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Spring 2018



Official magazine of
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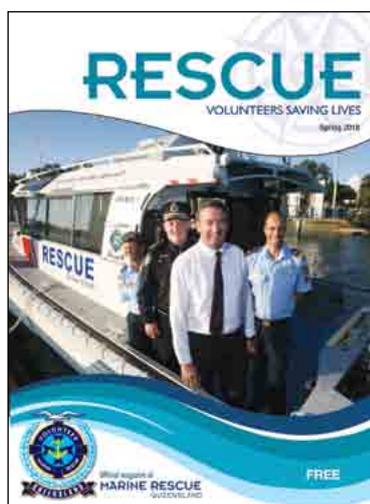
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SECRETARY:	Ann Ivory	p 0424 438 401 e secretary@marinerescueqld.org.au
TREASURER:	Adrian Westerman	p 0467 555 645 e treasurer@marinerescueqld.org.au
MANAGER:	Keith Williams	p 0447 389 135 e manager@marinerescueqld.org.au

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Squadron Call Sign

		VHF Repeaters	HF (2Meg)	27MHZ	VHF
VMR ST PAULS					
VMR THURSDAY ISLAND	VMR 422	22, 82	YES	YES	YES
VMR WEIPA	VMR 430		YES	YES	YES
VMR AURUKUN	VMR 498				YES
VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR PORT DOUGLAS	VMR 410	81	YES	YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82	YES	YES	YES
VMR MIDGE POINT	VMR 458	81, 21			YES
VMR MACKAY	VMR 448	80, 21	YES		YES
VMR GLADSTONE	VMR 446	82	YES		YES
VMR ROUND HILL	VMR 477	81, 82	YES	YES	YES
VMR BUNDABERG	VMR 488	22, 80, 81	YES		YES
VMR HERVEY BAY	VMR 466	22		YES	YES
VMR BRIBIE ISLAND	VMR 445	81, 21		YES	YES
VMR BRISBANE	VMR 401	81, 21		YES	YES
VMR RABY BAY	VMR 455	81, 21, 82		YES	YES
VMR NORTH STRADBROKE	VMR 449	81	YES	YES	YES
VMR VICTORIA POINT	VMR 441	81, 82		YES	YES
VMR JACOBS WELL	VMR 450	82	YES	YES	YES
VMR SOUTHPORT	VMR 400	82, 22	YES	YES	YES
VMR CURRUMBIN	VMR 420	82	YES	YES	YES

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

As this will be my last column for my term as your president across 2016-18 I will take the opportunity to focus in the immediate challenges for 2018-20 and reflect on some of the major achievements across MRQ over the past two years.

THE BLUE WATER MARINE RESCUE REVIEW

In the Winter journal we speculated on the likelihood of a review into the blue water environment in Queensland and the broad headings suggested by MRQ for its terms of reference. The review was announced by Hon. Craig Crawford (Minister for Emergency Services), to commence from mid-September 2018. Now that job is on we need to think very carefully about what outcomes we would look for from the review. This includes some detailed points as well as the absolute bottom line. I show below some thoughts for discussion. Individual squadrons are welcome to make submissions, but it would be of great value if we all had a similar message – as was the case for the political process engaged and which led to the review.

What do we want?

- A better blue water marine rescue service for Queensland
 - o A better service for our boating community clients;
 - o A service that is better able to interact with SAR authorities and Government;
 - o A service that provides better outcomes for its volunteers;

- o A service that can better interact with major sponsors.

What might such a service include?

- Reduction in reliance on volunteer and community based fund raising;
 - o Exemption from ISR policy excess risk of \$100,000;
 - o Improved vessel capital replacement program.
- An improved overall funding model.
- Improved recognition by Govt of our value in the reduction in potential for SAR by early intervention;
 - o Currently only SAR activations are recognised by Govt as opposed to systems in other states;
 - o Clear identification as Emergency Service Volunteers in a marine rescue service.
- Consistent training environment across QLD.
- Improved access to trainers and training resources.
- Uniforms.
- A state-wide communications system and vessel tracking service.

Improved governance

- A single constitution with potential for local by-laws.
- Recognition of our members as Emergency Service Volunteers in legislation to allow improvements in insurance access (this was not required for Victorian Govt to take on the insurances);
 - o Retain a high degree of local autonomy as independent incorporated organisations.

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PRESIDENT'S REPORT

- Greater accountability for allocation and use of financial inputs
- Consider zoning and board of management structure
- Need for more employees to deal with training and compliance issues.

Our volunteers might consider the above suggestions in the light of what will be discussed and proposed during the review process. As mentioned above there will be a bottom line that is not acceptable to the volunteers, so let's put our best foot forward with proactive involvement in the review.

THE TRAINING ENVIRONMENT

The training team, led by Robert Brock, have made major achievements over the last two years. Our Registered Training Organisation (RTO) status has been recognised by the Australian Skills Quality Authority (ASQA) and AMSA as one of the few RTOs certified to provide marine training through to commercial standards. We now have First aid, Marine radio certificate of proficiency (convertible to LROCP) and NC1 Coxswain training on scope, allowing the provision of 'free' training to our members. These

WE WELCOMED THE MARINE RESCUE VOLUNTEERS AT PORT DOUGLAS TO MRQ IN THE WINTER JOURNAL

developments are being shared with Unit Training Coordinators in a series of workshops across the state, along with progress in converting the various assessments in the MAR package to an electronic format based on the MOODLE platform. We are well advanced to incorporation of UAVs (drones) as a support tool for SAR, particularly in inshore environments that are excluded from timely search from water craft.

VMR PORT DOUGLAS IS OUR 26TH SQUADRON

We welcomed the marine rescue volunteers at Port Douglas to MRQ in the Winter journal. However, the full transition to independent operational capacity has been a tortuous process. While the Service Agreement with the Queensland Government allows for transition of units between the blue water services it did not deal with the process and the absence of guidelines / policy has resulted in the delays. MRQ was happy to receive the Port Douglas volunteers subject to several conditions, which largely included our financial limitations to support a de novo unit. These conditions included – a) there would be no

competing marine rescue unit in the area; b) the unit would have an operational vessel and, c) the unit would be financially viable. At the outset these conditions appeared achievable, but so far only the first has been fully realised. Queensland Government support for the acquisition of a vessel is now close to realisation and VMR Port Douglas is now entitled to a share of the finance provided to MRQ under the Service Agreement. Funds previously raised by the volunteers are still in escrow.

MY REVIEW OF OTHER MRQ ACHIEVEMENTS 2016-18

I think the major achievement of the period is the transition from the EXTRANET database to the MS 365 SharePoint and Portal. This has been a major project led by our Chief IT Officer (Dave Paylor), with magnificent support from his team from VMR and his employer Empired. The achievement in application of SharePoint to managing volunteer's data and training resources has already received international and domestic recognition (see the photo in the Winter journal) and there may well be more to come.

I am pleased to be able to say the Executive team has met on a very regular basis to discuss operational and policy issues in a collegiate manner. Thankyou Glenn, Adrian, Ann, Keith and Rob. Similarly, I believe the Council process has grown to the extent that we are getting more involved and informed discussion around the table. I would like to think that Council in the next period might consider allocating portfolios to Councillors to draw on relevant experience while providing for a degree of succession planning for the Executive. However, the outcomes of the Review will clearly influence that goal.

I am pleased to say that I have enjoyed working with Keith as our General Manager. His work load is unenviable, and in the next couple of weeks he will be supported by an Administration Officer to take on some of the routine task that divert him from the bigger issues.

Another of the pleasing developments I note over the last term is the increase in inter-squadron exchanges for sharing of training resources and participation in Zone SAREX. Two very successful SAREX projects were conducted in the Central and Northern Zones this year.

I have enjoyed the challenges of the last two years and fully expect that the strength of our volunteers, their commitment to our goals will stand us in good stead for Review outcomes.

Graham Kingston
President, Marine Rescue Queensland

MIDGE POINT

V MR Midge Point participated in the Northern Zone SAREX which was hosted by VMR Whitsunday on the weekend of July 22 and 23. This was a great chance for our skippers and the crew to hone their skills. The new crew members onboard learnt valuable new skills which will be developed and expanded upon. The weekend was also a great chance to catch up with the other squads. We would like to thank VMR Whitsunday for their hospitality over the weekend.



Midge Point Rescue participating in the SAREX.

Recently the squad was activated by the Whitsunday Water Police to assist a yacht which had run onto Platypus Rock at Shaw Island, leaving the vessel with a large hole. The squad was activated at 8:30 am and left Laguna Quays Marina at 9.25am, reaching the stricken vessel at 10am. One of the crew along with the owner of the vessel checked out the vessel to find a large hole. VMR Whitsunday arrived to provide assistance. Once the Whitsunday Water Police arrived on scene and took control of the situation. With a falling tide, it was deemed that pumps were not required as the vessel was sitting on the rock. The people of the vessel were not injured and were taken to Hamilton Island.



The stricken vessel perched on Platypus Rock.

The squad were successful in the latest round of the Community Benefit Fund. The grant of \$30,000 will be used to purchase and install new navigation and communication equipment on Midge Point Rescue. The upgrade of equipment will make the vessel better equipped to attend activations.

At the recent AGM the management committee were voted back into their roles, it is worth noting that the executives have served their roles for many years. This year we have added two new positions with the addition of a moral officer, who is in charge of keeping everyone in high spirits whilst on the job and a catering officer who just happens to be a trade qualified chef.

- President – Gary Considine
- Vice President – Keith Lade
- Secretary/Treasurer – Grant Brown
- UTC – Rob Murolo
- Assistant UTC – Mal McLean
- Safety/Publicity Officer – Sharon McLean
- Moral Officer – Daryl Trimble
- Catering Officer – Brad Vloedmans



ABOVE: L-R: Mal McLean, Robert Murolo, Grant Brown, Daryl Trimble, Keith Lade, Gary Considine and Sharon McLean. Absent: Brad Vloedmans.



LEFT: Brad Vloedmans.

NORTHERN ZONE

VMR PORT DOUGLAS

On July 1, we welcomed VMR Port Douglas to the Northern Zone. We look forward to getting to know our far northern neighbours and developing our working relationships.

SAREX

On July 22 and 23, the Northern Zone SAREX was hosted by VMR Whitsunday. In the idyllic waters the Whitsunday Water Police activated Burdekin, Bowen, Whitsunday, Midge Point and Mackay squadrons on Saturday morning. Three scenarios were in place on the weekend, with a night FLIR exercise included.

Scenario 1 – Saturday: Three males on a sailing yacht at Bauer Bay, South Molle Island with the intention of spending a few days fishing on small boats and using the yacht as their base. Two males leave the yacht to do some evening fishing near the green zone at the southern end of South Molle Island, one male remains on the yacht drinking and then goes to sleep.

The male on the boat wakes the next morning and finds that his mates have failed to return. He last saw the vessel going around the point heading out to the Whitsunday Passage. He used the other tender to

conduct a search around the point, after he searches unsuccessfully he alerts authorities on 000.

Scenario 2 – Saturday night: A male person approached VMR base just on dark and stated that his friend has been swept out to sea. He was on a blow-up mattress and had one paddle with him. The wind came up and blew him to the north. His mate watched from Cannonvale Beach until it was getting dark and he lost sight of him, this was when he walked to the VMR base to raise the alarm.

