

# RESCUE

VOLUNTEERS SAVING LIVES

Winter 2018



Official magazine of  
**MARINE RESCUE**  
QUEENSLAND

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Dan Gatkowski - fisherman



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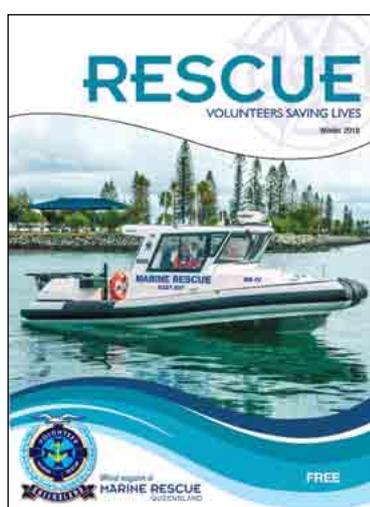
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VMR WEIPA	VMR 430		YES	YES	YES
VMR AURUKUN	VMR 498				YES
VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81,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

## AFFILIATED SQUADRONS

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



## from the **PRESIDENT'S CHAIR**

I am proud to announce in the journal that the transition of the marine volunteers at Port Douglas to Marine Rescue Queensland is now official. The affiliation of Marine Rescue Douglas Shire Inc. was approved by our State Council at its June meeting. This means that the team at Port Douglas can now get on with what we all signed up for – saving lives at sea, with a strong focus on local management. The MRQ training resources are available to the group from the Portal and an auditing / affirmation of previous training will soon be undertaken by our Manager of Training. The search for a suitable primary rescue vessel is well advanced, but securing the community funds in the bank account may take a little longer. A formal welcoming ceremony involving State MRQ and QFES personnel will be held on July 7 at Port Douglas.



Adrian, Graham and Vince from MRQ chat with Steve and Ross from Port Douglas.

There seems to be a strong appetite in Government for a review of the blue water marine rescue environment in Queensland. The timing of the review

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## PRESIDENT'S REPORT

is yet to be established, but the Executive of MRQ have given the issue serious consideration and have supplied QFES with suggestions we would support in such a review. These covered the general areas of 'Administration and Governance', 'Operations' and 'Funding'. The latter has been a prominent topic in recent interactions with our members of parliament prior to renegotiation of the Service Agreement. It is quite clear that the current funding model is broken.

This requires very heavy reliance on volunteers raising most of the capital and operating costs from the community. The need for a different model is demonstrated by the massive increase in funding for vessels, operations and staff recently announced in Victoria and Western Australia.



Hon. Craig Crawford (Minister for Emergency Services) met with MRQ personnel during a visit to VMR Bundaberg in May.

The innovations contained in our Portal for managing data and resources for volunteers was recognised when our Chief Information Office (Dave Paylor) and General Manager (Keith Williams) were sponsored to make a presentation to and IT Conference in New Zealand. Dave and Keith then backed up a few days later to make a less technical presentation (Internal Rescue) on the development and capability of the Portal at the Australian and New Zealand Search & Rescue Conference on the Gold Coast. It was an entertaining and informative presentation.



Keith and Dave about to present at the SAR Conference.

The National Volunteer Search and Rescue Committee meeting in May was advised that wearing of life jackets in vessels is now mandatory in Victoria and Tasmania. Tasmania will be legislating for mandatory fitting of crotch straps to inflatable life jackets from 2020. MRQ's life jacket testing project also confirmed the value of a crotch strap to safe deployment of an inflatable life jacket / vest.

In the Autumn journal I focussed on the importance of recognising the contribution of our volunteers to keeping VMR on task. Another crucial activity is the building of capacity and confidence in our volunteers.

Yes, some of this comes with the excellent training program on offer, but more can be achieved by interaction between squadrons on joint activity on training days and zone based SAREX's. The recent support from all Northern Zone squadrons in providing safety boats for the Bowen Super Boats Festival was another great event for team building and getting to know the faces across the zone. The team from VMR Burdekin did a fantastic job with breakfasts catering while VMR Bowen organised the 'getting to know you' function.

**Graham Kingston**  
President, Marine Rescue Queensland



The cooking team.



The eating team.



# The VP's WATCH

Unfortunately I write this report as my final in the position of Vice President of Marine Rescue Qld. I have thoroughly enjoyed the role over the past two years, as well as being a part of the State Council for the past 10 years.

Don't despair though, I won't be going anywhere, just moving onto other projects within Marine Rescue Qld that are quite time consuming. I am sure my successor will step into the role with the enthusiasm needed to continue the great platform that currently exists.

Over the past few months I have continued grant writing with good success. Ergon Energy must

be thanked for their generosity in contributing a substantial amount of funding to the Thursday Island squadron for the purpose of First Aid Courses for the members of that squadron. These courses have already been conducted, further increasing the knowledge of those members who participated.

The Qld Governments Office of Liquor and Gaming were also very generous to the Mackay squadron, providing funding for signage and a security system for their rescue base at the Mackay Harbour. These items are in the process of being installed.

Several other applications are currently in submission for other squadrons across the state.

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## VICE PRESIDENT REPORT

We had the pleasure of conducting a recent state Meeting at Jacobs Well. This was a fantastic location, with wonderful hospitality provided by the squadron in entertaining all the councillors who attended. It is now an aim of these meetings to be held at squadron locations, rather than in a boardroom in Brisbane.

My spies tell me it has been relatively quiet on the water for most squadrons in terms of rescues. Looking at some figures I tend to agree, however, one positive that never decreases is the number of training activations. Whilst it may be quiet with rescue activations, the squadrons are certainly using their time and opportunity to bring their boat crews up to speed with training exercises in order for them to be fully prepared when the need arises in a real life situation. With the resources and tuition that have been afforded to the squadrons over the past few years, we find ourselves in a very good training position.

I have had the opportunity to meet with some politicians recently in relation to giving them a better knowledge of how important this organisation really is to the boating public of Qld. Most shake their heads when they see the written figures of what we do, and really what costs we save the government when their Departments dont have to perform the job. One State MP even downloaded his own personal experience of

having to use a VMR squadron to retrieve his vessel which was inadvertently swamped off the Qld Coast. He joined the squadron that assisted him and said it was the best money he had ever spent. We have to keep pushing our message of how important Marine Rescue Qld and its affiliated squadrons are.

Another area that our volunteers excel in is that of fundraising to keep their squadrons afloat. If its not the Bundaberg Fishing Classic, or the Sanctuary Cove International Boatshow, or the local Boaties Markets, its something else that our members are attending. Every weekend, someone, somewhere is rattling a can or selling a raffle ticket to ensure their squadrons patch of water is protected. These members are invaluable in what they do. It's hard work, quite often they don't get the rewards they deserve and quite often people can't afford to donate, but these members dont give up. Their contribution is priceless.

May I wish all the members across the state the very best and thank them for the support they have given, not just to me, but to their squadrons, to the public that boat in their areas, and to the cause of Marine Rescue as a whole. I have said it many times and I will say it again. We can't do without you. Keep up the great work.

## FROM THE DEPUTY COMMISSIONER



**A**s the Deputy Commissioner of the Emergency Management, Volunteerism and Community Resilience (EMVCR) Division at Queensland Fire and Emergency Services, one of the highlights of my role is visiting communities. Our division provides support to other volunteer groups involved in emergency management activities across the state and is responsible for leading volunteer capability development and introducing innovative strategies to support community resilience, risk mitigation and the recruitment and retention of a sustainable and skilled volunteer workforce. With the increasing demands placed on emergency services as a result of more frequent and severe disasters in Queensland, EMVCR is committed to working with stakeholders and partners to ensure safer and more resilient communities across Queensland. In May I was fortunate to visit the most northern parts of Queensland, including Weipa and Thursday Island. It was great to meet some of the locals and see firsthand many amazing community initiatives. The delivery of emergency services relies on strong local community backing and critical partnerships with all local governments, state and national key

stakeholders, disaster management organisations across Queensland and state-wide industry. This includes our connection with Volunteer Marine Rescue. The future of volunteering must be one that is flexible and doable for each member of the community. In working together we can all contribute to disaster management risk mitigation, preparedness and response.

# VINCEPAPALE



I am Vince Papale – the Northern Zone Vice President.

My home squadron is Marine Rescue Burdekin.

I am Squadron President, Coxswain, Duty Officer, VHF Outstation Operator, Assistant Trainer, Standby Crew, Truck Driver and anything else required.

When VMR commitments allow it I grow Sugarcane.

What do I bring to the table? I started typing and outlining all of the training and experience that I have gained in over 35 years of combined commitment to community, family and industry. I deleted it all and here is the 'nutshell' version,

A commitment to understand the diversity which although cumbersome to manage adds to the character and depth of our organisation.

A deep respect for the people that make this organisation great, a commitment to act their best interests and to speak up for them.

A clear understanding of the environment which encourages good people to work together with mutual respect.

Some knowledge of the political/bureaucratic process.

### MY VISION FOR MARINE RESCUE

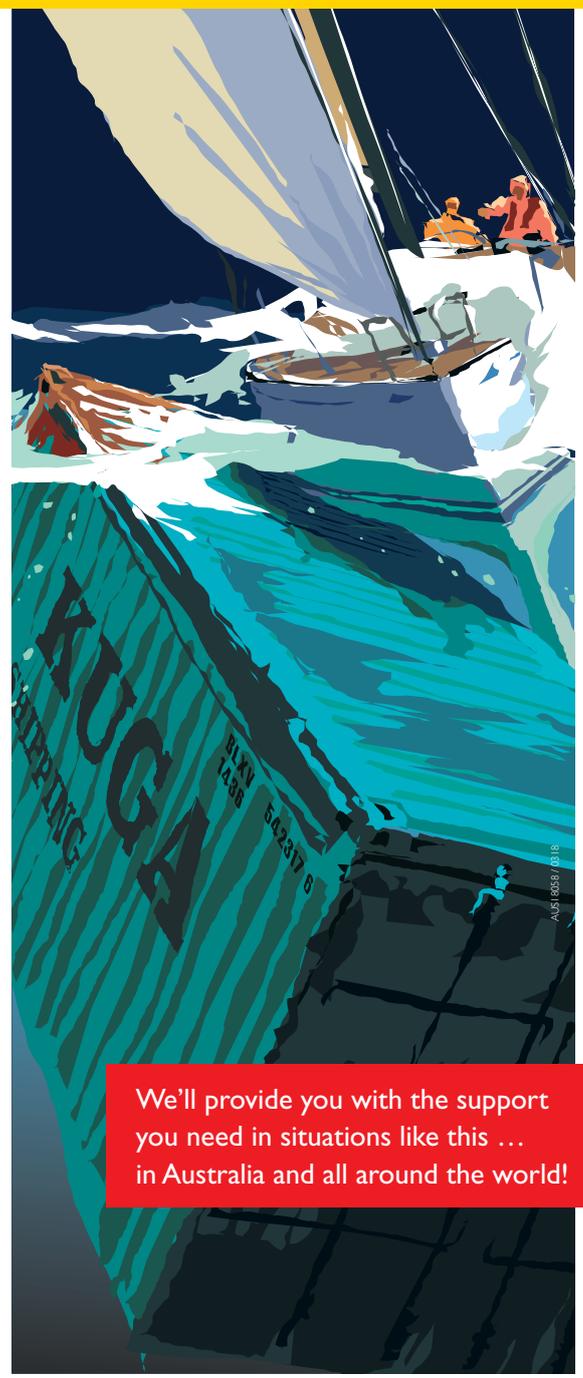
- To lift the profile of our people and organisation;
- To improve the funding model to the point where squadrons are sustainable while still maintaining strong community connection and ownership;
- To encourage our people to explore the limits of their potential and expand their knowledge and experience in a safe environment;
- To grow the organisation, and have it recognised as the Premier Bluewater Rescue Organisation in Queensland.

