but on arrival she could not effect any sort of assistance other than moral support as the tide was falling and it was close to low tide.

After a short while *Hervey Bay RSL Rescue* returned to base reporting two metre seas and the fact it was only capable of about eight knots in the conditions. (Comments that I took on board for later).

At around 2230 I was contacted by the duty officer (Henry Sondermeyer) asking if I was available to head up for the high tide due around 0330 the next morning – to try and render some assistance to the yacht and its crew.

I asked Henry to contact the crew. They had to be at the base around 0200 to leave no later than 0230 in order to get up to Wathumba for the high tide.

The time arrived and off we went with Kevin, Ian, Ernie and myself in *Boat Club Rescue*. *Boat Club Rescue* was probably the better choice as it provides greater manoeuvrability in conditions such as those anticipated based on Steve’s earlier experience.

On the way north we had ample time to go through a lot of ‘What if’ scenarios based on what we knew – so that when we arrived, some sort of cunning plan would have already been hatched. But always expect the unexpected!

As we travelled further north the conditions steadily worsened. The fetch increased as we cleared Burrum Point. By the time we were around Awinya Creek, the westerly swell had really started to roll in.

At approx 0325 we arrived at the yacht at Wathumba in what were truly unbelievable conditions with only a slight south-west breeze. The westerly ground swell was standing up and after rolling in from the deeper water to the shallow water of the delta, creating what could only be described as SURF!

What was relatively lucky for the yacht was that the break zone for the ground swell was approx 30-50m in front of him to seaward, so the breaks were collapsing back to a large short swell. But it was still large enough to create potential problems for him.

We were lucky that one of our ‘What if’ scenarios discussed on the way north fitted pretty well with the actual situation and the crew immediately swung into action with the minimum of fuss.

High on the list of things that concerned us most was the fact that we could not at any stage remove his anchor from the equation. With the large swell buffeting the yacht it was vital that he stayed bow-on into the swell and we could not alter that fact one little bit. Things like a masthead tow were out of the question, as that would have meant him weighing anchor so we could tow him out. It would have fast resulted in both him and us being beached as soon as he went sideways in the swell.

So in order to keep his bow into the swell and also ensure that his anchor would be in a position to quickly drop, we simply

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threw a heaving line with the towline attached. We then asked him to throw the heaving line back to us so we could just pull the towline around his anchor chain and back to our Samson post. The aim being that we ended up with a simple loop ... from us, around his chain, and back to us.

From that point all we did was motor forward and slide the towline down until it picked up his anchor, then applied power to try and effect the tow.

My initial thought was that we could 'bunny hop' him off. With the large swell rolling under him I thought that there would be enough water to periodically lift him off the bottom to slowly move him forward. Trouble was, the swell was that short there was never enough water at any one time to accomplish this.

That's when it all started to go pear-shaped.

Firstly, as described earlier, the break zone for the ground swell was 30-50m in front of the yacht. Guess where we were? Yep, right in the middle of it!

Next, because of the wild pitching of *Boat Club Rescue* due to the conditions, the props spent more time facing either the bottom or the sky and not really facing astern where they should be!

What happened next could only be described as a comedy of errors ...

With the violent pitch of *Boat Club Rescue*, the towline was consistently being drawn tight over the ladder between the motors – and to tell you the truth, I was wrung out by that stage trying to keep the vessel into the waves and keep the towline from snagging the motors. No small order.

After about what seemed 120 hours, but probably was about 15 minutes, we had to admit defeat. But it was then that the towline swiped the port motor cover so it was half hanging off. I asked one of the crew to remove it altogether before it was lost over board. However by removing the cowling cover, it exposed the deep grooves on the cowling that run down the sides. Once exposed, the towline got caught in the groove and in a matter of micro-seconds popped the cowling over into the water. In the few seconds that followed, the towline also went on to break the hard plastic flywheel cover and anything else it could find. The flywheel started rubbing its cover and was making a god-awful noise, so I yelled out to Kevin to rip it off.

Throughout all of this I had backed right off the tow, placing his anchor back on the bottom.

We then put a fender on the towline to try and get the cowling back as it floated away into the darkness. I knew that the loss of the cowling was the beginning of the end of this job. We could not risk further damage to the vessel while trying to complete the job.