Scenario 3 – Sunday morning: A red flare was seen on Saturday night at Shute Harbour out to sea. On Sunday morning the Cruise Whitsunday ferry sights an overturned vessel. Enquiries revealed that two males were fishing east of South Molle Island and are now in the water.

The scenarios were designed to test SAR planning, calculations and the actual search by water assets. They were also designed around realistic incidents and to test resource response, skills, and capabilities within genuine timeframes.

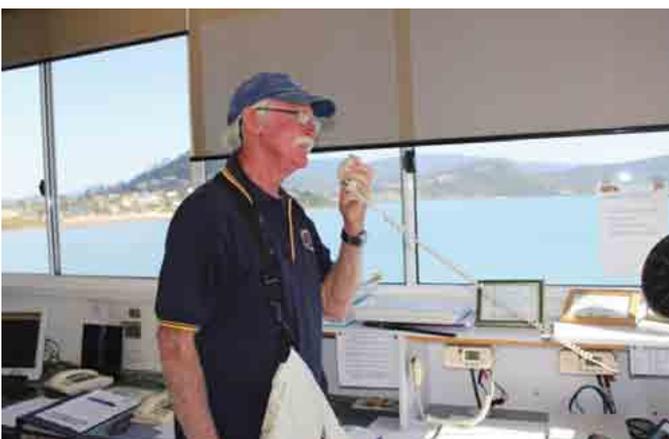
For the first time at a SAREX the local SES were involved. Leigh Munro from Whitsunday SES stated that the SAREX was a great learning tool to assist QPS in the role of search and rescue co-ordination



Whitsunday Water Police – Adrian Fitzpatrick.



Control room.



VMR Whitsunday radio operator.



Looking at search areas.

NORTHERN ZONE



Whitsundays.



Control room.



Sunday's debrief by Whitsunday Water Police Graeme Pettigrew.

and learning the duties within a rescue co-ordination centre. It was great experience to see how search areas are developed on the water as opposed to land searching.

All squads had new skippers and crew members participate in the SAREX. Many new skills were learnt while the experienced skippers and crew were able to refresh their skills. All squads were able to takeaway areas were improvement could be made for emergency preparedness.

The Northern Zone squads would like to thank VMR Whitsunday for hosting the weekend and the catering, Whitsunday Water Police for the co-ordination of the exercises and Mantra Club Croc for providing the accommodation at a discounted rate.



L-R: Whitsunday Water Police Graeme Pettigrew, SES Leigh Munro. VMR Whitsunday Mal Priday.

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THROUGH THE PORTAL

This article is going to focus on email. Many of you may know all this already but hopefully it will be useful to some.

VIRUSES AND PHISHING

Some of you may have fallen victim to viruses and some may have heard of them but not be really sure what they are. Historically, many viruses were transferred via files on floppy disks. These days, emails and web sites tend to be the main source. Again, in the past, many viruses were simply malicious and would infect or cause damage to your documents. These days phishing is a lot more prolific.

Phishing is where the perpetrator is trying to get details from you. These could be username and password combinations, other personal details, or possibly your contacts. Many of the phishing emails today look very realistic with official looking logos and branding from banks or other trusted (can I still say that about banks?) organisations.

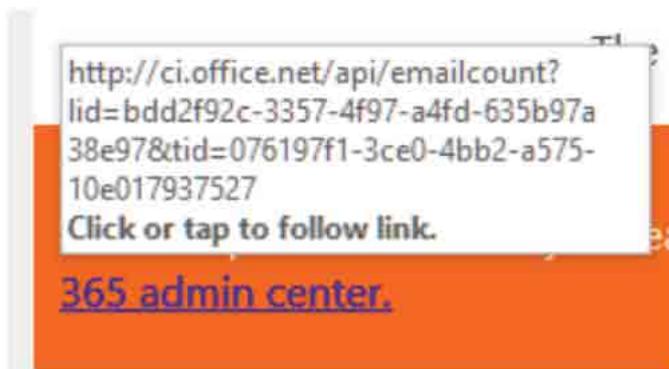
If you click on a link in such an email it may prompt you to log in to something such as your bank – in which case it will take your credentials – or it may infect your PC, often getting access to your mailbox and contact list and forwarding on emails to all of them – usually from you who they think is someone they can trust.

So how can you tell? It is not easy. Firstly, if you get anything you are not expecting then be suspicious. Contact the person to check they have sent you the email and it is legitimate. Check the sender address – is it an email address you recognise. Have you had other emails from that organisation so you can check they compare. The bit after the @ symbol is known as the domain. While it is not totally failsafe, the domain will almost always be consistent. For example, somebody@microsoft.com is likely to be a safer bet than somebody@mail-microsoft.com – it might look similar but that is a completely different domain.

If you hover your mouse over the links in the email then, depending on what you are using to read the email, you can usually see where the link will take you. In Outlook it appears on the bottom left of the window:



Or possibly over the link itself:



Again check the domain is something you recognise. Another thing to look for here is whether it is a secure address. Secure links always start with https:// - in this case you can see it is not.

Finally, I would definitely recommend some form of anti-virus protection. If you are using Windows 10 then it does have some virus and threat protection built in but whatever you use make sure it is regularly updated. The developers of viruses are constantly coming up with new way to make our life difficult and the providers of anti-virus are constantly updating their solutions to combat these new threats so do not get left behind.

None of the above guarantees something is or is not a virus but hopefully it will help you have that bit more knowledge and prevent you clicking on something you really should not.

OUTLOOK

There are many email clients out there. Outlook is the Microsoft solution, comes in a variety of options, and is probably the most widely used so that is where I will start.

Outlook is part of the Office suite, so if you have Office 2013, 2016 or Office 365 then you will also have the matching Outlook. You may have an earlier version of Office which will also have Outlook but this will now be getting a bit dated.

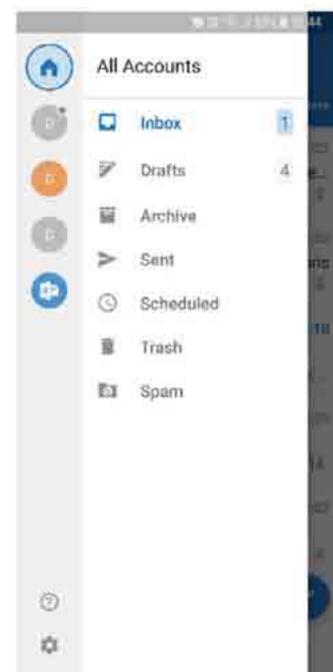
This client is installed on a desktop or laptop PC – though is also available for Mac. It allows you to add multiple email accounts so can manage them all in one place:



Here you can see my personal and MRQ related accounts – I also have a work laptop with work related emails. Our MRQ accounts are enabled with Autodiscover – this means that you only have to add your email address and password and it will automatically go and find the server settings that you used to have to enter separately.

If you are a member of any Shared Mailboxes these will automatically appear in your Outlook when you add your main account.

Outlook will also let you manage separate calendars and contacts for each mailbox you add.



MOBILE APP

Well all that is great if you are on a PC but what about when you are moving around. Most of us today are using some form of smartphone or tablet device. Outlook is available as a free app on both iPhone and Android and offers pretty much all of the above – that you can carry around in your hand. Again you can add multiple accounts and manage them all independently – though you can actually get a single combined inbox view if you wish.

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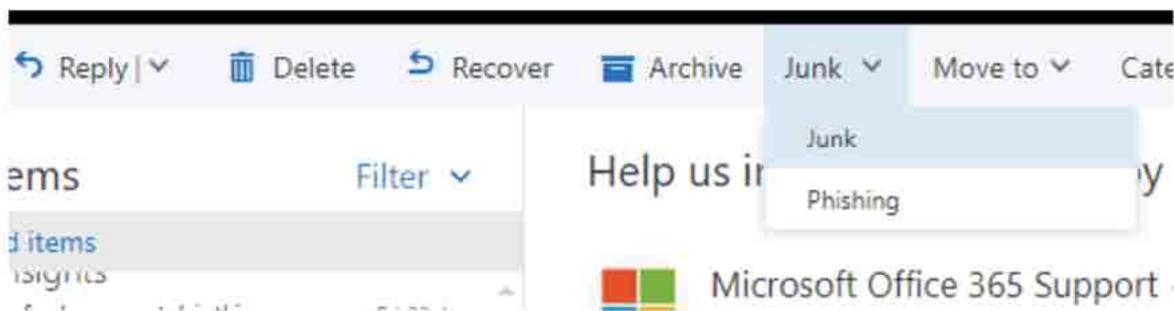


GENERAL

Outlook is also available through a standard web browser.

You can access this from our SharePoint document portal (<https://mrq.sharepoint.com>) via the waffle menu at the top left or you can go directly to <https://outlook.office.com>. You just log in with your MRQ email and password.

Incidentally, if you are reading emails through Outlook on the web and get a phishing email there is an option on the menu to report it:

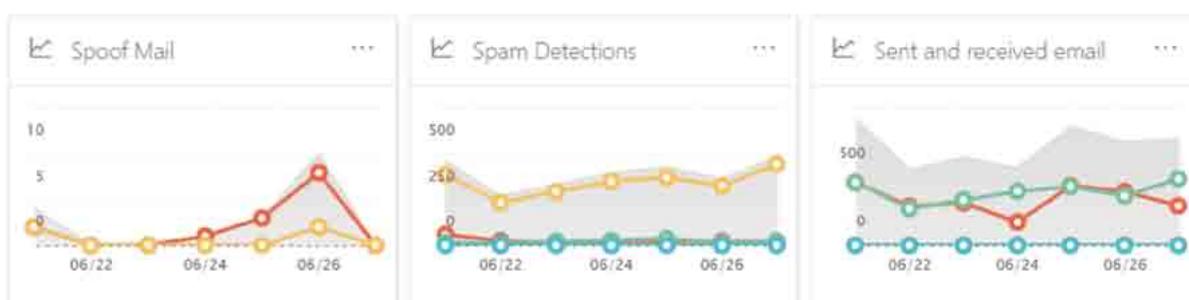


I encourage you to always do this as it will help Microsoft recognise the bad stuff and they will filter it out so others do not get infected.

EMAIL FORWARDING

I know quite a few of you forward your MRQ emails to a private account and manage emails from there. While this is perfectly acceptable you will probably have already noticed that it has some limitations. As an example, you cannot send emails to our distribution groups from external email accounts.

Our MRQ mailboxes are driven by Exchange in the cloud which has huge benefits over less sophisticated emails services such as POP3. Your 50Gb mailbox is always available in the cloud – so even if you have a hard disk failure then your emails are still safe and ready for you – and as all devices will stay synchronised then you can just carry on using your mobile or web browser until your PC is back up and running.



Exchange in the cloud also has extensive junk filtering applied automatically:

In the last chart the red line is good email, the green line is spam detections – these are the ones which are not even getting to us.

SUMMARY

I hope this gives you all a bit more insight into ways to manage your emails and might even save you from a virus or phishing attack!



VOLUNTEER MARINE RESCUE

ASSOCIATION OF QUEENSLAND INC.

CODE OF CONDUCT.

