

RESCUE

VOLUNTEERS SAVING LIVES

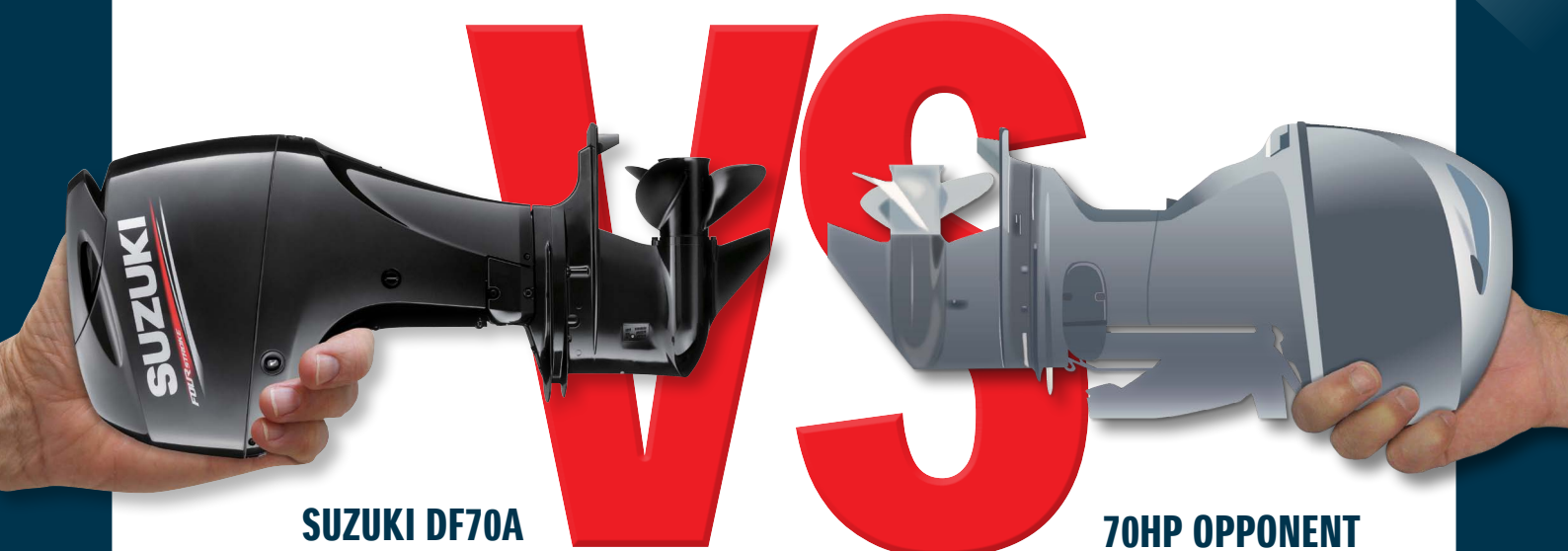
Autumn 2019



Official magazine of
MARINE RESCUE
QUEENSLAND

FREE

SUZUKI OUTGUNS



DATA TALKS

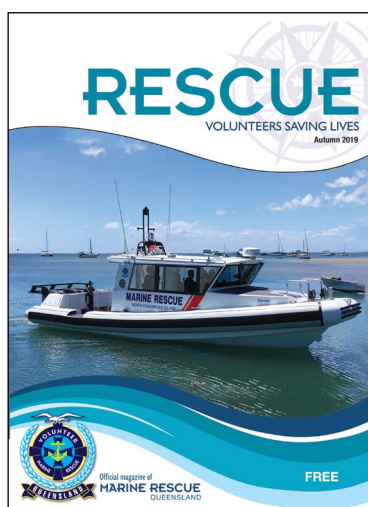
See the results for yourself.

SUZUKI DF70A			OPPONENT
60KM/H	←	MAX SPEED	→ 50.4KM/H
6.8 SECONDS	←	0-40KM/H	→ 9.3 SECONDS
7.6 LITRES/H	←	3500RPM	→ 8.0 LITRES/H
9.8 LITRES	←	20KN CRUISE SPEED	→ 13.4 LITRES

All data is indicative and will depend on sea conditions, weather conditions, loading, driving style and hull condition. This data should not be used as a navigational aid. All data is gathered by Suzuki Technicians using factory instrumentation.



MARINE RESCUE QUEENSLAND



FRONT COVER:

North Stradbroke Island's
new RIB.

STATE EXECUTIVE

PRESIDENT:	Graham Kingston	p 0477 888 497 e president@marinerescueqld.org.au
VICE PRESIDENT:	Vince Papale	p 0408 004 720 e vicepresident@marinerescueqld.org.au
SECRETARY:	Ian 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

STATE COUNCIL

GULF OF CARPENTARIA ZONE

PRESIDENT:	Peter Graham	p 0427 697 535
VICE PRESIDENT:	Paul Poole	p 0428 388 839

NORTHERN ZONE

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

CENTRAL ZONE

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

MORETON BAY ZONE

PRESIDENT:	Peter McKendry	p 0478 313 212
VICE PRESIDENT:	Bob Skinner	p 0429 122 757

SOUTHERN ZONE

PRESIDENT:	Jannie Bloem	p 0413 344 951
VICE PRESIDENT:	Mike Brooks	p 0408 443 389

TORRES STRAIT ZONE

CHAIRMAN:	Ross Tindall Simon Naawi	p 0429 231 265 p 0438 028 428
------------------	-----------------------------	----------------------------------

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

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



RADIO COMMUNICATIONS

Squadron Call Sign

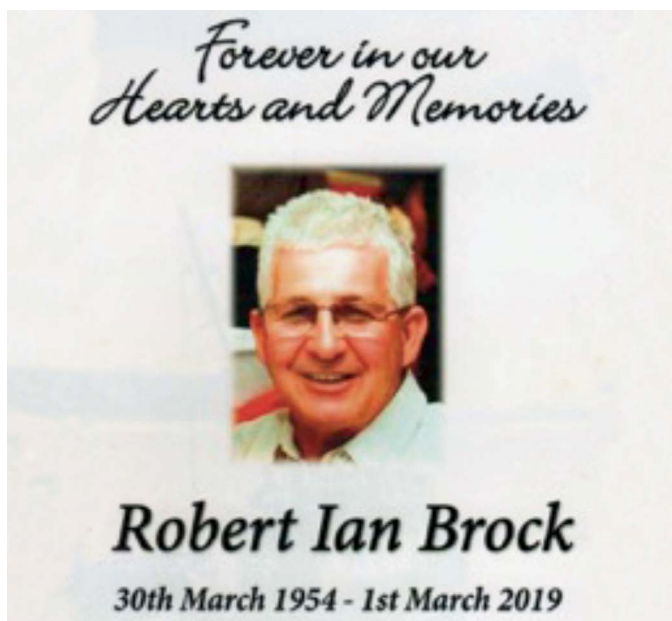
		VHF Repeaters	HF (2Meg)	27MHZ	VHF
VMR ST PAULS					
VMR THURSDAY ISLAND	VMR 422	22, 82	YES	YES	YES
VMR WEIPA	VMR 430		YES	YES	YES
VMR AURUKUN	VMR 498				YES
VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR PORT DOUGLAS	VMR 410	81	YES	YES	YES
VMR BURDEKIN	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

AFFILIATED SQUADRONS

VOLUNTEER MARINE RESCUE ST PAULS	Moa Island	C/- Thursday Is.	0428 713 073
VOLUNTEER MARINE RESCUE THURSDAY ISLAND	PO Box 1018	Thursday Is. 4875	0477 040 440
VOLUNTEER MARINE RESCUE WEIPA	PO Box 580	Weipa 4874	(07) 4069 7535
VOLUNTEER MARINE RESCUE AURUKUN	C/- Shire Council	Aurukun 4871	(07) 4060 6120
VOLUNTEER MARINE RESCUE KARUMBA	PO Box 163	Karumba 4891	(07) 4745 9999
VOLUNTEER MARINE RESCUE BURKETOWN	PO Box 68	Burketown 4830	(07) 4745 5101
VOLUNTEER MARINE RESCUE MORNINGTON IS	PO Box 1854	Gununa 4871	(07) 4745 7336
VOLUNTEER MARINE RESCUE PORT DOUGLAS	PO Box 699	Port Douglas, 4877	(07) 4099 5392
VOLUNTEER MARINE RESCUE BURDEKIN	PO Box 167	Ayr 4807	(07) 4783 1014
VOLUNTEER MARINE RESCUE BOWEN	PO Box 130	Bowen 4805	(07) 4786 1950
VOLUNTEER MARINE RESCUE WHITSUNDAY	PO Box 298	Cannonvale 4802	(07) 4946 7207
VOLUNTEER MARINE RESCUE MIDGE PT.	PO Box 624	Midge Point 4799	0408 946 940
VOLUNTEER MARINE RESCUE MACKAY	PO Box 235	Mackay 4740	(07) 4955 5448
VOLUNTEER MARINE RESCUE GLADSTONE	PO Box 797	Gladstone 4680	(07) 4972 3333
VOLUNTEER MARINE RESCUE ROUND HILL	PO Box 282	Agnes Water 4677	(07) 4974 9383
VOLUNTEER MARINE RESCUE BUNDABERG	PO Box 566	Bundaberg 4670	(07) 4159 4349
VOLUNTEER MARINE RESCUE HERVEY BAY	PO Box 120	Urangan 4655	(07) 4128 9666
VOLUNTEER MARINE RESCUE BRIBIE ISLAND	PO Box 85	Bribie Island 4507	(07) 3408 7596
VOLUNTEER MARINE RESCUE BRISBANE	PO Box 201	Sandgate 4017	(07) 3269 8888
VOLUNTEER MARINE RESCUE RABY BAY	PO Box 87	Cleveland 4163	(07) 3821 2244
VOLUNTEER MARINE RESCUE NTH STRADBROKE	PO Box 28	Dunwich 4183	(07) 3409 9338
VOLUNTEER MARINE RESCUE VICTORIA POINT	PO Box 3276	Victoria Point West 4165	(07) 3207 8717
VOLUNTEER MARINE RESCUE JACOBS WELL	PO Box 279	Beenleigh 4207	(07) 5546 1100
VOLUNTEER MARINE RESCUE SOUTHPORT	PO Box 866	Southport 4215	(07) 5532 3417
VOLUNTEER MARINE RESCUE CURRUMBIN	PO Box 99	Currumbin 4223	(07) 5534 1000



from the PRESIDENT'S CHAIR



VALE ROBERT BROCK

It was with heavy hearts that we farewelled Robert 'Brocky' Brock on March 7. Rob passed away on March 1 after a long illness.

Brocky joined VMRAQ as our first State Training Manager in 2007. Over the past 12 years he led the State Training Team to develop a commercial marine training program that is held in high regard nationally, by AMSA and interstate VMR groups.

Rob's vast maritime experience and calm approach to situations has given us a legacy of many trained and qualified coxswains in VMR from the south east corner, the east coast, the Gulf and Torres Strait. He was highly regarded in these areas wearing the hat of a trainer, assessor or friend. His legacy will endure and leaves us with a major challenge to maintain his vision.

Rob was farewelled by a large congregation of family, friends and VMR colleagues. We were proud to support Lea and family by our presence. Eulogies were spoken by Harry Hubner and Peter Graham. The VMRAQ flag adorned the coffin which was carried by three of his brothers and three long-term VMR mates. A sea on blue uniforms formed a guard of honour. After the ceremony we retired to the Woody Point Tavern for further reminiscences.

Rob is at rest after his final voyage.



Crossing the bar (Alfred Lord Tennyson 1889)

Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark,

For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot's face
When I have crost the bar.



PRESIDENT'S REPORT



An 8.5m Nautic Star.

A consequence of the rapidly moving reform is that our next Service Agreement with QFES will now cover on the six months from July to December 2019.

ITEMS FROM NVMSARC MEETING

The National Volunteer Marine Search and Rescue Committee (NVMSARC) met in Adelaide recently. I note several items of interest to QLD.

It was resolved to promote VHF marine radio over the 27Mhz band. While there is little use of 27Mhz in Qld there are still significant pockets of use interstate. Use of mobile phones for log on/off is increasing.

Marine Rescue NSW has secured additional

Government funding amounting to \$9.7M per year over the next four years. This announcement along with recent major increases in funding to the VMR sectors in Victoria and Western Australia sends a clear message of the unsustainable nature of model based mostly of on volunteer fund raising – an issue highlighted in the Qld Blue Water Review Report.

Victorian Emergency Services are prescribing the specifications of new rescue vessels according the operational environment. ES Vic are supplying the vessels.

We inspected an interesting take on rescue vessel construction at the Nautic Star factory in Adelaide. The South Australians have three of these in service with orders for more. Nautic Star also supplied vessels to Border Force. The vessels are of sufficient interest that further inspection and testing is relevant to our interests. While current vessels are fitted with 350hp Volvo Penta stern drives, a twin outboard version is an option.

DRONE PROJECT

The drone project is currently on hold while we deal with the Blue Water Review. While Keith and Tom are now both qualified pilots and Tom is the Maintenance Officer, significantly more training is required to enable development of risk assessments and SOP's for launch and recovery of drones from our rescue vessels. This is a CASA stipulation.

Graham Kingston – President

BLUE WATER REVIEW

The Reviewer's Report into the Volunteer Blue Water Rescue environment was submitted to QFES. A Working Party has been formed with representatives from VMR, Coast Guard and several relevant Government agencies. The Working Party has been tasked to provide advice to Government by July 2019 on the major issues involved in the reform of the volunteer marine rescue environment.

Our representatives on the Working Party are Adrian Westerman, Charles Linsley and Warren Francis. The Working Party will release progress statements via relevant communiques. The first communique noted that the next meeting should address the threshold question of the preferred over-arching structure of a reformed blue water environment. This meeting will be held at VMR Southport on March 24 and will be the first of the regional meetings to allow the Working Group to experience the diversity of cultures and operating environments across the state.

We look forward to positive outcomes for the volunteers which will result in improved governance, sustainability and formal recognition of the contribution of marine rescue volunteers to the Emergency Services.

PORT DOUGLAS

Our big event for the quarter was the official handover of the RV Port Douglas by the Minister QFES at The Combined Club in Port Douglas on December 2.

VMRAQ was represented by Graham, Vince, Keith and many others.

The Minister was represented by our local Member for Cook Cynthia Lui and the Douglas Shire Mayor and Councillors and members of QFES attended. Overall there were about 50 people.

It gave us the opportunity to thank all the above-mentioned people for their great support.

We made special mention of Keith for his efforts in tracking down and acquiring the vessel.

We have had a steady stream of tow-ins over the holiday period including a jet ski on Christmas Day. Fortunately a sober crew was easy to locate and the job executed in a couple of hours.

With all the rain recently things have become a bit quieter.

We have identified some significant issues with the RV Port Douglas, which would be expected in a 10 year old vessel. These have mostly been rectified and the vessel is now operational. We would like to thank the team at VMRAQ for their assistance and support in this matter.

Our main comments on the Darby report are:

1. We think it is well researched and hits the AVCGA issues accurately
2. The key issue for the Govt. is the asset ownership issue – our assets are still in dispute – and unless the Govt. sorts this out in the next round of Service Agreement negotiations the sort of problems we have had will continue.

So cheers to all and our apologies for not making it this time – we shall see you next time.

Regards
Ross Wood



Member for Cook Cynthia Lui formally hands the keys of RV Port Douglas to Ross Wood President VMRPD.



Graham and Vince with (left to right) Mayor Julia Leu, Deputy Mayor Abigail Noli and Councillor Roy Zammataro.



Locals with QFES members Adam Gwin and Wayne Coutts.



Vince shares some sage advice with his son and Col Horton – VMRPD skipper.

TEMPO INCREASES AS ISSUES EMERGE IN WAR ON WRECKS



We've hoisted them in slings with heavy machinery and even airlifted them.

We've picked them up with earthmoving equipment and lifted them onto trucks, whole or in pieces, taking them to slipways, scrap metal yards or recycling facilities.

This has happened along our coastline from Burleigh Heads to Port Douglas and will continue for the foreseeable future.

Meanwhile, away from the noise of the cranes, winches, helicopters

and buzz saws, the War on Wrecks Taskforce has been consulting with the public and preparing its report to the Government.

The report will explore how the problem of abandoned vessels became so prevalent and suggest how we can avoid it in the future.

The taskforce has found in all but the minority of cases, vessels aren't abandoned because their owners simply don't care about the environment.

There are complex reasons for vessels being abandoned, usually as a last resort.

The solutions are also not necessarily simple.

The taskforce report has grappled with several vessel and licensing and registration issues as well as waterways management and how to foster a more informed and responsible boating culture.

No matter how the government responds to the report, Maritime Safety Queensland will need to consult thoroughly with the public to implement recommendations.