Off we went in search of the cowling, but after a few minutes it had sunk to the murky depths.

We returned to the fender to pickup our towline, retire from the activation and head back to base. However ...

When we were alongside the fender, a large swell basically picked us up and threw us over the top of the towline and guess what? Not just one motor but both motors promptly ended up with the towline wrapped solidly around both props! The crew worked hard to free it from one motor but it was obvious that the only way to get it off the other was to cut it. Imagine all this happening in the BREAK ZONE!

Anyway, the line was cut and retrieved from around the yacht's anchor. We then advised the yachtie that we had to retire due to damage to our vessel and apologised that under the circumstances we were unable to help him. It was also obvious that we lacked the size and power to get him off the sand bank. (I understand charter fishing boat Getaway, with her extra size and power, got the yacht off the sand on the next high tide)

So off we plodded back to base, wounded and with our tail between our legs – sad to say.

It was very slow going to Arch Cliffs where the seas abated to allow us to pick up some speed and finally get back to the base at 0600.

To tell the truth, the crew and I were mentally and physically drained from such an intense effort over such a prolonged period of time and I have nothing but admiration for the crew during the entire course of this job. So 'thank you' guys.

Also huge thanks must go to Henry for his support and comforting voice throughout the activation.

Gary Brown
Skipper

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- (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.

The sky's the limit for the 2012

GOLD COAST **INTERNATIONAL MARINE EXPO**



The sky's the limit for the 2012 Gold Coast International Marine Expo which has just confirmed the Royal Australian Air Force (RAAF) Roulettes as a daily major attraction.

The Roulettes will perform daily, demonstrating the pilot's immense skills and co-ordination as they fly in formation only three metres apart in a spectacular aerobatics display reaching speeds of up to 600km per hour.

The second annual not-for-profit community and family focused boating spectacular is attracting strong exhibitor interest and organisers can confirm that the Expo will be bigger and even more entertaining than last year based on exhibitor commitments made to date, which brought almost 16,000 people through the gates over the three day event last year.

"Four months out from this year's Expo, it is already well on its way to becoming a major event on the Australian Boat Show calendar, which is an enormous achievement for such a young and innovative event," said Stephen Milne, Gold Coast International Marine Expo spokesman.

"The Expo has already exceeded its display area commitments compared to last year and with a 2.5km display circuit and many new attractions, the Gold Coast International Marine Expo is shaping up to be a very exciting Expo in 2012.

"We already have 80 individual exhibitors confirmed and our daily events plan is considerably greater than last year with one of our major daily attractions being the Roulettes who have confirmed they will perform an aerial show at midday on each day of the Expo."

Other new attractions this year include the Yamaha Supertank Travelling Fishing Show. The Supertank holds 14,000 litres of fresh water and gives the audience a fish's eye view of life underwater. The Yamaha Supertank measures 15m long x 3m wide and is a portable fishing show and education program. The sides of this tank are made from Perspex which allows people to see what the fish see and how they react to different lures and ultimately get caught. Another new attraction for 2012 is the Jetlev Jetpack Flyer Australia where a professional will fly the gravity defying jet pack along the Coomera River.

"We will also once again host the family focused Saturday night Shipyard Party, which will include an artist fundraising auction and breathtaking fireworks display," Mr Milne said.

The Expo will continue to be free entry to the public, however organisers are asking for a gold coin donation which will go directly to the Rotary Club of Coomera River, Sailability, Wasp Creek Rural Fire Service, Paradise Kids, and the Westpac Surf Life Saver Rescue Helicopter Service.

"All of these organisations make a considerable contribution towards running the Expo and we encourage people to come along and support them," Mr Milne said.

"Our philosophy has been to stage a free entry Marine Expo designed to excite and educate the general public to explore all the great possibilities that the boating life has to offer."

The brainchild of Queensland's boating industry leaders, the Gold Coast International Marine Expo is a not-for-profit-organisation.

"We believe it is the community spirit of Queensland's boating industry leaders that has made this event so successful in year one with all profits going directly back to the community."

The Gold Coast International Marine Expo will once again take visitors behind the scenes of the marine industry with live boat building demonstrations and factory tours, as well as other popular attractions such as the Travel Lift demonstration, Little Pirates Kids' Club and the Marine Artists' Quarter which will give local artists the chance to showcase their talent while raising funds for local charities at the art auction.

