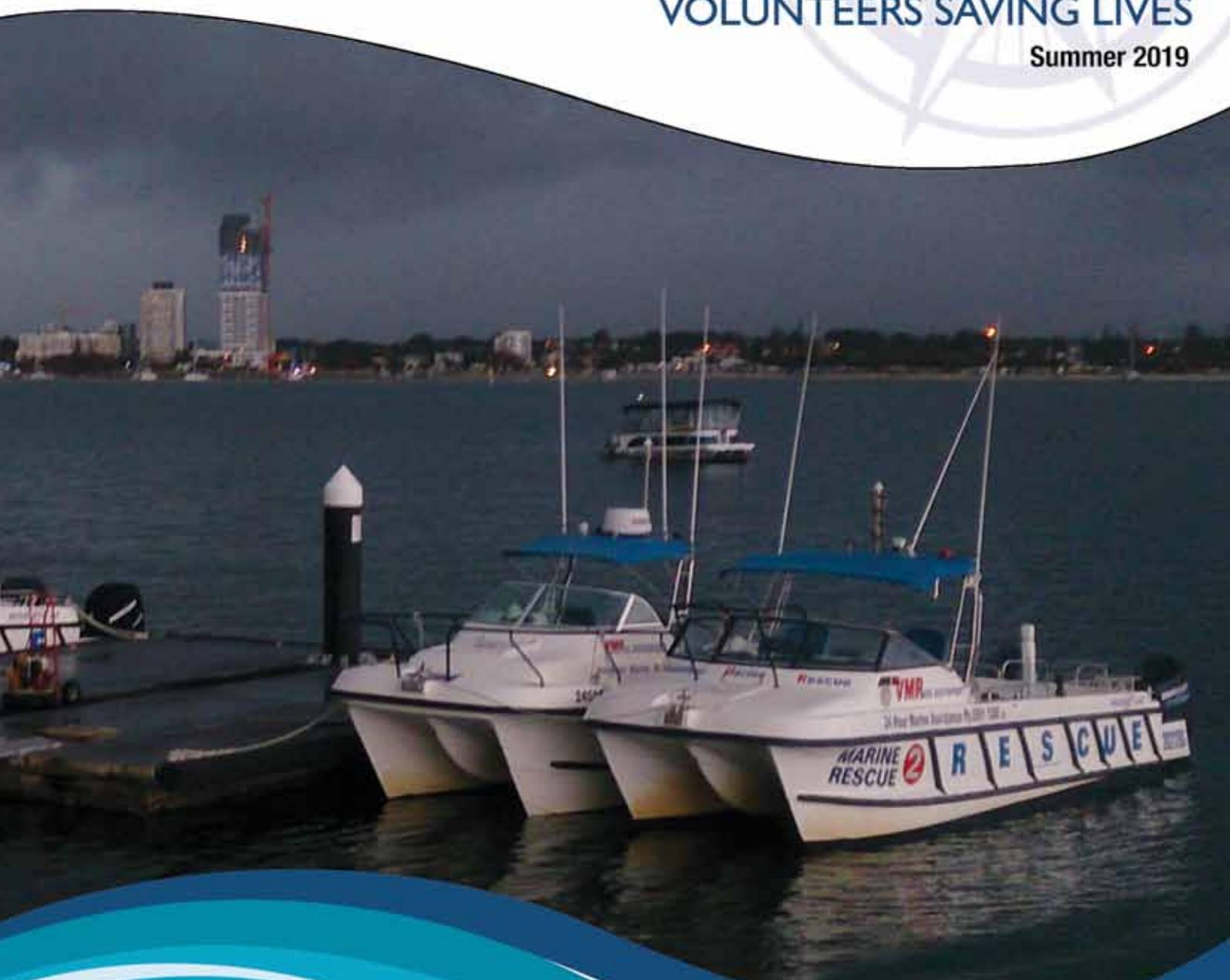


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Summer 2019



Official magazine of
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QUEENSLAND

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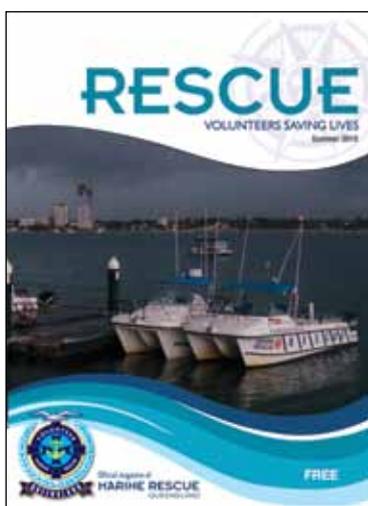
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FRONT COVER:

A wild summer storm bears down on the Gold Coast Broadwater.

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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

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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

NEW EXECUTIVE

As a result of elections at the MRQ AGM in September we have a new executive to guide us through the likely very challenging next two years. I remain as your president; Vince Papale from VMR Burdekin is your vice-president (Vince has extensive board room and VMR experience); Adrian Westerman continues as our treasurer; Ian Ivory (VMR Victoria Point / North Stradbroke Island) has taken over as our secretary.

BLUE WATER REVIEW

Retired commodore Campbell Darby visited most of our squadrons during spring to gain an insight into issues facing units. His report to QFES was due in the last week of November, but delivery was delayed because of QFES executives' heavy involvement in the recent bush fire crisis.