Finding solutions to the issues is likely to need energy, persistence and a firm focus on the destination – safer and cleaner waterways.

In the last issue of the MRQ journal, Maritime Safety Queensland wrote about the State Government's War on Wrecks and the public consultation program being undertaken by the War on Wrecks Taskforce.

Maritime Safety Queensland had started on a drive to use the War on Wrecks fighting fund to rid Queensland's waterways of unsightly wrecks and we expected this to ramp up in early 2019.

We have made solid progress.

Over past months we've removed 151 (as at March 6) abandoned vessels.

Pleasingly 42 of those were removed by the owners who belatedly recognised they, and not the government, had the legal and moral responsibility to do so.

We applaud those owners and continue to implore others to accept their responsibilities before we act and pursue our costs through the courts.

Most wrecks removed over recent months, however, were removed by Maritime Safety Queensland and its partners.

We've been using many means to get wrecks out of the water, off the beaches and out of the mangroves.



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.

HERVEY BAY

VIEWS OF A NEW CREW MEMBER

by Sharon Davies



At this stage of my life (being 57) I was feeling comfortable within myself. I needed to find something that would take me out of my comfort zone and challenge me by building up my confidence and make me push myself. I wanted my children and grandchildren see that age or gender shouldn't be a barrier for them in achieving their goals.

I had been volunteering at Marine Rescue Hervey Bay for two years, in the office and was part of a team applying for grants. My partner Graeme started as a crew member and is now training to become a skipper. For two and a half years I had watched him participating in medivacs, breakdowns and training on the water. This to me was more exciting than sitting in an office, so the challenge was on to better myself. I asked myself what was stopping me from becoming a crew member, was it my age ... no ... was it because I'm a female ... no ... then what was it? My answer was nothing, so I enrolled in the next crew course.

In November I, and five enthusiastic others became the new crew graduates for 2018. Our team consisted of five mature aged students, three being females and one considerably younger gentlemen who had trouble keeping up with us at times ...



Over the duration of the course we learnt how to use a Marine Radio with confidence, fight fires, use flares and an EPIRB, tie knots, understand the use of beacons and buoys and gain a range of local knowledge. We also learnt what is required from us as a crew member while on

a rescue vessel, and how to work as a team. The learning aspect of the course wasn't always in the training room, we had a fun day at the local pool where we learnt survival at sea skills. We had to tread water and get used to being in the water with a lifejacket on. While it was serious, there was also a lot of laughter and fun on that day. The six of us certainly formed a strong and lasting friendship.

With the course finished and all having passed, we were put onto the crew roster. I was so excited but a little nervous when I received a call for my first activation. I didn't need to worry as the skipper, senior crew and crew all made me feel welcome and showed me the 'ropes' so to speak! I managed to fit in a medivac and a few activations before the new year; my confidence was on the rise.

On January 13 I was part of the duty crew. We had just completed our boat checks and I was on my way home when I received a call from the radio operator to return to base. I was to assist in my first search and rescue. Surprisingly, it was quite exhilarating simply getting the call. I had so many thoughts going through my head: Am I capable? What will we find? And what condition will these people be in? All the unknowns certainly had my pulse racing.

Arriving back at the base I was informed that a couple in their mid 50's had taken out their 14ft catamaran and it had capsized in the strong wind. The female was unable to swim but had a life jacket on. Her partner had made the choice to swim approximately 1km to shore to seek help while she stayed on the overturned catamaran waiting to be rescued. Due to the wind and tide the catamaran was drifting further from the shore.



Our vessel, *Hyne Timber Rescue* along with four capable crew headed out to find the overturned catamaran. I can remember thinking to myself what sort of emotions and thoughts was the lady going through? Knowing that she was so far from the shore and unable to swim. Were we going to be able to find her before it got dark? Were there sharks around? All the unknowns! As we got closer to the co-ordinates given, it didn't take the skipper long before he spotted the craft in trouble. The skipper got as close as he could to assess the situation. We could see that the female's body was rigid with fear as she sat on the exposed part of the craft; I could actually see the



terror on her face. By the time we arrived she had been in the water alone for nearly two hours and was very fatigued.


Due to the rough conditions, the only way we were going to rescue her was to get her to enter the water so we could get her into our vessel. A life ring with an attached line was thrown into the water and we encouraged her to slide into the water and grab the ring. When we threw her the ring I felt my heart stop; I was willing her to grab that ring. I remember thinking at one stage, if only I could jump in and help her but our policy is that we aren't to enter the water due to safety reasons. Very slowly she edged herself off the hull and into the water, she was too afraid to let go of the catamaran. Finally she let go with one hand and reached out to grab the life ring. Now that she had hold of the ring, we were able to pull her to the side of our vessel, the boys were then able to put their arms under hers and hoist her into the safety of *Hyne Timber Rescue*. We thought it best to take the passenger in to shore then return to recover the catamaran.

We made our way to shore where her partner and the police were waiting. When we arrived you could see the relief rush through her. On seeing her partner her eyes filled with tears and I heard her say to him, "I thought you were dead,"

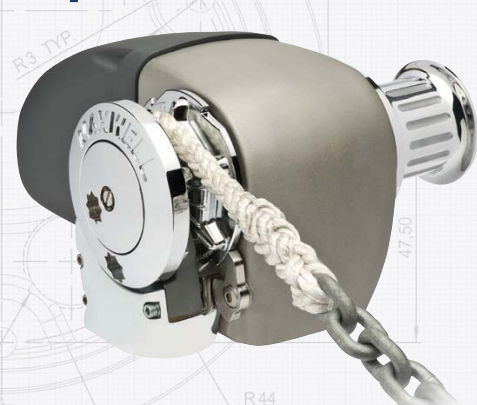
MAXWELL

RC ANCHOR WINDLASSES


FEATURING AUTOMATIC ROPE CHAIN MANAGEMENT



Maxwell has all of your anchoring requirements covered




R44



R2 TYP.

VETUS-Maxwell
PTY Ltd - Australia
 E: salesau@vetus-maxwell.com
 P: +61 7 3245 4755 - F: +61 7 3245 5906

VETUS-Maxwell
APAC Limited - New Zealand
 E: salesnz@vetus-maxwell.com
 P: +64 9 985 6600 - F: +64 9 985 6699



HERVEY BAY

... She was so thankful and couldn't thank us enough. It made me proud to be part of the experience!

Once she left for the hospital in the ambulance her partner joined us to retrieve his boat. He stated that it was only the second time he had had his catamaran out, the first using the sail and it would also be his last!

Arriving back to his overturned catamaran he was able to step off our vessel and swim over to it. After a few attempts he was able to secure a line around the



craft so we could tow it to shore. We were unable to right the craft due to the position of the sail and that complicated matters. The owner ended up cutting the rigging to loosen the sail which made it easier for us to successfully tow it back to the boat ramp.

After the catamaran and its deflated owner were safely back at the boat ramp *Hyne Timber Rescue* with her competent and satisfied crew headed back to the base knowing that we had saved a life.

I have to ask, what better way is there to get a person to step outside their comfort zone, to build a person's confidence, and to make them proud of what they are achieving? The answer is, find something you enjoy doing, surround yourself with people who have the same interests and become part of an amazing team. Push yourself and overcome any fears you may have and take pride in the tasks at hand. This is me!

PS: On our Facebook post about the activation, the lady who we rescued commented:

"I am very proud and very very grateful to all involved. I am alive today because of your awesome efforts. Suffice to say my boating days are over even as a passenger but again thank you all so very very much."

RESEARCH AND AWARENESS CAMPAIGN

Irukandjis – with Surf Life Saving Qld

For the last three years, over late December and January, we have provided transport for Surf

Lifesavers who have conducted an awareness program for tourists on the western side of Fraser Island while also conducting research by collecting specimens from the beaches of Fraser.

Surf Lifesavers used a drag net to collect samples from Moon Point to Wathumba, on the western side of Fraser Island. The research indicated a number of interesting findings, including the likelihood of finding irukandjis increased when the water temperature was above 26°C and there was plenty of their food in the water. This food source was present in the water on some days and other days it had completely disappeared from an area. More research is needed as there is so much more that we don't know.

This year we found more confirmed irukandjis than previous years. A number of members of the public also received confirmed irukandji stings over this summer.

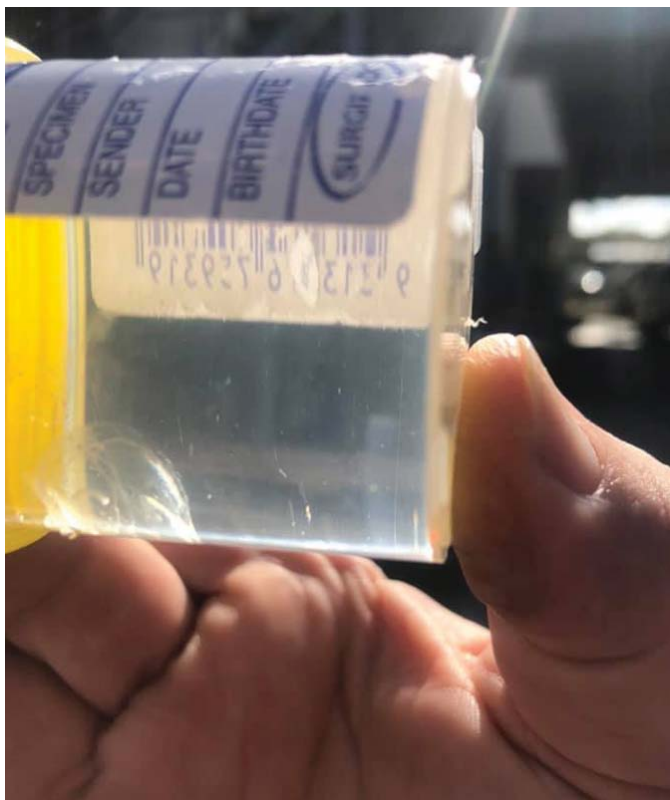
Many holiday makers believed they were safe from irukandjis in this area. The research indicates otherwise.

IRUKANDJI – WHAT ARE THEY?

They are small, transparent box jellyfish. 1-2cm in diameter, usually you can't see them in the water.

What are the symptoms of a sting?

Irukandji cause an initial minor sting/irritation followed 5-40 minutes later by severe muscular pain, headache, vomiting and sweating. The sting from some species can cause very high blood pressure or have effects on the heart which may be life threatening. These symptoms are known as 'Irukandji Syndrome'.



What should I do if I get stung?

1. Remove casualty from the water
2. Assess casualty for at least 45 minutes.
Commence CPR if necessary
3. If casualty has more than one sting or looks/feels unwell, call triple zero (000) and seek assistance immediately

4. Liberally douse stung area with vinegar for 30 seconds to neutralise invisible stinging cells. (If vinegar is unavailable, rinse sting well with sea water.

Do **NOT** apply fresh water directly onto the sting as it may cause the stinging cells to discharge nematocysts – and make the situation worse)

5. Apply cold pack or ice for pain relief – as above **do not** apply directly onto the sting site.

Aren't they only found in the tropics?

There have been confirmed irukandji found in the Wide Bay area over a number of years. And there have been people who have presented to hospital with symptoms of 'Irukandji Syndrome', following a sting.

Should I go swimming in summer?

The recommendation is that you wear a stinger suit when swimming during the summer months.

CUDDLE BEARS


This is an initiative of the commodore, John Smith ... he obviously has too much time on his hands!

Being one of our skippers who regularly heads across to Kingfisher Bay to pick up medivac patients, John has seen many children returned to Hervey Bay for treatment at hospital. Some of these children are a bit sad due to their particular condition or they are not happy about coming back in the boat in rough conditions. Sitting on John's desk is a QAS teddy bear.

Why don't we create Marine Rescue bears to comfort children who are involved in a marine rescue?

John purchased/procured a few teddy bears and courtesy of our Secretary Vicki Vlekkert, who is a bit of whizz on the sewing machine, we have a number of these cuddle bears available to give some comfort to children whether it be on a medivac or a breakdown. Vicki has now started her own fashion label:

Vicki V Designs!




**JOHN CRAWFORD
MARINE**
Queensland's Used Boat Specialists


50
YEARS
1964 - 2014

JOHNCRAWFORDMARINE.COM.AU

BOATS WANTED

**MAKE SELLING
YOUR BOAT
SIMPLE &
HASSLE FREE!**





1029 MANLY Rd. TINGALPA | 3890 2322

BUYING
QLD'S
BEST
BOATS
SELLING




THROUGH THE PORTAL

It is an old adage that you get out what you put in. This holds true for many aspects of life in general and volunteering is an example of that. It is also true of our Portal.

There is a heap of information available to us but it is only as good as the data that goes in.

SEA TIME

Personal sea time is automatically calculated based on activations. When a new activation is added to the Portal, the sea time for the master and the crew will increase by the duration of the trip. Day hours are calculated from 0600-1800 and night from 1800-0600. Any activation which spans these thresholds will split the time between day and night based on the times above.

	473
SEA TIME DAY HOURS	
	74
SEA TIME NIGHT HOURS	
	415
SEA TIME MASTER	

These values are summarised on the details page for every member. If you have a personal log in account then click on My Details from the menu. If not then go to the Members page from the menu and then select Find. You can now enter your name and click on the result that relates to you:

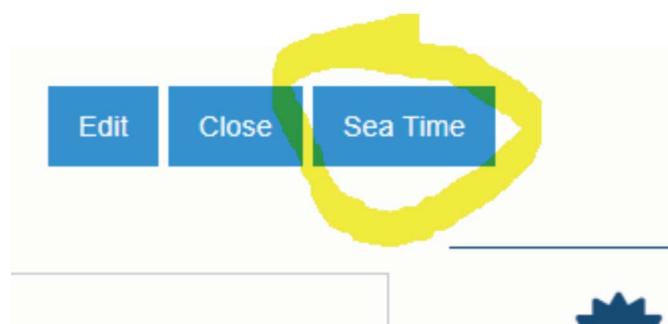
Members - Search

Last Name	First Name
<input type="text" value="paylor"/>	<input type="text" value=""/>
Paylor	Dave
Paylor	Mandy

On this page, you also get a summary of your sea time:

Sea Time Summary				
Master	Water Limits	Jobs	Day Hours	Night Hours
		1	1:00	0:00
	Open	1	3:10	0:00
	Partially Smooth	44	111:14	7:20
	Smooth	173	243:49	48:10
	Totals	219	359:13	55:30
Crew	Water Limits	Jobs	Day Hours	Night Hours
		1	1:13	0:00
	Open	16	27:43	1:00
	Partially Smooth	66	89:38	18:43
	Smooth	83	118:34	19:43
	Totals			

And there is a link at the top right of the page to get a printed list of your activations.



As already pointed out, all this is dependent on activation data being entered correctly. If sea time does not look correct then it is first worth checking that activations have been added and also that you have been correctly included as master or crew.

ORGANISATION SUMMARY

From 1 Nov 2018 to 1 Dec 2018

Members

Type	Male	Female	Total
Active	38	4	42
Squadron Other Staff	1	7	8

Activations

Type	Activations	Assisted	Fuel	Hours
Breakdown	3	6	89	4.40
Training / Patrol	13	0	295	25.25
Total	16	6	384	30.05
Crew Hours				123.55

The basic organisation summary as above is available by selecting Squadrons and then Summary from the menu. By default this always shows the last full month for the currently selected squadron.

Alternative periods can be selected by navigating to Reports from the menu and then selecting Organisation Summary Report:

Reporting

Organisation Summary Report
Certificates Issued Report

From here it is then possible to select custom start and end dates and also to get statistics for the whole state:

Start Date

End Date

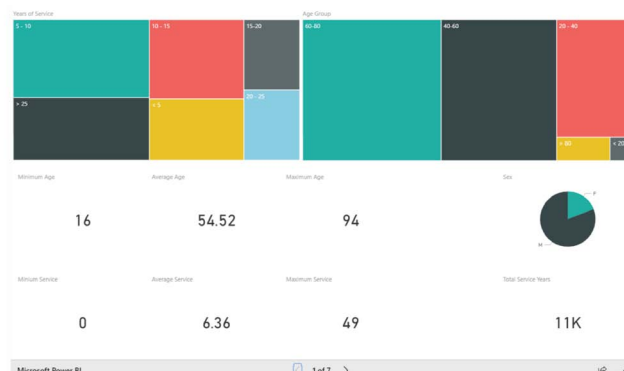
State wide

Refresh report

Again, the quality of this report is dependent on both activation and member data being kept up to date so if your figures do not look correct then please check activations are correctly entered and member details are maintained appropriately.

DASHBOARDS

A fairly recent addition to our Portal are some Dashboards.



These are accessible from Reports -> Dashboard on the menu.

At the bottom of the dashboard you can see '1 of 7'. Clicking the arrows will scroll through the various dashboards showing a variety of information about Marine Rescue Queensland, from members, to activations to training including a map showing where we are most busy.