The second annual Gold Coast International Marine Expo will be held on November 2, 3 and 4 and will be open to the public free of charge from 9am to 5pm over the three action-packed days.

To find out more please visit www.gcmarineexpo.com.au or contact Emma Milne on **0447 758 884** or emilne@gcmarineexpo.com.au



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- 15,796 people attended in 2011
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FOUNDING PARTNERS



nth stradbroke islandVMR



It has been a quiet time for the unit since the Easter holiday period, at least out on the water. It has been less than quiet concerning our medivac boat, *North Stradbroke 1* which has had a major makeover. We have taken possession of 2 x 250 hp Suzuki four-strokes with extended 30 inch legs which were fitted on brand new, redesigned pods. All indications are that the fitting of both motors and pods has been an overwhelming success in terms of 'grunt' (of course) but more importantly, stability at higher speeds which we did not have with the previous setup. We have a number of people to thank for all the work in getting the boat to where it is at the moment; John Eadie who supplied and fitted the motors, Peter Wynn from Wynning Yachts who built and fitted the pods and Terry Daley, our marine surveyor.

We are also greatly indebted to Keith Williams and other members of VMR Raby Bay who allowed us to use their shed and facilities for the fitout and helped in a variety of other ways.

One of our skippers, Rob Brain, recently took Rob Brock out on the boat and he kindly insisted that it be put through its paces. It was more than pleasing that Rob declared how impressed he was with the boat.

On top of this, *North Stradbroke 1* has also had a complete electrical fitout in preparation for the addition of an extra Garmin 12" chartplotter, radar, radios and all that must accompany this. A third 'house' battery was provided dedicated to one VHF radio. An FLIR was also to be fitted but that will not happen until late September. When this is done, we will be left with a boat that will allow us to best serve the boating community of Moreton Bay and waters off North Stradbroke and Moreton Islands, as well as the residents of North Stradbroke Island for many years to come. All of this is not cheap of course and would not be possible without a grant from the State Government Gambling Fund and the generosity of our sponsors, in particular, SIBELCO through their Sandmining Community Benefit Fund. Our marine electrician, Wayne Love, did a great job which included beefing up the cabling.

Scott from Trymax Marine did all the fitting out of the new Garmin gear and radios and he will also fit the FLIR when it



becomes available. His professionalism and ability to explain the workings of everything to some fairly slow skippers was much appreciated.

The electricals were all done at Raby Bay Marina and I would like to extend our thanks to the staff and management of the marina as we were able to leave the boat there during an almost two week period, free of charge.

We recently had a photographer take some action shots of two of our boats, *North Stradbroke 1* and *Blue Diamond*. It is always interesting seeing them from a different perspective.

I mentioned in a previous issue of a 40ft timber sailing vessel that ran aground off Peel Island and was subsequently towed in to One Mile Anchorage. It remains there to this day until some kind soul perhaps decides that they can resurrect it and return it to its former glory.

Although it has been relatively quiet, we have had a number of tows either to Raby Bay or Manly as well as boaties needing fuel or a kick start as well as a number of medivacs. Amongst these, we had a call from a trawler owner in Hervey Bay reporting that his trawler had flat batteries and a generator with no fuel to recharge them. Could we help? The trawler was south of Point Lookout and proved to be a useful exercise getting to it at night after having to cross the South Passage Bar. It would have to be the most expensive 20 litres of fuel the owner had to buy.

In finishing, I would like to recognise Tom Slattery. Tom is on our committee but has resigned as secretary, a position he has held for many years. Tom has also worn many other hats for us as well as for VMRAQ. He has been recognised nationally by the Federal Government as an 'unsung hero'. In our own small way, we recognise Tom by now re-naming our Delta crew, Tom Slattery crew. Tom remains a valuable member of the committee.

Mea Culpa! Some of the more aware of you may have noticed attached photos being in the last issue. On writing for the Winter issue, I managed to attach these photos to the Winter 2011 article hence the repeated photos that may now make sense of their inclusion.

Doug Fraser



Tom Slattery.



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round hillVMR



It had been a quite start to 2012 with no calls for on water assistance. Radios were a little below normal with the continued bad weather but June has made up for that. In June we have five calls for assistance including a search for a vessel that were not in the area they thought they were!