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

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

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

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

Date of Issue 01.09.96

CONFINED SPACE – MARINE CRAFT



by Sharon McLean

Confined space accidents are one of the most common accidents that happen on marine vessels and in all industries where confined spaces exist. Multiple fatalities have occurred in confined

spaces especially when rescuers fail to assess the risk and take appropriate steps or put appropriate controls in place.

A confined space is an enclosed or partially enclosed space that:

- Is not designed or intended to be occupied by a person;
- Is at normal atmospheric pressure, or is designed or intended to be at normal atmospheric pressure, while a person is in the space;
- Is a risk to health and safety from:
 - o An atmosphere that doesn't have a safe oxygen level;
 - o Contaminants like airborne gases, vapours and dusts that may cause injury from fire or explosion.
- Has harmful concentrations of any airborne contaminants;
- Is at risk of engulfment.

The risks of working in confined spaces include:

- Loss of consciousness, impairment, injury or death to the immediate effects of airborne contaminants;
- Fire or explosion from the ignition of flammable contaminants;

CONFINED SPACE HAZARDS ARE NOT CONFINED TO TOXIC OR OXYGEN DEPLETED ATMOSPHERES

- Difficulty rescuing and treating an injured or unconscious person;
- Asphyxiation resulting from oxygen deficiency or immersion in a free-flowing material, such as liquids, grain, sand, fertiliser or water.

Confined space hazards are not confined to toxic or oxygen depleted atmospheres. There are many kinds of confined spaces on board ships such as sealed void spaces, fuel tanks, sullage tanks, battery storage compartments, and compartments where explosive gases may accumulate due to construction work.

Confined space compartments within the hull of marine craft are generally sealed between maintenance periods and are rarely provided with ventilation to limit the effect of corrosion. When these spaces are opened for inspection or maintenance, it is imperative that the atmosphere be verified before personnel enter the space. This can be done by the use of testing equipment such as a gas monitor/detector.

During periods of closure, release of gas from applied surfaced coating and decay of biological matter often takes places resulting in highly toxic atmospheric conditions. Oxidation of the hull structure or bacterial activity may consume the oxygen leaving the atmosphere unable to support life.

Bacterial activity may also produce methane that can both displace oxygen and create an explosive atmosphere.

The level of risk will vary considerably depending on the nature of the space, the material contained within the space and the hazard controls. As a consequence, the procedures and the precautions required will depend on the nature of the space and the level of the hazard present.

A gas monitor/detector is used to detect combustible, flammable and toxic gases and oxygen depletion.

Oxygen levels of 19.5%-23.5% per volume are considered to be safe.

The risks associated with confined space must be managed by following a systematic process that involves:

- Identify hazards associated with confined space;

- Assessing the risks associated with these hazards;
- Implementing risk control measures;
- Reviewing risk control measures.

Confined space entry procedures should be part of a vessels Safety Management System (SMS). Guidance on developing safe procedures for confined space entry can be obtained from the AS/NZ 2865 – Confined Space Standard.

Identification, assessment and controlling the risks associated with confined spaces are important steps in minimising risks that can occur during confined space entry.

Procedure for confined space entry should be reviewed periodically and crew members should be appropriately trained. All void spaces must be identified by internationally recognised signage.

Ship owners, masters, crews and accredited persons should recognise risk management as an integral part of good ship vessel management practice. Risk management is the term applied to a logical and systematic method of establishing the context, identifying, analyzing, evaluating, treating, monitoring and communicating risks associated with an activity.

Risk management is as much about identifying opportunities as avoiding or mitigating losses. To manage risk properly, appropriate documentation is required.



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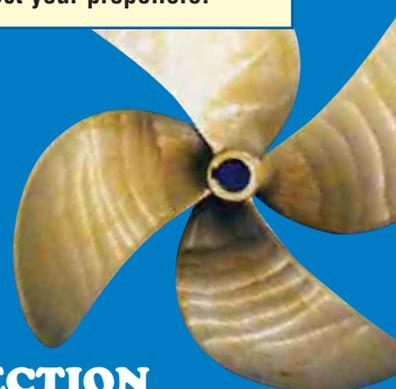
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BURDEKIN

Volunteer Marine Rescue Burdekin has always been well supported from the community and lately has been no different. With donations from local businesses to assist with the refurbishments of our boat shed to upgrading the electronics and screens in our *Delta One* vessel, like many other squadrons, we would not be where we are today without the assistance of the community.



More than 35 years after Volunteer Marine Rescue Burdekin assisted in the search for Peter Chatfield's uncle and name sake, he is donning on the gloves in Fight for a Cause in an aim to raise more than \$5000 for our squadron.

Peter and his two daughters joined us recently at the Burdekin Water Festival grand parade where they rode on the front of our *Honeycombes Rescue* vessel ahead of his amateur boxing match on October 20.

Anyone wanting to check out more or support Peter can visit <https://www.gofundme.com/support-our-local-vmr-squadron>



Peter was one of many to jump on board and support us this month. On the back of our venture to Cungulla for their Kids Fun Day, VMR Burdekin were grateful to receive a donation of \$200 which will go towards the costs of an exercise which will assist us to better service that area. We look forward to working with the Cungulla Recreational, Fishing and Social Club more in the future.

Our squadron hasn't just been blessed with monetary donations but also time, local plumber Daniel Marano will complete a total replacement of our boat shed roof in the coming weeks, having recently refurbished the roof of our radio building.



It hasn't just been local businesses that have thrown their support behind us recently with Dulux helping us to cap off a \$120,000 refurbishment to our boat shed with a donation worth \$20,000. More than 30 painters have volunteered their time to paint both inside and out of the building over two days.

A \$20,000 grant under the Stronger Communities Program from Federal Member for Dawson George Christensen and a \$30,000 grant from the State Government's Gambling Community fund also assisted in the costs of the building.



The excitement hasn't stopped at the new building with a pilot project to bring an automated weather service to the region in the works. Plans to secure funding and technical requirements for the leading project will come to benefit not only the remote areas of our state but also the more congested weather announcements on repeater channels in the south eastern corner.



EULOGY

HAROLD ALLAN SHAND

Harold Allan Shand was born in Ayr on August 7, 1926. Three months later his parents moved to 'Kent Farm' at Iona, a rural district 6.5km out of Home Hill. Allan received his education at the Iona State School which he attended until he was 14 when he packed up his school books to work full time on his father's cane farm.

Allan's father, who was known as Chum Shand, owned a hut at Groper Creek where the family often spent weekends fishing. This is where Allan got his first taste of boating and subsequently acquired his love of the sea.

The Home Hill Boat Club was the first organisation that Allan became interested in. He worked on the committee for many years and was elected commodore in 1965, a position which he held for five years.

A tragic accident at Groper Creek when his nephew Peter Christensen was drowned in 1968 made Allan realise that the district had a need for a local rescue team. At the time of the mishap there was no organisation that could be called on to help so Allan organised the search himself.

For the next two years Allan spent any spare time he had making inquiries and contacting those that he thought would be interested in forming a local organisation willing to take on marine rescue work. Finally, on February 2, 1970, the Home Hill Boat Club sponsored a public meeting and a feasibility committee was formed. Allan was elected President with Kevin Benvenuti as Secretary. Five others were elected to the committee and they then conducted the feasibility study, presenting their report to another public meeting seven weeks later. It was at this meeting that the decision was made to go ahead with the formation of a local rescue squad. Thanks to the co-operation of the newly formed Bowen Rescue squad who helped the committee gather the required information necessary to form a local squad.

The Burdekin Air Sea Rescue Squad was officially formed the following year in 1971. Allan very proudly took the chair as their first President, a position he was re-elected to for 12 years. Allan was appointed as a member to the inaugural State Council in 1979 and attended state association meetings as a Burdekin delegate for four years. Life membership of the Burdekin Air Sea Rescue Squad was conferred upon him on February 17, 1982.



Allan remained a dedicated and active member of the squad until his 75th birthday in 2001 at which time changes to the insurance regulations meant that the squad were not able to insure him after his 75th birthday. Allan had been a boat skipper on the squad's boat *Tonya Leigh* right up until that time.

November 2016 saw Allan admitted to the Mater Hospital Townsville with a failing liver. He was extremely ill, and Allan thought he was not long for the world, so he made sure that his daughters knew his favourite song that he wanted at his funeral. This discussion was not like him as Allan never wanted to have that chat as he honestly thought he was getting a letter from the Queen when he turned 100. Allan was transferred back to Home Hill Hospital to recover. In early 2017 Allan agreed to go into respite at the Ayr Lower Burdekin Home for the Aged as he could not live alone. Allan decided to become a permanent resident. He was content at the Aged Home and pleased he had made that decision. He developed friendships, enjoyed the interaction with the staff and was well cared for.

Due to a recent fall Allan had to be cared for in the nursing section of the home. During this time his health took a spiral downwards which resulted in his passing on Sunday at 9pm. His passing was peaceful with family present listening to *Jealous of the Angels* which was the opening song for the service today.

Allan was a very determined, stubborn and strong man but was a cheeky character who enjoyed company of all ages. He always said, "Age is a state of mind" and was always looking for the next challenge.

At 5 weeks short of his 92nd birthday he had a well lived life. His family is sure he will be seeking new challenges on the other side.

REST IN PEACE 'Shandy'

WELCOME ABOARD!

PORT DOUGLAS

MARINE RESCUE PORT DOUGLAS BACK ON THE WATER!

by Ross Wood, President, Marine Rescue Port Douglas

After a confusing 12 months Marine Rescue Port Douglas (formerly Coast Guard) is back on the water assisting boaties in the idyllic Douglas Shire as an affiliate of the Volunteer Marine Rescue Association of Queensland (VMRAQ).

Services offered include – towing, medical evacuations and assisting search and rescue operations.

People requiring assistance can call us on our base landline 07 4099 5392 – or drop in any Sunday morning at 36 Wharf St next to the Tin Shed.

You can join the MRPD and receive one free tow in per year for an annual subscription of \$90.

It was a long saga that started in July last year when the volunteers of the Port Douglas Coast Guard finally became fed up with hierarchical Coast Guard (AVCGA) management. We evaluated the alternative VMRAQ organisation and found it to be far superior, in that it will bring a far better service not only to Douglas Shire boaties but to the wider community as well ...



Volunteers return a stricken cruiser to Port while wedding goes party on the Sugar Wharf.

1. With VMRAQ, the local operation is essentially locally run and managed with training and support from VMRAQ.
2. Training from VMRAQ is industry. Transferring to VMRAQ gives the immediate benefit of the possibility for a commercial ticket to volunteers wishing to pursue a career in the maritime industry.
3. Having industry recognised training will enable us to recruit young volunteers more effectively and so we will be a stronger and more efficient unit.



TOP: Volunteers tow in a PDYC yacht.

ABOVE: Volunteers head out to support the annual Yorkeys Knob to PD outrigger race Maybe drop this one.

4. Fundraising will be locally managed.

5. The AVCGA imposes some cost overheads on individuals and units. These will be removed under VMRAQ reducing our cost base and freeing funds for better service delivery to the community

The transition was quite messy, with the AVCGA locking us out in July last year and the service only being restored by the intervention of the Queensland Government Fires and Emergency Service Department (QFES) in September last year. In June this year we were finally affiliated with the VMRAQ – and have full access to all our facilities – but the fight over some assets goes and is being managed by QFES.