We understand the initial report will be an 'issues based paper'. At this stage your executive and council have not had formal input to the review to provide the MRQ perspective on issues raised by squadrons. I did outline in some detail in the Spring journal some of the issues seen as important by the executive. In terms of future outcomes, I suggest the following are the big-ticket items:

- A more sustainable funding model across our diverse squadron areas for operational funding and for a sustainable program for replacement of primary rescue vessels. We have a number of squadrons who need new or upgraded vessels, but who do not have significant local fundraising capacity to compliment the current capital grant
- Exemption from the onerous \$100,000 excess attached to our Industrial Special Risk insurance policy for buildings and infrastructure

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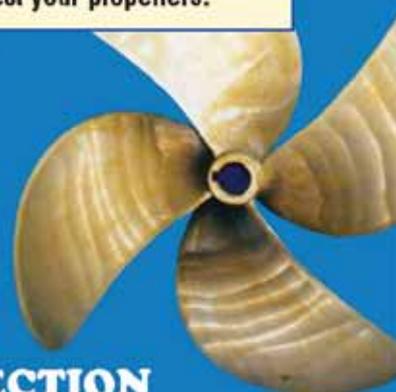
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PRESIDENT'S REPORT



TOP: Port Douglas rescue underway.

ABOVE LEFT: The official party at launch of Port Douglas rescue.

ABOVE RIGHT: President presents Rob Brock with his Meritorious Service Award.

- A single blue water marine rescue service for Queensland. Such a service would simplify communications and accountability with Government, while allowing engagement with major sponsors and a centralised fund-raising unit, as Government is unlikely to meet total operating requirements of blue water units. This objective may well require legislation and a good deal of political will.

VMR PORT DOUGLAS

Our newest squadron at Port Douglas is now operational with a 9.4m RHIB. The vessel was launched by Cynthia Liu (Member for Cook) on December 2 in the absence of Minister Crawford, who

was unavailable because of the bush fire emergency. The ceremony included brief speeches by Ross Wood (President VMR Port Douglas), Julia Leu (Mayor Douglas Shire), Adam Gwin (QFES North Qld), Graham Kingston (President MRQ) and Cynthia Liu. I show below the thoughts I shared with the audience:

- I asked Cynthia to convey to the minister our thanks for his decision to support the transition of the Port Douglas unit to VMR and his support for transitional funding, including provision of a vessel
- Of course, having a decision to proceed does not automatically generate the process and required funds. This part of the transition was made possible by the work of AC Peter Jeffrey and Troy Davies (QFES) and Wayne Coutts (Regional Director SES North Qld). The Douglas Shire Council was instrumental in securing the lease on the base building
- The process of transition reminded me of the Beatles song *A Long and Winding Road*, because that has pretty much been the journey. As emergency service mariners we have polices, standard operating procedures and training which guide us on a direct A-B course when dealing with

an issue. We are hopeful that the review of blue water marine rescue environment will result in clear policy and procedures to avoid another Port Douglas type situation, should any blue water unit need to change its allegiance

- This was the first opportunity to publicly welcome the folks at VMR Port Douglas to the MRQ family. I wished them well in their mission to provide the marine safety net to mariners in the Douglas Shire.

INSURANCE ISSUES

A question was asked at a combined Moreton Bay and Southern Zone meeting about insurance for public liability and work cover for our volunteers. Our brokers advise that our public liability is tempered by negligence issues and has no age limitation. Work Cover for loss of wages, medical expenses and long-term disability has a cut off at 85 years of age. Between age 75 and 85 a series of restricted benefits apply.

We recently learned that our Public Liability does not provide insurance below age 18 years. So that effectively stops the program some squadrons were developing to involve younger members, who could participate in training but not activations.

TRAINING

The training team are making good progress with conversion of training and assessment resource from the paper based system to a fully electronic system based on MOODLE. The plan is to be operational by mid-2019.

The council, at its September meeting, recognised Robert Brock's long-term and valuable commitment as state training manager with a Meritorious Service Award. Well deserved Rob.

DRONES PROJECT

Marine Rescue Queensland has purchased two drones. The object of the project is to increase situational awareness for searches in areas not readily accessible to vessels and to increase the search horizon in SAR operations. Keith Williams and Tom Hudson will be undertaking training early in the new year so they can assume roles of chief pilot and maintenance officer. The project has a number of challenges to comply with CASA requirements as we are a charitable organisation, operating in a 'commercial environment'.

SEASON GREETINGS

The Summer journal will probably be delivered after we have gone through responses in the Christmas -New Year holiday period. However, I do wish all members a safe and happy Christmas and that the New Year may bring us good news from the review.

The cover you want to have but hope not to use!



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REVIEWS, REFLECTIONS AND RIPPLES

This is the first opportunity I have had to communicate with all of our amazing people since my election to the Marine Rescue Queensland Vice Presidents role.

I do need to stop at this point and speak about the person who fulfilled the role prior to my election, Glenn Norris. Glenn's passion for and dedication to this organisation and all of the VMR people that serve their communities all around this state is second to none. His primary focus on doing whatever it takes to enable all squadrons big and small to focus on their primary role 'safety of life at sea' is undiminished since his retirement from the vice presidency. On behalf of everyone around the state I offer my thanks for all that Glenn has done.

So what about me? What makes me executive material? I have been asked this question several times and opinions will vary in terms of the answer I give. I am a farmer based in the Burdekin, which is how I earn my living now. When I left high school I trained as an electrical fitter/mechanic and linesman in the power industry. After qualifying I was employed in various districts around the state in a variety of roles, many involving team leadership and acting in statutory roles. I worked in and led teams that responded to emergency situations and natural disasters. During this time I also volunteered as an Honorary Officer at the QATB.

After 13 years I left my power career to try my hand at running my own business, together with my wife Rita we have been doing this for over 22 years, although we now concentrate on agriculture we also ran an electrical contracting business for 13 years; desperate times call for desperate measures! Our business is recognised for its environmental/farm management leadership. I was involved in many industry organisations (17 years) both statutory and voluntary. I have been involved on three occasions in the amalgamation of small local based entities into larger district based organisations and witnessed firsthand the difficulties and rewards of these transitions.

So when combined with the now 16 plus years I have devoted to VMR, I can say I have served and I wish to continue to serve.