These dashboards are all dynamic so you can click on the various charts to filter and analyse the information. All the views on a single chart are interlinked – give it a try.

SUMMARY

Just a few examples of what information is available to you through our Portal. We all get so much out of putting our time into volunteering so remember that all this information is only as good as the data that goes in.

Professional Marine Sanitation Systems

0414 942 811

info@sani-loo.com.au

www.sani-loo.com.au

Complies with Grade C discharge requirements

Private and Commercial Vessels

The cost of a Sani-Loo® is cheaper than the fine!



Charles Linsley, Jason Boon AVCGA Redland Bay, Warren Francis MR Burdekin, Cher Barron AVCGA NQ, Adrian Westerman VMRAQ State Council. Absent: Steve Bellamy, AVCGA Mooloolaba

It is with a heavy heart we start this journal submission farewelling Robert Brock. It is safe to say that VMR448 Mackay would not be in the position of strength it is without the support and assistance provided by Robert and our condolences go out to his family and the marine rescue fraternity. His passing will leave a huge hole that will take a massive effort to fill. President Russell McLennan and Assistant UTC Charles Linsley attended the service to represent the Mackay squad.

As we continue the legacy of Robert, VMR448 has modified the training strategy of our active personal for 2019. Training has been refined to cater for groups who are at differing levels, allowing for a more dedicated approach to ensure people can complete modules in a timely manner. Emphasis is being placed on individuals utilizing the on-line service to complete initial learning before meeting content experts to assist with practical assessments and assignments. With squad UTC Don Bowden recently appointed as a VMR assessor and Charles Linsley an accredited state assessor, Mackay is now well established to ensure we deliver the best possible training to our members.

The other big ticket item on everyone's lips is the Cambell Darby Blue Water Review and subsequent Blue Water Review Working Group. While this is not the forum to discuss the contents of the document or individual opinions, VMR Mackay feel honored that one of our long serving volunteers, Charles Linsley has been chosen as a member of this working party. Charles is well equipped to provide concise, unbiased input and we believe his participation will be invaluable to the successful outcome of the exercise. There is a lot of work ahead for this group so wish them all the best for the rest of the year.

VMR448 AND THE SYDNEY HOBART

Regular readers of this journal will recall the marathon tow undertaken by VMR448 to retrieve an international yacht and bring her safely through the Great Barrier Reef and into Mackay. The vessel in question was the XP50 *Lunatix* on her way to Australia as part of the ARC and was then scheduled to remain in Australia to compete in the Rolex Sydney Hobart Yacht Race. With her German owner Friedrich (Freddy) Boehnert at the helm, she had previously finished second overall in the RORD Transatlantic Race so we were watching the Hobart run with interest. Freddy and his crew

completed the event coming in 38th over the line in a time of 03:06:52:47. Congratulations from your new friends in Mackay.



It is activations similar to the above that continue to demonstrate the long range and poor weather management capabilities of our Steber 3800 *Mackay Rescue 5* and with her now entering 'middle age' it is time to consider giving her a birthday. First cab off the rank is her electronics. In the world of marine electronics, equipment that is 10 years old is 'vintage' and while it still performs adequately the benefits of upgrading to the latest and greatest products will provide the skippers and crew with faster access to improved data. With back-up service one of the most important considerations when comparing tenders,



local area only received good, wet-season falls. Between the wind and rain there has been minimal opportunities for the trailer boat owners to get out on the water but as soon as there was a lull, the carpark filled up quickly. A number of breakdowns and someone who ran out of fuel while still 20nm from Mackay made up the majority of activations with one of the more unusual jobs added to the list.

The duty crew had just got into bed at 1am after a 90nm round trip tow when the water police reported an EPRIB activated only 5nm from the harbour. A quick departure had us arriving on scene just as the RACQ CQ rescue helicopter lit up a single person standing on the hull of his 6.5m centre console. After retrieving the occupant, we found out how he managed to end up upside down on a calm night. Apparently he was towing a trailer of some sort over to St Bees Island when the floatation attached to the load failed, dragging his boat down by the stern. As soon as it started to fill with water the vessel

VMR448 has gone out to two local companies to supply and install the upgrade. When reviewing a complete package that entails multiple screens, GPS, Sonar, Radar, AIS and VHF the total outlay is not inconsiderable. At the time of writing the tender responses have been received and will be evaluated prior to the awarding of the contract.

WHAT IS GOING ON WITH THIS WEATHER?

The footage of the incredible flooding around Townsville and other parts of north Queensland made us realise how lucky we were here in Mackay. While VMR Mackay crews were on standby to head north and assist first responders in Townsville, our

The Gold Coasts Freshest Seafood straight from the boats!

BRING YOUR ESKY!

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

JONES MARINE

Glad to assist VMR Karumba

- ☐ SALES & SERVICE TO ALL BRANDS
- ☐ SPECIALISING IN:

YAMAHA **MARINER** OUTBOARDS

LOWRANCE

GME

Ph: (07) 4745 9159

Yappar Street, Karumba 4891

capsized. A few dives were required before he could successfully retrieve and activate his EPIRB. Another dive was required to cut the load free before the boat could be towed back to the marina. As we were limited to under 2kts, it was almost dawn before we arrived back at the ramp.

MEET THE VMR448 MACKAY SKIPPERS



This quarter we introduce **Tony Curtis**.

Began with VMR:
June 2017

Why VMR?:
My family has a long history with boating and with VMR (my father is a skipper with the Bowen squadron) so volunteering with VMR just made perfect sense. My wife and I are keen boaties and VMR was also the perfect choice to continue to learn and improve our boating skills and experience.

Most memorable activation:

I helped crew a (squadron record) 28 hour activation in 2018 to retrieve a 50ft yacht that had lost steering on the crossing from Vanuatu to Mackay. It was great to work with an experienced skipper and crew and some challenging logistics. The captain of the vessel in distress had done an amazing job of rigging an emergency steering system and managed to navigate the extra 600nm across the ocean to the pickup point. What I remember most is the relief on the captain's face once they were safely hooked up and under tow. He knew he had brought his vessel and crew safely to help and could relax for the first time in almost a week.

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

I have been called up for several emergency EPIRB activations. Sadly, one has turned out to be a recovery operation. We are fortunate to work closely with the local police and CQ rescue chopper for emergency and life threatening activations.

What are your current roles in VMR?

I am on the active crew roster as well as being a backup for the regular skipper rotation.

Interests outside of VMR:

Boating (sailing and fishing) as well as boat work (which seems to go hand in hand with boat ownership). Currently renovating a 39ft sailboat which takes up all of my spare time.



In Queensland there are some 5000 committees, and the not for profit sector contributes a total of over 600 million hours of labour to the Australian economy annually.

This equates to 359,700 full time equivalent employees, using the base rate of pay, this equates to 3.5% of gross domestic product or in dollar terms \$16.5 billion dollars' worth of volunteer contributions. So the value of your contribution is not to be underestimated.

ACTIVATIONS

VMR Bundaberg had 10 activations during the quarter. Six of the jobs were significant.

AND FRIDAY BECAME SATURDAY

VMR Bundaberg was alerted at 17:20 on December 14 that a commercial vessel some 25nm north east of Bundaberg, with 7 POB, had lost steerage, even though it was a twin engine vessel.

Bundy Rescue 2 was enroute to the rendezvous just after 18:00 in a moderate beam sea which constrained speed to 14kts. It was a relatively busy sea on Friday night with lights from trawlers and a large cargo vessel. It transpired the commercial vessel had been undertaking contract work on the cargo ship.

The tow was attached by 20:25, but the vessel always tracked pretty much on the starboard stern quarter of *Bundy Rescue*. Thus, speed was constrained to 5-6kts to minimise sheering to starboard. This posed an issue for entering the Burnett River channel. The tow was shortened to about 50m outside the channel. Even with this adjustment our little procession took up most of the channel, fortunately there was no traffic at 11:50.

THUS, SPEED WAS CONSTRAINED TO 5-6KTS TO MINIMISE SHEERING TO STARBOARD

The vessel, and some very relieved workers, was safely berthed at Port Bundaberg Marina by 01:15. Our crew logged off at 01:40 after the 51nm round trip and 8.25 hours from heads-up to job done.

This job highlighted the commitment of our volunteers. One crew member backed up for this activation after a six hour radio shift and another passed on a dinner engagement. Everyone missed out on dinner. Thanks guys.

Crew: Graham (skipper); Matt, Glenn and Darryl C.
Radio operator: Rod.

AFTER THREE EPIRBs THIS WEEK – THIS ONE WAS AN ACTIVATION

VMR Bundaberg radio operator was advised by the Water Police at 15:55 on December 30 that an EPIRB was active just off Burnett Heads. *Bundy Rescue 2* was on the water by 16:30 heading for the location 2nm east of the East Cardinal mark on the entrance channel to the Burnett River, with a quick activating local crew. *Bundy Rescue* was almost at the location when updated advice from another satellite pass indicated the EPIRB was at a location in the Bundaberg Port Marina.

With 20kt easterly making for occasionally uncomfortable progress at best speed to the first

We'll provide you with the support you need in situations like this ... in Australia and all around the world!



You are automatically covered for any loss unless it is specifically excluded. No need for you and your Lawyer to check hundreds of clauses and their definitions!


PANTAENIUS
Sail & Motor Yacht Insurance

Sydney • Phone +61-(0)2-9936 1670 • pantaenius.com.au

To determine if our insurance products are right for you please access our PDS from our website. AFSL 410502 - ABN 95148013085

BUNDABERG

weigh point, a change in direction was most welcome. By the time *Bundy Rescue* approached the marina our EPIRB tracker was giving a positive signal from the marina area.

After docking at the marina we met with the LifeFlight helicopter crew who had also been activated. On route to the first weigh point they flew over the marina and got a strong return just as the revised location was broadcast.

It seemed the signal was coming from a life raft on a commercial vessel in the marina. After confirming the MMSI number with JRCC the offending life raft was identified. Steps were put in place to deactivate the EPIRB.

This was the third EPIRB alert for VMR this week. One appeared to be an intermittent test signal, while the other was subsequently a stand down from JRCC in Canberra.

After the wash down our duty skipper took a call from the partner of an overdue commercial fisherman who was working in a location that is difficult to access at night and on a falling tide. Advice on the next step was provided, but before the 000 call was made the fisherman arrived back at the boat ramp. Great outcome.

Crew: Graham (Skipper), Tony, Matt, Campbell, Rod S.
Radio operator: Roger.



Matt using the EPIRB locator.

LIFELIGHT HELICOPTER & VMR BUNDABERG EXERCISE

On December 17 VMR Bundaberg exercised off Burnett Heads with Rescue 522, LifeFlight's Bundaberg based helicopter.

This exercise is conducted several times each year so that LifeFlight pilots and aircrew can be reaccredited for open water winch rescues. The exercise is also valuable training for VMR crews for the potential deployment of rescue crewman should we ever suffer a medical emergency on our vessel and should we ever have to work with the helicopter in a multiple person rescue where numbers exceed the helicopter loading.

Each exercise involves three phases. For the first, *Bundy Rescue* simulates a disabled vessel requiring a life raft and communications package. A line is deployed to the disabled vessel, after which an attached life raft is deployed from the aircraft. The raft is then recovered onto the disabled vessel.

The second phase involves a rescue swimmer being deployed from the helicopter to *Bundy Rescue*. For this phase *Bundy Rescue* is underway at about 10kts and 20° off the wind. A 'high line' is deployed to *Bundy Rescue* to assist the rescue crewman when the winch line is just above the deck. The crewman is subsequently recovered from *Bundy Rescue*.

The third phase involves *Bundy Rescue* standing by as a safety vessel while a marker buoy is deployed from the helicopter to simulate a person in the water. The buoy is then recovered by a rescue swimmer winched into the water.

The whole exercise was repeated three times to allow for helicopter crew changes.

Thanks to Emilia from Life Flight for one of the videos and photos.



TOP: Swimmer coming.

ABOVE: Swimmer assisted onto *Bundy Rescue*.

RESCUE BY THE LIGHT OF THE SILVERY MOON

Sounds romantic doesn't it. However the beautiful photos belie what was a 10.5 hour activation overnight on January 22-23.

VMR Bundaberg's radio operator took a call at 15:20 from a yacht up near Wreck Rock (36nm north of

Burnett Heads) with damaged fore and aft stays, an overheating engine and dragging anchor. The vessel was only 1.9nm off the shore.

A crew was activated but *Bundy Rescue 2* could not be launched until 17:20 due to the very low tide after the full moon. Once underway good speed was achieved with the following sea to arrive at the vessel at 19:30.

The return trip was not so nice, as it was a punch into 1.5-2m sea at 5-6kts. On one early return sched the skipper said "Looks like an eight hour job unless the sea abates." How true that turned out.

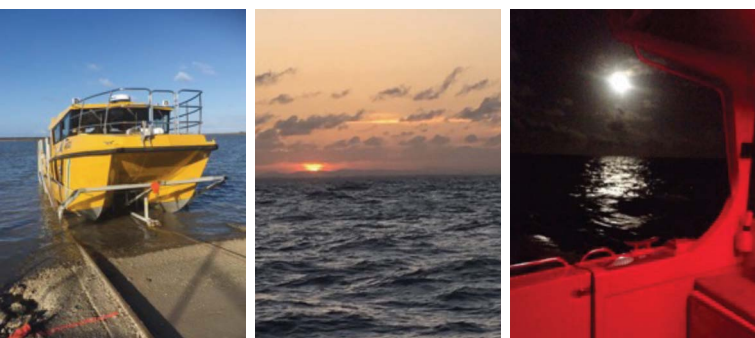
Bundy Rescue 2 entered the channel at 02:35 to anchor the disabled yacht near Wallace Creek. The crew signed out at 03:45 after 10.5 hours on the water and 12.5 hours since the go button was pushed. They then rolled up at 09:30 for the refuel and wash down – appearing some what jaded.

One of the consolations was the great sunset and then the rise of the silvery moon.

Skipper: Bill.

Crew: Matt, Rod, Darryl C and Mark.

Radio: Tony and Steve for the night shift.



L-R: Waiting for the tide (redline for launch mark). The sun went down ... and the moon came up.

FUEL DELIVERY AT SUNSET

Our duty skipper was alerted at 16:09 on February 13 that a 37' centre console vessel with two POB had run out of fuel about 14nm north of Burnett Heads on a trip from 1770. A crew was organised by 16:30 and 60L of petrol was embarked on *Bundy Rescue 2*.

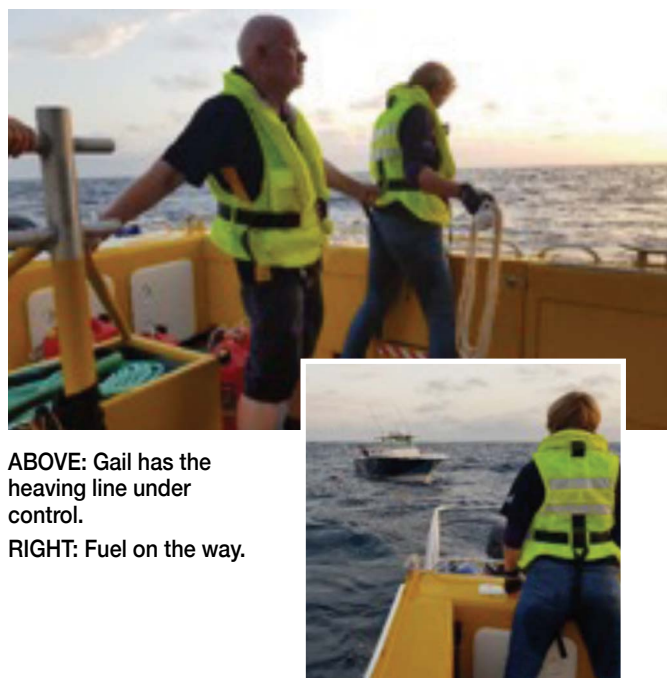
The trip out was with a 15-20kt northerly that restricted speed to 15kts. On arrival at the vessel 3 x 20L jerry cans were floated in a smooth operation.

Bundy Rescue 2 stood by until engines were primed and the vessel was underway for Burnett Heads. The vessel was shadowed to a safe arrival at Burnett Heads. Our wash down was completed by 20:30 after a 29nm activation.

It was significant training opportunity for our crew. It was Eugene's first activation and Gail's first run down the channel on the helm at night.

Crew: Graham (skipper), Matt, Rod, Gail, Eugene.

Radio: Thomas.



ABOVE: Gail has the heaving line under control.

RIGHT: Fuel on the way.