### MOST REWARDING EXPERIENCE

Seeing young people rise to the challenges set for them and exceeding their own expectations.

Having the squadrons in our zone working and playing together building stronger ties.

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## GLADSTONE

### LUCK ON YOUR SIDE!

What started out as a call to assist a vessel that had run out of fuel had a change of events that thankfully had a good outcome – the rescue of two people from a stricken vessel.

Two people set out on a trip to Fitzroy Reef. When they realised they didn't have enough fuel for the trip, they decided to turn around and head back to shore. In the early hours of the morning, they contacted relatives to let them know where they were and that they had run out of fuel and made a request for them to contact VMR Gladstone. Unknown to VMR Gladstone, while supposedly at anchor, their vessel drifted, took on water, and eventually capsized.



Two people waiting and hoping to be rescued.



What the crew of Gladstone 1 came across after seeing a spot on the horizon.

After receiving the call at VMR Gladstone, the crew prepared *Gladstone 1* and departed the base with some fuel for the stricken vessel. Once at the coordinates provided by relatives, there was no sight of the vessel. The crew did some calculations to determine where the vessel may be if it had drifted.

These calculations were confirmed by officers at the base and the Water Police were notified.

With a search underway, the crew located the vessel on the horizon in a different direction. Luck was on the side of these guys as the vessel had not

completely sunk and they were able to take refuge on the upturned hull.

“The call for the delivery of some fuel, changed to a search that saw two people rescued from the water,” said Mike Lutze, President VMR Gladstone.

Mike said “This is an example of how a situation can change quickly. It was good to see these guys were wearing lifejackets. The crew on *Gladstone 1* did a great job along with those on shore at the base supporting the rescue.”

“These boaties were not members of VMR Gladstone and have been asked to contribute to the cost of the rescue. For a small annual fee, boaties can be fully covered for the cost of most rescues.

Joining their local marine rescue organisation should be at the top of every boatie's priority list along with making sure they have all the right safety gear and keeping their vessel in top shape,” said Mike.

### HOOK UP WITH US!

Australia's biggest family fishing competition, the Boyne Tannum Hook Up was on from May 4-6 and VMR Gladstone again supported this event.

Maritime Safety Queensland reserved us some space in the information tent where we tended to boating safety enquiries and encouraged people to become members of VMR Gladstone. Luke Streeter coordinated our crew members Edwina, Cassii and Mac in the radio tent with Mac doubling up as crew on the rescue boat with Tom to lend a hand.



Volunteers Luke and Cassii getting things happening at the radio tent.

With fine weather for the first few days, there were plenty of people out fishing and coming through the competition site. VMR Gladstone provided a safety prize each day for those spotted out on the water doing the right thing.



Luke and Edwina still smiling on day three.

One of the highlights of this year's event was the amount of young boaters demonstrating excellent safety habits both on the water and checking in out our radio tent before they headed out.

"We awarded some prizes to younger boaters each night as they were spotted out on the water with the correct lifejackets on and had all the right answers when spoken to by the Water Police," said Mike Lutze, President.

Mike said "there were a few young families that came to the radio tent before they went out to log on and check the weather. Gaining good boating safety habits at a young age will hopefully continue through as they grow up and get their own boats."

We did such a good job last year that we were again called on to be 'duck' wranglers as part of the great duck race held by CQ Helicopters.

Thanks to all of the volunteers who pitched in to lend a hand.

### OUT WITH THE OLD!

VMR Gladstone held their Annual General Meeting on May 21. Thanks was given to the outgoing committee and their work over the previous year was acknowledged.

### THE COMMITTEE FOR 2018/19 WAS VOTED IN:

Mike Lutze – President  
 Jeff Caldwell – Vice President  
 Mick McAullay – Chief Controller  
 Rob Plumridge – Deputy Chief Controller  
 Brian Van Der Weide – Treasurer  
 Berni Bennett – Secretary  
 Rod Bennett – Committee Member  
 John Johansen – Committee Member  
 Russ Charles – Committee Member



President Mike Lutze presents Life Membership to Maurie Sweeney.

Life Membership was awarded to Maurie Sweeney for his dedicated service since 1981. The award was presented by President Mike Lutze and it was great to have Maurie's family and VMR friends present. Congratulations Maurie.



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## HERVEY BAY

### FOUR

Submitted by Graeme Davies,  
Senior Crew, MRHB

**F**our is the answer. You may have concluded that the question to that answer is: how many strikes does it take with the knife stored on the aft deck to cut through the 35mm diameter tow line.

Since undergoing crew training I'd been wondering just how much effort and time would be needed to cut a tow line. I now know, having been part of the crew providing a safety patrol for the Bay-to-Bay yacht race. Surprisingly not much effort to cut a tow line, and not much time.



*Hervey Bay RSL Rescue* was providing a safety patrol during the 2018 Bay-to-Bay trailerable yacht race. The second day of the race saw the southerly winds build to over 20kts and the sea state also increase. Shortly after departing the Urangan boat harbour we were tasked to render assistance to a yacht which had struck bottom with its dagger board. On impact, the top of the dagger board pitched forward and ruptured the dagger board sleeve. At any speed under about 6kts they were taking on water and were concerned if the wind picked up the resultant heel would increase the in-flow of water. Four POB: Dad, Mum, and two little girls.



Having found them in the middle of the pack, Coast Guard Sandy Straits vessel *Spirit of Maryborough* (*SoM*) was already trailing the yacht that was taking on water to ensure they were okay.

Before we were able take over from *Spirit of Maryborough*, there was a radio call advising of another boat on its side on or near the beach near White Cliffs. Having confirmed *SoM* could remain with the yacht, *RSL Rescue* expedited to the second vessel only to find that the beached boat was fine, with the crew having purposefully careened to fix a centreboard problem.

We returned to the yacht taking on water and took over from *SoM*. As we neared Duck Island the decision was made to take the yacht under tow to ensure she got to Urangan safely. Along the way there were calls of other vessels in the race becoming dismasted. We rafted-up with our yacht and safely entered Urangan in time to be tasked to another vessel that had capsized. The crew of three had already been picked out of the water by a nearby boat, but now the capsized boat was drifting east of Big Woody Island.

We began a search having rounded the southern end of Big Woody Island and within 10-15 minutes the upturned hull was spotted between the waves. We manoeuvred along side the vessel and after some effort crewmen Mark and John got the tow-line extension hooked onto the bow winch loop on the upturned semi-submerged vessel. Once the crew paid out the tow line, Skipper John took up the slack and attempted the tow in quite unfavourable conditions. As we motored forward the capsized vessel pitched bow-down and raised her transom in the air. To add to it, we had the threat of *Hervey Bay RSL Rescue* becoming 'pooped' by the increasing seas coming at our stern. It was clear this was not going to play out as we had hoped. Given the sea



I already knew this last one, but I'll identify it as a lesson learnt in a time-compressed critical situation.

**5.** Severing a towline in error is far better than potentially jeopardising the safety of our vessel. Cut and seek forgiveness later if proven to be in error. Had it been a larger boat under tow, or more severe sea conditions, the time taken to confirm the order and then cut the line could have seen us 'popped'.

### A BUSY TIME

**Submitted by Graeme Stanton,  
Radio Group Co-ordinator, MRHB**

ANZAC Day week saw the start of seven weeks of higher than average activity for Marine Rescue Hervey Bay – more than a job a day over a couple of months is not a statistic we see regularly. A sure sign that the calm and sunny winter weather in our little part of Queensland has started.

The period got off to a 'wouldn't you know it' start when our boat crews and radio operators were activated mid-afternoon for a Search and Rescue, having just completed a day of SAR training. An upturned vessel was located and the LifeFlight helicopter soon found the two 'older' gentlemen on the nearby shore. Turned out the transom had

state, the incident vessel's inverted state and our inability to rectify either, Skipper John decided that we needed to cut the tow line.

Cutting the tow line reduced the risk to our vessel, and was clearly the right and safest decision; particularly as we were later advised that the incident vessel sank about 20 minutes after the line was cut. On receiving the command to 'cut the tow', I withdrew the deck knife from its scabbard, but paused long enough to confirm Skipper John actually meant for me to cut the line, and not simply terminate the tow!

That 'pause' I mention inadvertently raised the skipper's concerns further. The skipper's view from the helm was a capsized yacht tethered to his boat being unable to move due to its sails still being set, causing huge drag and 1.5-2m waves coming at our stern.

Cut confirmed, and four knife strikes later, the tow was definitely terminated.

### LESSONS LEARNT FOR ME:

- 1.** Even a bright yellow hull can be difficult to see in an unfavourable sea state, even when quite close.
- 2.** An incident boat might respond very unpredictably when stability and buoyancy are compromised.
- 3.** A line under tension responds quite differently to when not under tension.
- 4.** VMR on-water operations are about decisiveness, responsiveness, safety, safety and safety. I guess

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## HERVEY BAY

collapsed on the boat. Luckily they were close enough to be able to swim/help each other to shore.

Having completed a couple of tows and a late night Medivac on April 24, ANZAC Day turned out to be our busiest day for a while. We were providing a patrol vessel and a patrol jetski for the annual WindFest on the Burrum River – sadly a lack of wind resulted in the day's events eventually being called off. However, the warm sunny weather and little wind encouraged many boats out onto the bay – resulting in a number of long distance tows, the last finishing as midnight approached.

Providing a little relief from the longer tows, a yacht also broke down at the fuel wharf within the marina and asked for assistance back to its berth.

The end of April saw us towing a power cat back to harbour from towards the top of Fraser Island. It had entered the lagoon too fast, hit a submerged object and capsized. A salvage crew were able to right and re-float the vessel, before requesting us to undertake



the very long and rough tow back home. During that tow, we heard from a trawler requesting assistance to berth the next morning.