High and Dry ... let us help get you back in the water!



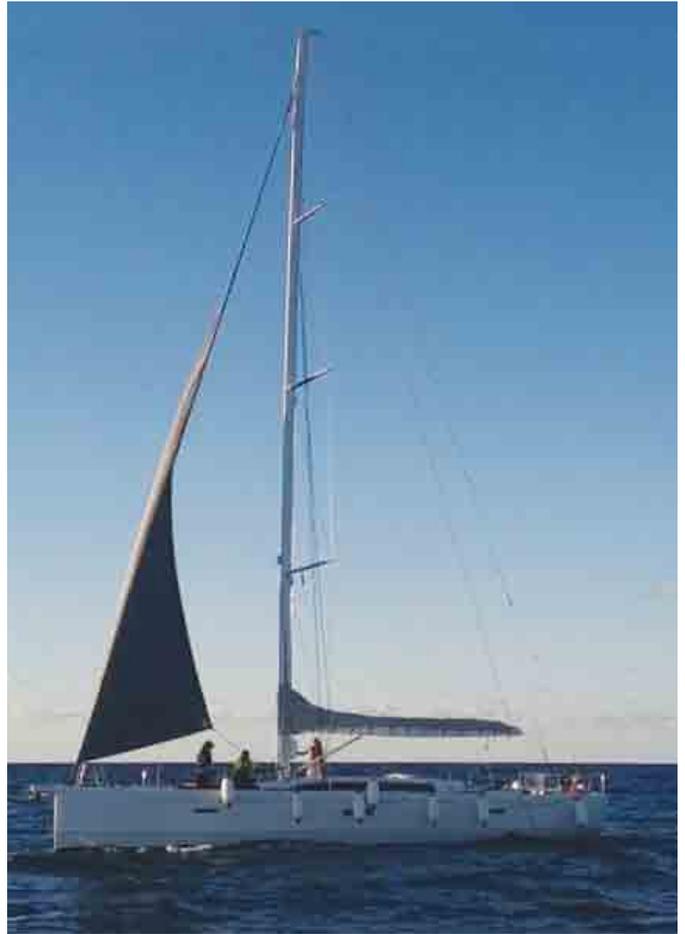
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MACKAY



RECORDS ARE MADE TO BE BROKEN

VMR448 Mackay is well known for some of the long distance activations we are tasked to undertake but during July we believe we have broken the record. Mackay regularly plays host to the ARC (Atlantic Rally for Cruiser) yachts as they clear customs on arrival in Australia from their last overseas port. During July, the fleet was en route from Vanuatu when the 15m racing cruiser *Lunatix* lost control of her rudder while still some 400nm from Australian waters. Luckily for the Hamburg registered vessel and her German owner and crew, the failure happened in daylight and in good conditions. A quick snorkel below the vessel showed the rudder had broken free on the post and was in danger of sliding off and being lost. With the aid of breathing apparatus, the rudder was secured using ropes attached to the rear deck winches and the kindly conditions allowed her to continue west under power with a small jib

providing rudimentary steering. With two other rally yachts shepherding her, *Lunatix* slowly made her way towards the Great Barrier Reef and Hydrographers Passage where the dangers associated with the narrow channels, coral reefs and strong currents were deemed too great for her to attempt.

With extensive commercial charter fishing experience to the outer reef and beyond, skipper Graham Brake was tasked with rendezvousing with the yacht and towing her into Mackay. An experienced crew comprising Kim Palfrey, Darrell Saunders and Tony Curtis departed Mackay at 0600 on Thursday with the initial plan being to travel to White Tip reef and wait for *Lunatix* to arrive at Bond Entrance. Flat seas enabled *Mackay Rescue 5* to cover the 95nm quickly with us safely anchored in the reef lagoon in time for a leisurely lunch. At this stage we could not contact the yacht via radio nor could we see her on AIS or radar. A bulk carrier exiting the reef also had no luck and it was only via excellent communications with reef

WITH LIMITED STEERING THERE WAS NO WAY THE YACHT COULD ALTER COURSE TO PROVIDE A LEE SIDE FOR MR5 TO SAFELY RAFT ALONGSIDE, SO A 'TOUCH AND GO' IN THE ROLLING SEAS WAS PERFORMED WITH TONY TRANSFERRING BETWEEN VESSELS

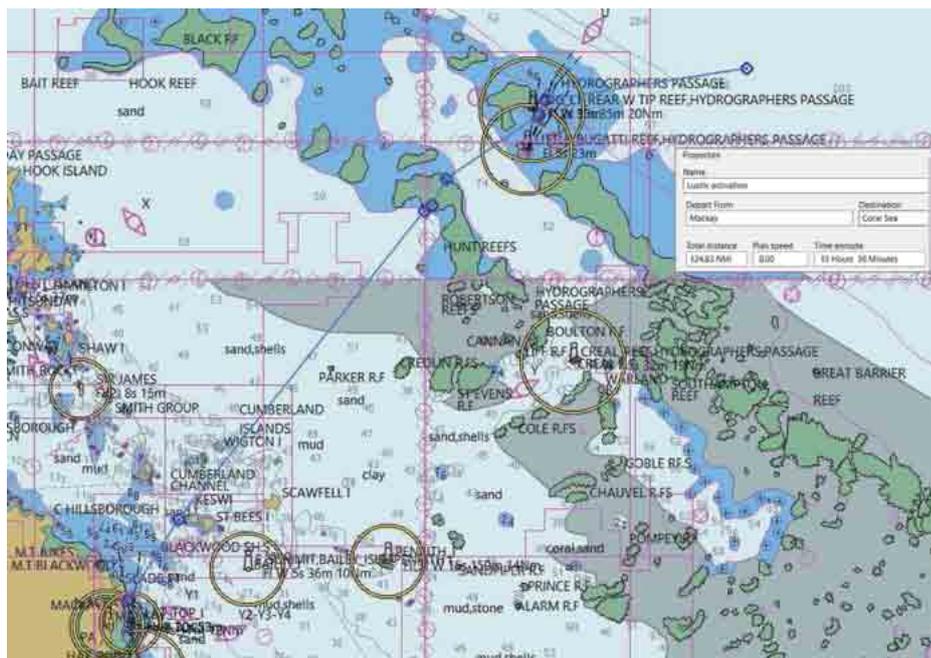
VTS Townsville that her position was eventually established and confirmed as still 30nm from Bond and travelling at 5kts. Waiting at White Tip would mean an after sunset meeting and as we were forewarned that the tow setup could be difficult due to the yacht's racing design the decision was made to travel east and set up the tow in daylight and

in open water. This proved to be a wise decision.

With limited steering there was no way the yacht could alter course to provide a lee side for *MR5* to safely raft alongside, so a 'touch and go' in the rolling seas was performed with Tony transferring between vessels. With *MR5* then travelling parallel, heaving lines were used to transfer the premade bridles, lay flat hose (for protection) and ancillary gear. It would be an hour before Tony and the vessel owner had removed the anchor, rigged the bridles through the hose, connected the bridle to the forward cleats and then anchored these ropes back to the main winches. The tow was finally underway just as the sun slipped below the water.

With Tony having to remain on-board *Lunatic* to monitor the tow, it meant there was a three man crew to share the watches and helm for the 125nm journey back to Mackay. Although mostly uneventful, the sea state through the night had a meter swell on the port beam resulting in the crew having to hand steer at times when the auto-pilot could not compensate for the sea and the load.

0930 Friday morning had *Lunatic* safely berthed in Mackay and by 1000 the VMR crew had cleared customs (as we had interfaced with a foreign vessel at sea) and were ready for a well-deserved sleep. The 125nm return trip averaged 8kts with the entire 250nm activation taking almost 30 hours. A total of 875 litres of diesel was used leaving us 600 litres in reserve. Steber 3800 *Mackay Rescue 5* performed admirably and proved again her capabilities would be hard to surpass.



TWO LUCKY ESCAPES

VMR448 Mackay responded to two other activations that could have had much more serious outcomes. Close to home, a luxury power vessel miscalculated his exit from the Mackay harbour and didn't follow the recommended leads and navigational marks. The end result was a very embarrassing and expensive meeting between the IPS drives and the Slade Islet rocks. Luckily the vessel was not holed and no crew were injured with *Mackay Rescue 5* retrieving the vessel and moving her to the waiting heavy lift.

Darryl Jenkins was duty skipper when a small yacht exited Mackay marina with two crew and two passengers bound for Keswick Island. Details are sketchy and the incident is under investigation by

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MACKAY



TOP: The two crews.

ABOVE: Slade Islet 1 – IPS nil.

the relevant authorities but by the time *Mackay Rescue 5* arrived on the scene it was dark and only the top two meters of the mast complete with sails was visible above the water line. The vessel had slammed into the rocky cliff under full sail with the four persons swimming ashore where they were found bleeding and hypothermic on the rocks. With valuable assistance from two island residents, the VMR crew was able to retrieve the people and administer first aid before transporting them to Egremont Passage and the waiting rescue helicopter.

PRESENTATION NIGHT

In June, VMR448 was privileged to have the Mayor of Mackay Greg Williamson and his wife, along

with Marine Rescue Qld representatives Graham Kingston and Keith Williams attend a special evening where active members were presented with a variety of service awards. Life Membership was presented to Les Todd and Colin Bath with President Russell McLennan receiving a 40 year badge. Service badges and anchors were presented to recipients and the recent crew who successfully completed the VMR Coxswain modules were presented with their certificates.

VESSELS AND BUILDING

During July, *Mackay Rescue 5* had her annual visit to the hardstand where she underwent regulatory inspection and had her hull cleaned and antifouled. Many thanks to Don Bowden and Tony Curtis for their efforts in renewing the external LED lights which have since proved their worth during night-time activations and to Don for the cut and polish on the topside.

Building maintenance and improvements have also been on the agenda. Successful applications for grants has allowed a new, large exhaust fan to be installed in the northern wall of the boat shed to combat the summer heat. With a value of almost \$8500, this was made possible through BHP's 'Benefiting My Community' program with installation by Kempster Refrigeration. A total of \$32,000 was received through the Gambling Community Benefit Fund and this has allowed for a CCTV security system to be installed by Roy Powell Security and an LED billboard to be supplied and installed by LED signs. The billboard will be especially useful in keeping the boating public up to date with weather, tides and Notices to Mariners as well as being an avenue to publicise VMR and hopefully increase the number of financial members.