EMERALDENE INN & ECO-LODGE



The multi-award winning Emeraldene Inn & Eco-Lodge, located in the peaceful Pinalba / Urraween region of Hervey Bay, is hidden within 2 acres of natural bushland and landscaped gardens. This modern and eco-friendly resort presents 14 oversized and self-contained ground floor rooms all with balconies overlooking the lush gardens. Facilities include a 12m pool set amongst the trees, a guest barbecue and entertaining area, laundry and free WiFi.

**MRQ MEMBERS
RECEIVE:
one free continental
breakfast per room
per day**

166 Urraween Rd, Hervey Bay Q 4655
relax@emeraldene.com.au 07 4124 5500

www.emeraldene.com.au

Sharp

PLYWOOD PTY. LTD.

PLYWOODS & VENEERS FOR Stockists, Contractors, Handymen

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

FULL RANGE OF SIZES & THICKNESSES

5587 1500

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

BUNDABERG

FRASER ISLAND YACHT

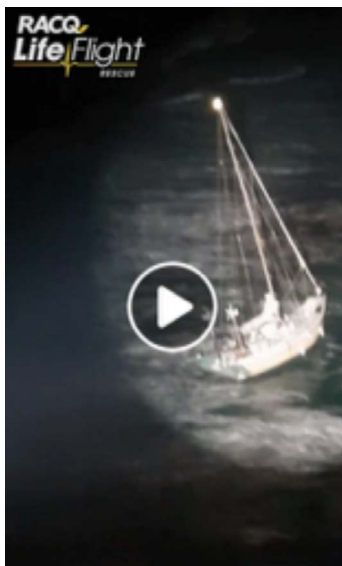
VMR Bundaberg were activated by Water Police at 1.25am on March 4 to go to the assistance of a yacht in difficulty on the eastern side of Fraser Island near Orchid Beach.

The crew set off in horrendous conditions at 2.15am preparing for a minimum run of at least six hours to get to the area. Word came back that the crew of the yacht had been picked up on land by RACQ LifeFlight. A relieved VMR crew turned around and headed back to base.

These types of rescues put the lives of all rescuers in danger. There are three simple questions to ask prior to undertaking any journey. **1.** Do I need to undertake this voyage right now considering a whole range of factors but importantly 'weather'. **2.** Is the vessel capable of undertaking the voyage? **3.** Am I capable of undertaking the voyage. If there is any doubt to any of those questions then you need to reconsider.

Thanks to RACQ LifeFlight for their video (See *VMR Bundaberg & LifeFlight Facebook pages*).

Skipper: Bill, **Crew:** Glen, Campbell, Darryl C and **Radio:** Phil.



A frame from the LifeFlight video just before the vessel grounded.

after which he was checked for vital signs followed by application of CPR.

Other elements of our training package form part of the nationally recognised MAR marine skills package where achievements are recognised with awarding of certificates. Cara and Michael were recognised last recently for Ship Board Safety Skills.



Crew checking Bob's vitals.



Cara gets certificates of achievement from UTC John.

TRAINING SO THE REAL THING IS NOT A SURPRISE

As part of our quality assurance and currency of skills crews are required to undertake a series of emergency drills at least every three months. These include man overboard, fire, collision, grounding, flooding, abandon ship, assembly, injury and severe weather. We usually run them more frequently.

Bundy Rescue 2 crew simulated a man over board recovery using our rescue dummy 'Bob Floater'. Once Bob is immersed in water he is an 80kg lift and so is a much more realistic for recovery from the water than the fender we usually use. Bob was recovered onto *Bundy Rescue 2* using a spine board,

PROMOTIONS

***Bundy Rum* was Santa's sleigh**

On December 19 VMR Bundaberg provided a real bearded Santa, our inshore vessel *Bundy Rum* for his sleigh and the elves to help load the presents for the Harvey Norman, 93.9 HitzFM and Reading Cinemas toy run to the Children's Ward at the Bundaberg Base Hospital.

Harvey Norman Electrical Manager Glen Phillips said the massive community response in donating presents was overwhelming this year. This was the second year VMR was pleased to support the Toy Run.



Santa and the Elves at Harvey Norman.



The benefits of being a mid-week callout crew member.

VMR FAMILY FISHING CLASSIC IS ON AGAIN

VMR Bundaberg will be holding the 14th Family Fishing Classic at Burnett Heads from June 28-30, 2019. This is the major fundraiser for the year and regularly attracts over 1,300 registrations. The many lucky draw and raffle prizes supplied by our sponsors are a major attractions. This year, in conjunction with Boats Galore and Suzuki Marine, we are offering three Quintrex Busta 420 boat and outboard packages as major lucky draw prizes. One only has to register to be in the draws. Registration is open at vmrbundabergfishingclassic.com.au



The Quintrex Busta 420s for the Fishing Classic.

Graham Kingston
Public Relations Officer



Sand dramas hinder launching the vessels.



RIP 'Brocky' – VMR Southport will miss you.

WEIPA

The northern half of the zone is into a building frenzy that is putting smiles on faces around the units. Aurukun has a new shed and are very happy with the building. It has been around 25 years in the making but like everything its worth waiting for. Weipa has a new training/admin floor on what is now the second floor of the base. It too has been a long time since it was first mooted but is looking the part and will be a great boon to the zone. Future planning includes accommodation for visiting crews and trainers etc. during training sessions and whatever. The lion's share of the project has been carried out by a local contracting firm called GOODLINE. This company has been a great supporter of the unit over many years and our thanks to John and Cath for their continued support cannot be expressed enough.



With the completion of the new training room any unwanted training material or devices laying around other bases will be gladly accepted.

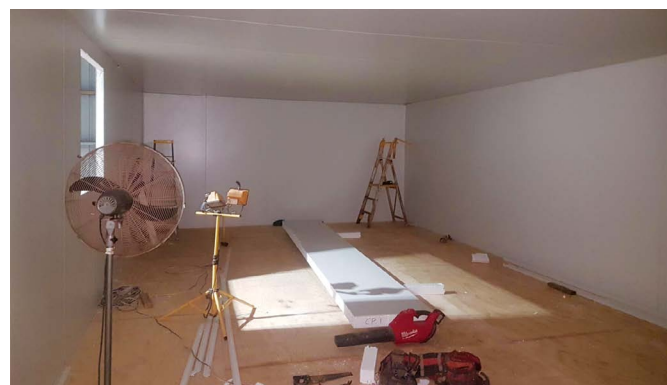
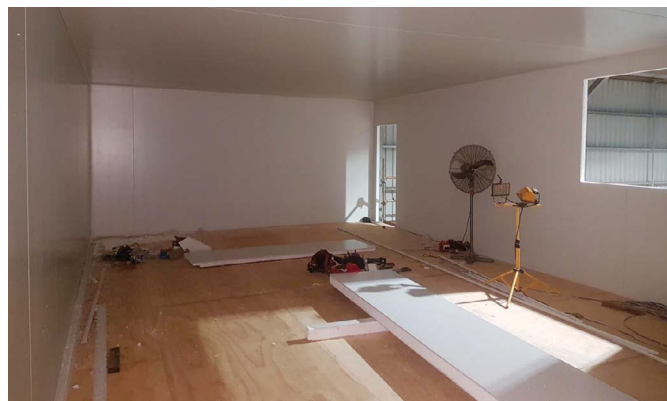
Training is as always, ongoing although Aurukun has been lacking due to crew numbers so a joint weekend with Weipa is in the planning stages. Weipa crew numbers are steady and are responding to all call outs with the 10m Noosa Cat or the 6m RHIB.

Peter Graham has now completed the diploma in Police Search and Rescue Coordination marine and land (SARMC). This is the first time it has been awarded to a person outside of the Qld police force. He will now use these skills to deliver table top courses to units as required. The first was a one day table top held at the Port Douglas base with crew operating a very busy command centre under the pressure of media and next of kin making life as difficult as possible.

With the completion of the training floor of the Weipa building the planning has begun for the well overdue official opening of the building. Stay tuned for further timelines on that.

Weipa has decided to continue with the 20 year old Noosa Cat instead of ordering a replacement vessel in view of the state's finances and the impending Blue Water Review outcomes.

Rescues and assist are running around the usual rate for the wet season with the usual nautical



nincompoops doing the same old things time and again. Due to the very limited VHF and mobile phone coverage once you leave the bay in front of the town, Weipa as does the rest of the Gulf units, responds to EPRIB's more often than not. Tracking of the beacons in an ongoing training regime to keep new and old crew up to speed on learning how to zero in on a beacon with minimal delay.

The passing of Robbie Brock has left us all in a state of disbelief. I have included a shortened passage that I read at his service.

Robbie Brock was one of the finest ship mates I have ever served with. He was, in the most understated way, a great leader of men and women. His talents were many. Diplomat, political fire fighter, trainer, skipper, manager, and mate. The list is long.

Robbie was respected no matter where he went. Ask anyone which operational zone did Robbie think was the most important. He would have crews thinking it was always their zone. Crews always looked forward to his visits. His quiet demeanour drew respect. Never did I hear him blow his own trumpet. It was always about you.

We all knew he had walked the walk and talked the talk over many years as a master. He always led by example. I vaguely remember one night how he showed me the technique of getting a 40 pounder of Bacardi rum to disappear in a very short time when you followed his example.

He had this knack of being able to understand and work so well with Islanders, aboriginals, European cultures. It is a vital skill when working in the gulf and



Torres Strait zones. Different islands, different cultures. Tribal politics. He was so often the glue that kept us together when things were not so good.

He understood how two different people can look at a training situation and each one sees a completely different version of what is really happening.

Black fellas, white fellas, we all loved him.

When my time comes, at the end of my life, I hope that I will not have one ounce of talent left, and I can say that I have used every single talent that you have passed on to me.



We will have another state training manager, but we will never again have another Robbie Brock.

RIP ROBBIE.

In closing the unit is moving along and looking to the review with hopes of getting a fair go. Not just for the north but the entire blue water sector.

WEIPA BOWLS CLUB



Trading Hours:

Monday - Sunday: 10am - late

Sunday Social Bowls:

\$10 per person

(includes lunch and raffle ticket)



ARTIE WALES DRIVE, WEIPA, QLD 4874

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

SOUTHPORT



As the Easter period rapidly approaches in the Gold Coast boating region, we are beginning to see a steady increase in the number of activations VMR Southport are attending to. Whilst the everyday tows of broken down vessels occur, unfortunately, we have also seen an unwanted increase in the number of serious medical activations. In March alone, this squadron has attended to a scuba diver who was pulled barely conscious from the Gold Coast Seaway, an incident where a male person had a boiling radiator on a boat explode, burning his arms, face, and chest, and also a couple of jetski incidents where serious fractures and spinal injuries have occurred. The VMR Southport first responders have attended all of these incidents in the first instance, and provided patient care until emergency paramedics have arrived.

Southport has also continued to see an increase in the number of vessels running aground, and on several occasions vessels have been left stranded for a number of days because of insufficient tides for these vessels to float off or be towed.

VMR Southport was very saddened by the passing of State Training Manager Robert Brock. Robert, Rob, Robbie, Brocky or whatever you wanted to call him, did an amazing amount of work with Southport, and his legacy will always live on. Robert had a passion for training, and his common sense, no nonsense approach was what made so many of his students enjoy his training courses so much. On many occasions Rob had been at Southport when an activation occurred, and he would come along for the trip, always amazed at the sheer amount of work this Squadron undertook, and the skill of the Skippers and crews at being able to manoeuvre large vessels into Marina pens and moorings. Even Santa Claus was Robert's mate at a Christmas Party a few years ago **RIP Mate.**

There have been two new skipper promotions in the past quarter with Stephen Hipkiss and Rex Scott



ABOVE: Sand dramas hinder launching the vessels.

LEFT: RIP 'Brocky' – VMR Southport will miss you.

achieving the rank of Coxswain. Both of these guys are long time members, and both are very worthy of their new rank.

VMR Southport are having extreme issues at present with sand build up on the boat ramp. This is hindering us on launching and retrieving our Rescue vessels, and it is becoming very costly with having to hire excavators and

bobcats every couple of months to scrape the sand away. It appears that some sand dredging works nearby to VMR some time ago has caused a changed tidal flow, resulting in this problem. Also a 'sausage groyne' approximately 30m south of our location has collapsed, contributing further to this. We are currently working with the local authorities to try to get a solution.

The Gold Coast Seaway Tower has now closed for long overdue renovations, and that operation has now been re-located to VMR Southport. Our radio room now handles this extra workload of marine radio traffic, and will do so until approximately June 2019. The Seaway Tower has been gutted, and will receive all new upstairs cabinets, new workstations for radio operators, new stair treads, and a general spruce up.

Looking a long way forward, another master plan for the Southport Spit was recently released, so down the track we don't know what will eventually happen to the Seaway Tower, or the VMR base. All models so far include our operations, but in what location we will wait and see.

VMR Southport is also very interested in the Qld Government's Blue Water Review which is occurring at present. Being the biggest squadron in the state we are keen to co-operate and put our suggestions



The benefits of being a mid-week callout crew member.

forward so that we can continue to perform our role in the community in the best way we can.

2019 is the 50th year of VMR Southport's existence, and in July we will mark this occasion with an event at the Southport RSL. Back in 1968, a group of people met at this RSL, and formed a rescue group, which is now VMR Southport. Some of the memorabilia which has been found is amazing, nothing more so than a set of meeting minutes from 1969 which indicated that the squadron was spending too much to have

the outboard motors serviced on their rescue vessel. At \$40 a service for two engines, the committee went wild. Then again now, the treasurer still goes wild when he gets presented with a \$2100 invoice for servicing our current engines, and we have four boats! Everyone is looking forward to this occasion, knowing how far we have come, and how much we have achieved in 50 years.

All else is good at Southport Safe Boating

NOTABLE JOBS

VMR Southport's first responders were called upon to assist numerous casualties over the Christmas / New Year period.

One activation of note was a call to assist a vessel that was travelling back to the Seaway from offshore of Broadbeach, with a patient onboard with a severely lacerated hand.

The man had been fishing on the vessel and had caught a small Hammerhead shark. As the shark was being pulled closer to the surface, for reasons unknown, the man wrapped the wire trace of his fishing line around his hand.

One last bid for freedom by the shark and the wire trace cut into the mans hand, making a very nasty cut below three fingers, causing quite a lot of blood loss.

PROPELLER PROBLEMS SOLVED

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

Specialising in:

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

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



Performance Propellers Pty. Ltd.

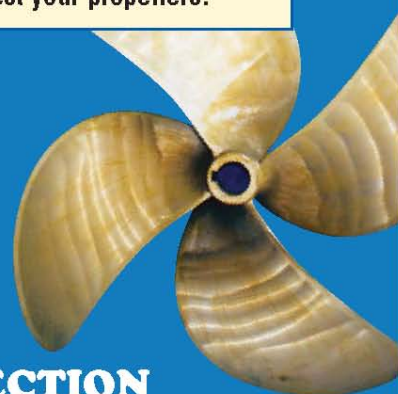
80 Taylor Street, Bulimba, QLD 4171

Phone: (07) 3899 1501

Fax: (07) 3899 9288

Website: www.pprops.com.au

Email: colin@pprops.com.au



Prop Scan® **TOWARDS PROPELLER PERFECTION**

SOUTHPORT

The crew on the vessel had bandaged the mans hand prior to arriving back at the boatramp next to VMR, although he was in significant pain. Both VMR and Ambulance Paramedics further assisted the patient in cleaning the wound and administering pain relief before transport to hospital.

On return from an activation recently a crew were frantically flagged down by a man on a vessel near Labrador. The man requested urgent membership of VMR Southport as he was in quite a hurry to have his vessel towed by VMR to Caboolture.

When advised that VMR did not undertake this sort of work, the man became quite abusive.

At time of writing the vessel still sits in its same position awaiting that tow.

VMR were requested to assist two jetskis recently, that had both been submerged and had become inoperable. The jetskis were located on the beach on the front of Wavebreak Island and had to be towed to the Spit boatramp and Runaway Bay respectively.

The owners advised that whilst operating offshore of the Seaway, they had gone to the aid of two other jetskiers who had been swamped on the outside of the North Wall.

As a result all four jetskis were swamped, and all four riders had been thrown into the water.

The passing Lifesaver 45 rescue helicopter had been notified of the incident and hovered above the scene until all the riders had made it to the safety of the South Stradbroke Island beach.

Two of the jetskis were able to be towed to Wavebreak Island by other jetskis in the area, however, the initial

jetskis involved in the incident were in a damaged state, unable to be towed at that time. A very costly incident for all concerned.

Of particular note over the Christmas / New Year period was the number of small vessel that became grounded because the occupants didnt respect how quickly the tide can drop when it starts ebbing. Numerous people involved in beach picnics and other activities on Wavebreak Island and the Broadwater Centre Banks found themselves high and dry, and waiting for the next high tide before they could retrieve their vessels. VMR transported several boat loads of people who were caught up in these situations. On two occasions, vessels were more than 25m from water when the tide was low.