I have had the opportunity to actually meet quite a few of you in the last couple of months at AGM's and zone meetings and I will take whatever chances I

can to travel to meet with all that I can in the future. I can say at this point that although every base I have visited so far operates quite differently from any other, there is one thing that binds us all together and it is that one thing, in my view, that will carry this organisation forward and make us the organisation that all marine rescue volunteers want to belong to. That one thing is the passion of our people that serve our communities.

So bearing in mind that passionate people working for supportive communities is the key to our success, how do we move forward?

What is 'THE' solution?

There are many 'BIG', 'SUCCESSFUL' and affluent squadrons around the state. Which parts of their success might be applied to the rest of the state and which parts are a consequence of location and demographic?

There is no one answer, there is no one model. Each and every community around the state has its own unique challenges that need to be understood and managed. These communities all have something to offer our organisation. You can learn something from everyone you meet!

The challenge now for the executive and council is to truly understand our demographic and the challenges that go with it. In light of the review, now is more important than ever, a united view of who we are and where we want to be should be at the forefront of all of our thoughts. No one squadron or region completes all of the activations around the State, all squadrons/flotillas and their people matter. It's an old line but, 'NOBODY CARES WHO SAVES THEM OR WHAT COLOUR THE RESCUE BOAT IS!' It's that simple.

So to bring this to a conclusion, we have the review.

Reflect on your role, whatever it is and remember around this state there are thousands of people exactly like you working to make their and our organisation great.

Understand also that no one can toss a rock into a pond without sending a ripple to the other side.

Looking forward to meeting and serving with you all around the state.

Vince Papale

We are now into our summer months and it's certainly started out with a vengeance. The North Stradbroke fires saw all Marine Emergency Services placed on alert and for a time on 'Lean Forward' readiness for activation on a 30 minute notice.

Twelve months ago we partook in an exercise called EXODUS with Queensland Water Police, VMR Raby Bay and Coast Guard, where over 80 emergency services personnel were involved. We were working with these agencies on a co-ordinated evacuation plan for a disaster scenario such as the North Stradbroke fires. This training would have proven invaluable if marine services were called upon for this event.



training. These activities involved a total of over 96 hours on the water with over 359 hours crew time. Fuel consumption is a major cost with 1783 litres used over the three month period. Year to date has seen 131 persons assisted in 198 activations with a total of over 428 hours on the water and over 1747 crew hours.

Some of the assistance we provided included a task where one of our members became grounded in the shallows of Wilsons Beach. His 13.2m yacht was stuck hard on the sand and needed to be heeled over to clear the rudder using the power of *VP1* and the forward propulsion to clear water with our smaller vessel *Papillon*. The exercise was a success and it was then a matter of safely getting the vessel



to Redland City Marina. We swapped the rescue vessel roles to *VP1* as the towing vessel and followed with *Papillon* as a braking vessel for when we reached the marina channel.

We otherwise had a busy time keeping a vigilant eye out for our members and ensuring they return home safely from their venture onto the bay.

VOLUNTEERING IN THE REDLANDS

Redlands City Council recently put on a special breakfast in recognition of the efforts of the army of volunteers who service the Redlands City community. The breakfast was attended by more than 180 representatives of local volunteer organisations. One hall isn't big enough to accommodate all of our marvellous volunteers as a remarkable one in four of our city's residents do some kind of volunteering.

Our squadron consists of some 50 volunteers, 44 in active roles and eight who support our operation in auxiliary activities.

This year we were proud to have two of our most senior skippers represent VMR Victoria Point at this

Luckily the fires were contained and welcome rain provided vital relief to the front line Emergency Services personnel. A job well done by our firefighters, police and other emergency services.

SQUADRON ACTIVITIES

Our last three months saw 50 activations, 18 of those for incidents where 36 persons were directly assisted. The balance was spent on crucial training exercises in the handling of a broad scenario of marine incidents, boat handling skills and recruit

VICTORIA POINT



breakfast. Ted Scovell and Chris Barnes are stalwarts of the unit with 29 years' service between them. Both Ted and Chris joined our squadron in early 2004 and provide guidance and inspiration to all involved with VMR. We thank them for their service as we thank all the volunteer organisations and their supporters for making the Redlands a happy and safe place to live.

MAINTAIN YOUR MOORINGS

There have been a number of occasions where we have been called to attend vessels which have broken from their moorings and drifted either dangerously towards other moored vessels or into busy shipping channels. Others drift onto sand bars or rocky outcrops. Any of those scenarios can result in expensive outlays.

Our annual mooring inspection revealed massive deterioration since the 2017 inspection of our mooring chain below the waterline from the buoy to the sea chain. Electrolysis will cause corrosion on any metal so don't be complacent if your chain is stainless steel. Our stainless steel chain (shown below) had



deteriorated from as new to the condition shown, in one 12 month period. Seawater is an efficient electrolyte due to its chloride content so electrolysis will always be a problem. As chains are notoriously difficult to cathodically protect, it is best to provide a corrosion allowance to the chain sizing.

We replaced our chain with a 16mm link chain and applied a liberal coating of Lanolin grease to the new shackle pins and fitted heavy duty plastic cable ties to all shackles to prevent the pin working loose. As the swivel is of a dissimilar metal to the chain we will also be installing a sacrificial anode to provide additional protection.

So we should be good for another 12 months until the next inspection. It's a good reminder for all boat owners to inspect their moorings annually.

FUND RAISING

VMR Victoria Point are grateful for the support of our local council and small grants to enable us to maintain our equipment and keep the squadron in operational readiness at all time.

Recently in October Paul Golle who is councillor for Cleveland South and Thornlands along with Lance Hewlett our Deputy Mayor presented us with a small grants cheque for \$2871 which were much needed funds for maintenance on our main vessel *VP1* and our launch vehicle. The funds were needed for a gearbox replacement on one of *VP1*'s engines and much needed repairs to our John Deer tractor.

There to accept the grant cheque was Vice Commodore, Nev Mills, on behalf of the Victoria Point squadron.