Having lost a windscreen and electrics from the impact of a wave outside of Fraser Island, he was being towed back to harbour by a fellow trawler. They requested our assistance to enter and berth when they expected to arrive at the harbour entrance at daybreak. All went according to plan the following day.

The long weekend of May 5-7 presented some unpleasant weather and we assisted a number of vessels, in addition to providing a safety patrol vessel for the annual Bay to Bay yacht race (see separate article) and performing another late night medivac from Fraser Island.

Since the beginning of May we have continued to assist with tows, jump-starts, re-floating stranded vessels, help find missing vessels and repatriate patients from Fraser Island. But perhaps the jobs that stand out above all others are those where we assist families with their desire to scatter the ashes of a loved one at sea. These are very special and formal occasions for our boat crew and it is interesting to see just how much our guests appreciate their respect and assistance – often with hugs of thanks from complete strangers upon the return to base.

While our boat crews and radio operators have been busy, there are of course other teams of volunteers without whom the unit simply would not operate – administration, maintenance and the all-important fundraising group.

Aiming to raise immediate funding for a new boat a new category of membership was created for a limited period of time – this Gold Membership provided boaties with the option to pay now and receive 15 years of membership benefits at a discount. For members with multiple boats the discount was significant and has proven to be a very attractive option. Already a couple of new Gold members have gratefully received our assistance under the scheme.





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Ramp Days are being offered to our members in June – members can bring their own boat along to the harbour and our teams will offer some friendly advice on safety equipment, local knowledge and the towing techniques we use should they ever need assistance. There is of course no substitute for the real thing, so members can also avail themselves of an actual tow from our rescue vessel, as part of the information sessions. Feedback suggests this opportunity is appreciated not only by new boat owners but also by newcomers to the area – both wanting that little extra 'peace of mind'.



Volunteer Week featured a Volunteer Expo in Hervey Bay where we enticed interested attendees to come and join our gang. Surprisingly there was little interest in the rescue boat on display but a lot of interest in just chatting with our team about the options available.

Consequently, we look forward to welcoming a number of new volunteers into the squadron.

Local MP Keith Pitt presented volunteer Reg Treston with a service award during Volunteer Week.

Reg has been with VMR Hervey Bay for 16 years in various roles including base maintenance, boat crew and fundraising. Congratulations Reg – all past and

present members are only too aware of the effort you put in to keep the place in order.

At the end of May, in preparation for the upcoming Hervey Bay whale season, the crew of local whale watching boat Whalesong undertook a series of emergency drills with two of our rescue boats assisting as required. Collision, grounding, fire, man overboard, medical transfers – you name it, it happened. Some great video and photos emerged from the day with all the local media having been keen to go out on the boats and observe.

Marine Rescue Hervey Bay has entered into Reciprocal Rights agreements with nearby units – VMR members from Gladstone, Round Hill, Bundaberg, Southport, Currumbin and Jacobs Well will all receive (and have received!) reduced recovery costs should they be unfortunate enough to require assistance whilst experiencing the delights of our operational area.



# HYPOTHERMIA

By Sharon McLean

With the winter months in full swing and the north of the state having more than three days of winter this season, we will revisit an article that was in

the May 2015 journal.

It is important to keep in mind the effects that the cold weather can have on you with the onset of hypothermia.

## WHAT IS HYPOTHERMIA?

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

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

## WHO IS AT RISK?

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

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

## SYMPTOMS

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

As conditions worsen, mental attitude and the level of consciousness change.

Resisting help and acting irrational or confused are common indicators of hypothermia. As the body's core temperature drops dangerously low, you become semiconscious, then unconscious. Stress, shock, and low core temperatures may cause cardiac and respiratory failure.

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

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

## TREATMENT

First aid treatment includes:

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

Minimise the victim's physical exertion when removing them from cold water.

Rescuers may have to enter the water to get the victim. Once out of the water, gently remove wet clothing and cover the person with dry clothing or blankets.

Protect them from the wind and rain, especially around the head and neck. Move them to a warm environment if possible and avoid re exposure to the cold. Warm compresses and warm (not hot) liquids that are non-alcoholic and non caffeinated also help to restore heat. Hot water bottles (with a maximum temperature of 40°) or hot, damp cloths to the victims head, neck, trunk, and groin will also help.

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

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

## HYPOTHERMIA SYMPTOM AND TREATMENT CHART

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

**SYMPTOMS**

Shivering  
Cold hands and feet  
Still alert and able to help self  
Numbness in limbs, loss of performing tasks, clumsiness  
Pain from cold

**Mild Case: Body temperature is between 36.1 – 33.9 degrees**

Shivering may decrease or stop

**Moderate Case: Body temperature is between 33.9 – 32.2 degrees**

Shivering decreases or stops  
Confusion, abnormal behaviour eg: loss of reasoning and recall  
Clumsiness  
Slurred speech

Denies problem, may resist help

Semiconscious or unconscious

Muscular rigidity increases

**Critical Case: Body temperature is less than 27.8 degrees**

Unconscious may appear dead  
Little or no apparent breathing

Pulse slow and weak, or no pulse found

Skin cold, may be bluish-grey colour

Pupils may be dilated

Rigid body

**TREATMENT**

- Prevent further heat loss
- Allow body to re-warm itself
- Warm, sweet drinks – no alcohol
- Apply gentle heat source
- Help victim exercise
- Keep victim warm for several hours, with head and neck covered

- Same as the above EXCEPT:
- Limit exercise
- Offer warm, sweet liquids only if victim is fully conscious, begins to re-warm, and is able to swallow – no alcohol

- Obtain medical advice/help ASAP
- Avoid jarring victim, rough handling may cause cardiac arrest or ventricular fibrillation or heart
- No food or drink – no alcohol
- Ignore please of “leave me alone”, victim is in serious trouble
- Treat as for shock – lay down, wedge in place, elevate feet
- Apply external mild heat to head, neck, chest and groin – keep temperature from dropping while avoiding too rapid a temperature rise
- Transport to hospital

- Assume patient is revivable, don't give up
- Handle with extreme care
- Tilt the head back to open the airway – look, listen and feel for breathing and pulse for one to two minutes
- If there is breathing or pulse no matter how faint or slow, do not give CPR, but keep a close watch for changes in vital signs
- If no breathing or pulse is detected for on to two minutes, begin CPR immediately  
Medical help is imperative – hospitalisation is needed
- Stabilise temperature with external heat sources, and/ or use rescuer's breath exhaled in victims face in unison with victim;s breathing

## BOWEN

Over the last six months we were pleased to see volunteer numbers grow with VMR Bowen. This meant training programmes were implemented.

On February 17-28 a two day ESS Training Course was organised for new volunteers from Midge Point, Burdekin and Bowen. The course was run by VMR Trainer Tom Hudson and held at the VMR Bowen headquarters. For Bowen volunteers it was a pleasure to train with the enthusiastic volunteers from Midge Point and Burdekin with their love for boating, willingness to learn important safety skills and desire to be involved.



The following week, after successfully completing the Elements of Shipboard Safety, new volunteers were keen to further their knowledge and a night run was organised. This training involved local familiarisation of Bowen approaches including Gloucester Passage between Gloucester Island and the mainland. This passage can be tricky to motor through due to the build up of sandbars.

On April 24 Tom Hudson visited VMR Bowen to run the LROCP course. Seven Bowen volunteers attended the course and once again we had a successful training day.

We are pleased to announce that VMR Bowen has been proposed as the future training hub for Northern Zone Training. At present the organisation is looking for funding to achieve this goal.



The highlight of our year so far has been the Superboats Race Series held in Bowen on April 28-29. Bowen played host to VMR Northern squadrons from Burdekin, Midge Point, Whitsundays and Mackay. The volunteers travelled with their rescue boats to support the Superboats Festival.

The volunteer weekend started Friday night with a social gathering at VMR Bowen Headquarters. Plenty of food, drinks, laughter, excitement and anticipation

filled the evening in readiness for a weekend of Superboat racing.

With VMR State President Graham Kingston in attendance, a special presentation was made by Bowen President Ian Shield to five volunteers for their long service to VMR Bowen. **They were:**

Robert Anderson –25 years service

Ted Gatkowski – 25 years service

Sue Gatkowski – 20 years plus Life Membership

Don Rose – 25 years plus Life Membership

John Torlach – 15 years plus Life Membership



**L-R: Robert Andersen, Graham Kingston, Ted Gatkowski, Sue Gatkowski, Ian Shield, Don Rose, John Torlach.**

On the water six VMR boats were in attendance (two from Burdekin) plus five private boats owned by VMR Bowen volunteers. Some boats carried rescue personnel such as ambulance bearers and divers, others carried fire fighting equipment. Approximately 50 volunteers manned the boats. All boats took their allocated positions around the race course as rescue boats. Bowen VMR was *Rescue 4* with two ambulance bearers plus equipment on board for the weekend. two superboats did break down and had to be towed back to the marina, but thankfully there were no major incidents over the weekend.



**Sunday: Northern Squadron boats rafted up for lunch break between Superboat races.**

VMR Bowen would like to thank all Northern Squadrons for their continued support of the Superboats Race Series in Bowen.

The squad held a successful Open Day last Saturday June 16, having perfect Bowen weather to showcase the operation. People were coming down all day and anyone who wished to, had a ride in the rescue boat.



The radio and operations rooms were open for inspection and several local residents enquired about becoming active in both crew and radio.

The sausage sizzle was very popular, as was the excellent coffee provided by local supplier Vee in the coffee van.

We are planning to have a new rescue boat in service in the 2019-2020 period, with fundraising starting



to ramp up with the appointment of a fundraising committee. We expect to have our campaign in full-on mode within the next two months. The current vessel, an 8m Noosa Cat which was built in 2000, has been a reliable workhorse since then. The motors and electronics have been replaced twice in that time and now it's time to retire the vessel.

Tuesday, June 26 saw the Bowen squadron at the Bowen show with a stall set up to attract new members and to raise funds for our new boat.



L-R: Rob Skidmore, Ian Shield, LNP Member for Burdekin Dale Last, Ian Patchett, Jake Reppard, Don Rose.

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## BUNDABERG

### ACTIVATIONS

I once said to a journalist that VMR business was 'lumpy'. The quote came out as 'lucky'. None of us would support that. And 'lumpy' has been the course since the last Journal article. From February to mid-April *Bundy Rescue 2* was only activated for Saturday training. However, since mid-April we have had 10 activations for the usual and the 'unexpected'.

Two activations involved flat batteries, and both also resulted in tows because of other engine issues. One involved a crew suffering hypothermia in early June.