A man called VMR recently requesting a jump start for a flat battery on his vessel. VMR attended and explained to the man how to apply the portable VMR jump start kit. Looking quite perplexed, the man then seemed to fumble around on the rear deck of his vessel. Enquiring as to his problem, the VMR crew then asked the mans dilemma. He requested that the crew help him to find his battery. Quite bemused that a boat owner wouldn't know where his battery was, the crew obliged, also connecting the jump leads, only for the vessel to crank, but still not start. When asked about his fuel situation, given the vessel had a V8 inboard engine, the owner advised he had put 80L of fuel in the vessel that morning. After then advising of his journeys that day, the crew were certain the vessel was actually out of fuel.

The vessel was towed to Mariners Cove fuel wharf where it was re-filled with fuel. The vessel then started with no problem, departed, and wasnt seen again.

These sort of people keep VMR in a job.

A man contacted VMR by marine radio recently stating that he was 4nm east of Mermaid Beach, and was returning to the Seaway at speed, as he had found a female floating in the water. He believed her condition to be serious. The VMR Radio Operator contacted both Water Police and Ambulance, who were quickly on scene to wait for the vessels arrival. Paramedics quickly attended to the patient and administered treatment for hypothermia. The lady claimed to have been in the water for about four hours. She was transported to hospital, whilst Police further investigated.



BENNETT + BENNETT
Surveyors + Planners

Experience, Resources... Results

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

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

Providing Survey & Planning Expertise

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

BOQ HERVEY BAY, A PROUD SUPPORTER OF THE LOCAL COMMUNITY

Wade Lineburg, Owner-Manager of BOQ Hervey Bay and the team pride themselves on knowing their customers and taking the time to understand what they want. They believe that successful banking is built on personal relationships and tailored service. Whether it's everyday accounts, business banking or low rate home loans; there's nothing the team at BOQ Hervey Bay like more than helping out their customers and the community.

BOQ Hervey Bay is delighted to introduce BOQ's latest 'Fast Track Saver Account' and 'Fast Track Starter Account' which offers great interest rates for customers. The Fast Track Starter for under 25's recently won Best New Savings Product at the 2019 MOZO Expert's Choice Awards.

"Supporting our customers with banking products that suit their life stage and needs is what we are passionate about. We are particularly proud of our Fast Track Starter Account's recent award that was commended for helping to boost the savings of young people at a time of their life when they really need to be making the most of every dollar," Wade says.

The two new Fast Track products join a suite of other banking solutions offered by BOQ. To find out more, visit Wade and the team at **Shop 1, Central Avenue Plaza 2, 7-11 Central Avenue Pialba.**

Wade and the team at BOQ Hervey Bay are longstanding supporters of the Southport Volunteer Marine Rescue service.

WHEN IT'S TIME TO GET SERIOUS ABOUT SAVINGS

**3.0%^{P.A.*} VARIABLE RATE
FAST TRACK SAVER**

- Ongoing Bonus Interest variable rate[^] – deposit \$1,000 a month (like your salary) into a linked Day2Day Plus[®] Account
- Earn monthly Bonus Interest on balances up to \$250,000



Ask us about our Fast Track Saver today

BOQ Hervey Bay

Wade Lineburg, Owner-Manager 0400 226 595 4125 9620 wade.lineburg@boq.com.au

This product is issued by Bank of Queensland Limited ABN 32 009 656 740 (BOQ) AFSL and Australian Credit Licence No 244616. The current Terms and Conditions for this product are available at any BOQ branch or online at www.boq.com.au/fast-track-saver-account. This material may contain general advice and has been prepared without taking into account any of your personal and financial objectives, situation or needs. You should consider the appropriateness of any advice before acting on it and whether or not this product is appropriate for you. You should read the relevant Terms and Conditions and Guide to Fees and Charges for this product before making any decision about this product. *Interest rate is a variable rate made up of a Base Rate plus a Bonus Interest Rate and is subject to change at any time without notice. ^A Bonus Interest variable rate will only be paid if Bonus Criteria are met in the previous month. Bonus Criteria will be met where a minimum of \$1,000 is credited to the linked Day2Day Plus Account in the prior month. The minimum amount does not include amounts transferred from another one of your BOQ Accounts. The variable Base Rate applies to balances over \$250,000. The variable Base Rate always applies in the first month after opening an account. In the first month, Bonus Criteria on the transaction account is measured from the time the Fast Track Saver Account is opened, not the full calendar month even if the transaction account was already existing. Interest is calculated on a stepped basis and paid monthly on the first day of the following month. If Bonus Criteria conditions are not met the variable Base Rate only will apply.

GLADSTONE

LOCALS ARE THE BACKBONE OF OUR ORGANISATION

Not only are most of our volunteers locals, VMR Gladstone is very fortunate to be supported by local businesses and industry.

"When Queensland Alumina Limited let me know they had a Laerdal Baxstrap spineboard that they wanted to donate, I gratefully accepted," said Jeff Caldwell, Vice-President.

"The spineboard will be a very useful part of the lifesaving equipment we carry on board our secondary rescue vessel and will enhance the ability for our crew to lift people onto the vessel," said Jeff.

This type of spineboard is light and rigid and very suitable for use in a marine environment. VMR Gladstone holds regular training exercises and equipment like this will be used to ensure our crew are prepared when they need to put their learnings into practice.

Jeff said "our thanks is extended to Queensland Alumina Limited for donating important piece of lifesaving equipment".



Jeff Caldwell with staff from Queensland Alumina Limited accepting the donation of a spineboard.

A CHANGE IS AS GOOD AS ... A NEW VESSEL!

The refurbishment of VMR Gladstone's smallest vessel, *Mobil II* has been completed and it once again joins our fleet of three vessels. Initial water tests have shown that it performs very well and the long wait was worthwhile.

"It was initially decided to look at options for the replacement of *Mobil II*, a 20 year old 5.85m Centre Console McLay. After the hull was inspected by a marine surveyor and reported to be in very good condition, refurbishment was the most cost effective option" said Vice President, Jeff Caldwell.

The facelift for the vessel included abrasive blasting of the hull, repainting sections with Nyalic and two pack epoxy, a new fuel tank, new LED navigation lights, a new engine, binnacle control and digital gauge. The trailer also received some TLC with abrasive blasting and painting.

Local companies, Mipec, Modern Marine and Curtis Coast Marine completed the major components of the project and VMR Gladstone members did a lot of removal and refitting of items as well as all of the painting.

"We are expecting to extend the service life of *Mobil II* by 10 years and that makes the low cost of the refurbishment project very effective" said Jeff.

For more than 10 years, Curtis Coast Marine and Suzuki have been sponsoring VMR Gladstone by providing a new motor every year for *Mobil II* at no cost. Jeff said "VMR Gladstone has been very appreciative of this support and Curtis Coast Marine's ongoing commitment to supplying and fitting a new 115hp Suzuki engine with binnacle control and digital gauge at no cost to VMR Gladstone was a significant factor in deciding to proceed with the refurbishment project".



Mobil II before her refurbishment.



Mobil II stripped bare.



Mobil II looking good and ready for work.

"Having a vessel like *Mobil II* extends the capability of VMR Gladstone by allowing us to get in to the small creeks in the Gladstone area and support the other vessels during some activations" said Jeff.

Crew are keen to put the refurbished *Mobil II* through her paces as part of their training program.

TECH ON THE WATER

Thanks to the support of our amazing locals Nelma Samuelson from Tax Domain and David Samuelson from Capricorn Survey Group, Volunteer Marine Rescue Gladstone can use mobile technology out on the water.

"Their kindness, support and generosity has provided the electronic devices needed for our rescue vessels to transition to the use of electronic log sheets" said Jeff Caldwell, Vice-President.

Jeff said "Android tablets, cables, chargers and three prepaid data sims, each providing one year of mobile internet access have been purchased and are being used on all three of our vessels."

Data from each activation is now being captured as it happens and this reduces the administrative load on our volunteers. Norma and Bryan Costin, long-serving volunteers of VMR Gladstone, no longer have to spend countless hours collecting the paper log sheets and manually inputting the data required to run reports each month.

Nelma and David visited the base and met some of our members and saw a demonstration of how our electronic system works.

Their donation helps our volunteers provide safety of life at sea.



ABOVE LEFT: Jeff Caldwell, Vice-President explains how the tablet is used to capture all the vessel log sheet and communication details to Nelma and David.

ABOVE RIGHT: Jeff with Nelma and Bryan and Norma Costin onboard *Gladstone I*.

THE TIDE COMES IN

To print or not to print *Tide Tables* – that was the question. Thanks to the Bendigo Bank Calliope Community Branch, our local boaties are able to have the popular printed copies of 2019 *Tide Tables* for Gladstone.

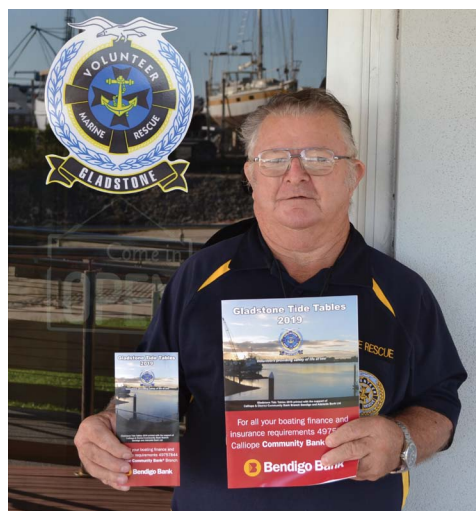
"The Bendigo Community Bank is proud to assist community organisations through a range of methods and sponsorship is just one of the ways that we (the bank) can help the community" said John Wessling, Bendigo Community Bank Area Manager.

"Thanks to the support received from our local businesses, we were able to print a brochure and a detailed A4-sized booklet," said Jeff Caldwell, Vice President VMR Gladstone.

Volunteer Marine Rescue Gladstone presented John Wessling and Calliope Branch Manager Joanna Lumley with a certificate of appreciation for the generosity of their sponsorship.

Radio Co-ordinator, John Johansen said "the Tide Tables A4 booklet contained additional information about tides and tidal calculation as well as some local knowledge for those that go boating around Gladstone".

A big thanks to Sue McEvoy for her creative skill in putting these tables together and overseeing the production of these publications.



ABOVE: Jeff Caldwell presents a Certificate of Appreciation to John Wessling and Joanna Lumley from Bendigo Community Bank.

LEFT: Radio Co-ordinator JJ (John Johansen) proudly displays this years' Tide Tables.



There are two words to describe the past month—unprecedented and ironic.

After almost half a metre of rain fell in the short space of only a few weeks in February, our blue water rescue service, switched to a flood water rescue service.

The relationship the squadron developed with the Burdekin Shire Council saw our crews listed among other emergency services on the Local Disaster Management Group. With many parts of the Burdekin isolated as the Haughton and Burdekin rivers rose, the Honeycombes rescue vessel was activated to transfer emergency medication to stranded residents at Wunjunga. The job may not have been very long or technical but it gave us the chance to show our knowledge of local creek systems and our ability to assist in an emergency situation that not too many other emergency services are able to.

It may have been our first activation over the two weeks but it wouldn't be our last.

After the Burdekin River tipped over the 10m mark, the twin towns of the Burdekin were cut into two and with it, 75% of our crew were unable to access the VMR Burdekin base.

On February 8, shortly before 6pm, we got the call from SAR Northern to activate; two men had been

ejected into floodwaters at Groper Creek after the vessel they and another friend were in crashed into a submerged jetty. One man was located straight away, however a 35-year-old remained unaccounted for.

Irony falls into play in this instance when it was only earlier that morning that VMR Burdekin's two duty officers Vince and Lionel had discussed who would be available if they had to activate.

In less than an hour from the activation call, the *Honeycombes Rescue* and *Delta One* vessels were on the waters of the Burdekin River.

It was unprecedented, those who have driven over the Burdekin Bridge know that often the river beds of the Burdekin lay exposed, it is never usually a place you would consider launching a 6.1m RIB or a 10m cat.

From the late hours of Friday, February 8, to February 16, 55 crew members spent in excess of 500 hours on the waters of Groper Creek. In that time crews travelled almost 600nm in the two vessels.

It is not until you are part of such a search that you realise, for all the day-to-day jobs that we do, this is the founding purpose of marine rescue. The training that we do prepares us for many jobs but nothing to the scope of jobs like this. The conditions we

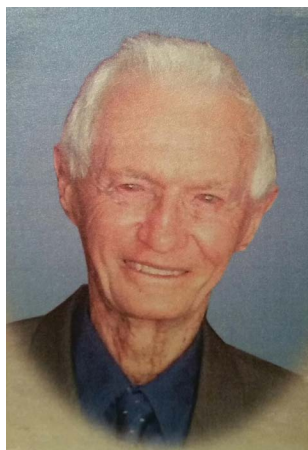


entered were testing and unfamiliar and the faith of our crew members was placed in the duty officers and skippers, adapting to the conditions on scene to complete the requests of SAR officers.

It's a level of knowledge and experience that we are looking forward to bringing to this year's SAREX. In May this year SAREX will return to the shores of the Burdekin and with it squadrons from across the Northern Zone, Coast Guard flotillas, Water Police, QG Air Rescue and Border Force. The three day search and rescue exercise will be a great chance for squadrons to get real time practice in a close to real situation.

EULOGY

- In 1920 John Isaac Young married Amy Margaret Roberts, and their only son, Kenneth Young was born on May 23, 1924. He grew up on Rita Island in the days when it took two hours to get to town on a horse drawn sulky. He attended Rita Island State Primary School and later rode his push bike into Ayr State High School where he completed his schooling. He loved reading about world events and later in life, enjoyed travelling to many countries of the world. He even talked Phyllis into a three month ship voyage to London
- He met the love of his life, Phyllis, and married in 1951. They had two children, Rhonda and Russell, and settled in to live a happy farm life. He was a farmer all of his life into his 80's, and in his early days clearing the farm, he used dynamite to blow those bigger tree stumps out of the ground. He was an innovative farmer. And having the first electric welder on Rita Island, he was always doing welding jobs for his neighbours. In 2014 the Roberts / Young family reached a milestone of 100 years on the home farm
- Ken and Phyllis celebrated 60 years of married life in 2011. Phyllis lost her vision in the later years and Ken took on a new roll of chief carer. With Phyllis losing her vision and Ken losing his hearing, together, they made a great team. Phyllis passed away in 2012 and Ken was still active until he went into the hostel in 2016
- He loved the water. Fishing, skiing or just sailing around in different yachts. Ken owned numerous Reef boats and enjoyed many reef trips. He was one of the first in the Burdekin to do day trips to the reef. His first reef trip was in a 16ft Caribbean and 70hp Johnson (the ones with the handle bars at the back). On one particular trip, he and his



good mate Bill Jones, got stuck on the far side of the reef when the tide went out. It was dark before the tide came in enough for them to feel their way over the reef, without a depth sounder or navigation, and back to the cape. His last boat was a 28ft sailing vessel where he enjoyed cruising many coastal passages from Mackay to Cairns

- In the early 60's he purchased a block of land at Flagstaff Bay at the Cape and built the family hut. It was the perfect holiday place for kids to have lots of fun in the sand and sea. Ken was one of the last survivors of the originals at Flagstaff Bay.

In 1971 Ken, with others, saw the need for a local marine rescue service. He helped form, and became a foundation member, of Air Sea Rescue Burdekin. He rose to be a Local Controller and Skipper, achieving Life Membership and over 45 years of service. During his time at VMR (as it's now called) he honed the skill of being able to reduce a sun shot, using a Sextant, an accurate watch, an artificial horizon and an Almanac, something that took two full foolscap pages of calculations.

- Rita Island is quite often cut off by flood waters. Many here would remember Ken driving the Flood boat, ferrying passengers, supplies and grog across the Ana-Branch, and occasionally, when the road to Ayr was blocked, he would do a run up to Home Hill in his reef boat
- Ken spent 91 years of his life on the farm and later, needing extra care, 2 1/2 years at the Home Hill Hostel.

He was a loving husband, father, father-in-law, grandfather and great grandfather.

Ken was a man who always wanted to do the 'right thing' and help his community.

May He Rest In Peace

VICTORIA POINT



Has it been hot or has it been hot? Brisbane's highest recorded temperature was 43.2°C or 109.8°F in the old scale on Australia Day in 1940 and whilst we didn't quite get there this summer we did manage to nudge 42.9°C on the February 13 measured at the University of Queensland at Gatton. We are lucky to enjoy the luxury of sea breezes here at Vicky Point. It's only about a 2°C respite but can well justify a trip out onto the bay. So the ramps have been busy for most of the last three months until along came Cyclone Oma which put a bit of a dampener of things.