Upkeep of our two 300hp Suzuki's on *VP1* and the 150hp Mercury on *VP Papillon* along with nearly 8000 litres of fuel per annum takes a large chunk of our annual budget. Without the support of our local government we would struggle to maintain full operational capacity.





We also acknowledge the community support we receive from the patronage to our bi-annual boaties market. Despite a two week postponement due to inclement weather, a good attendance by both vendors and buyers alike resulted in a successful day for all concerned. Not only for the sellers and the throng of happy bargain hunters (some of whom made two to three trips to transport their loot) and of course VMR, but also the school P&C who share

in the generosity at this event by providing some excellent tucker and drinks along with smiles you would kill for. Funds raised for the school P&C form a vital part in securing resources for the children that would otherwise fall outside the budgetary constraints of the school.

It's also good to see our local members and their staff rolling up the sleeves to support the P&C for

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VICTORIA POINT

this great cause. I have to say they cook up a mean barbecue as well.

At every market we hold raffles and unfortunately not everyone can win. But for those who do it's a welcome bonus. The October markets saw the following winners:

- **Rod & Reel** – Black A11 – Jones
- **Wine Pack** – Orange A06 – Shaun
- **Quilt**- Green A39 – PJ (Donated back)

- **Bunnings Vouchers:**

Green A28 – Kim (Donated Back)

Green A48 – Allan Jones

Green A82 – Brett

Orange A65 - Simon

Black A47 – Rob

Thanks to all for the support. There are no losers in these raffles as by purchasing tickets you are supporting your local community volunteers who in turn support you. There is a saying. *'Volunteers are not paid. Not because they are worthless, but because they are priceless'*. They need your support to purchase the tools needed to provide for you and your families wellbeing.

So keep April 14, 2019 open and come along to our next market. And if you see our crew shaking a bucket at Toondah Harbour, please toss in your loose change or any old notes you may find clogging up your wallet.

And if you are a boat owner, safe boating and peace of mind only costs \$77 per year for a one year membership. Call into the base at the Northern Victoria Point Ramp to join or visit www.vmr.org.au for our online application form.

LOGGING ON

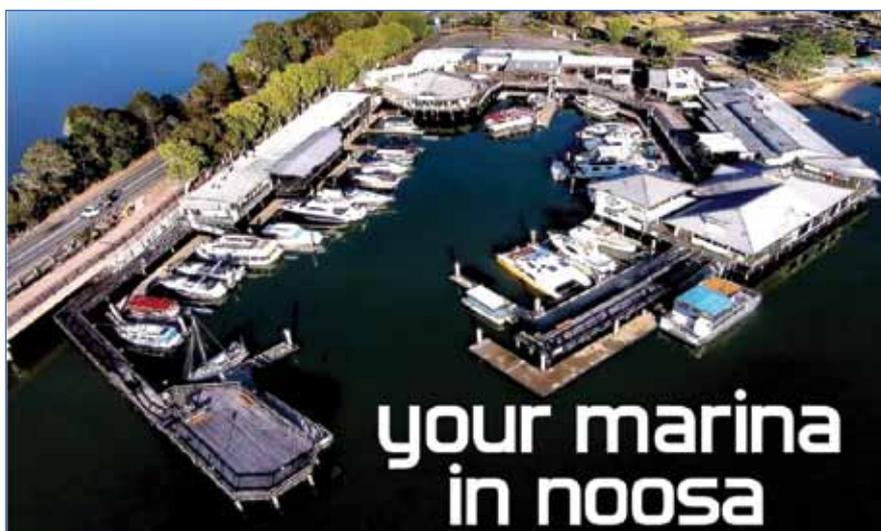
There was a story on social media where a member from Victoria Point was coming back from Moreton Island when they found a couple in the water waving furiously. They had apparently fallen from their Jetski which had drifted away and they had been in the water for over an hour. Obviously they would be extremely tired after that period of time. Our member was able to pick them up and return them to their vessel, so they were very lucky people.

But what if nobody happened along?

We encourage everybody to LOG ON when going out and providing a destination and estimated time of return. If we don't know you're out there we don't know if you're in trouble and we don't know where to look for you. Relying on your mobile phone is useless when it's waterlogged.

So LOG ON and enjoy yourself and don't forget to LOG OFF when you are safely back.

Happy Boating
Neville Brown



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CODE OF CONDUCT.

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

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

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

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

Date of Issue 01.09.96

MANAGING THE RISKS OF FALLS IN THE WORKPLACE



by Sharon McLean

Falls are a major cause of death and serious injury in Australian workplaces. Fall hazards are found in many workplaces where work is carried out at height, for example stacking shelves, working on a roof, unloading a large truck or accessing silos. Falls can also occur at ground level into holes, for example trenches or service pits.

WHO HAS HEALTH AND SAFETY DUTIES IN RELATION TO FALLS?

A person conducting a business or undertaking (PCBU) has the primary duty under the WHS Act to ensure, as far as reasonably practicable, that workers and other persons are not exposed to health and safety risks arising from the business or undertaking.

A person conducting a business or undertaking has more specific obligations under the WHS Regulation to manage the risk of a fall by a person from one level to another, including requirements to:

- ensure, so far as is reasonably practicable, that any work involving the risk of a fall is carried out on the ground or on a solid construction
- provide safe means of access to and exit from the workplace
- minimise the risk of falls so far as is reasonably practicable by providing a fall prevention device, work positioning system or a fall arrest system.

Designers, manufacturers, suppliers, importers and installers of plant or structures that could be used for work must ensure, so far as is reasonably practicable, that the plant or structure is without risks to health and safety. Designers of plant or structures have an important role in eliminating or minimising the risks of falls in the design stage.

Officers, such as company directors, have a duty to exercise due diligence to ensure that the business or undertaking complies with the WHS Act and WHS Regulation. This includes taking reasonable steps to ensure that the business or undertaking has and uses appropriate resources and processes to eliminate or minimise risks of falls from one level to another that are likely to cause injury.