The 'usual' included an 82nm and 7.5 hour fuel supply run to a yacht in rough seas. VMR Bundaberg took a call at 06:02 from a yacht about to run out of fuel near the Break Sea light (some 46nm from Burnett Heads). The vessel was struggling to make way to Burnett Heads against the strong south westerly in rough seas. One of the two persons on board was very sea sick and the other had been struggling during the night to handle the vessel.

*Bundy Rescue 2* departed at 09:00, initially making good time, but soon ran into rough seas with 2.5m waves and the occasional 3m surprise. This required a change from auto-steer to manual to remain on the back of the large swells, doing 7-10kts. Our helmsman did a great job of reading the sea. See the video. We had to track the vessel down using AIS as they were still sailing.

*Bundy Rescue 2* arrived at the 36' ketch at 12:30 where our crew did the well-practised fuel transfer at sea to the vessel bucking in the swell (photo). *Bundy Rescue 2* stayed on station until the yacht was underway before returning to Burnett Heads at 16:30. It was a 7.5 hour and 82nm round trip (a long way from the servo).

Three of our crew and radio operator then backed up at 19:00 for a 2.5 hour Management Committee meeting.



Bit nasty on the way.



Job done and yachtie motoring on.

The first 'unusual' involved a request from Border Force to provide transport to investigate a suspected overseas registered vessel which had been anchored close in shore north of Burnett Head for several days. It transpired the vessel had been sold in Australia, but details had not made it into the 'system'. The next 'unusual' involved an activation by QWPS to support the search for a suspected MOB off Burnett Heads. This ultimately resulted in the recovery of a deceased person. Crews were assessed on several occasions for need for counselling support. Fortunately – all okay. The next 'unusual' involved a request from the contractors for the scuttling of ex-HMAS *Tobruk* for an inspection of the proposed scuttling site in +15kts of wind. The conclusion was 'less than 15kts is required'. In fact, the ex-HMAS *Tobruk* was towed out of the Burnett River early on June 28 for scuttling on June 29 in less than 10kts of wind.

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DeAnn Hollis



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### VMR BUNDABERG FAMILY FISHING CLASSIC

As I write this column our volunteers are setting up for the 13th VMR Bundaberg Family Fishing Classic. This is our major fund-raising event for the year. This the first year we have the prospect of three days of fantastic weather. Coupled with the record

sponsorship and prize value exceeding \$100,000 we are looking forward to a great weekend. Next journal report will tell the tale.

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

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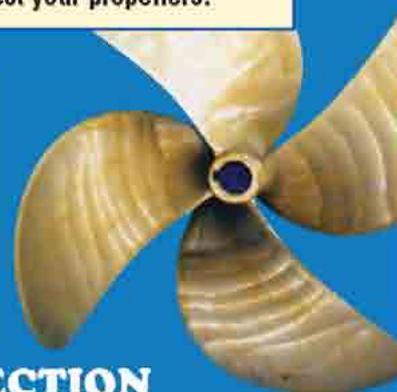
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# FUEL UP AND RETURN TO SHORE

If you are driving a motorised boat there is one product more or less essential to your ability to get out on the water and back safely to dry land. It's called fuel.

There is a basic need for boaties to ensure they have the right type of fuel, that they have enough of it, and that it is in the right shape to power their motors. And yet it is surprising how often boaties don't seem sufficiently fuel-conscious before they head out on the water.

Around 4% of callouts for volunteer rescue groups are due to boats totally running out of fuel, while an unknown (but probably high) percentage of breakdowns are caused by motors being affected by impurities of various kinds in 'dirty' fuel. Breakdowns account for almost three-quarters of all callouts – and in the wrong circumstances they can be frightening.

Barely a week goes by without the media reporting volunteer marine rescue groups in Queensland helping out boaties who get into trouble because of fuel problems. Sadly, these reports are no surprise to Maritime Safety Queensland. On recent visits to boat ramps we've encountered boaties who, while waiting to launch, were taken aback to be informed by us that they didn't have sufficient fuel on their vessels to get to where they want to go and back again. An unplanned trip to the nearest fuel outlet was invariably the response.

But that was preferable to the alternative surprise that could have awaited them. One thing we know for sure, when boats break down with fuel problems, is that their skippers don't intend for it to happen. Here are some tips that might help you avoid it:

- When planning your trip make sure you really know how far your destination is away from your launching place and check that you can make it out there on much less than half a tank of fuel
- Be aware of the influence of winds and tides on your fuel consumption. Running into a headwind or strong tide will use up more fuel than running with them
- Plan your trip so that you use only one third of your fuel to get to where you want to go and one third to get back. The other third should be kept in reserve for contingencies
- Consider carrying a spare fuel container on board just in case you do need a little more. Make sure it is a container that meets the approved Australian Standard for the type of fuel you have
- When you have finished your trip replenish your fuel to around 90% of your tank's capacity if you are thinking of going boating again in the near future. This will help prevent deterioration of the stored fuel by minimising the space in your tank for condensation to occur. When condensation occurs, water gets into your fuel and can cause problems later

- Do not fill your tank to the brim. Leave room for expansion in warmer temperatures, and avoid causing overflow which can become a fire or explosion risk
- If, however, you have finished your trip and don't plan to go boating again for at least a month or two, consider draining your fuel - because petrol does not store well. Impurities will build up in stored fuel that can have dire consequences for your motor
- If draining your fuel is not possible, try using a fuel that contains anti-oxidants or anti-corrosion agents so that your fuel is kept as free as possible from impurities



## ON THE WATER WITH MSQ



- Consider retro-fitting an inline fuel filter. This will enable you to know when water has infiltrated your fuel and, as well as preventing a breakdown at sea, could save you a tidy sum of money in engine repairs
- Did you know that automotive fuel hose is not suitable for marine environments? Make sure your

fuel hose has a high resistance to heat, sea water, fuel oil and vibration and is capable of operating under suction without collapsing. It should either be original equipment manufacturer (OEM) or comply with a stamped standard such as ISO7840 or J1527

- Plan your actions in the event of your motor catching fire, such as how to stop the fire tracking back to the tank. For a portable tank this could be a quick disconnect, however for an internal tank consider installing a fuel shut off valve

Some vessels vibrate excessively. Be aware that this can wear through fuel lines very quickly, especially when grommets or other protection measures are not used in areas where the line runs through bulkheads or other openings.

We'd like to think that more boaties observing these suggestions will mean less trouble on the water.



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### OFFSHORE SUPERBOAT RACE

**B**owen hosted round one of the Offshore Superboat Race on April 28-29. The small seaside town doubled in size with visiting race teams, spectators and VMR squads from the Northern Zone, who provided safety on the water.

The race nominations were down on previous years, but the participating race teams did not hold back with the boats skimming the top of the water around the race track. Breakdowns affected some of the teams, but a great weekend was still had by all.

Saturday evening saw VMR trailable rescue vessels lead the procession of race boats up the main street for the start of the street festival. Tom Hudson, State Trainer, lead the VMR squadrons with his VMR vehicle. This was great exposure for VMR as it made the news that night in Brisbane. The vessels that were on display proved a big hit with the community. The children were excited to be able to hop on board a rescue vessel.

*Round 2* was to be held in Mackay on May 12-13, but was cancelled due to a lack of nominations.

### BOWEN PRESENTATIONS

The Bowen squadron hosted an award presentation night on

Friday night prior to the superboat race. The visiting squads were treated to great food, fun and laughter and were able to congratulate the long serving members of Bowen who were formally recognised.

All visiting squads would like to thank VMR Bowen for their hospitality over the race weekend.

### SAREX

The Northern Zone Sarex that was to be held in April, was postponed due to Cyclone Iris skirting the QLD coast. The Sarex will now be held July 21-22 in the Whitsundays. All squads in the Northern Zone will be in attendance along with the Whitsunday Water Police.



**L-R: Robert Anderson, Graham Kingston (VMRAQ), Ted Gatkowski, Sue Gatkowski, Ian Shields, Don Rose, John Torlack**

## SUZUKI MARINE EXTENDS WARRANTY FOR COMMERCIAL OPERATORS

**Suzuki Marine is pleased to offer its commercial operators extra peace of mind by announcing the extension of its commercial warranty to two years, for outboards sold from May 1, 2018.**

This means that any 4-stroke outboard from 2.5hp to 325hp purchased by a commercial operator in Australia will be covered for two years / 1500 hours or one year unlimited hours from the date of registration or commissioning, free of charge, with the option of transferring any remaining warranty in the event the outboard is on-sold.

Ty Hawkins, National Service Manager, believes this announcement will only help to strengthen Suzuki's reputation in the commercial sector.

"Suzuki has been the power of choice for an array of commercial operators for many years as our outboards are highly regarded for their reliability, quality and exceptional performance," Mr Hawkins said.

"We want to reinforce our commitment to our commercial customers by continuing to offer them *the ultimate 4-stroke outboard* and backing our product by extending their warranty for a further 12 months without charge," said Mr Hawkins.

Under the new warranty terms, outboards purchased must be manufactured from 2018 onwards and be maintained and serviced at each recommended service interval by an authorised Suzuki service agent to qualify.

Should the outboard's operating hours exceed 1500 hours during the first 12 months, the warranty will revert to the one year unlimited hours coverage.

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## RABY BAY



### GENERAL BASE UPDATE

The base finally took delivery of the eagerly awaited new RBIV. It is powered by twin 175hp Suzuki outboard engines, one of which was kindly donated by Suzuki. The vessel is equipped with the very latest navigational systems and safety equipment and provides good levels of crew comfort.



The new 7.5m RBIV with twin 175hp outboards.

It will become the primary response vessel for assistance to smaller vessels and shallow water rescues. However, its high seaworthiness makes it equally capable of performing offshore rescues in rough conditions. The vessel will also serve as a training vessel for trainee skippers.

The vessel handles significantly better than the one it replaced and has so far received very favorable feedback from both skippers and crew. Funding for the \$250,000 vessel was made available primarily through the collection efforts of VMR volunteers at Pubs in Brisbane and the Redlands and the local shopping centre.

The new boat is the last step in a major upgrade of VMR Raby Bay's facilities and vessels over the past three years, involving a building upgrade and extension, new boat storage areas, ramp extension, new onsite refuelling facilities and upgraded vessels.

The autumn/winter season provided unusually cold weather spells but fortunately there were also plenty of good days, where the boating community could head seawards.

The period saw 181 activations, including 60 breakdowns, 55 Medivacs and 14 activations for

groundings, sinking vessels and searches. In total, 229 people were returned to safety with total fuel consumption amounting to 15,000 litres.

### VESSELS AND FACILITIES UPDATE

RBII has had its twin 300hp Suzuki's replaced with new Dual Prop Suzuki 325hp outboards. The dual props and extra power have provided a noticeable boost to torque, planing time and top speed of the almost nine tons vessel.