Cyclone Oma presented us with an opportunity to conduct senior crew assessments on vessel handling skills in over 25kt winds. We were on such a mission and conducting some stand-off exercises off the Point Halloran Red when we received a call from Redland Bay Coast Guard to offer some assistance to one of their members whose yacht had broken its moorings. The owner was asleep on board when the mooring gave way and awoke to find he was about to become a feature on the sea wall along Orana Esplanade. With VMR assistance Coast Guard put one of their crew on board to assist the member with setting up tow lines. The first attempt failed with the yacht's keel digging into the sand causing the tow line to snap. *VP Papillon*, with its shallow draft, was able to manoeuvre closer in the shallows and attach a line to the halyard of the stricken yacht. *CG41* then attached a sliding

line to the yacht's anchor chain and with *VP Papillon* providing a halyard pull to release the keel, *CG41* was able to successfully tow the yacht to deeper water and then to a safer anchorage in Muddy Bay. The incident attracted a small crowd of onlookers who gave the crew of both vessel applause for a job well done. It was a firsthand demonstration of how cooperation of both rescue organisations keep the Safety of Life at Sea first and foremost in their day to day operations.

We are always reminding boat owners to check their moorings especially leading up to the cyclone season. In our last journal we posted a picture of what happens to mooring chains when electrolyses gets its hungry teeth in. We recently added cathodic protection to our mooring chain for added protection. Whilst we are not MSQ and don't have responsibility for other moorings, we none the less keep an eye out for potential problems.



Returning from one patrol we noted a yacht with a badly frayed mooring rope. There was a secondary rope loosely attached which didn't indicate any particular usage. We subsequently managed to contact the owner to advise our observation. The owner was fully aware of the frayed rope and advised it had been like that for five years. The second rope was also secured to the mooring as a backup as he was curious to know how long the old rope would last before letting go. An interesting experiment but one you should not draw conclusions from. If chains

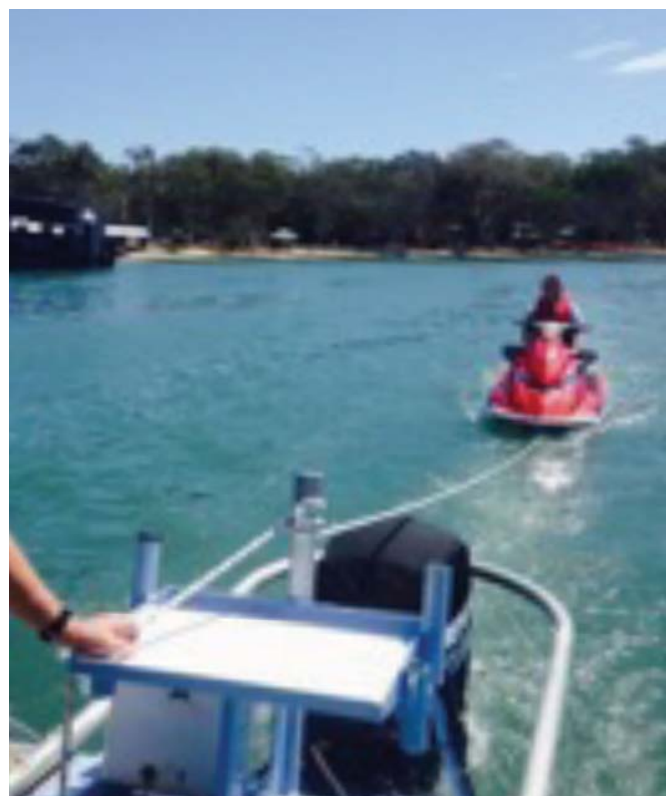
or ropes are not in A1 condition, replace them. Don't think they will last another five years.

We ensure the safety of all boaties on the bay whether they are members of VMR, Coast Guard and non-members alike. If AVCG are unable to put together a crew during mid-week call outs, VMR are on hand to assist. One such situation called upon us to assist an



AVGG member whose motor had sucked mud into its cooling system causing his engine to overheat within a few minutes of motoring. It was in the lead up to Cyclone Oma and the member was unable to return from the mouth of the Logan River to Weinam Creek. With the wind building in strength a tow was the only option to get him to safe anchorage before conditions worsened. The result. Another happy boatie getting home safely.

And it's not always people who need help out on the bay. We received a call from some residents of Coochiemudlo Island who had found an injured Green Turtle amongst the mangos on the island. We sent VP1 to assist this distressed animal who appeared to



have been struck by a propeller. The injury appeared to have penetrated the shell but we could not tell if the injury has gone deeper. We contacted Marine Parks who arranged for SeaWorld to collect the animal from the base. Steve Meyers did a great job of tending to our new patient by placing a wet towel on it and maintaining a constant supply of cold water to keep it comfortable until relief arrived. Thank you SeaWorld.

Not all days on the bay turn out well as even the best maintained vessel can come to grief. We received a call that a Jet Ski which was drifting off One Mile. We didn't know the cause of engine breakdown but there were three POB, two adults and one child. They were a long way from home and whilst we responded and were able to locate them within a reasonably short time, the trip back was a bit of a marathon due to the absence of a tow tap. As we have previously mentioned towing speed is restricted to 6kts without this device. Whilst mother and child had the luxury of the towing vessel for the journey home, Dad had to sit it out on the ski for the slow crawl home.

A tow tap can be fitted to older craft and its well worth having this small valve fitted. There are some articles written on what to do in the case this device is not fitted and one of the solutions is to carry a hose clamp with you. The caution here is not to expect your rescuers to fit any clamp to your jet ski. It's your responsibility to find out which hose to clamp and if that solution is suitable for your craft. We strongly suggest you consult your service mechanic or the craft manufacturer for this information.

VICTORIA POINT

For those who believe they won't have engine breakdowns of will never run out of fuel consider this gentleman who took his jet ski to Coochie for a swim and relax on the beach. Time to go home for lunch and ... where's the key?

No tow tap but luckily only a short tow back to our mooring. In this case a metal detector would probably be a more appropriate accessory for key location.

UNATTENDED VESSELS

We often receive calls from the public reporting grounded vessels which have either broken their moorings or are drifting. If the vessel is unattended we are, by law, unable to attempt to take custody or to interfere with that unattended vessel unless:

We get a signed permission from the owner to take action. We also need proof that the person signing such permission is in fact the legal owner. This can be in the form of a letter or email and such written permission submitted with an authority to move an unattended vessel form

If the owner is unknown or cannot be contacted, written permission must be signed by an officer with the appropriate authority from QWPS, Police, MSQ or Harbour Masters delegate.

We don't wish to have a repeat of unwarranted criticism from the ill-informed for not responding to unattended vessel reports simply because they think we should.

Safety of life at sea is our prime objective, not salvaging vessels. Unless there is a potential threat to human safety we cannot be expected to become involved.



RAMP RAGE

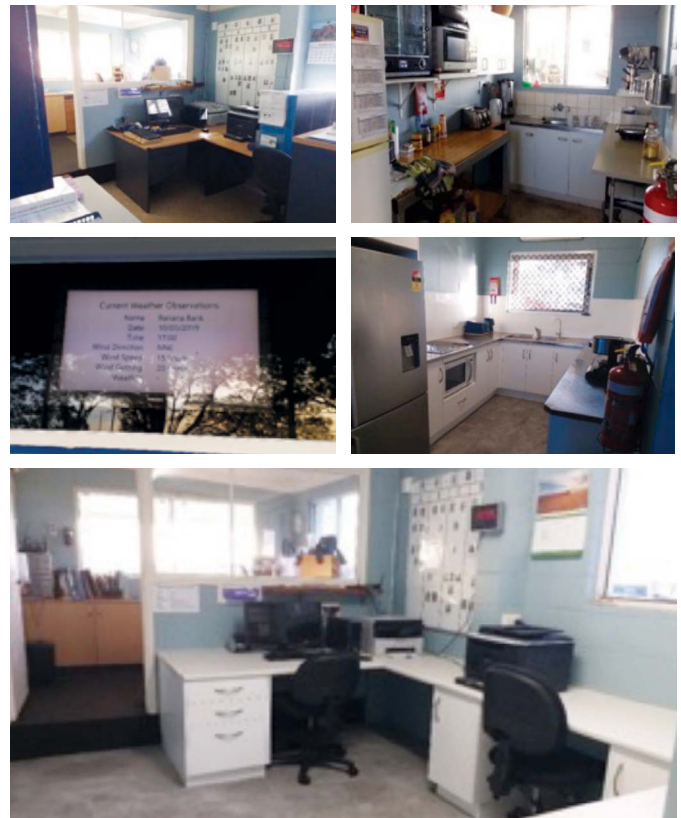
Luckily we don't see much of this at Vicky Point but there are inconsiderate people who think the world revolves around them and go a long way to causing ramp rage. Take the owner of this rubber duck who has had his tender tied up at the ramp for weeks. Patrons of this public ramp have gone to the trouble of moving this vessel to a safe tie-up alongside the ramp so they can access the pontoon to launch

vessels. So what does Mr or Mrs Important do? They lock the offending duck to the pontoon so no one else has access. Who gets the brunt of complaints? You guessed it. VMR amongst others. The pontoon has a 20 minute limit on mooring vessels and is not the responsibility of VMR. If you have complaints please aim them at Council or the Water Police. Not at the Volunteers who also have to put up with these inconsiderate people.

STATISTICS

So a few statistics for the last summer months. The squadron clocked up a total of 394.35 crew hours for a total of 98.5 vessel hours on the water. A total of 40 were assisted with 37 of them attributed to breakdowns and three from groundings. To carry out our on water tasks a total of 1395 litres of fuel was consumed. Training and patrols take up a large part of our operations with our vessels spending 71.3 hours on the water carrying out those tasks.

BASE UPGRADES



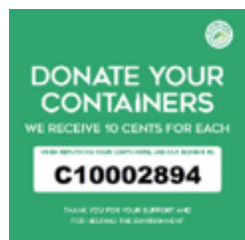
At last we have completed an upgrade of our kitchen and administration/radio room at the base providing better facilities for our 48 volunteers. Our thanks for the support of the Gambling Grants Scheme to make this work possible. The above before and after shots tell the story.

Additionally we have started some work on our training room and with the help of our resident AV expert Jess Hopkins, our Optus Guru Glen Ferguson and the expert carpentry skills of Barry Jackson, have rearranged our electronic facilities to provide

a viewing window for the boating public's use. The display screen provides constantly updated weather information and event dates. The information is automatically updated from the BOM every 30 minutes, 24/7.

CONTAINERS FOR CHANGE

If you want to donate to Volunteer Marine Rescue Victoria Point and want an effective no fuss way of achieving this, we invite you to quote our ID to the container drop off when returning your empties. The Containers for Change staff will ensure they arrange to deposit the funds for those containers into our operating fund. A great way to support your local Volunteer Marine Rescue Unit.



And don't forget to keep an eye on our new display window for the next boaties market date. This is an important fund raiser for the Victoria Point Unit. The market is a win win for everyone with loads of bargains for the buyers and lots of sales for the vendors. Victoria Point P&T and VMR both benefit from your gold coin donation and the barbecue will keep a smile on your face.

THANKS DEL

Del Mirams our Executive Officer and Boating officer has taken an extended leave of absence to do some serious travelling and take a well-deserved break from his duties at VMRVP. We wish Del all the best in his travels and look forward to his safe return in two years.

Greg Wiffen will take up the role of Executive Officer and join the committee until the next AGM. Richard Bandrowski has taken up the role of Boating Officer. We offer our support and wish both gentlemen every success in their new duties.



VALE

Members from Victoria Point and North Stradbroke Island sadly attended the Funeral of Andy (Joe) Phillips who passed away on February 5, 2019.

Andy was a valued member of VMRVP with 20 years' service from February 12, 1995 to March 21, 2015.

His funeral was held on the 24th anniversary of his joining VMR.

Andy wrote this stanza which was read at his funeral.

You pray a little more as you grow older,
You get religion as your hair turns grey,
You don't need to worry about the hereafter,
Just enjoy what you will do today.

Not all of us pray and not all of us get religion but we all should worry less and enjoy what we do.

Until the next issue, happy boating.
Neville Brown

Fibreglass Materials and Polyurethane Foam

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

COMPETITIVE PRICES

COLDESIGN G.R.P

20/115 Dollis Street, Rocklea 4106

Phone: (07) 3274 4308

Fax: (07) 3274 5140

eastcoast
Marina

Manly Boat Harbour, Moreton Bay Brisbane

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

ph: (07) 3393 3811

info@eastcoastmarina.com.au



WHITSUNDAYS

The final number for activations for January (excluding training) was 12 compared to seven the previous year, up 71%, so the upward trend is continuing. Medivacs increased from three to five for the same period. February finished on nine compared to seven for the same month last year.

The next step on the way to a second smaller vessel, with the management committee having endorsed the feasibility study recommendation, was a special general meeting on February 25 for all active members to vote for or against the proposal. After the proposal was endorsed by over 75% of our active members, a small sub-committee will proceed to phase two, which involves consultation with active members, vessel selection, and recommending acquisition to the management committee. Our Platinum Sponsor, Abell Point Marina, has already confirmed that they will make a berth available for a second rescue vessel behind our existing berth, which is another example of their great support for VMR Whitsunday.

ACTIVATION DECEMBER 22, 2018 MEDIVAC FROM HAMILTON ISLAND

I (Fin) was sound asleep at 0300hrs when the sound of ringing invaded my deep sleep. Why does all the bad stuff happen in the wee small hours of the morning? Ray was on the phone acting as 24/7 emergency phone holder and he explained there was someone in trouble over on Hammo, and they were in need of a medivac back to the mainland.

The town was dark and still as I drove down to Abell Point Marina *VMR1* to find crew already there, relatively awake and getting started on the pre-checks. Thank goodness for the coffee machine on our new vessel! Paramedics Damian and Rosie joined us and we set off for Hamilton Island marina, arriving at 0420hrs.

At Hamilton Island we waited while a male patient was brought aboard with his female carer, then we departed at 0430hrs and were back by 0530hrs.

It is very reassuring to have competent, efficient crew aboard at any time – especially at night – thanks guys. A professional team.

Crew: Jim Dunn, Bill Hopton
Skipper: Fin Forbes

ACTIVATION JANUARY 4, 2019 RESPOND TO AN EPIRB ACTIVATION AND RADIO CALL FROM VESSEL AT ARMIT ISLAND

I (Mal) was on the way home when the Beatles came on with the HELP ringtone – 24/7 phone holder Roger Wodson had been asked by the police to investigate an EPIRB activation near Armit Island, and had also received a phone call from radio operator Elet at Hamilton Island Marina as she had received a request for assistance from a vessel over the Hamilton channel 68. Not likely to be the same vessel as Hamilton is at the other end of the Whitsunday Passage and radio coverage to Armit would be most unlikely, but you never know ...

When I arrived at Abell Point Marina *VMR1* I was pleased to see Ray Lewis was already on board giving an induction to new trainee John, and that the engines were already on – Ray and John decided to join the other crew and after completing our checks we departed at 1050. In the meantime I had called Elet who confirmed that it was indeed the same vessel, so that was good news. All we had to do then was get to them as it sounded like they were drifting near shore. *VMR1* was cruising comfortably at 27-28kts in the 25+kt south-easterly and moderate seas, with an outgoing tide.

Next problem – after getting to their first reported position we found – nothing! Another call to Elet and Marty at Hamilton and they got us an updated GPS position while we searched for what we thought could have been persons in the water by that time, but that position was nearly eight miles away! Another call to Hamilton Marina got us the third set of coordinates, and there they were anchored in the lee of Armit, at 1125, 2 POB and two dogs. They were able to come out to us using an electric trolling motor, and after

QUEENSLAND'S USED BOAT SPECIALISTS



**Cruise Craft
Resort 6**

\$44,995

Call 07 3890 2322 today! More pics
online at johncrawfordmarine.com.au

Striking bowrider,
Yamaha 200hp VMAX
low hrs & serviced Feb
'19, Redco Sportsman
trailer, Lowrance colour
GPS/Sounder, New
GME 27MHz radio,
Clarion stereo, Hydraulic
steering, Bimini
top, deluxe seating
throughout, Storage
lockers & heaps more ...!



**Whittleby
CR2800**

\$129,995

Call 07 3890 2322 today! More pics
online at johncrawfordmarine.com.au

Weekending at its
best, near new Volvo
Penta V8 380hp with
only 10 hours recoded
plus balance of factory
warranty, Suzuki
2.5hp for tender, fully
equipped galley, sleeps
4, tender and outboard,
electric sun roof, full
covers, enclosed head /
shower, Stunning family
weekender!



**Smartwave
4800SW**

\$23,495

Call 07 3890 2322 today! More pics
online at johncrawfordmarine.com.au

Plastic, yes plastic
centre console! Near
new Suzuki 60hp four
stroke with 21 hours
and factory warranty,
Oceanic braked trailer,
Lowrance Hook 7
colour GPS/Sounder,
Hydraulic steering, Dual
batteries, NEW Targa
T-Top, Cushion top
storage box. Awesome
fishing rig!