Workers have a duty to take reasonable care for their own health and safety and that they do not adversely affect the health and safety of other persons. Workers must comply with any reasonable instruction given by the person conducting the business or undertaking.

THE MEANING OF KEY TERMS:

Fall means a fall by a person from one level to another.

Risk of a fall means a circumstance that exposes a worker while at work, or other person while at or in the vicinity of a workplace, to a risk of a fall that is reasonably likely to cause injury to the worker or other person. This includes circumstances in which the worker or other person is:

- in or on plant or a structure that is at an elevated level
- in or on plant that is being used to gain access to an elevated level
- in the vicinity of an opening through which a person could fall
- in the vicinity of an edge over which a person could fall
- on or in the vicinity of a surface through which a person could fall
- on or near the vicinity of a slippery, sloping or unstable surface

Risk control means taking action to eliminate health and safety risks so far as is reasonably practicable, and if that is not possible, minimising the risks so far as is reasonably practicable. Eliminating a hazard will also eliminate any risks associated with that hazard.

Competent person means a person who has acquired through training, qualification or experience the knowledge and skills to carry out the task.

WHAT IS REQUIRED TO MANAGE THE RISK OF FALLS?

WHS Regulation 34-38: In order to manage risk under the WHS Regulation, a duty holder must:

- identify reasonably foreseeable hazards that could give rise to the risk
- eliminate the risk so far as is reasonably practicable

- if it is not reasonably practicable to eliminate the risk – minimise the risk so far as is reasonably practicable by implementing control measures in accordance with the hierarchy of control
- maintain the implemented control measure so that it remains effective
- review, and if necessary revise, risk control measures so as to maintain, so far as is reasonably practicable, a work environment that is without risks to health and safety.

The Qld Code of Practice provides guidance on how to manage the risks of persons falling from one level to another by following a systematic process that involves:

- identifying hazards that may cause injury
- if necessary, assessing the risks associated with these hazards
- implementing risk control measures
- reviewing risk control measures to ensure they are effective.

Guidance on the general risk management process is available in the *How to Manage Work Health and Safety Risks Code of Practice*.

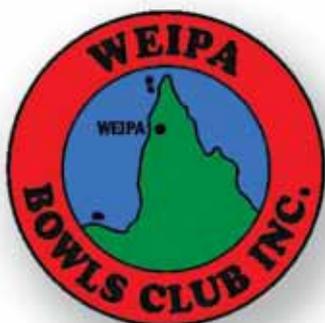
MANAGING THE RISK OF FALLS

How to identify fall hazards:

You must identify all locations and tasks that could cause injury due to a fall. This includes access to the areas where work is to be carried out. Tasks that need particular attention are those carried out:

- on any structure or plant being constructed or installed, demolished or dismantled, inspected, tested, repaired or cleaned
- on a fragile surface (for example, cement sheeting roofs, rusty metal roofs, fibreglass sheeting roofs and skylights)
- on a potentially unstable surface (for example, areas where there is potential for ground collapse)
- using equipment to work at the elevated level (for example, when using elevating work platforms or portable ladders)
- on a sloping or slippery surface where it is difficult for people to maintain their balance (for example, on glazed tiles)
- near an unprotected open edge (for example, near incomplete stairwells)
- near a hole, shaft or pit into which a worker could fall (for example, trenches, lift shafts or service pits).

WEIPA BOWLS CLUB

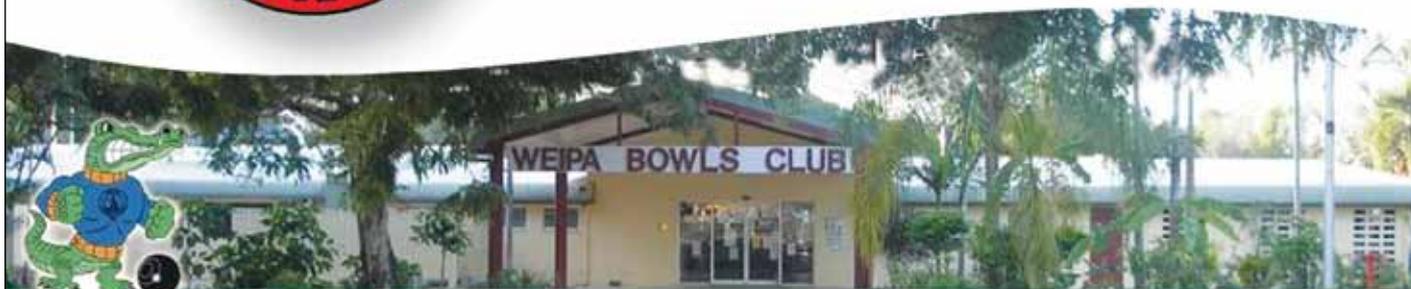


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SAFETY CORNER

INSPECT THE WORKPLACE

Walk around the workplace and talk to your workers to find out where work is carried out that could result in falls. A checklist may be useful in this process. Key things to look for include:

- surfaces
- the stability, fragility or brittleness
- the potential to slip, for example where surfaces are wet, polished or glazed
- the safe movement of workers where surfaces change
- the strength or capability to support loads
- the slope of work surfaces, for example, where they exceed 7°
- levels – where levels change and workers may be exposed to a fall from one level to another
- structures – the stability of temporary or permanent structures
- the ground – the evenness and stability of the ground for safe support of scaffolding or a work platform
- the working area – whether it is crowded or cluttered
- entry and exit from the working area
- edges – protection for open edges of floors, working platforms, walkways, walls or roofs
- holes, openings or excavations – which will require guarding
- hand grip – places where hand grip may be lost.

In some situations, advice may be needed from technical specialists, such as structural engineers, to check the stability of structures or load bearing capacity.

REVIEW AVAILABLE INFORMATION, INCLUDING INCIDENT RECORDS

You should check your records of previous injuries and 'near miss' incidents related to falls. Information and advice about fall hazards and risks relevant to particular industries and work activities is also available from regulators, industry associations, unions, technical specialists and safety consultants.