Round Hill Rescue is now eight years old. With forward planning our committee realised that we would require new motors for her in the near future and the decision was made to go for 2 x 225hp Suzuki four-stroke motors with digital gauges.

We submitted a funding application to QGC the developer of the Queensland Curtis LNG Project. As part of the company's commitment to enhance communities within their footprint, this is a wonderful opportunity to apply for funding dollars.

The fund supports short-term, one-off projects in communities and applicants are assessed by a panel of community and company representatives who focus on a range of key community needs.

We were extremely delighted when advised by QGC that we had been successful with our application to repower *Round Hill Rescue* with the Suzuki Motors supplied by Marine Confidence. QGC contributed \$34,589 towards the total cost of \$55,459 for the project.

That was the first step in repowering her, then the organising of getting *RHR* out of the water to have the engine refit that's when we had wonderful support from Rob Watts and his dad who are the proud owners of the former Mornington Island rescue vessel and she just happens to live in Agnes. Rob also owns



The crew who assisted: left to right: skipper and crew Skippy, Rapa, Archie and Rob and Dad (*Code 7* trailer) and Doug prior to going back into water for testing. (above)

New motors. (left)

time for a laugh...

A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After a long period the manager came from his office and asked them to disperse. "Why," they asked. "Because I can't stand chess nuts boasting in an open foyer," he replied.



On her way. (right)
Out she comes. (below left)
Measuring to ensure trailer fits. (below right)



East Coast Trimmers at Horizon Shores at Jacobs Well.

After numerous measurements and remeasuring to ensure the vessel would fit on the trailer all was in the ready for the moment and Skipper Neale (Skippy) did a great job getting her onto the loan trailer with only mm's to spare under the tunnel.

Without Rob and dad's generosity and support this task would have been quite difficult. Not only did they provide the boat trailer and truck for us to transport *RHR* to have the refit they also assisted with the job, the crane on their truck was put to good use – many hands make light work. That night *Code 7* was on our cradle tucked up in the boatshed. During this time the crew took the opportunity to do some repair work on the cradle and even a paint job!

After limited on water testing in the bay the crew returned to the creek. *Code 7* was back on her trailer and ready for home.

A certificate of Appreciation was presented to Rob for their great support.

A flare demonstration was held August 20 at the base as part of the elements of ship board safety training that our local police hosted for about 12 officers from Gladstone, Miriam Vale, Agnes Water and the Water Police too. We took the opportunity to have new members attend and an Skippy also included an induction on the rescue vessel for these involved.

Our new website is up and running and can be access via the state site of www.marinerescueqld.org.au click on Central Zone follow the link to Round Hill.



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raby bayVMR

A mixture of activities and emotions in the period. At one stage we went in excess of a week without an activity. By far the most tragic event in the period was when a recreational vessel ran out of control in the vicinity of Raby Bay, throwing the teenage occupants into the water. Tragically one of them, a 15 year old boy was killed in the incident. If there is an upside to this incident it was that we were already about to depart Raby Bay with paramedics on board, so we got the best possible care to the survivor very quickly and located the remains of the deceased person very quickly, avoiding a long search and more anguish for his family.

On a brighter note the new vessel is rapidly becoming part of the furniture and crews are training on the new systems and procedures for this vessel.

Equipment and maintenance: I know I shouldn't boast, but all of our vessels are currently performing exceptionally well. *RB IV* recently had new motors fitted funded by a GCBF grant. This grant will also cover the cost of replacing the aging steel trailer with an alloy one. Both cats are in pristine condition and all other equipment is performing well.

Active Members	Ind/SOP	MF5407A	MF1107B	MF5507A	MF1007B	ME507B
	VMR Raby Bay	73	7	10	10	10
	ME507B 10	ME1107A 4	MR5407B 8	MC707C 7	L/Know 3	
	MB4507A 2	MC907C 3	MF3207C 2	MH1207B 2	MR3007B 2	
	MR3107B 2	MR3207B 2	MU507B 2	MF107B 1		

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The new *RB II* is performing well as the primary duty boat in service and a launching ceremony is now in planning.

The crew have been busy around the base as well with all new turf laid on the grounds, outside is looking good!