RBII with the new Suzuki 325hp dual prop outboards.

VMR Raby Bay was fortunate enough to receive a grant from Shell Australia towards new life jackets. The existing stock of life jackets was due for a replacement so the timing was excellent. A big thanks to Shell Australia for their generosity.



New life jackets provided by Shell Australia.

### TRAINING AND DEVELOPMENT

With AMSA on schedule to take over the Commercial Coxswain's qualifications from July 1, Raby Bay is currently transitioning its training programs to align with this change.

The base continues its collaboration in the training area with the North Stradbroke, Jacobs Well and Victoria Point VMR units. A meeting was held between the trainers of these units to progress the

collaboration and members from these units also visited the Raby Bay training facility to complete the Engineering modules of the skipper program. There are also plans to hold an 'exams night' where members from these unit can complete their exams.

In the coming months, the normal fortnightly Tuesday training night will continue, with a focus on the Navigation, Seamanship skills, Collision Regulation, Environmental and Engineering modules.

The new initiative of offering Advanced Resuscitation (incl. Oxygen Administration) to skippers and members has seen 20 people complete this course. The balance of crew is currently updating their normal first aid courses.



Twenty members can now administer CPR oxygen.

Two new skippers have joined the ranks, with both Des Ashcroft and Chris Joy having passed the *RBIII* Operational assessment. Congratulations to Des and Chris for this major achievement!

We also welcome Colin Watson and David Waterman who have been confirmed by the committee as new members.

## ACTIVATIONS AND EVENTS

Prime Minister Malcolm Turnbull visited the Raby Bay Marina in Mid-May to interact with the local

community. VMR Raby Bay was in attendance at the Marina with three vessels, which also provided the opportunity for Commodore Bill Bennett to meet the Prime Minister and MP Andrew Lamming on the front deck of *RBII*.

The Prime Minister was very interested to learn about the activities of VMR in the Moreton Bay region.



PM Malcolm Turnbull and MP Andrew Lamming with Commodore Bill Bennett.

Moreton Bay, and in particularly the area between NW Peel and Cleveland Point, seems to be a preferred vista for international film makers. From time to time VMR Raby Bay is asked to provide patrol functions for these shoots and also location scouts for new movies.



VMR Raby Bay providing patrol services to a film shoot.

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## RABY BAY

Most recently, the base supported the shooting of a new Netflix series in this area.

Since the last drone trial by MRQ earlier this year, another localised VMR Raby Bay trial was undertaken in late June to further test the functionality of drones in marine applications as well as getting new footage of our vessels.



VMR's Keith William controlling the drone from RBIII.

Some great footage was captured of vessels travelling both in formation as well as individually, with a couple of examples shown below.

The first photo shows the three primary rescue of VMR Raby Bay, i.e. RBII, RBII and RBIV.



VMR Raby Bay's three primary rescue vessels.

The drone also captured an excellent photo of the new RBIV.



Drone photo of the new RBIV.

The base had an unfortunate incident in early June involving RBII's trailer. In order to have sufficient water to retrieve the vessel at very low tide, the trailer was reversed into the water a little further than usual, resulting in the trailer wheels driving off the end of the ramp (which has a steep rather than a gradual drop).



RBII trailer being retrieved by a crane.

The trailer was stuck in the water for 24 hours and had to be retrieved by a crane. New 'No Go Limit' markers are being drawn up to prevent this from happening again.

In mid May, a large sailing cat had disappeared from its mooring at Victoria Point and the owner contacted VMR Raby Bay for help. A search resulted in the vessel being located 8nm away at North Stradbroke Island. It had run aground and was nestled amongst mangroves, when it was discovered at low tide late in the evening.



A large sailing cat aground amongst mangroves.



A 38ft beached yacht successfully retrieved.

A kedged anchor and a high tide the following morning enabled the vessel to be successfully recovered, thankfully only with minimal damage.

Another activation involved a 38ft yacht, which had run aground at Peel Island, after a strong southerly had dragged the anchor and vessel onto the beach.

An early morning high tide, which coincided with a beautiful sunrise, saw the vessel successfully retrieved by RBIII. RB5, the newly acquired small 4.5m RIB proved its usefulness, by being able to cross very shallow water and connect an extended tow line to the beached vessel.

VMR Midge Point joined with the other Northern Zone squadrons providing water safety at the Bowen round of the Offshore Powerboats in April. With the squad's tow truck, we are now able to trailer Midge Point Rescue to where it needs to be. This saves us time and vessel fuel costs. It also means that we no longer have to wait for the tide to be able to be on our way.

The Offshore powerboats are a great chance for the squads in the zone to catch up. Midge Point Rescue took part in the parade of race boats and was parked up the street for the street festival. The community enjoyed being able to get up close to all the vessels and talk to the VMR crews. A lot of interest was shown in the vessels, especially by the children.

Sausage sizzles are proving to be a great fundraiser for the squad. As our profile is growing, we are being asked to attend sausage sizzles at different places. Thank you to all our members for giving up their time to attend.

Recently the squad was activated by the Whitsunday Water Police to take part in a search and rescue for a man in a dingy that was overdue and presumed missing from a yacht parked in Cid Harbour. He had left the yacht to go get more beer and decided that it was closer to go to Airlie Beach rather than Hamilton Island. He had no life jacket, EPIRB or a shirt when he left the yacht. When he returned to Cid Harbour, the yacht was gone, they had gone looking for him thinking he had gone to Hamilton Island. Another yacht in Cid Harbour gave him some fuel and told him his mates had gone to Hamilton Island to find him. Again, he sets off, and goes straight passed Hamilton Island, then runs out of fuel and starts drifting on the open sea in the dark.



The next day with no land in sight, he starts rowing and eventually a local cruise boat locates him and takes him back to Hamilton Island.

This unsafe behavior caused an extensive and costly search and rescue to be activated, with personnel including: VMR Midge Point, who towed Midge Point Rescue to Abell Point Marina, VMR Bowen who travelled by sea to the Whitsundays, VMR Whitsunday, Whitsunday Water Police, Whitsunday QPS, MSQ, VTS, Search and Rescue Coordination in Canberra, and two helicopters.

While it was a safe outcome, it was a timely reminder to the boating community about safe boating.

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## VICTORIA POINT

### SQUADRON ACTIVITIES

We are now a month into winter at the time of writing and you would be forgiven if you thought we had drifted into the southern ocean. Activations through autumn into the first month of winter number 74 with a total of 42 assisted. Sea time added up to 142.35 hours with combined Crew hours of 597:45 hours. Training and patrols, as always, make up a significant part of the squadron's sea time with our vessels being on the water for 107:35 hours for those activities. This included a step up in night training exercises utilising Flir homing techniques and unlit navigation using Radar and instrument charts in simulated SAR operations.



Submerged wreck off Coochie.

Plans to include bar crossing training for our skippers will bring our squadron up to full support operational status for off shore emergencies should we be called upon.

One of the things we all have to be aware of when navigating the bay both at night and during daylight hours are the hidden dangers we may encounter. Sunken wrecks just below the water line, tenders that have broken and drifted from moorings and storm debris can cause damage to your vessel, serious injury or even death if struck at speed. So we all have to be mindful that the beauty of the bay can sometimes hide the ugly.



On the public relations side we were happy to join with Raby Bay VMR and Redland Bay Coast Guard for a meet and greet of the Prime Minister, Malcolm Turnbull, at the Raby Bay Marina. It was an impressive show of resources with five rescue vessels from those combined squadrons, lining up alongside the boardwalk. A great opportunity to show the Federal Government the face of volunteer rescue services in our region.

We also enjoyed a visit from Kim Richards, our State MP for the Redlands a month earlier on one Sunday morning.

We were pleased to be able to discuss and demonstrate our operations and bring her up to date on future developments we felt necessary to shorten emergency response times out of Victoria Point.

We dropped her at Macleay following a short tour of some of our operational areas in VP1. As we were returning with her Electoral Officer, Stephanie Morris, we received a call from the yacht *Roxanne* which needed a tow of about 100m to her mooring in Point Halloran. We rafted up *Roxanne*, completed the mission at the same time providing Stephanie with firsthand experience of the services we provide. Whilst not exactly an emergency situation at the time, a drifting yacht represents a potential hazard and it should be understood that early intervention may well prevent a future emergency event.



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## DRONE TECHNOLOGY



Great view of VP1 from the drone.

In SAR operations, response time is of paramount importance and location of persons in distress in the shortest period critical. Marine crews have historically relied on eyesight and the use of telescopes or in later days, powerful binoculars to locate persons in distress.

Today, surface vessels use sophisticated electronic surveillance equipment to assist in search operations and often employ the assistance of amphibious or non-amphibious helicopters. Those eyes in the sky can prove to be a very expensive option but provide a far greater view of the search area.

The development of hi-tech drones now has the potential of providing crew with a distinct advantage by gaining a rapid aerial overview using this technology.

General Manager of MRQ, Keith Williams, made a visit to our base with his drone and we did a few photo

runs with both *VP1* and *Papillon* to see for ourselves the advantages of utilising drones.

As the pictures depict, drones provide a wider view of a search area and are destined to be an integral part of SAR operations.



VP1 and Papillon off Bannana Banks.

## VP1 AND VMRVP - MOVIE STARS

The movie industry in Queensland has been growing substantially in the past few years and Victoria Point is now on the map in that industry. Netflix is using Hoodlum Productions to film an eight part series titled *Tidelands* which is due for release in the last quarter of 2018. The series is being shot in south-east Queensland and our VMR base at Victoria Point was chosen as a set for the police station in the

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## VICTORIA POINT



VP1 starring as the Orphelin Bay police boat.

small fishing village of Orphelin Bay. The filming was carried out in a number of sites in the Redlands and other locations around Brisbane.

*Tidelands* is a story of a young woman who returns home to Orphelin Bay after 10 years in juvenile detention. But her hometown is shrouded in mysteries, the greatest of which is the commune of outcasts who live in a hidden pocket of the bay.

With our base done up as the police station and VP1 used as a prop in a few of the scenes we are now proud contributors to the movie industry and working with the staff of Hoodlum Productions has been a most rewarding experience.

The filming has caused no disruption to our operation and has been a source of valuable funding for our ongoing financial commitments.

So when you sit back to enjoy the series, think about the little base down on the point keeping boaties safe.

### BOATIES MARKET

Our apologies for having had to cancel the March Boaties Market due to bad weather. Whilst it didn't rain on the day, rain events in the preceding week made it impossible to get vehicles onto the school grounds without causing severe damage to the sporting fields.