How to assess the risk

A risk assessment will help you determine:

- what could happen if a fall did occur and how likely it is to happen
- how severe a risk is
- whether any existing control measures are effective
- what action you should take to control the risk
- how urgently the action needs to be taken.

A risk assessment is unnecessary if you already know the risk and how to control it.

When assessing the risks arising from each fall hazard, the following matters should be considered:

- the design and layout of elevated work areas, including the distance of a potential fall
- the number and movement of all people at the workplace
- the proximity of workers to unsafe areas where loads are placed on elevated working areas (for example, loading docks) and where work is to be carried out above people and there is a risk of falling objects
- the adequacy of inspection and maintenance of plant and equipment (for example, scaffolding)
- the adequacy of lighting for clear vision
- weather conditions—the presence of rain, wind, extreme heat or cold can cause slippery or unstable conditions
- the suitability of footwear and clothing for the conditions
- the suitability and condition of ladders, including where and how they are being used
- the adequacy of current knowledge and training to perform the task safely (for example, young, new or inexperienced workers may be unfamiliar with a task)
- the adequacy of procedures for all potential emergency situations.

GENERIC RISK ASSESSMENT

If you are responsible for a number of different work areas or workplaces and the fall hazards are the same, you may perform a single (or generic) risk assessment. However, you should carry out a risk assessment on individual fall hazards if there is any likelihood that a person may be exposed to greater, additional or different risks.

HOW TO CONTROL THE RISK

There are a number of ways to control the risks of falls. Some control measures are more effective than others. Control measures can be ranked from the highest level of protection and reliability to the lowest. This ranking is known as the hierarchy of control. The WHS Regulation requires duty holders to work through this hierarchy to choose the control that most effectively eliminates or minimises the risk in the circumstances. This may involve a single control measure or a combination of two or more different controls.

In managing the risks of falls, the WHS Regulation requires the following specific control measures to be implemented, where it is reasonably practicable to do so:

1. Can the need to work at height be avoided to eliminate the risk of a fall?
 - Carry out any work that involves the risk of a fall on the ground.
 2. Can the fall be prevented by working on solid construction?
 - A building or structure that is used as an existing place of work and includes safe access and egress from which there is no risk of a fall from one level to another, for example properly constructed stairs with fixed handrails, flat roofs with a parapet or permanently installed guard rails around the edges.
- It is usually not necessary to implement additional control measures to manage the risk of falls for workplaces in buildings that already comply with the requirements of the National Construction Code of Australia, for example in relation to stairs, mezzanines and balconies.
3. Can the risk of a fall be minimised by providing and maintaining a safe system of work, including:
 - providing a fall prevention device (for example, installing guard rails) if it is reasonably practicable to do so
 - providing a work positioning system (for example, an industrial rope access system) if it is not reasonably practicable to provide a fall prevention device
 - providing a fall-arrest system, so far as is reasonably practicable, if it is not reasonably practicable to provide a fall prevention device or a work positioning system.

In some cases a combination of control measures may be necessary, for example using a safety harness while working from an elevating work platform.

Control measures are needed where there is a risk of injury irrespective of fall height. For low falls,

you should assess the risk and provide reasonably practicable measures that reflect the risk. For example, there may be a risk of injury to workers standing on a narrow 1.7m high platform next to a production line where they have to work with their back to the open edge or where there is a risk of falling onto an uneven surface with sharp edges or protrusions. In this situation it may be reasonably practicable to install a guard rail along the edge of the platform.

Sometimes it may not be reasonably practicable to provide guard rails, for example at the edges of railway platforms or vehicle inspection pits. Other safe systems of work to provide adequate protection should be implemented, for example brightly painted lines to designate edges. Work of long duration and higher frequency will usually require control measures higher up the hierarchy to provide adequate protection, for example using a mobile scaffold instead of a ladder.

You should also ensure that the control measures you select do not create new hazards, for example electrical risks from contact with overhead power lines or crushing and entanglement from plant such as elevating work platforms.

IMPLEMENTING AND MAINTAINING CONTROL MEASURES

WHS Regulation 37: You must ensure that the control measures you implement remain effective. This includes checking that the control measures are fit for purpose; suitable for the nature and duration of the work; are installed and used correctly.

To allow the chosen control measures to operate effectively, you should:

- develop work procedures on how to correctly install, use and maintain the control measure. The procedures should include a planned program of inspections and maintenance for the control measures. The inspection regime should include details of:

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SAFETY CORNER

- the equipment to be inspected (including its unique identification)
- the frequency and type of inspection (pre-use checks, detailed inspections)
- action to be taken on finding defective equipment
- means of recording the inspections
- training of users
- the system of monitoring the inspection regime to verify that inspections are carried out appropriately.

The manufacturer and/or supplier of the equipment should be consulted for any product specific requirements. If any signs of wear or weakness are found during the inspection, the components or means of attachment must be withdrawn from use until they are replaced with properly functioning components.

- provide information, training and instruction to workers, including procedures for emergency and rescue. You should also cover:
 - the type of control measures used to prevent falls
 - procedures for reporting fall hazards and incidents
 - the correct selection, fitting, use, care, inspection, maintenance and storage of fallarrest and restraint equipment
 - the correct use of tools and equipment used in the work (for example, using a tool belt instead of carrying tools) – control measures for other potential hazards (for example, electrical hazards).

- provide supervision by ensuring that workers exposed to a risk of a fall are adequately supervised by a competent person, especially if they are undergoing training or are unfamiliar with the working environment. **Check that:**
 - only workers who have received training and instruction in relation to the system of work are authorised to carry out the work
 - workers use the fall control measure in the correct manner.

HOW TO REVIEW CONTROL MEASURES

The control measures that are put in place to prevent falls must be reviewed, and if necessary revised, to make sure they work as planned and to maintain an environment that is without risks to health and safety.