Memberships

Another two inductions over the period has seen the introduction of some enthusiastic new faces on crew.

Training

Two radio courses were held over the period and furthermore two members completed training to coxswain level.

Workplace Health and Safety

Changes demanded by the last audit are progressing well with exit signage and lighting being updated around the base. All doors have been converted to outward hinged with fire proof locks.

Statistics

On the water although things have averaged out, there were some quiet periods punctuated by frantic activity.

Medivacs:	50
Breakdown:	31
Grounding:	9 (ouch)

Search:	2
Drifting Vessel:	4
Training:	48
Total Activities:	144
Operational hours:	260.8
Fuel Used:	13,337 litres.

Upcoming AGM

At time of writing (August 31) VMR Raby Bay is due to hold its AGM within days. There will be a significant change this time around I, Keith Williams leave the Commodore role to pursue the State Presidency. At this stage Mr Bill Bennett is the only nominee so let me be the one to jump the gun and wish Bill all the very best with his new role as Commodore of VMR Raby Bay. There is no doubt that Bill is inheriting a healthy flourishing squadron that is well placed to face the future. I'd like to take this opportunity to thank my troops for the support they have shown me in my time as Commodore of VMR Raby Bay and the effort they have put in to making this squadron what it is.

Keith Williams

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a day in the life of one of

Mal is not only our chief boat skipper he is also a real boat skipper in his working life. We are well represented with commercial operators in our squadron as there are three commercial skippers in our active ranks and they are all tug masters. When I was offered the chance to go with Mal for the berthing of a ship I jumped at the opportunity.

Mal greeted me when I stepped on board his tug the *Smit Yallarm* to meet and escort the *Ocean Celebrity*, a 177,000 ton coal ship, which was to berth in Gladstone to take on a shipment of coal. But before we did any of that I had to be shown the emergency station and have a ship induction.

When all of that was finished it was a tour of the tug. The *Smit Yallarm* is one of five identical tugs of 455 T displacement powered by 2 x 2000KW 16 cylinder Caterpillar engines capable of giving a bollard pull of up to 70 ton. A tour of the engine room revealed these large engines had a 10,000 L/pm fire pump coupled to the front of each engine by a clutch. These pumps deliver high pressure water to two fire fighting appliances remotely operated from the wheelhouse. When the pumps are in operation they take up 80% of the engine output.

On the other end of the engine also coupled with a clutch is the output shaft which drives a gear box and then at 90° a shaft which couples to a second 90° shaft with the propeller attached within a nozzle. In combination with the gearbox the section housing the propeller will turn 360°. These drives are known as Z drives. The rest of the machinery space is taken up with tanks and pumps of all types and other equipment all enclosed in watertight and fireproof doors. The ship seemed to be full of bulkheads and watertight doors.

The accommodation consists of two cabins with ensuite, one for the master and one for the engineer as well as two cabins with four bunks each for the other crew members. The ship has a full size galley, a washing machine and clothes dryer.

Out on deck at the stern is a winch with towing cable and a hydraulic crane. Mal said this equipment is used for salvage work and all the harbour towing is done with the front winch. The front winch has two drums with plaited synthetic rope as thick as your arm. The drum is connected by a clutch to its drive and a large hydraulic brake band on the outside. The hydraulic brake can be instantly released from the bridge as a safety device to stop girding of the tug.

What strikes you when you enter the wheelhouse is no steering wheel – just two semi circular shaped wheels with a



Smit Yallarm. (top)

Mal concentrating on manoeuvring of the tug with both hands on the 'wheel'. (above left)

Starboard propulsion, left propellor position with the arrow pointing to the direction the ship will move, middle propellor pitch, right propellor rpm. (above right)



our active members

lever on top which controls the throttle and the movement of the propeller assembly. The pitch is adjusted automatically to suit the engine revs so he doesn't have to take his hands off the controls. While he is manoeuvring the tug, radio control is conducted by the use of a microphone and a PTT switch near his left knee. Mal said you can talk to him, but if the ship pilot calls, the conversation must stop even in mid sentence as he takes all his orders from the pilot.

Now that all the tour has finished engineer Sahid and deckhand Rob come aboard and we cast off.