DONATION OF ACTION CAMERAS

Many thanks go to Mrs Sharon Colborne for the very generous donation of \$1,000.00 towards the purchase of Action Cameras to be mounted on *Mackay Rescue 5* and *Mackay Rescue 6*. These cameras will prove invaluable to our squadron for analysing procedures during activations which can then be utilised to improve our training. The cameras will also provide exciting footage for the many followers and supporters of VMR 448 Mackay. The generous support we receive from individuals like Mrs Colborne is vital in enabling us to continue our work. Many thanks.



by Debbie Copnell

TUNA CERVICHI

Cubed tuna
Avocado
Mayo
Wasabi
Puffed rice

Marinade

Soy sauce
Lime juice
Ginger – grated
Jalapenos – finely chopped
Mix marinade ingredients – just prior to serving pour into tuna

To put together

Layer 1 pureed avocado
Then layer of tuna mix
Serve on side – mayo with wasabi and decoration cucumber
Sprinkle with puffed rice to finish

PASTA RECIPES:

SALMON AND SALSA VERDE SPAGHETTI

500g or 2 skinless salmon fillets
Olive oil
400g thin spaghetti

Salsa Verde sauce

Combine
75g bottle baby capers rinsed
3 drained anchovy fillets
1 clove garlic
¾ cup continental parsley
¼ cup fresh dill
2 tbsp lemon rind finely grated
1/3 lemon juice
½ cup extra virgin olive oil

Grill salmon in oil
Cook pasta drain and add all above ingredients and flaked salmon

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The humble aid to navigation, in its many and varied forms, has for millennia been the mariner's best friend. Be it a day marker, a lighthouse, a lead light or a buoy, its primary purpose has been a noble one – to stand proud at the entrance to navigation channels or as a position indicator of a navigation hazard, safeguarding mariners by guiding them on how to position their vessels to avoid dangers lurking beneath the waterline.

As the providers and maintainers of some 8,000 navigation aids (structures, lights and signs) dotting Queensland's ports, harbours, rivers, creeks, inlets and islands, we at Maritime Safety Queensland like to think mariners appreciate the service they provide. We'd also like to think they'd return the 'safeguarding' favour by keeping their distance from aids to navigation as they pass by.

The vast majority of mariners do exactly that. But lately we've had cause to wonder about a minority who evidently do not. We're becoming increasingly concerned about navigation aids being impacted and damaged by vessels operating too close to them.

The problem does not seem restricted to any single sector of the maritime community. From the towering structures marking our major shipping lanes – snapped like matchsticks by massive trading ships – to the smaller navigation aids knocked over by racing yachts, or bent over by impacts from small commercial craft or dented by tinnies – none seem immune.

Our concerns with this situation are twofold. First and foremost, they are for the safety of the mariners and vessels directly involved. But secondly, for the safety of other mariners who rely upon navigation aids that are compromised or rendered inoperative by these impacts.

Underlying those concerns is the certain knowledge that, almost by definition, mariners whose vessels

collide with a navigation aid are falling down on some fundamentals of good seamanship – keeping a proper lookout and keeping a safe distance from other objects in the water. The consequences of that can be serious.

Some recent marine incident reports we've received in respect of collisions with aids to navigation suggest an over-reliance by mariners on modern technological navigational assistance, or the inappropriate use of same.

Global Positioning System applications have revolutionised navigation in all modes of transport and, properly used, can certainly enhance safety. But some mariners are running the risk of what we call "GPS-assisted collisions" – those instances where GPS is relied upon or used in such a way as to contribute to a marine incident rather than avoid it.

Mariners regularly use navigation aids near waypoints to assist in their voyage planning because they are normally the most recognisable points at which to make an alteration in course. This is especially important in unfamiliar waters or conditions of poor visibility. The successful use of this technique assumes the master is at all times keeping a proper lookout, is aware of the navigational situation the aid is marking and has not been distracted.

Distraction can come in many forms – by something occurring on the vessel, by a mobile phone call, or by a sudden urge to use the vessel's autopilot while making an ill-advised cup of tea! A rude awakening caused by a sudden juddering, noisy impact with an aid to navigation is one possible outcome.

It also assumes that someone else out on the water is not using the same navigation aid as a waypoint. In this situation a few moments' inattention could result in a collision between vessels. Long story short: maintain a proper lookout at all times.

ON THE WATER WITH MSQ

We also are aware of numerous instances where mariners have simply not observed the requirement to keep a safe distance from navigation aids. For instance, collisions have occurred when racing craft have used navigation aids in the same way as a snow skier might use a slalom gate – sailing up close before changing course to turn in tight proximity to the structure to gain a competitive advantage, only to find they have miscalculated or run out of room. A collision then occurs. Repeated instances of this happening have led us to place conditions in aquatic event permits requiring a 20m exclusion zone to be placed around some aids to navigation. That would not be necessary if mariners were exercising the basic requirements of good seamanship by keeping a proper lookout and keeping a safe distance.

Section 107A of the Transport Operations (Marine Safety) Act 1994 permits us to pursue cost recovery for damaged aids to navigation from the master or owner of a vessel responsible for it. Those costs can easily run into five figures and there are ways to identify the vessels responsible if the marine incident causing the damage is not reported by their masters

(this is an offence in itself, for which the fine is currently \$391).

Most importantly, if you damage an aid to navigation please report it as soon as possible to Maritime

WE ALSO ARE AWARE OF NUMEROUS INSTANCES WHERE MARINERS HAVE SIMPLY NOT OBSERVED THE REQUIREMENT TO **KEEP A SAFE DISTANCE** FROM NAVIGATION AIDS

Safety Queensland. Having damaged the navigation aid, if you don't report it you are putting the next vessel to pass this area – your fellow mariners – at greater risk as they will have to navigate without its assistance.

But we would much prefer that mariners don't get themselves into this situation in the first place. By far the best way to avoid it is to exercise those basic seamanship skills. Pass aids to navigation at a safe distance and contribute to a 'win-win' situation for yourself, your fellow mariners and Maritime Safety Queensland.

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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VICTORIA POINT

AGM

Once again another year has been devoured and our 2018 AGM was again held at VMR Raby Bay. We wish to thank VMR Raby Bay for the use of their facilities for this annual meeting.

Lance Hewlett was again appointed patron and assisted in presenting awards and chairing the appointment of the executive committee for the ensuing 12 months.



Barry Jackson receiving his award from Lance.

Last Man Standing is a traditional annual segment, pre-dating the gender neutral era, where local area knowledge questions are put to the assembly. Shane Rudolph, our C Roster Duty Officer, asks the attending persons to stand and puts a series of questions, each with two possible answers. The assembled are asked to put their hands on their head for selecting answer one or behind their backs if selecting answer two. Those who select the wrong answer are asked to sit and the questions continue until there is one remaining in the vertical position. It's a lot of fun and really tests ones knowledge of Moreton Bay.



This year Nicola Heath and Paul Gibson drew and the coveted award in the form of true sailor's spirit was presented to both.

This year's Commodores Awards went to Nathan Shearer, Josh Scott-Hunter, John Porteous and Colin Gorton.

Most Improved Crew Member went to Barry Jackson whilst Crew Member of the Year was awarded to Richard Bandrowski.

Congratulations are in order for Del Mirams who received his 10 year service pin and Life Membership to VMR Victoria Point.

The following members were voted in to the Executive Committee:

Commodore	Doug Mackenzie
Vice Commodore	Nev Mills
Secretary	Nev Brown
Treasurer	Mandy Paylor
Executive Officer	Del Mirams

MEMBERSHIP

We continue to maintain a healthy Associate (Marine Assist) Membership which is an important source of income in order to maintain our vessels, supply fuel, and keep necessary support equipment in readiness for any call for assistance from our members.

Whilst the base is only manned on weekends and public holidays, our after-hours number 0407 029 704 provides access to a dedicated team of Day and Night accredited skippers and crew within our squadron providing a 24/7 service for our members. This number is also linked to the state-wide **1800RESCUE (737283)** number. Calls to this number will be referred to the nearest VMR unit to your location. Always remember, if life is in danger always call **000** or **112** from your mobile phone.

VMR Victoria Point recently included a state wide coverage ed from other VMR or AVCG organisations in Queensland for tow or battery jump start services, may be presented to this unit for consideration. At our discretion an amount limited by what the activation would have cost us at our non-member rate, would be reimbursed.

This service covers the first two hours of any tow or battery jump start during the 12 month membership period. Currently our non-member cost recovery rate is \$160/hour.



In addition to the safety we provide our members, we also have some excellent sponsors providing valuable discounts upon presentation of your current membership card.

A list of those sponsors can be found on our web site at www.vmr.org.au

You can also find details of radio operator's courses we provide at the base as well as information on upcoming events like the Boaties Market. This Market is held twice a year at the Victoria Point State School

VICTORIA POINT



Briefing onboard W Conroy.



RIB retrieval on W Conroy.



VMR crew transferred from VP1 to Coast Guard vessel.

Water Police and provides multi-agency training for the combined emergency services. Locating people in distress in the shortest possible time is critical to their survival.

These exercises, along with ongoing squadron based training, ensures the public is provided with the best possible response in any maritime event where lives are at risk.

As well as VMR exercises we engage in joint exercises with Australian Volunteer Coast Guard. These exercises are crucial to providing an efficient integrated response to any major marine incident when called upon, either to support Queensland Water Police in SAR or other Emergency services when disaster relief plans are put into action.



VMR Raby Bay – AVCG Redland Bay – VMR Victoria Point.



Other activities include support for identifying and mapping sunken and abandoned vessels around Moreton Bay.

We recently took our local MP, Kim Richards, along with Channel 7 News Reporter Joel Dry to inspect some of the vessels presenting safety hazards within the bay.

Some of these wrecks are just below water level and could cause serious damage to water craft or even result in a fatality if struck at speed.

Kim has been chosen to chair the taskforce addressing abandoned and sunken vessels across Queensland. WoW (War on Wrecks) is aimed at locating owners who are responsible for removing their vessel if it becomes unserviceable or wrecked. In many cases this will be an impossible task as owners are known to tow unserviceable vessels away from registered moorings, remove identification and dump them. As a last resort the taskforce has funds allocated to remove these eyesores and again the public forks out for irresponsible owners. We wish Kim every success with this unenviable task.

BUILDING UPGRADES

Thanks to the small grants provided by Redland City Council we have been able complete the installation of a 5kw solar PV system to our building at Victoria Point. This system will enable us to economise on electricity costs to run our operations and with most of the power generated back to the grid may in fact put us in the black on those ongoing costs.

We wish to acknowledge the support Council provides in our community services and in particular,

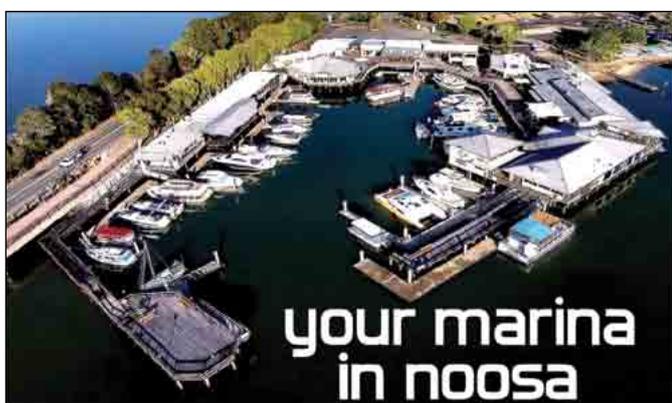
Lance Hewlett and Paul Golle for the efforts they put into providing that support.

We are also in receipt of a Gambling Grant which enables us to upgrade some of the internal facilities at the base. A much needed kitchen upgrade is now in the design stage as well as remodelling the operations centre including upgrading radios and reporting systems enabling full information integration with other emergency service units throughout Queensland.

Included in this renovation will be a display window with TV monitor to provide scrolling information for boaties using the Victoria Point Ramp. In progressing this project special thanks go to Michael Tait, the service manager looking after Disaster Planning and Operations for Redland City Council, who has provided invaluable support to our squadron.