However the rescheduled markets on June 24 were a resounding success. We had over 200 vendors with a huge range of product on offer and an estimated 3000 eager buyers looking for bargains. From the amount of items being carried out by happy hunters we were pleased they were able to get value for their money. Of course we also appreciated the generous gate donations which go along way towards keeping our squadron on the water.

We would also like to thank our sponsors for supplying the prizes for our raffles. The lucky winners were:

1. Richie – Garmin Sounder – Donated by Bayside Suzuki Marine Cleveland
2. Shane – Auto Marine hamper – Donated by Auto Parts/Redlands Marine Vic. Point



Base starring as Orphelin Bay police station.

3. Carl – Bayside Boat Licencing voucher – Donated by Bayside Boat Licencing
4. Barry – Mercury gift bag – Donated by Mikes Marine Capalaba
5. Tony – Suzuki gift bag – Donated by Bayside Suzuki Marine Cleveland
6. Kevin – Suzuki gift bag – Donated by Bayside Suzuki Marine Cleveland
7. Richard – Suzuki gift bag – Donated by Bayside Suzuki Marine Cleveland
8. Andy – Suzuki gift bag – Donated by Bayside Suzuki Marine Cleveland

Please don't forget to support those companies who support VMRVP. They also support our members by offering valuable discounts when you show your membership card.

### FUND RAISING

The people who support VMRVP are amazing. Our loyal members who are the backbone of our squadron, the travellers to North Stradbroke who support our collectors, the support from our local government who deserve special thanks for the Councillors small grant assistance in the installation of solar power at our base, the people who come from miles to support the Boaties Market, the generosity of the organisers of Tough Mudder for our helping with parking for their competitors, grants programs offered by a variety of organizations supporting volunteer services across Queensland, our sponsors and our latest experience with Hoodlum Productions.

To all who support us, our heartfelt thanks. It makes the hours of training and the cost of keeping our boats on the water all worthwhile.

**Safe Boating**  
**Neville Brown**



Senior Coxswain Russell Young and his granddaughter Rahni Cursio and Coxswain Paul Quagliata and his daughter Ruby.



Member for Burdekin Dale Last, VMRAQ State President Graham Kingston and Burdekin Vice President Lionel Tappenden, chatting before taking to the water Bowen Offshore Superboats.



Rescue vessels on display Street Parade Bowen Offshore Superboats.



Member for Burdekin Dale Last with Delta One crew before Bowen Offshore Superboats.



Honeycombes Rescue on safety duty Bowen Offshore Superboats.



Honeycombes Rescue and Delta One at It's your Reef Festival, Alva Beach.



Northern Zone rescue vessels anchored up for lunch.



Delta One on safety duty Bowen Offshore Superboats.



Burdekin Vice President Lionel Tappenden onboard Delta One at Saint Francis Under Eights Day.

It's been a busy month for the Volunteer Marine Rescue Burdekin with community events filling our calendar.

More than 20 members of the VMR Burdekin joined four other Northern Zone squadrons at the Bowen Offshore Superboats in April where the squad received positive feedback on the ever increasing number of young members. The squadron has now achieved a total of 25 out of 80 active members under the age of 35.

The weekend also saw the addition of a new skipper to the squadron with Paul Quagliata passing his holistic assessment. Paul will join David Papale as the squadron's youngest skippers, both under the age of 35.

VMR Burdekin was proud to see David Papale earn his Commercial Coxswains qualification, the 24 year old has been around the Burdekin squadron since the age of 8.

Renovations on the VMR Burdekin base are nearly complete with only the painting and a new roof left to go. Community support was truly on display with 75% of the total costs of the renovations covered by in-kind or community grants.

The renovations have seen new air conditioning, additional storage and refurbishments of amenities at our base.

*Delta One* has been out in the community and on display at Under 8's Day events and Burdekin Shire Council's International Year of the Reef event. The events saw the littlest members of the community take a tour through *Delta One* with the chance to jump behind the wheel for a photo.

VMR Burdekin members will now be covered no matter where they go boating in the state with the squadron making the decision to extend their members coverage.

The calendar remains booked for the next few months with more local Under 8's day events as well as SAREX being pencilled in for July 21-22 in Whitsundays.

## MACKAY



Queen's baton relay.

Community involvement has been at the forefront of VMR448 activities since I last took to the keyboard. In the lead up to the Commonwealth Games, the Queen's Baton Relay arrived in Mackay with the Mackay City Council coordinating events. With a planned run along the town reaches of the Pioneer River on the Fryer brother's super-boat, VMR was asked to supply vessels to assist with the media representation and on-water backup in the event of any unforeseen issues with the race boat.

With a beautiful fine day and thousands of people lining the river banks, the event went off without a hitch and provided the perfect opportunity to put our two RHIB's *Mackay Rescue* and *Mackay Rescue 6* on public display.

The second major display was the RACQ CQ Rescue Emergency Services day held at Mackay's Harrup Park on April 29. VMR448 was honoured to be invited to participate in this inaugural event and supply interactive demonstrations on flairs and EPIRBS. While *Mackay Rescue 6* wasn't the most expensive 'toy' on display, she did gather plenty of interest from a crowd in excess of 5000 people. With an Australian Defence Force Chinook (one of the world's largest helicopters) on display, a flyover by two EA-18G Growler jets, army tanks and troop carriers and even the chance to jump in the pilot seat of the RACQ CQ Rescue's Bell 412 helicopter, there is no doubt this event will become a fixture on the annual calendar.

During this same weekend Mackay crewmembers travelled to Bowen towing *Mackay Rescue* to assist in the first leg of the Australian Superboat race series. Unfortunately, due to the low number of vessels nominated this year, the Mackay leg which normally follows Bowen was cancelled. Hopefully it will return bigger and better in 2019.



Emergency Services Day – Chinook.



Emergency Services Day – Mackay Rescue 6.



Bunnings sausage sizzle.

*Mackay Rescue* was also the star attraction while crewmembers fried sausages and kept the crowds fed at Bunnings North Mackay during our turn to man the sausage sizzle. While the days of funding an organisation like VMR with chook raffles and sausages on bread are long gone, these events are an important way of putting ourselves in front of the general public, especially those who may not be boat owners.

Last but not least on the social calendar was representation at the Mackay Volunteers Expo. Held for the second time at the Senior Citizens Centre and the surrounding grounds, this event attracts a large crowd and gives members of the public the chance to talk to volunteer organisations where they might be



Karen Curtis.

interested in joining and assisting in whatever capacity they can.

### TRAINING

During March, Marine Rescue Qld trainer Tom Hudson returned to Mackay and finalised the VMR Coxswain accreditation for six more VMR448 crewmembers. Congratulations to Kerry Abraham, Peter Hay, Roy Roberts, Darrell Saunders, Brad Thirlaway and

Karen Curtis who also achieved the special place in history as the first VMR Mackay female to become a squad coxswain. These new skippers will soon be available for restricted activations as per the squad guidelines and procedures as they gain experience and work their way to becoming unrestricted Coxswains.

As we neared the May 25 cut-off date for undertaking orals at MSQ, several VMR448 crewmembers were successful in completing their accreditations. Congratulations to Charles Linsley and Don Bowden on achieving their MED3 qualification and a special mention to president Russell McLennan who had the distinction of being the last person to sit an oral examination with MSQ Mackay as he gained his Commercial Coxswain NC ticket.

With both MED3 and Master <24m qualifications, Charles has now been appointed as a VMRAQ assessor. This is a major advantage to our squad as we are now self-sufficient in relation to signing off our members as they complete their training from Elements of Shipboard Safety right through to VMR Coxswain. Charles will also be able to assist other squads in this role alleviating some of the pressure on Tom Hudson.

# SEAPOW MARINE

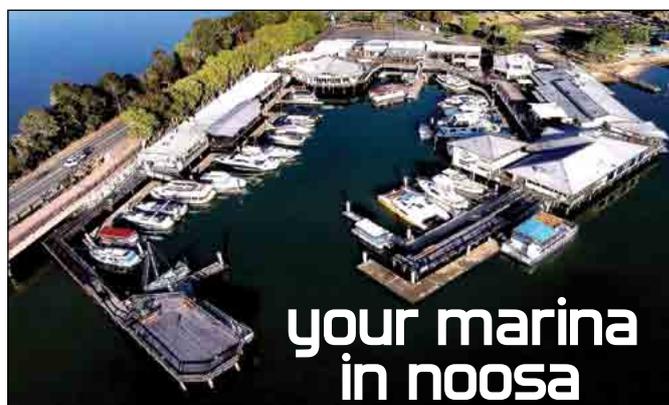
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## MACKAY

### ACTIVATIONS

This last quarter has seen a number of activations involving larger (and heavier) vessels with strong winds, high seas and long distances.

The forecast was for 25kt south east winds and seas to 2m when skipper Don Bowden was tasked with taking a marine mechanic to a professional fishing vessel that was disabled some 70nm from Mackay and in danger of drifting onto the reef. The following is related by crew leader Roy Roberts who had the 'pleasure' of being on this activation.

Call came in just after 0700 to ask me to organise a crew of four to handle an activation to Coles Reef. Don Bowden was to be skipper. In addition to myself, the crew comprised Emmanuel Darmanin, Michael Paton and Kate Ellis.

Activation was to a disabled fishing vessel which had also lost communication. The vessel was reported as over 30 tonnes. Conditions were expected to be rough with winds to 25kts.

Don arranged with the vessel owners for a mechanic, generator, tools and other supplies to be taken out to the vessel to get it going as towing the vessel was an unlikely scenario given forecast sea conditions.

Once we left the harbour, we encountered seas, swell and tide all working against us.

At times 'holes' appeared that looked to be 4-5m crest to trough. As a result speeds were down to around 12kts with very limited visibility due to spray over the bow and up into the fly bridge.

After a slow trip, we were abeam of St Bees Island when a call came in to advise that a fly bridge vessel had left the channel at St Bees and had broken down and was now drifting north. The situation was discussed amongst the crew and the mechanic on board and a decision made to divert from our course to provide assistance given that we were in the vicinity and conditions were not suitable for Mackay Rescue 6 to travel out to provide assistance.

We changed course towards the reported position of the stricken vessel but due to sea conditions with high waves and white caps, it was not possible to sight the vessel. Radar enabled us to identify the vessel's location and a course was set to intercept. The vessel had in fact drifted WSW from the St Bees channel.

Once we arrived at the vessel we circled to determine the best tow point and how to manage interaction in the conditions. After a couple of failed attempts due to strong winds and waves, the throw line was gathered by the crew on the stricken vessel and the tow line passed over and attached.