As the *Ocean Celebrity* is such a large ship it needs three tugs to berth it. The *Smit Yallarm* will be taking No 3 position which is at the stern and *Smit Koongo* and *Smit Awoonga* will be positioned at the bow at berthing position No1 and No 2. *Smit Yallarm* in No 3 position at the stern, will be pulling the big ship around while the two tugs at the bow will be pushing to turn the ship 180°, then all tugs will slowly push the ship into its berth.

While we were waiting for the ship Mal showed me how the tug responds and turned the tug 540° within its own length and then proceeded to go stern first down the harbour to the amazement of the guests on a local charter boat.

When the ship came level with us at our rendezvous point it was travelling at eight knots and Mal closed in to the side of the ship while matching the ship speed. The ship looked as if it had been for a repaint as the side and antifouling was brand new. It was somewhat scary closing into this large wall of steel which normally you would keep well clear of. While we were doing this, Rob was hosing the rubber fenders to reduce the marking we would leave on the hull. We matched speed and were hard against the side of the ship and from at least 10m above the tug bridge, the crew of the ship dropped a small line to Rob on the bow to haul up the towing hawser. At this point Rob came up to the wheelhouse where the engineer was operating the winch. For safety reasons, no persons are permitted on deck while the rope is under tension.

We proceeded up the harbour like this while the ship's engine slowly reduced speed until it was just moving with the aid of the tugs. The pilot then ordered the No 3 three tug to pull full and tugs No 1 and No 2 to push full to turn the ship around. When we were nearly around, the pilot then ordered the No1 and No 2 tugs to push easy and No 3 tug to pull easy. Then came the command for all tugs to push the ship in and depending on the angle the commands to each tug were different. All commands from the pilot were repeated back to the pilot as the tugs cannot see anything, just the side of the ship in front. During the berthing operation there were many commands from the pilot to the tugs.

After the ship was berthed and the pilot was satisfied the ship was secure, he then let the tugs go and we sailed back to our berth. Then we were able to see our calling card.

Mal said when this ship departs, three tugs will be needed with one towing the ship until it reaches a speed where the rudder becomes effective.

All this berthing was done in perfect conditions in daylight with a light five knot breeze blowing. Bad weather and night time operation would make this operation a lot more demanding.

A couple of the many specifications for those technically minded.

Length	30.25m
Beam overall	12.35m
Draft	5.8m
Fuel	162,000 L
Bollard pull Ahead	70 T Astern 65 T
Speed	Ahead 13kts, Astern 11kts

ENGINE POWER:

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from top:
Ocean Celebrity; *Yallarm* signature on the side of the ship; Bow winches looking down from the wheelhouse and *Smit Awoonga* and *Smit Koongo* at ship position No 1 and No 2.



Diagnostic Genius ...

One day in line at the company cafeteria, Jack says to Mike behind him, "My elbow hurts like hell, I guess I better see a doctor."

"Listen you should go down to K-Mart they have a diagnostic computer. Just give it \$10 and a urine sample and the computer will tell you what's wrong and what to do about it," Mike replies. So Jack deposits a urine sample in a small jar and takes it to K-Mart.

He deposits \$10 and the computer lights up and asks for the urine sample. He pours the sample into a slot and waits. Ten seconds later the computer delivers a printout which reads: You have tennis elbow. Soak your arm in warm water and avoid heavy activity. It will improve in two weeks.

Jack was amazed and wondered if the computer could be fooled. That evening he mixed tap water, a stool sample from his dog, urine samples from his wife and daughter and masturbated into the mixture for good measure. Next morning at K-Mart Jack put in the \$10, poured in the mixture and 10 seconds later the computer printed out the following:

1. Your tap water is too hard, get a water softener.
2. Your dog has ringworm, bathe him with anti fungal shampoo.
3. Your daughter has a cocaine habit get her into rehabilitation.
4. Your wife is pregnant with twins, not yours, get a lawyer.
5. If you do not stop playing with yourself, your elbow will never get better.

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Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the kayak, it sank, proving that you can't have your kayak and heat it too.

A man sent 10 different puns to friends hoping that at least one of the puns would make them laugh. Unfortunately, no pun in ten did.

Blue Tablet Alert

Police reported that recently a pharmaceutical lorry was hijacked by a group of dangerous men and that 40,000 Viagra tablets were among the stolen goods. The public was been warned not to approach these hardened criminals

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- 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



Parrot Reunion ...