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A man called VMR recently requesting a tow of his houseboat from Labrador to the Coomera Marina because of engine failure. The vessel had twin outboard motors, and needed to be lifted from the water. A crew responded to the mans request and on arrival discovered why the vessel had engine failure. One of the outboard motors had fallen off, due to the mounting frame bolts failing, resulting in the motor becoming jammed in the water underneath the houseboat. The steering and electrical cables were still attached causing this. As a result the VMR crew had no option but to tow the houseboat as was, with the engine dragging underneath. The vessel was lifted from the water at the marina and with hydraulic hoists the engine was detached. An expensive exercise for the owner.

The owner of a large cruiser made a call to VMR on a recent weekday requesting assistance with a pair of bolt cutters. The vessel was at anchor offshore, east of the Q1 building, in 40m of water, when the anchor became stuck on the bottom. Despite several attempts to try to drive the anchor off it wouldnt budge and the owner gave up. VMR attended with a borrowed pair of bolt cutters and in order to rectify the situation, with no other option, the owner cut away, saying goodbye to 40m of chain and a somewhat sizeable anchor.

A couple on a romantic engagement found themselves in a spot of bother recently when their hired vessel became high and dry near Wavebreak Island. VMR were called to assist to tow the vessel back into the water. On arrival, the couple were enjoying each others company, having a nice picnic on the beach, with a nice bottle of wine. They were somewhat embarrassed though when caught up in the enjoyment of their outing, the tide went out leaving them stranded. VMR had no problem in towing the vessel back into the water and the couple were very grateful.

VMR have assisted the Ambulance Service on a couple of occasions recently where difficult

extractions of patients have been required. A male with severe back pain was required to be placed on a stretcher and removed from his yacht on the northern Broadwater. The VMR vessel had to be strategically placed alongside the yacht to make the transfer of the patient as easy as possible. A very successful job due to good teamwork and communication. Another patient with a suspected ankle fracture had to be carried to the VMR vessel from a walking track near Tipplers. These type of activations are great experience for the crews and the Paramedics always enjoy some extra sets of hands for assistance.

A VMR crew on a training run recently were flagged down by a couple of very wet youngsters who were having trouble with the engine on their tinny. The kids had managed to flip the tinny and as a result the engine wouldn't start. The vessel was towed to the beach beside VMR where a parent was contacted to come and collect boys and boat. The parent was less than impressed with the days events.

A lady contacted VMR recently, frantic that her husband hadnt returned as expected from an offshore fishing trip. All the necessary questions were asked of the lady, do you know where hubby was going?, what sort of boat does he have?, which boat ramp does he normally launch from? etc. The lady was also distressed that her husband wasnt answering his phone. Soon after the husband turned up safe and well claiming he lost his phone overboard whilst fishing, resulting in him loosing track of time on a beautiful day for being on the water. As a result the lady joined her husband up as a member of VMR.

The weather and the water is really starting to warm up on the Gold Coast. That only means one thing. More boats, more people, and more activations. The number of jobs over the past few weeks has started to increase and unfortunately in many instances we are seeing people request assistance for battery jump starts, fuel issues and general lack of maintenance reasons. In most cases this can be attributed to a lack of vessel maintenance over the winter period.



technology, but already results are showing with *Marine Rescue 4*, with increased towing strength and much lighter engine weight. These engines also attract a greater warranty period, which is of great advantage, given the large amount of use these get.

A new rescue vessel is also currently being built for VMR Southport. Swift Marine at Molendinar have been contracted to construct a 6.8m Rigid Inflatable vessel, to be powered by twin 115hp Mercury engines. This vessel will replace the current *Marine Rescue 3*, and if all goes to plan we may see this new vessel prior to Christmas. It is certainly a very exciting project, with an extraordinary amount of time and effort being afforded to this project by a few dedicated members.

All vessels in the Southport fleet are operating to full potential at present.

The VMR Southport rescue base is also looking immaculate at the moment, after a recent garden working bee. The trees have all been trimmed, and the gardens have all been mulched, and if a garden competition were to be held tomorrow, there would be no competition. A great effort by all of those involved.

Work is also well underway with modifying part of our boatshed into a member training facility. Once again a few hardy members have banded together to make this happen. When completed, the benefit to up and coming trainees will be priceless.

The Annual General Meeting was recently held at Southport, with several positions changing through retirements, and replacements. Given it is such a big and busy place to run, the incoming committee have a very hectic year ahead.

All is looking good from here on at Southport, the boating public will continue to need our services, our members will continue to provide that service, and hopefully the upcoming Qld Government Blue Water Review will get a perfect picture of the value of our service.

Take it easy on the water from VMR Southport.

VMR Southport recently assisted a vessel three times in the one day, with a battery jump start 100m from the boatramp, where the vessel was launched, then another where the people on board decided to go fishing, then another 200m from the boatramp when they were returning. The skipper was advised after the first jumpstart not to continue on, without getting a new battery, however, the advice fell on deaf ears. Sometimes you cant preach to the converted.

The whale watching season is in full swing offshore, and daily, dozens of vessels are venturing out to see the record number of whales doing the coastal journey. Strangely enough the whale season is very quiet for VMR as the majority of vessels who undertake this activity are well prepared and don't strike trouble.

The Qld Ambulance Service have been keeping VMR Southport busy with activations. Given this is normally the quietest time of year, there have been more than triple the normal number of activations over the past couple of months. These have been to assist a varied range of unwell patients. The squadron's first responders have ably assisted paramedics on each of these occasions.

VMR Southport is currently in the process of re-powering two of their four rescue vessels. *Marine Rescue 4* recently received two new 200hp Mercury SeaPro engines, and over the next couple of weeks, *Marine Rescue 2* will receive a pair of new 250hp Mercury SeaPro engines. These engines are new

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BUNDABERG

It has been a very quiet quarter with only five significant activations. Two were long-distance jobs, while the other three were closer to home, with one a police activation.

LONG TOW FROM LADY MUSGRAVE ISLAND

VMR Bundaberg was alerted on the morning of July 9 that a 15.3m motor cruiser had sustained damage to propellers and shafts during a grounding on the reef at Lady Musgrave Island the previous evening. A retrieval was attempted on Sunday morning, but was aborted due to rough seas which would have made tow of such a large vessel difficult and unsafe.

Bundy Rescue 2 was then off line for essential maintenance on Monday morning, but set off at 14:30 to retrieve the vessel ahead of a forecast of stronger winds on Tuesday. The outward journey was effected at 22kts with a rendezvous at Musgrave just before dark. The vessel had self-recovered off the reef by using its tender and a rising tide and anchored in 20m of water. The anchor was fouled at that position and had to be cut to a float once the tow was attached to *Bundy Rescue*.

The return set out at 17:32 at 7kts, but was soon stopped so the skipper could rope off the damaged prop shafts that were rotating under tow, causing significant vibration in the vessel. Later in the tow the speed was reduced to 5-6kts for comfort in the cruiser.

Bundy Rescue 2 had the 18 tonner alongside at the Bundaberg Port Marina at 03:04 after 9.5 hour tow. The whole operation over 114 nm took 13.5 hours, with the crew not getting to bed until 04:30 after refuelling.



LEFT: Attaching the tow.
BELOW: Enjoying the sunset before the long night tow.



The learning from this activation was the extreme danger of navigating in reef waters in the dark.

JOINT EFFORT BY VMR SQUADRONS TO RECOVER YACHT

A 12.5m yacht grounded at Rooney's Point on Fraser island in the early hours of Saturday, July 21 during the gusty wind change from NNW to SSW with the passage of a front. Both VMR Hervey Bay and VMR Bundaberg were alerted to the incident via our shared VHF 22, with VMR Hervey Bay providing the initial response to assess the situation.

Hyne Timber Rescue succeeded in turning the grounded vessel away from the beach on the rising tide, but was unable to free the 2.1m draft vessel in about 1.4m of water. *Bundy Rescue 2* was activated at 13:30 and departed at 13:52 to arrive at Rooney's just before the high tide. The heavy *Hyne Timber Rescue* tow line was relayed to *Bundy Rescue 2* with the yacht's tender. Several minutes of stop go activity at full power was required to tow the yacht to deeper water. The message from the two yachties was "we love you guys". The vessel suffered rudder damage during the grounding, but was able to make the Burnett River under its own power in the early hours of Sunday morning. Subsequent investigations revealed significant damage to the chain plates on the deck, meaning sailing would not have been an option.

This four hour activation was probably the quickest we have had to Fraser island, where the duration often exceeds 18 hours.



Bundy Rescue 2 at full grunt off Rooney's.



Adios Hyne Timber Rescue.

THE NORTHERN WALL IS NOT PAPIER-MÂCHÉ!

At 09:22 on August 6 our radio operator took a call from fishermen reporting an unturned aluminium dinghy on the seaward and northern side of the Burnett River rock training wall. Lifejackets were floating nearby, but no sign of any people. After a 000 call, *Bundy Rum* was activated to take a police officer to the scene. The officer searched the rock wall in the vicinity of the dinghy, which had a major tear in the forward hull, while *Bundy Rum* searched the seaward side of the wall, in shallow and rough water.

More debris and the fuel tank were spotted during this search, but no people. VMR was then tasked to search the beach on Barubbra Island, which adjoins the rock wall. Recent foot prints were noted on the beach.

Police enquiries determined that the two POB had abandoned ship just before hitting the rock wall in the dark. They then made their way along the riverbank to alert help for a return to Burnett Heads and a taxi home. However, no advice of the incident had been supplied to authorities. This is the third time a vessel has come to grief on the northern side of the wall in recent years.



TOP: Debris and lifejackets on the rocks.

ABOVE: Damaged tinny on the rocks.

ARE WE DEMONSTRATING OUR VALUE?

After attending several meeting where Surf Life Saving volunteers reported their assistance statistics two squadrons in the Central Zone have delved into the radio room statistics to look at the number of people that we take under our log on / off safety watch. The figure for Bundaberg for the 2017-18 financial year was a staggering at 26,633 people. The numbers reflect the operation of charter vessels and recreational craft out of Port Bundaberg, but only include stats from these vessels for the initial log on. We suggest these stats if taken state wide might have a greater impact in demonstrating how many people were take under the marine safety watch.

13TH VMR BUNDABERG FAMILY FISHING CLASSIC

Wow – what a fabulous outcome for the Classic. While the offshore forecast did not relate to actual conditions and there were lots of deep breaths about the showers on Sunday morning, we did get a pass of clear weather for presentations on Sunday.

Great support from our participants – 1,133 Seniors, 453 Juniors for total of 1,546 – a boost on 2017. The other major boost was the increased support from our sponsors – \$124,000 in value of sponsorship and prizes. Each of the Senior Lucky Draws was valued at least \$100 – some were much more.

Hey – what about the Fire in the Sky on Saturday night? My reports indicate this was as good as / or much better than some of the other 'out of town' events. Thanks to Hitz 93.9 and Harvey Norman Bundaberg for Fire in the Sky.

We could not have staged the 13th Classic without the support of our sponsors the supporting public – THANK YOU. The final leader-board was reproduced on our FaceBook page.

While we may have had 1,546 registrations, we suspect the crowd for the presentations and fireworks my well have been double that.