WHS Regulation 38: A person conducting a business or undertaking must review and as necessary revise fall control measures:

- when the control measure does not control the risk so far as is reasonably practicable
- before a change at the workplace that is likely to give rise to a new or different health and safety risk that the control measure may not effectively control
- if a new hazard or risk is identified
- if the results of consultation indicate that a review is necessary
- if a health and safety representative requests a review.

Control measures may be reviewed using the same methods as the initial hazard identification step.

Consult your workers and their health and safety representatives and consider the following:

- Are the control measures working effectively in both their design and operation?
- Are all fall hazards being identified?
- Are workers using the control measures in accordance with the instruction and training that has been provided?



REMEMBER: PPE IS THE LAST LINE OF DEFENCE!

AGM

The VMR448 Annual General Meeting was conducted on September 26, 2018 with the committee remaining unchanged. The squad is enjoying a period of excellent stability and growth and this is highlighted by all serving members re-nominating for their positions.

President:

Russel McLennan

Vice President:

Heath Kennedy

Secretary:

Graham Creagh

Treasurer: Kerry Turner

Committee Members: Shane Turner, Don Bowden, Adrian Graf, Brad Thirlaway, Les Todd, Ross Vickers.

Life membership was awarded to Don Bowden and Charles Linsley for their tireless services to the squad, especially in their roles as squad UTC and assistant.

Geoff Osbourne, Emanuel Darmanin and Tony Curtis were congratulated on their promotion to unrestricted squad coxswains. This now gives the squad nine skippers who can be called on for any activation plus four coxswains with operational restrictions.

During November, Prime Minister Scott Morrison visited Mackay and while they did not get a chance to have an in-depth discussion on any relevant topics, VMR448 vice president Heath Kennedy and committee member Brad Thirlaway did represent the squad at the official meet and greet.

ACTIVATIONS

For some reason the number of general activations has been quite low during the last quarter. Whether the boating public is becoming better organised and prepared or just due to luck, there has been a noticeable lack of vessels breaking down or running out of fuel. During November, Mackay suffered through a record breaking heat wave with temperatures exceeding 40°. These extremes have been the result of a consistence series of low pressure cells moving through southern Australia drawing hot, north westerly winds through our region. As often happens with these conditions, the afternoon northerlies can reach strong wind warning levels and it was such the case when Skipper Emmanuel Darmanin was called out to assist a small trailer sailer in difficulty five miles north of the harbour. To compound the issue it was the full moon and there was a 5.8m tide ebbing directly into the wind.



Somo Visit to Mackay.



Emanuel and Ian with the new pumps.

The experienced crew of restricted coxswain Ross Vickers, Olena and Karl handled the conditions admirably and were rewarded with a big hug from the yacht's crew on their safe arrival at the pontoon.

NAVAL CADETS



Naval Cadets Visit VMR448.

MACKAY



ABOVE: Brad Thirlaway and Charles Linsley at the TSS Pioneer passing out parade.

INSET: Charles Linsley modelling new clothes.



Hi-line exercises.

Earlier in 2018, discussion took place between VMR448 Mackay and TSS Pioneer, the base for the Mackay Naval Cadets, regarding the possibility of working together to progress training opportunities for the cadets.

One outcome was the first visit of a Naval Cadet group to the Mackay VMR base. The group was in Mackay for an annual training event for Naval cadets from across Queensland. During their visit, the cadets learned about the role of Marine Rescue, and undertook a tour of the base and vessels.

Squad volunteers Brad Thirlaway and Charles Linsley were then invited to attend the passing out parade at the end of the training event. This provided the opportunity to discuss in more detail the potential for further joint activities involving the two organisations.

The VMR Mackay Management Committee expressed their support for the initiative by agreeing to the development of a joint training program. The program, to begin in 2019, will be based on the training provided to VMR volunteers, at both the VMR and TSS Pioneer bases.

This initiative will broaden the training experience of the Mackay Naval Cadets, and has the potential to develop a new source of younger volunteers for VMR Mackay.

RACQ CQ RESCUE

One job we never seem to have trouble getting a crew for is the combined training with the RACQ CQ rescue helicopter. Our strong relationship with this service means we are called on quite regularly to conduct training runs involving Hi-line exercises and water recoveries when they have crew and pilots who need accreditation or refresher training. After a recent exercise, crew member Kate Ellis stated "I joined VMR as a volunteer a year ago. Today we did joint training with a helicopter from CQ Rescue. Great fun training with such skilled professionals and getting soaked on such a hot day."

SAFETY

Safety is at the forefront of everything we do and encompasses tasks both on land and at sea.

Continued re-evaluation of the risks associated with a task often highlight an area where improvement can be made. Something as simple as accessing our high speed response RHIB *Mackay Rescue 6* when it is on the trailer showed an issue with the current SOP. For years, this access has been via a step



Now you see me ...



now you don't ...



Daniel Viero presenting the new access steps.

ladder that is secured to the side of the vessel with a lanyard. Through either haste or complacency, the securing of the ladder is commonly omitted creating an unnecessary risk of the ladder becoming unstable. Restricted skipper Darrell Saunders, who also happens to be the safety superintendent at Hastings Deering responded to this risk with the end result being the donation of a custom modified access platform by Hastings Deering Mackay. Many thanks to HDAL manager Daniel Viero for becoming involved with this project.

The extreme heat experienced recently also highlighted the fact that the current long sleeve shirts worn by crew are not the most suitable for the conditions. After extensive research and some practical trials, all active crew have now been issued with new, cooler style clothing.