*Mackay Rescue 5* was turned into the oncoming sea to turn the vessel around and headed back to St Bees and into the lee of Keswick Island. Progress

was slow because of the seas but the stricken vessel was successfully towed back to St Bees Island. As the vessel advised that they were able to start their motors and should be able to run them for a short period without overheating, a decision was made for them to slip the tow line and make their own way into their mooring in the bay. Mackay Rescue 5 stood by to ensure that the vessel was secured to its mooring before leaving St Bees to continue on our passage to Coles Reef. Whilst we were able to increase speed to around 15-17kts at times, the majority of the trip continued at around 12kts.

We arrived at Coles Reef just before dark. We had been advised that there was a mooring off Coles # 2 which was the most likely location to find them. We searched for approximately half an hour using lookout and radar but there were no sightings.

At that time, a message was passed through to us that a fishing vessel thought to be our target vessel had been sighted by other fishing boats anchored up in the channel through Stevens Reef.

With the seas now behind us we were able to increase our speed to about 17-19kts for the 10nm trip across to Stevens Reef.

On arrival at our way point at the end of the channel through the reef, we crept up the channel using radar overlay on our navigation chart to seek out the stricken vessel. With the vessel thought to have no power, we did not rely on adequate anchor lights being displayed. Once picked up on radar, we made our way to the vessel coming up on the stern. The vessel was anchored with her stabiliser booms out.

It was decided to nose up to the stern of the fishing vessel and attach a rope from the fishing vessel back to the anchor winch post so we could pull up then stand-off whilst gear was being taken to the bow of MR5 then passed across to the fishing vessel. Because of the rise and fall of the two vessels caused by the metre swell, 'contact periods' had to be kept short and sharp with basically single items passed over on each occasion. Having transferred all of the gear and the mechanic to the fishing vessel, we made our way out of the western end of the Stevens Reef channel.

Once clear of the reef, a course was set for Mackay Harbour and we headed home. As we were running with the sea, we were able to maintain a speed of 15kts on auto pilot until we got closer to Mackay. Speed was reduced to around 10-12kts due to choppy seas over the shoals, with the silhouette of waves crossing our bow appearing to be above the cabin roof. We arrived back in Mackay Harbour a little before midnight and proceeded to dock and secure *Mackay Rescue 5*.

A sit-down, a coffee and a quick snack for all members of the crew was a great way to refocus after what was a fairly harrowing day with assistance

provided to not one but two vessels on a day when the common comment was that 'surely no-one would venture out in conditions as bad as these' – just goes to show!

Don Bowdon was also duty skipper on another wet and windy day when tasked to assist a 15m commercial sailing catamaran that had blown onto the fringing reef at Western Bay on Brampton Island. By the time *Mackay Rescue 5* arrived on site, the vessel master had managed to free the vessel from the reef and was sitting at anchor in the bay and had arranged another vessel to transfer the passengers back to Mackay. Swirling gusts made it difficult to raft the two vessels before the Steber main engine driven pumping system could be utilised to pump out the damaged hull. As the water level dropped, it was evident the starboard rudder post had been pushed through the hull with the rudder jammed at an extreme angle. It was also established the cat had tangled a rope around one propeller rendering that side drive inoperative. It was an eventful tow back to the marina with a combination of strong winds, high seas, jammed rudders and out of balance catamaran hulls all combining to have the crew on their toes and highlighting the benefits of all the training they have completed.

Two activations to Homestead Bay on St Bees Island resulted in two entirely different outcomes.

Both calls were from vessels that had been holed from grounding. The most recent activation was in response to an emergency call from a 52ft flybridge cruiser that was taking on water. The vessel had settled on the bottom on a low tide and one propeller shaft support had broken through the hull causing extensive flooding to a level where the engines and batteries were rendered useless. After loading extra pumping equipment onboard *Mackay Rescue 5*, skipper Darryl Jenkins and crew members Karen, Emmanuel and Brad quickly covered the 15nm arriving to the bay just before midday. With pumps running continually under the watchful eye of



Homestead Bay activation.



Homestead Bay ketch.

Emmanuel, the vessel was towed back to the marina and by 1600 positioned under the awaiting heavy lift for moving to the hardstand for much needed repairs.

The earlier activation was in response to an early morning call from VTS Hay Point relating to a 50ft sailing vessel taking on water. Loaded pumps and





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## MACKAY

supplies, *Mackay Rescue 6* sped to the site sadly arriving just as the ship slipped beneath the water. The vessel owner was taken onboard along with a few belongings and after being cleared by the Water Police returned to Mackay. The vessel was later raised and salvaged by a Mackay based company.

All of these activations again reinforced the requirement for a vessel with the capabilities of our Steber 3800 when servicing such a vast area for which VMR448 is responsible.

### WHALE SEASON

As I write this article the first whales of the season have been spotted in Whitsunday waters. With reports putting this year's migration in excess of 30,000 (an annual increase of 10%), the risk of a vessel striking one of these beautiful creatures becomes greater every year. Understanding this risk and doing what you can to mitigate it goes a long way to ensuring a safe passage. The first thing the general boating public can do, is to delay travel during the hours of darkness unless absolutely necessary. While underway, increase your vigilance as it is not uncommon for whales to breach only a short distance in front of a moving vessel. If whales are sighted in front of you, determine their direction of travel and alter course to give them a wide berth. When at anchor, ensure you have a suitable knife handy in case you have to quickly sever an anchor rope. It is pretty rare for a whale to snag a rope, but we all know Sod's Law. While Murphy's Law says that anything that can go wrong, will go wrong (eventually), Sod's law states that it always goes wrong at the worst possible time with the worst possible outcome.



Russell McLennan.

### MEET THE VMR448 MACKAY SKIPPERS

This quarter we introduce **Russell McLennan**.

#### Began with VMR:

I began with Air Sea Rescue Mackay in 1984 at the age of 16. My first job was the Secretary of the Northern Zone alongside Len Lister as President, and in later years we became Volunteer Marine Rescue Mackay Inc.

#### Why VMR:

Looking back I must have been stupid or a slow learner – one of the two. In saying that I would do it all over again. We have such a great bunch of people at VMR Mackay it's a real pleasure to be involved.

#### Most memorable activation:

I would have to say the CQ Rescue chopper crash. As hard and sad as it was at the time, personally knowing the three crewmen that were killed, my wife

and I have made lifelong friends and we all still stay in contact with each other today.

#### Have you been involved in any life threatening situations or emergency activations?

Three really stand out in my mind.

**First:** The rescue chopper crashing into the ocean in the middle of the night off Green Island. This will be etched into my mind until the day I die as what I saw and witnessed that night just never goes away.

**Second:** The night two blokes slammed into Blackcomb Island at full noise, again in the dark in an aluminium centre console totally destroying the boat. These two blokes nearly got killed as they were in a bad way. They were both ejected from the boat at speed only to have the reef anchor go through their legs as they went past it before getting slammed into the oyster rocks. The injuries were something out of a movie. Because the injuries were so bad, we had a lot of work to do on these blokes before we could head back to the marina. Luckily for us we had a doctor on board and the Ambos.

**Third:** Another two blokes hit Aspatria Island again in the dark at full noise in a little Haines hunter. The passenger was sitting down the back on the transom and when they hit the rocks, he was thrown into the dash at a great rate of knots smashing his face and jaw on the dash board. He had broken bones everywhere and all he was worried about was the esky full of fish that got thrown from the boat. The driver had the imprint of the steering wheel on his chest along with a few broken ribs.

They hit the rocks that hard that the boat was about 15ft up on the rocks high and dry.

#### What are your current roles in VMR?

I am currently the president of VMR Mackay and have been for the past few years after spending some time as vice president.

I am lucky that behind me I have a really great bunch of people that make my job easy and are really dedicated to VMR Mackay to make it the squadron it is today. It is a real pleasure to work with such a dedicated group of people that have VMR at heart and I can't thank them enough for what they do and the support they give me as president.

#### Interests outside of VMR:

In my spare time I like to go fishing and boating with my son Lachlan around the Whitsundays when the weather lets us. I also enjoy going caravanning with my wife Susan and son Lachlan around Queensland meeting people from all walks of life. Apart from that I spend a lot of time running our transport and pilot/escort business with Susan and Lachlan.



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

# **WORKPLACE HEALTH & SAFETY POLICY**

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

# **SQUADRON**

## **WORKPLACE HEALTH & SAFETY POLICY**

The Squadron shall:

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

## BRIBIE ISLAND

### Radio Room Statistics: May 31, 2018

**YTD:** 5160 calls, 1460 vessels logged on, 107 vessel assists, 51 overdue vessels, 12 vessel tracking, 543 sitreps, 5 security broadcast, and 573 radio checks. VHF 77.7%, 27MHz 10.2%.



Callout Thursday, March 8, 2018 North of Poverty Point.

### LROCP RADIO COURSE

Saturday/Sunday, March 10/11, 2018



Twenty one students attended the two day LROCP Radio Course held at the VMR Bribie Island base on Saturday/Sunday, March 10/11, 2018.

### BRIBIE ONE SEA PEN

VMRBI on Saturday, March 17, 2018 installed a sea pen, similar to that of Bribie Two, to reduce maintenance costs for de-fouling the hull and damage against the pontoon for our prime rescue vessel.



Coxswains Ian Grimes and Bob Skinner apply finishing touches to the sea pen for Bribie One.



Bribie Three leaves the base for refurbishment Friday, March 23, 2018, it is expected to be out of action for at least two months. It must be noted that every screw/bolt came out cleanly, testament to our maintenance crew's performance over her 13 or so years in service.



Bribie One and Bribie Two tending to vessel taking on water off Turners Camp Monday, April 16, 2018.

### HAPPY HOUR FRIDAY, APRIL 13, 2018

Thirty members and guests turned out for the Happy Hour, with nibbles and drinks.



John Meeke, Graham Patrick, Allan and Gail Tranter, John Bodycombe (partially obscured), and Leona Patrick, with Heather Pearson and Peter Morton behind the bar.



Allan Tranter 'crashing' a 50th Party to sell tickets at the Sandstone Point Hotel in our usual Sunday raffle.



**ANZAC Day 2018** – Flag bearers Commodore Nathan Gundry and Graham Gibb led the 26 strong VMRBI contingent in the march.



Vice Commodore Liz Radajewski, Bribie Island Bows Club (BIBC) Treasurer Kerry Muller, Senior Coxswain Bob Skinner, BIBC General Manager Kevin Bertwistle and Commodore Nathan Gundry under the new BIBC sponsorship signs on the VMRBI gangway.



Groups were briefed on the work around the base, such as: the new sea pen, the new flag pole, paths, garden beds and exterior short walls prior to visiting the radio room and rescue vessels.



Radio Officer John Bodycombe running through radio room procedures with members, in the radio room, highlighting the importance of logging on with Marine Rescue Bribie.

### SUNSET DRINKS: FRIDAY, APRIL 27, 2018

Over 120 members and guests attended the April sunset drinks, many also took the opportunity to have a guided tour of the base, radio room and our two boats on show just prior to the bar opening.