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BUNDABERG

Thanks also to Bundaberg Regional Council and DEVCON for simplifying the access to the Classic during the road works for redevelopment of the Burnett Heads CBD precinct.



TOP LEFT: The Classic is a family event.

TOP RIGHT: That is a bream.

ABOVE LEFT: One of the serious catches.

ABOVE RIGHT: A happy winner of one of the boats.

RECOGNITION OF LONG-SERVICE

Veteran skipper, Bill Ker was awarded a clasp for his National Medal after 25 year's service at the Annual General Meeting on August 28 and Graeme Morley was awarded the National Medal for his 15 years of



TOP: Fire in the Sky finale to Saturday night

ABOVE: Some of the large crowd before Sunday's lucky draws.



TOP: Keith Williams, Bill Ker and Stephen Bennett.

ABOVE: Graeme Morley, Keith and Stephen.

service. Medals were distributed by Stephen Bennett MP for Burnett and a VMR Bundaberg Patron, while MRQ General Manager Keith Williams spoke to the significance of the National Medal.

The National medal is awarded by the Governor General to emergency service workers and volunteers who have been exposed to risk or trauma during provision of emergency service to the community over a 15 year period. Clasps are awarded for extensions to service.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

RADIO ROOM STATISTICS: TO AUGUST 31, 2018

YTD: 8305 Calls, 2349 vessels logged on, 166 vessel assists, 77 overdue vessels, 20 vessel tracking, 868 Sitreps, 8 Sécurité broadcast, and 949 radio checks, one Mayday.

VHF 78.6%, 27mHz 10.4%.

MINISTER VISITS VMR BRIBIE

The State Minister for Fire and Emergency Services Craig Crawford MP visited Bribie Island to hand over a new fire fighting appliance to the local fire station, but took time out examine VMRBI facilities, rescue vessels, and talk to VMRBI members.



L to R: VMRBI Vice Commodore Liz Radajewski, Deputy Commissioner Queensland Fire and Emergency Services Mark Roche, Minister for Fire and Emergency Services Craig Crawford MP and VMRBI Commodore Nathan Gundry on board *Bribie One*.

SOLANDER LAKE BOWLS CLUB

Tuesday, June 12, 2018: Ladies Vice President Marie Smith presented Vice Commodore Liz Radajewski with a cheque for \$525 being the proceeds of the 'Wrong Bias Tin'. Marie and the Ladies Secretary Marg Hopper explained that every time a member put the wrong bias on a bowl, they were required to pay \$1 into the tin, and when the tin was full they donated it to a worthy cause.



Solander Lake Bowls Club Ladies Vice President Marie Smith presents VMRBI Vice Commodore Liz Radajewski with the cheque.

ASSIST AT FLINDERS REEF

Sunday, June 24, 2018

The following is a statement from Water Police:

"The Joint Rescue Coordination Centre (JRCC) requested assistance with an emergency radio beacon activation on the water north of Moreton Island. Water Police immediately deployed the police vessel on patrol south of Moreton.

A Bribie VMR vessel and two rescue helicopters from Brisbane and Sunshine Coast were sent to the location. Brisbane Water Police Search and Rescue Coordinators assisted JRCC in coordinating local assets.

At 5.26pm, the helicopters and Water Police vessel arrived, finding three persons on a disabled vessel that was taking water. These persons were recovered onto the Water Police vessel and waited for the VMR vessel Bribie One, which then towed the disabled vessel back to Bribie Island."

The Water Police, in their new twin inboard diesel engine boat (similar to *Bribie One*) transported three relieved people back to VMRBI Base Pontoon and left immediately to attend another incident at Woody Point. *Bribie One* towed the vessel back to Pumicestone Passage, transferred it to *Bribie Two* to continue the tow with the persons back to Donnybrook, and returned to base at 2032pm.



Bribie One towing the stricken vessel back to VMRBI.



Bribie One preparing to transfer the stricken vessel to *Bribie Two* in the middle of the Pumicestone Passage.

BRIBIE ISLAND

FIRST AID AND CPR COURSE

Saturday, June 23, 2018 and Wednesday evening June 27, 2018

Twelve crew and radio operators attended First Aid and CPR training courses conducted by Karen Llewellyn at the VMRBI base.

SUNSET DRINKS

Friday, June 29, 2018

A special sunset greeted the large crowd of around 90 members and guests who attended the June Sunset Drinks. Wonderful hamburgers prepared by the ladies of the Social Committee. Approximately 30 members had toured our base facility and the rescue vessels prior to Sunset Drinks. The usual raffles were conducted and drinks served at very competitive prices.



Groups continue the tours of the boats while the sun goes down.



Boys gathering on the balcony: Greg Jones, John Hammond, John Burdinat, Noel Wendt, Eric Holliday and Phil Enright.

BUSY START TO JULY

Red Sunday Crew's busy start to July, commenced with a training exercise in Pumicestone Passage with *Bribie One* and *Bribie Two* and was interrupted at 1244pm with a call for assistance, *Bribie One* was dispatched to a becalmed 12m sailing yacht at the Wild Banks Artificial Reef requiring a tow back to anchorage just South of the Bribie Bridge, *Bribie One* refuelled and returned to base at 1630pm.

Bribie Two continued training until dispatched at 1348pm to a drifting 10.6m sailing yacht near Bongaree boat ramp. *Bribie Two* established it was unattended, the owner was advised and was picked up at our base ramp. The yachts motor was U/S requiring a tow to Scarborough Marina. Meanwhile, another call for assistance was received from a 6m centre console boat which had run out of fuel 2km east of Skirmish Point, so *Bribie Two* anchored the sailing vessel near Red Beach and proceeded to the out of fuel vessel, and towed it back to Spinnaker Sound Marina, refuelled, then returned to the sailing vessel, completed the tow to Scarborough Marina returning to base at 1758pm.

At 1758pm a MAYDAY call was heard, but there was no reply, Water Police advised that the vessel with 5POB, had hit a sand bank and was rapidly taking on water near Comboyuro Point (Moreton Island), but with the shallow depth there was no imminent danger to life. Water Police later received information that the persons were on the beach and the helicopter was stood down. At 1840pm *Bribie One* headed for Comboyuro Point and arrived with the stricken vessel on the beach with police and ambulance attending. Queensland Police transported the four adult males and one child to the Tangalooma Jetty via 4WD police vehicle from where VMR *Bribie One* transported them to the Water Police Base at Whyte Island, Port of Brisbane. After a well-earned coffee *Bribie One* and Crew headed home arriving back at 2300pm.



Bribie One tows 12m yacht from Wild Banks with *Bribie Two* towing out of fuel vessel (specks in background) off Skirmish Point.

COMBINED ES EXPO MEETING

Thursday, July 5, 2018

The second planning meeting for this year's Combined Emergency Services Expo to be held on Sunday, October 14, 2018 at the VMR Base Bribie Island was held at 10am on Thursday, July 5 at the VMRBI base. Chaired by Graham Gibb VMR Bribie's Emergency Services Liaison Officer who said after the

meeting that everything was on track for a great Expo including some new things for the general public to experience this year.



Graham Gibb VMRBI's Emergency Services Liaison Officer chaired the meeting, above flanked by Coxswain Ray Gibbs and Vice Commodore Liz Radajewski.

SPECIAL GENERAL MEETING

Wednesday, July 18, 2018

Around 40 members attended the Special General meeting to approve changes to the Volunteer Marine Rescue Bribie Island Inc. constitution.

These changes will:

- align our constitution with the majority of other VMR squadrons
- provide more clarity in some areas,
- comply with current privacy expectations, and
- now requires ratification from the Department of Justice Qld, and should be finalised prior to our AGM in October.



The 'Committee Table', from left Ces Luscombe, Graham Gibb, Allan Tranter, Vice Commodore Liz Radajewski, Commodore Nathan Gundry, and Ray Gibbs, Peter McNamara (taking the photo) and Treasurer Doug Lythgo was on the manning the door and membership listing.

BOATING SAFETY AND FLARE DEMO

Friday, July 20, 2018

Vice Commodore Liz Radajewski and Coxswain Gary Voss presented the *TS Koopa* Australian Navy Cadets with a flare demonstration and boating safety equipment lecture. Commanding Officer Lieutenant Garth Schmith and Executive Officer Sub Lieutenant Dave Withers welcomed VMRBI participating in educating the cadets in safety equipment on small vessels. *TS Koopa* has around 45 cadets in total and regularly parade around 35. The minimum age for cadets is 13 in the year that they enrol. *TS Koopa* cadets parade on Friday nights from 1830 to 2130pm at Kal-Ma-Kuta Drive Sandstone Point.



VMRBI Vice Commodore Liz Radajewski demonstrates a daytime orange smoke flare, which is part of the mandatory safety equipment for partially smooth waters.



TS Koopa Cadets paying attention to the Safety Equipment for Small Vessels lesson.



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BRIBIE ISLAND

CHRISTMAS IN JULY

THANK YOU TO BUSYFINGERS

Friday, July 20, 2018



First contenders for Christmas Carol Karaoke, led by Karen Highland, Busyfingers President, and assisted by Santa (a.k.a. Peter McNamara) and VMRBI Coxswain, Training Coordinator and Committee Member Allan Tranter.

VMR Bribie Island hosted an Christmas in July dinner for one of our major sponsors, Busyfingers, as a way of showing our gratitude for their wonderful ongoing support over many years. The Social Club Ladies, ably led by Janine Jaavuo, put on a beautiful roast meal of baked ham, roast chicken, with roast vegies and gravy. Guests settled in, after the bar was opened, with a Christmas Trivia Competition, followed by later in the evening, a Christmas Carol Karaoke Competition.



Christmas in July Guests enjoy dinner.



NEW COXSWAIN FOR VMRBI



Unit Training Coordinator Allan Tranter and Vice Commodore Liz Radajewski pin Coxswains epaulettes on Andrew McAlister.

FAREWELL ARTHUR BROOM



Arthur Broom, a life member of VMR Bribie Island, passed away on Thursday, July 19. Arthur joined VMR Bribie in March 1979 and will be remembered for his long and distinguished service to VMR Bribie.

From the moment he joined he was involved with the fund raising for our current building and new boats, it was nothing for the team

to raffle 21 cartons of beer at a time. He was a very keen fisherman, and organised many tournaments, he served on the management committee and also became a very competent skipper. Arthur will be sorely missed by all who knew him. Arthur's funeral was held at 11.30am on Tuesday, July 24 at Traditional Funerals, Burpengary. Arthur was laid to rest wearing his VMR uniform and at the family's request VMR Bribie Island formed a Guard of Honour at the end of the service.

VMRBI ASSISTS NZ YACHT

Friday, July 27, 2018

Whilst filming with Channel 7's Creek to Coast Program, *Bribie One* crewed by: Vice Commodore Liz Radajewski, Coxswains Ian Grimes and Allan Tranter, and Crew Ces Luscombe, the inevitable happens, two calls for assistance. The first, an out of fuel vessel near Clontarf, to which we assembled another crew in *Bribie Two*, the second, a tasking from Water Police, *Bribie One* had to leave the Creek to Coast filming to tow an international yacht into the Brisbane River from North of Comboyuro Point in the North East Shipping Channel. There was very little wind and the yacht had no power from their solar fed electric motors to negotiate the channels and the Brisbane River to Riverside Marina for quarantine, Customs and repairs. The yacht, *Ave Gitana*, a 14m trimaran (left) with a beam of 12m, and a New Zealand registration, had not yet been cleared by Customs, crewed by four women and was on its way from New Caledonia to participate in a series of yacht races whilst here.