Always Buying, Consigning & Selling
Queensland's Best Used Boats Since 1964

**JOHN CRAWFORD
MARINE**
Queensland's Used Boat Specialists

**55
YEARS
1964 - 2019**

Call 07 3890 2322 or visit us at
1029 Manly Road, Tingalpa Brisbane.
View our entire range at
www.johncrawfordmarine.com.au



taking them alongside and moving to more shelter we had the paperwork completed and were under way at 1140 – in the opposite direction from Abell Point, towards Dingo Beach.

Arriving at Jonah's Bay at 1210, their friends came out to meet them in another boat and towed them to shore while we started back to Abell Point, making 20-22kts against the sea and the tide and arriving at the fuel berth at 1320 for a refuel, then back to our own berth for a washdown and cleanup before shutting down at 1350. Nice job by all the crew and a baptism of fire for John. Thank you also to Elet and Marty at Hamilton Island Marina for their assistance and relaying messages, it was much appreciated.

NOTE: Activation of an EPIRB for a simple breakdown is clearly frowned upon, as it engaged resources from AMSA in Canberra, local police, water police as well as VMR Whitsunday. At least they had one, but this activation also stresses the need to give your vessel *location* (NOT the cursor position), and to know how to use your VHF and what channels you should be monitoring. It may also have been a case of having the VHF on USA channel settings and not international – they are nearly all different frequencies.

Crew: Ray Lewis, Michel del Aguila, Bill Hopton, Jim Dunn, Peter Beaumont and John Walton.
Skipper: Mal Friday

ACTIVATION JANUARY 10, 2019 MEDIVAC FOR QAS FROM HAMILTON ISLAND – 'POSSIBLE' SHARK ATTACK PATIENT

It was 1049hrs when I (Fin) received a call from Roger Wodson who was acting as 24/7 Emergency Phone Holder. (He's been looking after the phone during the entire Christmas/New Year period and deserves a medal!)

The crew were engaged in the pre-checks when I got to Abell Point Marina VMR1, and then we only had to wait for our paramedic (Tayla). We were underway by 1115hrs. The conditions were great to be out on the water, with only 5-10kts of breeze and seas less than half a metre.

Just after noon we pulled into the Hamilton Island Marina. Paramedic Tayla brought the patient down to VMR1 and loaded her aboard, together with her mother as a carer. We started our return trip at 1225hrs and it was an easy run back to the mainland.

We were instructed to unload the patient and carer (and paramedic) at one of the Water Police berths in Abell Point Marina to avoid media intrusion. We duly complied and were back in our berth at 1345hrs. It was later confirmed by Hamilton that the culprit in this case was probably a toad fish, and not a shark. As per usual the crew were superb – thanks heaps.

Crew: Kym Jolly, Ryan Cunningham
Skipper: Fin Forbes

ACTIVATION (1) JANUARY 13, 2019 MEDIVAC FROM HAMILTON ISLAND

At about 10am while doing my morning shopping at Woollies I (Ray) received a call that we had a Medivac at Hamilton Island so I asked the radio base operator to organise a crew and to have Abell Point Marina VMR1 ready for when I arrived. It all happened as I decreed (LOL) so with the vessel ready and the QAS officers on board we departed the marina at 10.47am.

We had 20/25kts of wind against tide so it was a little rough on the way over. The flybridge is always the preferred position for operating the vessel as it enables a better view, but the rain was so bad we actually abandoned the flybridge and headed down the ladder to run things from the main cabin helm. We picked up our patient and had a good trip home running with the wind.

As we approached the marina we received a call that we were required by the Water Police as an EPIRB had been set off at Crab reef. Back inside and with the patient unloaded, we refuelled and were ready for the next activation by 13.10pm

Crew: Ron McCall, Andrew Gray
and Mitchell Edwards
Skipper: Ray Lewis

**Curtis's
Coast**
MARINE

SUZUKI
MARINE



Signature
Signature

103 Hansen Road, Gladstone
www.curtiscoastmarine.com.au
Phone: 4972 0135



ACTIVATION (2) JANUARY 13, 1208: ASSIST POLICE TO INVESTIGATE EPIRB ACTIVATION

Ray called me (Mal) at 1300 to advise that we had been asked by the Whitsunday Water Police to investigate an emergency beacon activation at Crab Reef, in the middle of the outer reef and 67.5 miles from Airlie Beach. Ray and the crew were just finishing another medivac from Hamilton Island and would refuel *Abell Point Marina VMR1* while I drove in to join them for what could have been a very long and arduous trip and search. We prudently decided on two skippers for this one.

The weather was strong SE winds around 25kts and gusty, with rain and a rough sea, so it was not going to be a Sunday afternoon walk in the park. We departed the marina at 1330, and passed through the Hook Passage into rough conditions on the other side of the islands, with speed reduced from our initial 26kts from Airlie to 18-22kts as we moved across the shipping channel. Later the water police said that they thought we would be lucky to average 15kts, but *VMR1* handled the conditions very well.

Reef VTS called us on channel 16 just after 1430 to advise us that a fixed wing search aircraft had located the source of the EPIRB, and that we had been stood down. I must say that none of the crew were particularly upset at having to turn around, and we ran with the seas for a more comfortable run around the top of Hook Island for the 30 mile return journey. The cause of the activation may have been a dory from a fishing vessel and the situation had been satisfactorily resolved without our need to attend.

We returned to Abell Point, refuelled for the second time that day, and were all finished with *VMR1* cleaned and secured by 1640.

Many thanks to the rest of the crew for doubling up on what could have been a very long activation, well done fellas.

Crew: Ron McCall, Mitch Edwards, Andrew Gray
Skippers: Ray Lewis,
Mal Priday

ACTIVATION JANUARY 31, 2019 ASSIST NON-MEMBER OUT OF FUEL

The last thing I (Ray) wanted to do in this crappy weather was to go to sea but at 1545 I received a

call from Celia, our 24/7 emergency phone holder that a person doing a boat delivery on a 55 foot, 20 tonne steel motor sailer travelling from Townsville to Gladstone had run out of fuel north of Burning Point/ Shaw Island. He was drifting north and was very lucky to be in an open area clear of rocks and island as it takes 1.5 hours to get there ... not including the time it takes to get a crew assembled and get underway.

We had a moderate sea with drizzling rain, low cloud and poor visibility. We picked the vessel up on the radar a nautical mile from the position given where it appeared about 200m from us, slowly emerging from the rain, cloud and mist like a ghost ship. After a discussion with the skipper we towed the vessel to Hamilton Island and deposited it at the fuel jetty ... and then with the pedal to the metal we returned to APM, refuelled and were finished at 2130 hours.

Crew: Ryan Cunningham, Michel del Aguila, Jim Dunn and new trainee Cam Stevenson on his first activation

Skipper: Ray Lewis

Ed Note: We received a message from the skipper ... *"Thanks for all your help yesterday. I'm full of fuel and underway again. Brampton island is abeam."* We are hoping he was still happy when he received the bill.

ACTIVATION FEBRUARY 5, 2019 MEDIVAC FROM HAYMAN ISLAND

The Emergency Phone Holder, Bill, rang at 15.00. Ryan and Andrew were doing the boat checks when I (Geoff) arrived with Cam just behind me. Doug and Keely from QAS arrived shortly afterwards and *Abell Point Marina VMR1* departed at 15.30. I had checked the weather observations at Hamilton before I left home, and it was easterly, gusting low 30's. However when we got out there it didn't feel much above 20 and the seas were okay but, and I know this will surprise everyone, it was raining. Lots!

Because of the rain, we tried opening the front clear about 3/400mm and peering through the bottom gap, it seemed to work okay. The VHF radios had had some work done to them to improve their range so I called Cumberland Charter Yachts for a radio check on ch82 and ch16 and both worked perfectly. (Thanks 2016 Communications)

We got to Hayman at 16.15 and the paramedics assessed both our patients, one walking and one on a stretcher. We loaded our passengers, one using our stretcher, and headed off at 16.45 allowing the Hayman workers ferry to enter the marina to finally pick up their passengers.

The run back was uneventful, arriving at Abell Point Marina 17.30. We helped get both stretchers from the ambulance, load everyone and then pull stretchers and paramedics kit up to the ambulance. We refuelled, then into the pen for 18.00 for a wash down and to complete the paperwork.

Thanks to the crew for a relaxing day on the water. Another delightful day in the Whitsundays paradise!

**Crew: Ryan Cunningham, Andrew Gray,
Cam Stevenson
Skipper: Geoff Smith**

Ed note: That made six medivacs so far in the first five weeks of this year ... almost 20% of the medivacs we carried out for the *whole* of 2018!

ACTIVATION FEBRUARY 12, 2019 DOUBLE MEDIVAC FROM TWO ISLANDS

For me (Ron), there is still that moment of surprise when the Alert tone I've set up for Whitsunday VMR suddenly starts up. Not sure why ... it's not like it hasn't happened before. This time it was 16.40 on a Monday afternoon and I'd just finished work.

I was informed that it was another medivac from Hamilton Island so no time to waste. I rushed to Abell Point Marina and while standing next to my car, ripped off the muddy, sweaty work shirt and donned my VMR shirt. (I've learned from long experience to keep it in the car). The crew were wonderful and most of the checks had been done when I arrived, so with two paramedics on board, we left our berth at 17.00. It was a clear night with a light north-easterly breeze so we made good speed and were soon at Dent Passage only five minutes from Hammo ... when we got a call to divert to Hayman Island for a second medivac.

At this point we needed to engage in some rapid radio triage, which led to the decision that we would continue to Hammo and do the Hayman pick-up immediately after. With our first patient aboard, some quick thinking offered a better alternative. The need to provide appropriate care for patient one led us to divert first to Shute Harbour, having arranged a second ambulance to meet us there. A key to the locked remaining pontoon saw the ambulance able to park next to *VMR1* for a speedy transfer, and off we went to Hayman Island via Daydream Island and Unsafe Passage. This was definitely the three island tour, and no need to buy a ticket.

As we approached Hayman we phoned ahead so number two patient was already being driven down to the pontoon as we made fast to the dock. It was a very fast and efficient transfer, and off we headed back to Abell Point Marina.

With two separate activations from two islands completed within four hours, we had *Abell Point Marina VMR1* washed down and refuelled ready for our next activation by 21.00, with only the paperwork left to do.

Great work again from the crew of Ryan and Michel, and thanks to our travelling medico's Alec and Rhiannon with a flying visit from Leon at Shute Harbour. Well done team!

**Crew: Ryan Cunningham, Michel del Aguila
Skipper: Ron Roberts**

A NEW ERA IN TRAILERABLE ALUMINIUM POWERCATS HAS BEGUN

OCEANCAT 26 WEEKENDER

designed for overnight and extended cruising



OCEANCAT 26 OFFSHORE

designed for the serious offshore angler who is looking for some cruising comfort



- Latest Roger Hill reverse planing chine hull design
- Superior fitout and finish
- Fully enclosed fibreglass head and shower
- Yamaha 175hp 4-stroke outboards
- 660 litres of fuel giving a 400nm range
- 200 litres of water plus Webasto hot water unit
- Manufactured at Lytton, Brisbane



(07) 3893 1304 or 0448 602 415
www.oceancat.com.au

RABY BAY



GENERAL BASE UPDATE

The Christmas period was busy with many calls for assistance from holidaying boaties in Moreton Bay. VMR Raby Bay kept the base open daily during the holiday period, staffed by extra volunteer crews.

A total of 176 activations were responded to during the December to February period, with 53 of those being medivacs and 44 breakdowns. The balance was a mix of searches, EPIRB activations, groundings and training runs. 7,752 litres of fuel were consumed during the period.

A total of 220 people were returned to safety

VMR Raby Bay hosted Santa Claus on Christmas Day for the usual tour of Raby Bay.



Santa Claus visiting Raby Bay residents.

Santa Claus was positioned on the back deck of *RBIII*, Christmas Carols were playing through the speaker system and lollies were handed out to families with children on the pontoons throughout the canal system.

ASSET UPGRADES

RBIII's outboards have been upgraded from 300hp Suzuki outboards to the new twin prop Suzuki 325hp model.

The extra power and torque are noticeable, making the vessel considerably faster and more responsive to operate.



RBIII's new 325hp Twin Prop Suzukis on display.

This means that both *RBII* and *RBIII* are now equipped with the new Twin Prop 325hp Suzukis, which has resulted in significant performance improvements on both vessels.

The base has also installed a total of eight new VHF marine radios. These have gone into replacing four older radios in the radio room and two new radios in each of *RBII* and *RBIII*. The expectation is that the new radios will provide better sound transmission and less interference.



Eight new radios have been installed at Raby Bay.

The base is also replacing the aging GPS units in *RBII* and *RBIII*. A total of seven units have been purchased, with the general configuration being a 16" and a 12" multi function display going into each of the helm and navigator positions of *RBIII* and *RBII*.

Since the new 7.5m *RBIV* RIB already had Raymarine units installed, the net result is a common navigation user interface across all three vessels.



New Raymarine GPS units for all Raby Bay's vessels.

Another upcoming upgrade is a breakwater to protect the base and Public Pontoons at Raby Bay. The base has great difficulty in launching vessels from the pontoon due to wave actions from strong northerlies.



Northerly wave action at Raby Bay pontoon.

The Redland Council has confirmed that a new breakwater will be constructed and completed by October 2019, which will enable vessels to be launched in all weather conditions.

TRAINING AND MEMBERSHIP

A concerted effort has been made to ensure new and existing crew reach Competent Crew level within six months of joining.

The six months' timeframe was re-enforced by the committee as it became apparent that several crew had not reached that level, despite having been members for years. The majority of crew has now been brought up to competent crew level. Also, all new crew will be put on an accelerated path to achieve the same outcome within the six month period.

A members' night was held in early March to update general crew on the latest development at the base. It started with a barbecue sizzle followed by the

general update. These evenings will be held every two months from now, to ensure everybody is kept informed and can interact with members from other crews.

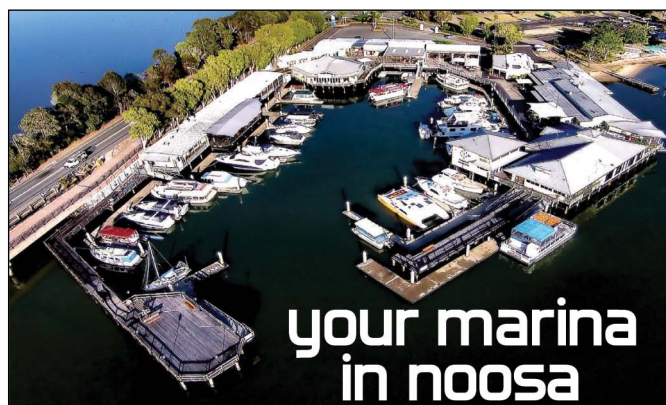
A new crew intake has just been completed. The new members completed their required inductions and training in February have now been deployed to active crew duty.

GOVERNMENT REVIEW

Similar to other squadrons, VMR Raby Bay is watching the progress of the Blue Water Review closely.

Unfortunately, Raby Bay does not have representative on the committee, but will seek to convey relevant information to the Review Team through other channels.

VMR Raby Bay is somewhat unique, given our major role in provision of Medivacs to the QAS (50% of all Medivacs done by VMR) and also our centralized location and good facilities in our part of Moreton Bay.



noosa marina

www.noosamarina.com.au

RABY BAY



Hon. C. Crawford, MP, addressing the Working Group.

We will watch the progress of the review with interest and hope the outcome will be positive, not only for the overall Marine Rescue Service, but also for our particular organisation.

As part of the review, improved collaboration and interaction have been seen between the bases. Coastguard Manly recently provided an open invitation to VMR Raby Bay to visit their base at any time and reciprocally, we recently hosted a group from Coastguard Manly to our base. It is great to get to know other rescue volunteers and also to learn how things are done at other squadrons.

ACTIVATIONS & EVENTS

VMR Raby Bay was recently engaged to tow a retired Brisbane ferry from Port of Brisbane to Jacobs Well. The Ferry had been purchased by a film studio for a rags to riches style movie to be filmed on the Gold Coast. The tow took seven hours.



Old Brisbane Ferry to become a 'movie star'.

The ferry was purchased for \$16,000 and it will cost more than \$30,000 to do it up for the movie.

The squadron recently rescued a kayaker who had suffered a serious rudder failure and was sinking.

On the way back, the kayaker explained that following a recent search and rescue involving a friend, he had chosen to always carry a PLB (Personal Locator Beacon) and use the Safetrx App, following advice



A sinking kayaker being rescued.

given by the VMR rescue crew that undertook the search. Ironically, it was the same crew which rescued the kayaker that had searched for his friend and provided the advice. It was great to see this vital knowledge was being shared to keep people safe

We were pleased to welcome VMR North Stradbroke's new *Deranji* vessel on its 'maiden' visit to the Raby Bay pontoon.