Jan, Sue and Mary haven't seen each other since leaving school. They rediscover each other via reunion website and arrange to meet for lunch in a Sydney wine bar. Jan arrives first, wearing a beige Versace dress. She orders a bottle of Pinot Grigio. Sue arrives shortly afterward, wearing a grey Chanel number and also orders a bottle of Pinot Grigio. Then Mary walks in, wearing a faded old tee-shirt, blue jeans and boots. She orders a bottle of mineral water.

Jan explains that after leaving school and attending Sydney University, she met and married Timothy, with whom she has a beautiful daughter. Timothy is a partner in one of Sydney's leading law firms. They live in a 4000sqft apartment on Pitt Street, where Susanne, the daughter, attends drama school. They have a second home in Portugal. Sue relates that she graduated from University of NSW, studied to become a doctor and became a surgeon. Her husband, Clive, is a leading financial investment banker in the city. They live the Double Bay stockbroker belt and have a second home in Italy.

Mary explains that after she left school at 17 she ran off with her boyfriend Mark. They run a tropical bird park in Cairns and grow their own vegetables. Mark can stand five parrots, side by side, on his erect penis.

Halfway down the sixth bottle of wine and several hours later, Jan blurts out that her husband is really a cashier at Woolworths. They live in a small apartment in Penrith and have a caravan parked on the front drive. Sue, chastened and encouraged by her old friend's honesty, explains that she and Clive are both nursing care assistants in an old people's home. They live in Parramatta and take camping holidays in Queensland. Mary admits that the fifth parrot has to stand on one leg.

Subject: Patients ...

Five surgeons are discussing who makes the best patients to operate on.

The first surgeon says "I like to see accountants on my operating table because when you open them up everything inside is numbered."

The second responds "Yeah, but you should try electricians! Everything inside them is colour coded."

The third surgeon says, "No, I really think librarians are the best, everything inside them is in alphabetical order."

The fourth surgeon chimes in "You know, I like construction workers ... those guys always understand when you have a few parts left over at the end, and when the job takes longer than you said it would."

But the fifth surgeon shut them all up when he observed "You're all wrong. Politicians are the easiest to operate on. There's no guts, no heart, and no spine, and the head and arse are interchangeable."

Relucantant IT Manager ...

An IT Manager was on a Caribbean cruise when a hurricane came unexpectedly. The ship went down and was lost. The man found himself on the shore of an island with no other people, no supplies, nothing. So for the next six months he ate bananas, drank coconut juice, longed for his old life, and fixed his gaze on the sea, hoping to spot a rescue ship. One day, as he was lying on the beach, the most gorgeous woman he had ever seen rowed toward him in a boat. They exchanged stories and he found out she had been on the island for four years and had built her own house and furniture and her own boat.

"Let's row over to my place," she said. After a few minutes of rowing, she docked the boat at a small wharf. Before him was a stone walkway leading to an exquisite bungalow painted in blue and white, the man could only stare ahead, dumbstruck.

She invited him into the delightful bungalow where he saw hand carved furniture she had made. Trying to hide his continued amazement he accepted a drink, and they sat down on her couch to talk. The woman announced, "I'm going to slip into something more comfortable. When she returned, she greeted him wearing nothing but vines – strategically positioned – and smelling faintly of gardenias. She beckoned for him to sit down next to her. "Tell me," she began, suggestively, slithering closer to him, "we've been out here for a very long time. You've been lonely. There's something 'm sure you really feel like doing right now, something you've been longing for all these months? You know –" She stared into his eyes. He couldn't believe what he was hearing: "You mean –?" he replied, "I can check my email from here?"

Ode to Volunteers ...

Many will be shocked to find
When the day of judgment nears –
That there's a special place in Heaven
Set aside for volunteers.

Furnished with big recliners
and satin pillows when you're old –
Where there's no committee chair,
group leaders or rosters to behold.

Telephone lists will be outlawed.
But a finger snap will bring
Cool drinks and gourmet dinners,
and rare treats fit for a king.

You'll ask "who will serve the
privileged few"
and work for all their worth?
Why those who reaped the benefits
And not once volunteered on Earth.



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