John Burdinat receives his 20 year service badge.



Peter McNamara receives his 10 year service badge.



Janine Jaavuo receives her and husband Arvo's five year service badges.



Darrel Cunnington receives his 20 year service badge.



Peter Morton receives his 10 year service badge.



Peta Schrodter received her five year service badge.



Ingrid and Ray Fox receive their 20 year service badges.



John Trail receives his 5 year service badge.



Lyne and Alan Pawley receive their five year service badges.



Graham and Leona Patrick receive their 15 year service badges.



Ray Gibbs receives his 5 year service badge.



Ian Grimes receives his five year service badge.



Bob Skinner receives his 15 year service badge.



Graham Gibb receives his 5 year service badge.



Ron Burrett receives his five year service badge.

BRIBIE ISLAND

SUNSET DRINKS

Friday, July 27, 2018

Another beautiful sunset welcomed a large crowd to the July Sunset Drinks. The Social Committee ladies put on a meal of crumbed fish and salad for the usual \$5. Vice Commodore Liz Radajewski and UTC Allan Tranter presented long service awards to many of our members, other arrangements will be made for those who weren't present. The usual raffles of Gift Cards were also conducted.



Betty Snell receives her 25 year service badge from Vice Commodore Liz Radajewski. Betty joined in 1989, she has been a Radio Operator, Assistant Radio Officer, Duty Officer, Administration Officer and still serves on the Social Committee.



WEDNESDAY, AUGUST 1, 2018 – An assist in the form of a tow from Tangalooma to Scarborough, a 15m flybridge cruiser, with no forward propulsion was towed to Scarborough for repairs, crew and passengers were transported back to Bribie Island. Bribie One was crewed by Skipper Bob Skinner and very able crew of Ian Grimes, Doug Lythgo and Ces Luscombe.

DRONE DEMONSTRATION

Wednesday, August 1, 2018



Drone Pilot Brendan Archie explaining how the Swell Pro 3 Drone works in front of the VMRBI Base while Andrew McAlister, Tom Hudson John Bodycombe, Garry Voss and Ces Luscombe watch on.



The Swell Pro3 Drone in flight.

VMRAQ have been evaluating how drones could be useful to its squadrons operations. Tom Hudson VMRAQ State Training Officer and drone pilot Brendan Archie demonstrated the 'Swell 3 Drone' at VMRBI base. Present at the demonstration were VMRBI's Radio Officer John Bodycombe, Coxswains Gary Voss and Andrew McAlister, Committee Members Ces Luscombe and Peter McNamara.



BRIBIE THREE REFURBISHMENT

Wednesday, August 8, 2018

Bribie Three refurbishment by Swift Marine of Molendinar is now complete and she is back at VMRBI for final fit out. At a cost of around \$36,000 the extensive refurbishment has returned her to almost new condition.



On board *Bribie One*, from left: VMRAQ's Tom Hudson filming with his phone, while Drone Pilot Brendan Archie demonstrates the drone capabilities.



Bribie Two manned by Green Sunday Crew (Commodore Nathan Gundry, Nigel Cleminson and Ces Luscombe) tows an 8m Bertram Cruiser back from the Pearl Channel. Sunday, August 5, 2018.



Bribie Three – almost new again!

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GLADSTONE

SIGN OF THE TIMES

Gladstone boaters now can now check the tide times before they head out thanks to a new LED sign at the Volunteer Marine Rescue (VMR) Gladstone base. Located next to the boat shed, the sign will also be used to communicate boating safety messages including the all-important log on and log off message.

“VMR Gladstone were awarded \$30,000 for the sign through the QGC Communities Fund,” said Mike Lutze, President VMR Gladstone. “The sign can be programmed with variable messages for example tide times, safety alerts in the harbour and general boating safety messages. This type of sign can also provide messaging in a timely manner on any emerging issues of boating and community safety,” said Mike.



TOP: L-r back: Terry Werder (VMR Gladstone), John Fallon (Regional Harbour Master Gladstone, Maritime Safety Queensland), Jeff Caldwell (Vice President VMR Gladstone). L-R front: Pedro (Pedro's Vac Trucks, Mick McAullay (Chief Controller VMR Gladstone), Marilyn Steel (Social Performance Advisor QGC), Mike Lutze President VMR Gladstone.

ABOVE: I-R Marilyn Steel (Social Performance Advsior QGC), Mike Luzu President VMR Gladstone.

Since it was established in 2015, the QGC Communities Fund has contributed over \$1.1 million to help realise over 30 projects in the Gladstone region.

The QGC Communities Fund provides grants to local, not-for-profit organisations to deliver grassroots, community projects. Shell's QGC project has been a long-time supporter of Volunteer Marine Rescue Gladstone's efforts to help driver safer boating for the Gladstone community.

Mike said “Boating safety is one of VMR Gladstone's priorities and we are always looking for ways to encourage anyone who goes boating to use the free log on and log off service. When the weather is great, and the carpark is overflowing, it is disappointing to see that less than half of those out on the water have logged on with us. With Shell's QGC project support on this project, we will have a highly visible reminder of this service.”

Mick McAullay, Chief Controller VMR Gladstone and part of the LED sign project team said “I would like to thank members a group of our volunteers and the local community that helped us to get the sign out of the delivery crates and up and running. They include CQ Drilling and Sawing, Pedro's Industrial Vacuum Service, Boral Concrete, Coates Hire and Gladstone Ports Corporation”.

TURKEY BEACH TURNS IT ON

There was great weather again this year for the annual Turkey Beach Tractor Bash. There was a range of machinery and engines on show. The finest tractors, cars, motorbikes and trucks where shined up and on display. There were lots of happy winners in all of the competition categories

Jeff Caldwell, Vice President VMR Gladstone flew the flag for us at the Bash. “We have several members of VMRG who live in Turkey Beach with the area attracting lots of visitors for boating and fishing,” said Jeff. There was lots of interest in the VMR information as people from all around came to the Tractor Bash.

Jeff said “Our thanks goes to the Turkey Beach Progress Association for hosting the event and supporting VMR Gladstone and CQ Helicopters by way of donation. We are happy to be there for the boating community when they need us.”



ABOVE LEFT: Some up and coming volunteers checking out QGC Rescue 3.

ABOVE RIGHT: The crew on duty at the Turkey Beach Tractor Bash.



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.



It is not uncommon to see one or more of the Queensland Water Police vessels out patrolling on the waterways of Moreton Bay, but when you see the QPV *W. Conroy*, a 24m aluminium catamaran at anchor off Peel Island, you do become inquisitive.

Victoria Point VMR and Raby Bay VMR were invited to tie up alongside and inspect the vessel whilst in operation. Sergeant Jay Bairstow (skipper) and his crew Senior Constable's Phil Brock, David Collins and Jodie Rowell provided insight into the operations and use for the vessel. It ranges from daily deployments to conduct marine enforcement and crew training drills, to extended deployments for search and rescue missions.

The vessel was named in honour of Senior Constable William Conroy, who died in the line of duty in 1895.

On July 2, 1895 Senior Constable William Conroy, while stationed at Thursday Island, was called to attend a domestic disturbance in Douglas Street, Thursday Island. As Senior Constable William Conroy attended the job address, he witnessed a horrific stabbing, and intervened, restraining the offender, however during the arrest Senior Constable William

Conroy was stabbed multiple times and died a short time after an assisting police officer arrived. Thursday Island Police still to the day, maintain his memorial monument that was erected over his grave on Thursday Island.

As depicted, in the photos, QPV *W Cronroy* built in 2009, is a multi-level vessel and has accommodation for 9 persons comfortably, however on any usual Search and Rescue there could be up to 15 persons on board. The vessel is self-sufficient, with a desalination unit on board and sullage tanks, the vessel is equipped for staff on extended deployments. The galley has commercial grade appliances and is more than accommodating for meal time.

The vessel uses a high efficiency hull shape which reduces fuel consumption and permits it to travel in unfavourable sea conditions where most other vessel choose not to go. The vessel is a 'police station on water', it has all facets required for police enforcement (drink driving, drug testing, arrest facilities, property management and special emergency response capabilities).

The crew provided a thorough familiarisation of the vessel and demonstrated how the tender, a 5.95m inflatable RHIB is launched from the cradle at the aft, it soon disappeared in the distance.

It seemed like police vessels were multiplying, must of been the coffee brewing, as Water Police Redland Bay attended in their 5m inflatable RHIB, after a full morning of marine enforcement from the Southern Bay Islands. Senior Constables Clint Dowd and Clint Banks boarded the QPV *W Conroy* and discussed their new vessel fleet capabilities and search and rescue strategies with VMR.

Just like clockwork the winds picked up and the calls for service started coming in, it was time for all vessels to depart.

Queensland Water Police welcome any Marine Volunteer Groups to make contact with the office to arrange a familiarisation of the facilities and vessels, we strive in keeping the partnerships positive and look forward to seeing you on the water.



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RECIPES FROM THE GALLEY



by Debbie Copnell

SMOKED SALMON DIP

275gms salmon
(or smoked trout)

2 tbsp lemon juice
4 tbsp single cream or cream cheese
2 tbsp finely chopped chives
Ground black pepper
125gm butter

Put the salmon (skinned and boned) in a food processor
Add the butter lemon juice, cream and pepper mix 30 seconds in food processor
Chill before serving
Can be chopped and mixed by hand for chunky finish.

TUNA PATE

1 can tuna in springwater (drain and reserve water)
1 tbsp fat free mayonnaise

Rind of half a lemon
Juice of half a lemon
Dash of chilli sauce (optional)

Throw in food processor to smooth paste
Reserved tuna juice and dessert spoon of gelatin can be added for pate to set
Top pate with 2 tbsp mayonnaise and 1cm of wasabi from tube.

SALMON DIP

1 x 175gm smoked trout or salmon
(skinned and boned)
2 tbsp lemon juice
4 tbsp single cream / cream cheese / cottage or ricotta
2 tbsp of finely chopped chives
125gm butter
Ground black pepper

Put the trout/salmon flesh in a food processor or chop finely
Add the butter, lemon juice, cream and pepper and blitz 30 secs in food processor or blend with knife until smooth
Chill before serving

HOT CRAB DIP

225gm crab meat
225gm cream cheese, softened
½ cup sour cream
2 tbsp salad dressing or mayonnaise
1 tbsp lemon juice
1 ¼ Worcestershire sauce
½ teasp dry mustard
1 tbsp milk
¼ cup cheddar cheese, grated
Garlic salt
2-3 shallots sliced
Parsley
Tabasco to taste

In a large bowl, mix cream cheese, sour cream, salad dressing, lemon juice, Worcestershire sauce, mustard and garlic salt until smooth
Add enough milk to make mixture creamy. Stir in 2 tbsp of grated cheese
Fold in crabmeat into cream cheese mixture
Pour into greased casserole
Top with remaining cheese
Bake at 170°C until mixture is bubbly and browned on top about 30 mins
Serve with crackers.

Makes about 4 cups of dip

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