The ladies from the social committee once again provided delicious hamburgers for only \$5, but unfortunately ran out due to the huge crowd. Trevor Botham as usual, provided the music and vocals for the evening.





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## BRIBIE ISLAND



Coxswain Simon Middap running through the attributes of Bribie Two with the members.



Adrian Westerman receives his Coxswain Epaulettes from Commodore Nathan Gundry and Vice Commodore Liz Radajewski.



Long serving member John Burdinat is presented his Coxswain Stripes and Certificate from Vice Commodore Liz Radajewski and Commodore Nathan Gundry. John joined VMR May 20, 1998, became Competent Crew April 1, 2001 with Blue Saturday Crew and went onto the Emergency Callout Roster, promoted Senior Crew September 25, 2014 also with Blue Saturday, transferred to Green Saturday, November 12, 2017 and was promoted Restricted Coxswain May 25, 2018.



Working bee Wednesday morning May 16, 2018 to lay turf at the front of VMRBI. From left Bob Skinner, Ian Grimes, Vice Commodore Liz Radajewski (front) John Meeke, John Bodycombe, Ces Luscombe, Jim Llewellyn and John Burdinat.

## NATIONAL VOLUNTEERS WEEK

Liane Henderson, Community Engagement Officer with QFES organised a luncheon as part of National Volunteers Week on Thursday, May 24, 2018.

Addresses were given by Superintendent Michael Albrow (Fire and Rescue), Superintendent Mark Dole (SES), Superintendent John Hallam (QPS) and State Member for Pumicestone Simone Wilson MP. All highlighted the valuable work volunteers contributed state-wide to their community and applauded the Combined Emergency Services EXPO, to be held again Sunday, October 14, 2018 as a valuable tool to showcase our capabilities to the community. Groups attending included: Rural Fire Brigades from Dayboro, Wamuran, Rocksberg and Toorbul, SES from Caboolture, Woodford, Kedron, QFES and QPS, Neighbourhood Watch from Bellara and Central Lakes, Coast Guard Redcliffe and VMR Bribie Island.



State Member for Pumicestone Simone Wilson MP presented a National Flag, on behalf of Senator James McGrath and the Queensland State Flag to Coxswain Bob Skinner and Vice Commodore Liz Radajewski at the new flag pole, with grass laid and garden beds planted.



### SUNSET DRINKS FRIDAY, MAY 25, 2018

This month saw another large crowd of 100 members and guests, with the ladies of the Social Committee providing meat pie and gravy with peas, baked potato and sour cream for only \$5.

Commodore Nathan Gundry welcomed all for attending, he especially thanked all the volunteers for their contribution, the ladies of the social committee, Trevor Botham for providing the music and vocals. Nathan also acknowledged those new members present, and promoted long serving crew member John Burdinat to coxswain.



**Recent Blue Crew Reunion:** Bob Skinner 14 years with VMR, three as commodore, Steve Kiely 13 years with VMR (retired), Ray Fox 22 years with VMR, and Ross Evans, 24 years with VMR, six as commodore (retired).

## Boating or Fishing Alone?

In solo mode, you will require mobile network (GSM) coverage to use the Sea-Tags application. In the event of a man overboard, your phone (left onboard) will send a text message (SMS) with the position and time of the event. The person on land can contact the authorities and communicate the last known GPS position of the MOB.



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# SCANNING THE HORIZON



By Debbie Copnell

**Search and Rescue is a very important component of Marine Rescue. The search area can be vast and the target very small. Conditions on the ocean are often difficult with fading or glaring light. The swell can make any sightings intermittent and easily missed.**

Most people read left to right and therefore will naturally scan the horizon the same direction. As they commonly move their eyes in this direction they would do so at a quicker speed. We are even taught in speed reading to omit common words and scan quickly down the centre of the page. Words can even be added in our mind for the dialogue to flow. This would result in training our eyes to move quicker therefore creating opportunity to see incorrectly.

In scanning the horizon from right to left we slow down eye movement which can let our brain process what you see in more detail. The reverse applies for people of nationalities who read right to left.

Studies show how the left and right side of the brain operate differently. Modern brain scientists (cognitive psychologists) now know that you have two brains.

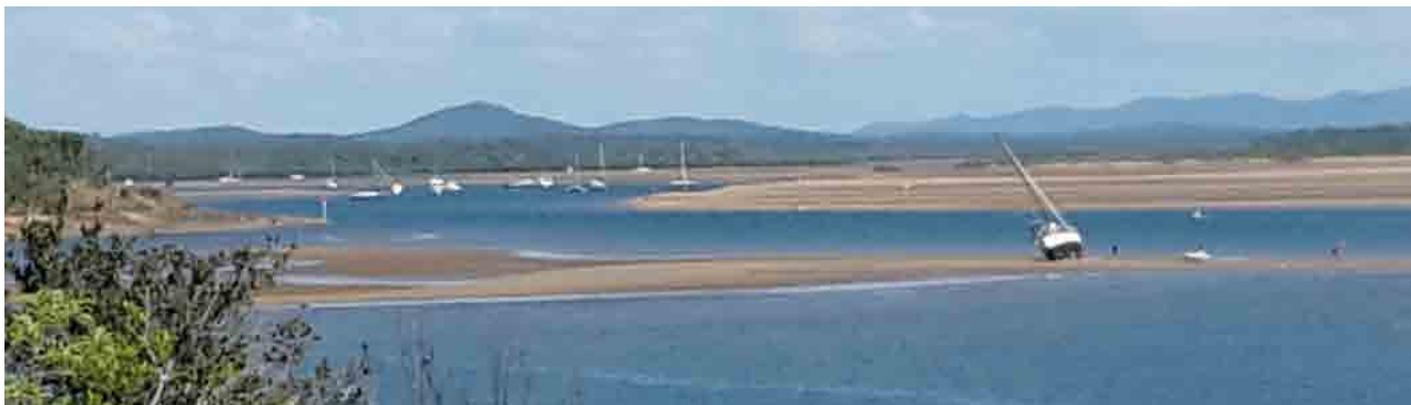
The left brain is your verbal and rational brain and thinks in numbers and words, your right brain is your intuitive, creative brain that thinks in patterns and pictures. Both modes work in parallel.

We can choose which side of the brain we wish to use by making a mental shift.

The left brain will assess the horizon like words on a page. It will be looking for a familiar object and already have a mental vision of what it is looking for, with the added speed of the eyes moving left to right.

Author of *Drawing with the Right Side of the Brain* Betty Edwards teaches drawing skills such as contour, seeing light and shadows and drawing negative spaces. Negative spaces are the empty spaces surrounding a subject. This is where using the right side of the brain is helpful as by looking at these unfamiliar negative shapes, the right side will of the brain will look harder to define the shapes and details. One of the goals of many professions is to develop observational skills and Betty believes aspects of learning to draw are positive.

These facts could be used to better our ability to scan the ocean. If we reverse the way we search the ocean, we would then slow our search and possibly see things that were normally missed. This would sharpen our observation skills and awareness that are an integral part of Marine Rescue. People's lives may be dependent on their rescuer's ability to find them quickly in that huge body of water.



Recent stranding of vessel in Round Hill Creek – again did not log on and or request local information to avoid this.



Skipper Neale Inskip with the Queen's baton – very proud moment for all.

Following on from a successful state meeting at Round Hill in February things have been busy with ongoing training and assisting vessels, April was very busy with tows for breakdowns, fuel etc also our radio operator coordinated a medivac from Lady Musgrave Island following a bite from a Blue Ring, thankfully the person was very lucky and was airlifted to hospital by *Rescue 300*.

The entrance to Round Hill Creek remains a serious issue. To date all our endeavours are falling on deaf ears. We have lobbied our local members and sent numerous letters, emails and photos to all and again a letter to the minister (new) to visit our area.

We fully understand the cost involved and possible short term fix but at what cost to our volunteers, who are endeavouring to assist the cruising boating community and the recreational vessel that live and visit our area.

In time critical cases which are most of the time our dedicated rescue boat crew and radio operators dread the day we can't get out in time to assist that vessel. Who will help us then? Our community is losing tourism dollars due to lack of any assistance – for goodness sake HELP us we are ONLY volunteers.

**Safe Boating  
Volunteer Saving Lives**

# WORKPLACE HARASSMENT

by Sharon McLean

**W**orkplace harassment is where a person is subjected to behaviour, other than sexual harassment that:

- Is repeated, unwelcome and unsolicited;
- The person considers to be offensive, intimidating, humiliating or threatening;
- A reasonable person would consider to be offensive, humiliating, intimidating or threatening.

Workplace harassment is not only committed by employees against other employees. It can be committed by:

- An employer;
- Worker;
- Co-worker;
- Group of co-workers;
- Client or customer;
- Member of the public.

Workplace harassment covers a wide range of behaviours, ranging from subtle intimidation to more obvious aggressive tactics including:

- Abusing a person loudly, usually when others are present;
- Repeated threat of dismissal or other severe punishment for no reason;
- Constant ridicule and being put down;
- Leaving offensive messages on email or the telephone;
- Sabotaging a person's work EG: deliberately withholding or supplying incorrect information, hiding documents or equipment, not passing on messages and getting a person into trouble in other ways;
- Maliciously excluding and isolating a person from workplace activities;
- Persistent and unjustified criticisms, often about petty, irrelevant or insignificant matters;
- Humiliating a person through gestures, sarcasm, criticism and insults, often in front of others;
- Spreading gossip or false, malicious rumors about a person with an intent to cause the person harm;

Management action may be considered as workplace harassment where it is used:

- Primarily to offend, intimidate, humiliate or threaten workers;
- To create an environment where workplace harassment is more likely to occur.

## WHAT IS NOT WORKPLACE HARASSMENT?

- A single incident or harassing type behaviour;
- Reasonable management action taken in a reasonable way.

Apart from the direct sign of complaints being raised, signs of workplace harassment may appear indirectly. These signs may not always be linked with workplace harassment and need to be considered within the overall workplace environment, but if these sorts of signs are present, then there is a strong likelihood that some problem is present and needs to be addressed.

## INDIRECT SIGNS OF HARASSMENT MAY INCLUDE:

- Changes in human resource management trends, EG:
  - > Increases in levels of absenteeism and staff turnover;
  - > Increases in the use of employee counselling services.
- Workers leaving the organisation reporting dissatisfaction with working relationships;
- Negative results from surveys or feedback;
- The breakdown of relationships between workers and management;
- Workers becoming withdrawn and isolated;
- Poor worker morale and erosion of loyalty and commitment.

Measures including a workplace harassment policy, complaint handling system, open communication and training and education can be effective in preventing workplace harassment from occurring.



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