Visit by North Stradbroke's new *Deranji* vessel.

The purpose of the visit was to confirm whether the dimensions on the new boat would suit the medivac stretchers, which they did. Congratulations to VMR North Stradbroke on the new boat!

Finally, *RBII* and *RBIV* and were dispatched as usual to patrol Brisbane River during the New Year's fireworks.

The crew deployed for the event enjoyed not only the spectacular fireworks display, but also the food and snacks everybody had brought along, which made for a good evening.



VMR Raby Bay patrolling Brisbane River on New Year's Eve.

2018 YEAR RADIO ROOM STATISTICS

12,579 calls, 3,469 vessels logged on, 255 vessel assists, 1,356 Sitreps, 674 requests, 99 overdue vessels, 31 vessel tracking, 1,563 radio checks, 17 weather broadcasts, 10 Securite Broadcasts, 1 Pan Pan, 1 Mayday.

VHF calls 78.4%, - 27MHz calls 10.5%

Radio Room Statistics: to February 28, 2019

YTD: 2,235 calls, 610 vessels logged on, 48 vessel assists, 6 overdue vessels, 78 requests, 298 Sitreps, 282 radio checks, 2 vessel tracking, 0 Securite Broadcast,

VHF 77.3%, 27MHz 10.9%.

SUNSET DRINKS: FRIDAY, NOVEMBER 30, 2018

Well over 100 members and guests attended our last Sunset Drinks for the year. The social committee served over 80 hamburger meals, and Trevor Botham, once again, provided music and vocals for the evening. Commodore Liz Radajewski presented Graham Gibb with a plaque in appreciation for his dedicated effort and hard work in organising the Emergency Services Expo at such short notice, after the event was cancelled in October due to dangerous weather conditions. The day went ahead and was a resounding success with almost all original participants able to man displays and exhibitions.



L-R: Cr Brooke Savige, Commodore Liz Radajewski, Graham Gibb, State Member for Pumicestone Simone Wilson MP and Vice Commodore Ces Luscombe.



Commodore Liz Radajewski congratulated Trevor Botham and presents him with a 15 year service badge.

MEDICAL ASSIST TO YACHT

Saturday, December 8, 2018

The radio room received a phone call from a trawler that there was a yacht south of the entrance to Pumicestone Passage with a man slumped over and may require assistance. *Bribie 2* investigated and discovered an unconscious male and paramedics were taken via *Bribie 1* to his aid. The man and vessel were taken back to the jetty at Bongaree, where an ambulance was waiting.



From left: *Bribie 1*, yacht, police vessel and *Bribie 2*.

TS KOOPA AWARDS

Saturday, December 8, 2018



Vice Commodore Ces Luscombe and Commodore Liz Radajewski presenting TS Koopa Cadet AB Piper Campbell with her VMR prize for being the Recruiter of the Year.



From Left Commodore Liz Radajewski, Vice Commodore Ces Luscombe, Santa and Jamie Darlington.

BRIBIE ISLAND

PACIFIC HARBOUR BOAT PARADE

7pm Saturday, December 15, 2018

An evening procession of decorated boats made their way in the Pacific Harbour canals to view the magnificent Christmas Lights house displays on Saturday, December 15. Many residents and guests participate either on boats, in canal parks or at parties held in the canal homes. Santa and his helpers from VMR Bribie departed in *Jonkers Bribie 3* at 1.30pm until approximately 5pm to hand out lollies to the children.

BUSY SATURDAY NIGHT

December 22, 2018

Karen Arnold was rostered to cover the radios for the fireworks at Sandstone Point Hotel, then all hell broke loose! Luckily Dave Nicholls (the PM radio operator) stayed back for a while to help out. Around 6pm it became a quite windy! First was a call for a drifting vessel south of the bridge *Bribie 1* attended turned out to be a false alarm as the owner was on board, but the next call was for a drifting yacht belonged to a crew member. *Bribie 1* was redirected and resecured it on a mooring outside IGA. There was also a call about a vessel dragging anchor and it's tender sinking, the tender was retrieved by *Bribie 2* and put on the beach.

Then another call for a vessel aground near White Patch, attended by *Bribie 2* but were unable to do anything at the time, and will go back to get it off in the morning with a higher tide.



VMR crew member Karen Darlington talking to boaties at the Spinnaker Sound Boat Ramp.

Then a Pan Pan call from a vessel in the shipping channel, a 15m yacht dismasted, drifting, and a medical emergency onboard, location was vague but subsequently found at north east tip of Bribie at NW4. *Bribie 1* departed direct from their previous job, there was 2 POB on the yacht, one on the radio in panic mode and very difficult to get accurate coordinates from him, so requested him to activate his EPIRB to get a good location. Vessels involved were *Bribie 1*, Police vessel *Stiller*, Rescue 500 helicopter, Police vessel George Doyle from Mooloolaba, and Rotary rescue from Mooloolaba. The second crew member was in the cabin having a suspected heart attack! *Bribie 1* arrived on scene first, guided by Rescue 500 helicopter, they could not attempt to transfer anyone due to 3-4m seas, but attached a tow. Broke a shackle, re-attached a new tow and headed north towards Mooloolaba, avoiding a container ship *Eifel* and eventually met *Rotary Rescue* and transferred the tow to them.



VMR Crew Member Jamie Darlington talking to boaties at the Spinnaker Sound Boat Ramp.

Police vessel *Stiller* headed away south due to the difficult sea conditions! VKR George Doyle stayed with *Rotary Rescue* and followed them back to Mooloolaba. *Bribie 1* returned to base arriving back around 12.30 am.

Meanwhile, as *Bribie 1* headed to NW4, another call came in from a sailing vessel which had lost it's sails, then it's anchor, and also it's drogue, and suspected engine problems, they were in distress and needed an urgent tow. *Bribie 2* headed out to their location just north of Woorim, which turned out to be near the third lagoon, a long way from Woorim! Therefore, another long assist in very bad conditions. They

arrived back in the passage around midnight, and then *Jonkers Bribie 3* was sent out to assist *Bribie 2* in putting it on a mooring. *Jonkers Bribie 3* had also been sent out at around 11pm on a VKR request to check again on the vessel aground at White Patch

Meanwhile as *Bribie 1* and *Bribie 2* were heading out to their respective jobs, another call came in from a vessel 1km west of Tangalooma, no power and needed assistance, so we passed that one to CG Redcliffe. Also, whilst *Bribie 1* was just heading out, another call came in from a member of public reporting a vessel appearing to be in distress off Skirmish point! *Bribie 1* looked out for it as they went past and found nothing so carried on to their assist of the stricken yacht. The last job received was for an assist at Nudgee Creek! So, we enlisted the help of VKR to sort out on the way home.

The three crew from yacht recovered from the third lagoon arrived back at base very cold, wet, and seasick, but were very happy with VMR. So, a little bit of a storm. Eight calls, one of them a Pan Pan, three rescue vessels out with three crews, in total around seven hours, 3-4m seas, rain, wind, and I forgot to mention another job where Mr and Mrs VMR Santa Claus had to be transferred back to the base from

Sandstone Point. – And we all missed the fireworks for which we were initially sent out to enforce the exclusion zone!

BOATING SAFETY AWARENESS

Month of January 2019

As a result of recent water related tragedies, VMR Bribie Island mounted a safety awareness campaign to help educate the boating public in basic safety measures. Active crew members were at the local Boat Ramps from 5am. We conducted boating safety awareness, including free checks, advice on flares, use of different types of life jackets, offering local area knowledge, some freebies, including charts along with other relevant information. One of our aims is to get boaties to log on and off with us, even if they are not a member, as this assists us greatly in locating them when and if they run into trouble on the water, where time is of the essence in any rescue. At the ramp we will be offering to waive the joining fee (saving \$22, making single boat coverage \$76) if they join and it will be instant cover. Accordingly, all new members joining this month will go in the draw to win a great prize donated by BCF.



BOATING & RV
FISH SAIL EXPLORE

4 GREAT LOCATIONS

TOWNSVILLE	TINGALPA	CAPALABA	SLACKS CREEK
☎ (07) 4721 1554	☎ (07) 3890 8370	☎ (07) 3823 5055	☎ (07) 3208 2899
📍 121 Charters Towers Rd, Hyde Park QLD 4812	📍 16/1029 Manly Rd, Tingalpa QLD 4173	📍 14/172 Redland Bay Rd, Capalaba, QLD 4157	📍 5 Lapis St, Slacks Creek, QLD 4127
✉ townsville@ boatingandrv.com.au	✉ tingalpa@ boatingandrv.com.au	✉ capalaba@ boatingandrv.com.au	✉ slacks creek@ boatingandrv.com.au

Man Overboard Alarm System
ENHANCE YOUR SAFETY ON THE SEAS
Constant Connectivity | SMS Alert (requires GSM) | Coordinates Recording

SEA TAGS

BRIBIE ISLAND

HAPPY HOUR

Friday, January 25, 2019 around 60 members and guests attended this second Happy Hour for January. Test cricket was on the big screen and bar snacks were provided. Peter Morton was presented with Senior Radio Operator badges by Radio Officer John Bodycombe.



Radio Officer John Bodycombe presented Peter Morton with Senior Radio Operator badges.

BCF PROMOTION NIGHT

VMRBI were invited to the BCF promotion and general information night at Morayfield BCF on Wednesday, January 30, 2019, between 6pm and 9pm. VMRBI Commodore Liz Radajewski, Vice Commodore Ces Luscombe, Boat crew Karen and Jamie Darlington and committee members Wayne Sclater and Peter McNamara attended. Our new Toyota Hilux supplied by Martin Jonkers Motors at Morayfield and *Jonkers Bribie 3* were on display. Information about boating safety, Log-On Stickers and membership forms were handed out.



Creek to Coast presenter Scott Hillier (Channel 7) advises all present to Log On & Log Off with VMRBI.

FIRST AID & CPR COURSES

Training never stops at VMR Bribie Island, for crew a mandatory qualification is a current First Aid and CPR certificate. It is also preferred that all active members hold this certification, as the public often call in to the base with injury for treatment. Training and certification courses were held over two weekends during February 2019. Photos show both First Aid and CPR training/certification conducted by Karen Llewellyn.



Instructor Karen Llewellyn and Ian Grimes demonstrate the use of the defibrillator to students on the course.

ASSIST AT COMBOYURO POINT

Thursday, February 14, 2019:

We assisted a 16m catamaran with a broken rudder as requested by VKR. At 1426pm *Bribie 1* left the base and by 1533pm had the vessel under tow. With 5m+ seas, the skipper and crew managed to bring the boat into the Pumicestone Passage and with the help of *Bribie 2* (who was also out on a assist with a house boat) managed to secure the vessel to Bongaree Jetty. There was as a third crew called out to help with making the boats safe on the pontoons and to assist the other two crews if needed.



The catamaran 'resisting' the direction of towing, in the rough conditions.

BRIBIE ISLAND

The busy night continued for VMR Bribie due to strong winds, a houseboat dragging its anchor several times, it's anchor totally inadequate, and eventually was put on the VMR pontoon overnight, a catamaran with a rudder problem which had to be towed into the Bongaree Jetty and the cruiser (below) which dragged its anchor and ended up high and dry on the beach at Bellara.



Then around 9pm with we got a call to assist a 42ft steel yacht that had dragged its mooring onto the beach at Air Force Park Bribie Island. After getting the owner onto his boat we pulled him into deep water and after a failed attempt at a jetty docking with him, he managed to get his engine started. The Passage was rough with 2m waves breaking over the bow saturating those on board. *Jonkers Bribie 3* was activated and managed to get crew on board the yacht. But with steering issues we were able to get him tied to the Bongaree Jetty with the help of *Bribie 2*. On cleaning up the boat, we found a 40cm garfish in the boat that obviously Jim tried to catch in his teeth when the waves were coming over the bow. A few hours of interesting work



The above mentioned garfish with Ian Grimes, Jim Brown and Ces Luscombe.

Saturday, February 16, 2019

7am and the first call came in about an inflatable tender near Bongaree, it was hitting the rocks, so *Jonkers Bribie 3* was sent out to investigate, the water police were informed and took over the job. Then onto the house boat on our pontoon because its

anchor was grossly inadequate, and hence needed to be moved to Spinnaker Sound Marina across the passage. *Bribie 2* was at the front towing the house boat slow and steady and *Bribie 1* was guiding from behind due to the very windy conditions.



Crew Karen Darlington diligently watches the large Houseboat on the way to Spinnaker Sound Marina.

TAHITI MAZ AGROUND

Friday, February 22, 2019

VMRBI received a call from a member of the public (about 20 in fact) advising us the *Red Pirate Ship* was on the beach. At 0730am Coxswain Bob Skinner, who was at the base to oversee fitment of new electronic gear to *Bribie 2*, went down to see first-hand the situation from the shore and was joined by Crewman Jon Brice, at 0745am we dispatched *Bribie 2* with Coxswain Ian Grimes and crew Trevor Plant and Keith Freeman to try to refloat her on the incoming tide.



Bob Skinner (who had waded out to the grounded vessel, attaching tow rope to the *Tahiti Maz*).

Bob and Jon were later assisted on shore by VMRBI Radio Officer John Bodycombe. *Bribie 2* threw a tow line to Bob, who then waded out to *Tahiti Maz* and attached it to the bow, which enabled strain to be kept on the vessel's bow into the wind and incoming tide to facilitate it's refloating. The rough conditions, approximately 50kt winds and 1.5-2m seas in the Pumicestone Passage made everything difficult. Needing another rescue vessel, Bob came back to

BRIBIE ISLAND

the base and took *Jonkers Bribie 3* with Commodore Liz Radajewski as crew to assist *Bribie 2* to get the ketch back on its mooring. It was stressed to the owner that this was only temporary and that he would have to arrange a more permanent fix, as in the treacherous conditions we were only able to get one rope to the top of the mooring.

Later in the afternoon, Bob skippering *Jonkers Bribie 3* with crew Don Tate and Jon Brice and a friend of *Tahiti Maz*'s owner went to check on the moored vessel. The conditions had started to fray the temporary mooring rope, thus requiring a more permanent fix. The friend of the owner dived in to retrieve the original heavier (32mm) mooring rope, which had sunk and was not visible to VMRBI earlier, recovering the original rope it was reattached to the underside of the buoy, securing the vessel.

WINDY SATURDAY NIGHT

Saturday, February 23, 2019

URC and Radio Officer John Bodycombe was first called out around 11.30pm, it was *Tahiti Maz* which had broken it's mooring again just south of the Bribie Bridge and ended up on the beach. It was too rough for *B2* to pull the vessel off the beach, so the owner was given the good news, and it was left where it was until the morning! On the way home he noticed that the yacht which had been on the MSQ mooring was missing, and then spotted it up against the wall just North of IGA at Bongaree. Liz and Jon Brice put a rope on it to a convenient tree and also left it for the Sunday crew to sort out in the morning.

Sunday Morning – The busy weekend continued with vessels breaking away from their moorings. and assisting the yachts trying to retie to their moorings in the Pumicestone Passage.



Jonkers Bribie 3 seen here assisting the yacht *Rainbow* trying to retie to its mooring in the Pumicestone Passage.



Jonkers Bribie 3 seen here assisting the yacht *Rainbow* trying to resecure to its mooring in the Pumicestone Passage.



Jonkers Bribie 3 seen here assisting the yacht *Rainbow* trying to resecure to its mooring in the Pumicestone Passage.



The *Tahiti Maz* is well aground again, after several attempts to secure her on her mooring, the conditions proved too much.



This steel yacht was aground on the beach at Bongaree and taking a battering from wind and waves.



Bronze & Brass Fasteners Pty Ltd

Copper | Brass | Silicon Bronze | Aluminium Bronze | Phosphor Bronze | Monel



© Bronze & Brass Fasteners Pty Ltd AUG 2017

Bronze & Brass Fasteners Pty. Ltd. is the only specialist non-ferrous fastener distributor supplying high quality products to recognised industry standards. DIN ANSI ISO ASTM

Wood Screws - Nails - Roves - Nuts - Washers - Bolts - Plain & Threaded Rod

Australia

Ph +61 0 417 717 472

www.bronzeandbrassfasteners.com.au

**Sole Distributor
Australia & New Zealand For**

Yushung
Metal Products Co Ltd.

New Zealand

www.bronzeandbrassfasteners.co.nz

NOOSA CAT AUSTRALIA PTY LTD

setting the standard



6 Production Street, Noosaville, Qld, 4566, Australia

p: 07 5449 8888 f: 07 5449 9480

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

e: mail@noosacat.com.au

www.noosacat.com.au