PUMPS

Pumps are one of those items that only get used occasionally but when you do need them you want them to work first time and work well. Over the years, the pumps and associated hoses and fittings accumulated by VMR448 has started to age and vary, and a recent audit highlighted several risks with the current equipment. Apart from the general risks that come with aging gear used in a salt water environment, it was also established that the fittings and hoses used on the portable pumps were not compatible with the manifold arrangement on our Steber 3800 *Mackay Rescue 5*. The risk of being a long way from home only to find someone had swapped a suction hose that could not be connected to the vessel engine driven pumping system was deemed too high a risk. The decision was made to purchase a complete set of new pumps and to standardise all fittings. The end result has VMR448 well equipped to handle most pumping scenarios we might face. Many thanks to Don Bowden and Emanuel Darmanin for their work and input into this exercise.

MEET THE VMR448 MACKAY SKIPPERS

This quarter we introduce **Geoff Osbourne**.

Began with VMR:
2004

Why VMR?: As I own a power boat I believe it is an essential membership. In the event of something going wrong out on the water it is reassuring to know that there are a crew of people with the required equipment and skills, to help you out. If your problems are mechanical issues, miscalculations of your fuel levels and usage or something more catastrophic and you end up in the water.



Most memorable activation?: Many memories of activations, from snooping around in thick sea fog looking for lost kayakers, long overnight tows back from out at the reef, to some of the more interesting exercises with the RACQ CQ Rescue helicopter thumping away not far above the boat. Also some good social times attending various functions and events to display our equipment and services.

Have you been involved in any life threatening situations or emergency activations? An activation where a tinny that had capsized late one night. Fortunately they were not very far out from the Mackay Harbour, when we arrived the lady from the tinny was not doing so well, and appeared to be going into shock. We took her on-board our rescue boat and provided some assistance whilst we returned her to the base where the ambulance crew assessed her condition.

What are your current roles in VMR? Currently one of the skippers on the call roster.

Interests outside of VMR: I am an active member of the Mackay Sailing Club, participating in yacht racing as well as dinghy and catamaran sailing and racing.

Between my VMR duties, my yacht and dinghy racing I also try and squeeze in a bit of fishing, if the tides and wind are on my side, or I am not forced to be at work.

TASKFORCE TACKLES WRECKS

Over a long period of time Maritime Safety Queensland and the boating public have kept a watchful eye on a growing problem plaguing our rivers, creeks and bays.



At best, this problem is an ugly blight on our waterways. At worst, it is a risk to life, limb and property for mariners and to the environment.

I am referring to the growing number of unseaworthy vessels left by their owners to decay on the water and potentially pollute it with oil, diesel or other toxic substances.

Where Maritime Safety Queensland has been legally empowered to do so, and only when owners have failed to accept their responsibilities for their vessels, we have acted to remove some of these vessels from Queensland's waterways. We've done this if we deemed the safety or pollution risks they posed to be unacceptable, and where practical pursued their owners through the courts for reimbursement of the costs we incurred.

Let's be clear – the ultimate responsibility for maintaining a vessel lies with the owner. That applies to the whole lifecycle of a vessel, including disposal of it at the end of its life.

However, for a variety of reasons, the evidence is that a growing number of owners are failing in that responsibility. In July of this year the State Government reacted to this reality by announcing a 'War on Wrecks' and the creation of a government and industry taskforce backed by a \$20 million fighting fund to tackle the issue.

The taskforce, chaired by Ms Kim Richards MP, Member for Redlands, is supported by Maritime Safety Queensland. It has been tasked with removing as many wrecks from Queensland's waters as possible, within the limits of the fighting fund, while

ON THE WATER WITH MSQ



looking into the causes of the problem with a view to recommending ways of reducing the number of wrecks littering our waterways in the future.

As at early December, 2018 there were 263 confirmed unseaworthy vessels dotted around Queensland, with a further 87 regarded as being at risk of becoming unseaworthy.

Getting unseaworthy vessels out of our waters is not an overnight proposition. Legal avenues to persuade owners to discharge their responsibilities, or to obtain for ourselves the powers to do so, must be travelled down and that takes time. Once it becomes clear we can legally act to manage disposal of a vessel, tendering processes and the engagement of contractors also add to a timeframe that is measured in months rather than days or weeks.

That said, since the Taskforce got underway 55 wrecks have been removed from the water, while contracts are in place to remove around 60 more.

We expect to be really ramping up our removal activities in early 2019 while, in the meantime, the War on Wrecks Taskforce is working through a public consultation program that has already included meetings in Port Douglas, Yeppoon and Southport. The taskforce is considering submissions and comments it has received at those meetings and via its mailbox at **WaronWrecks@msq.qld.gov.au** and will continue doing so until it finalises a report to the state government due in February 2019.

One further public consultation meeting will be held by the Taskforce, in Redlands on February 1, 2019. Details are yet to be finalised, but they will be

announced on Maritime Safety Queensland's website **www.msq.qld.gov.au**

If you would like to make a contribution to winning the War on Wrecks – either by reporting a derelict vessel or one at risk of becoming derelict, or by contributing your ideas to the taskforce for long term solutions, please contact us at the above mailbox.

Similarly, we invite you to contact us at that mailbox if you own a vessel in the water that you can no longer maintain. While you will be responsible for the costs of remedying the problem, we might be able to discuss ways to keep those costs down.

Let's work together to keep Queensland's coastline free of wrecks!

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BRIBIE ISLAND

Radio Room Statistics: to November 30, 2018

YTD: 11,010 calls, 3,045 vessels logged on, 227 vessel assists, 92 overdue vessels, 29 vessel tracking, 1,160 Sitreps, 10 Sécurité broadcast, 1,346 radio checks, and one mayday.

VHF 78.4%, 27MHz 10.6%.

VMRBI HIGH TEA

Saturday, September 8, 2018

The ladies of the social committee put on a spectacular High Tea for some 70 members and guests at the function room at the VMRBI base. Dianne from Anna's Boutique with the help of her six models, Lyn, Joan, Kaye, Lyn, Sue and Sheryl provided a memorable fashion parade of dresses, tops, pants, shorts and hats available for sale at the function or at her shop in Kangaroo Avenue, Bongaree. There were prizes, a raffle and a prize for the best antique hat and bag on the day. The bar was also manned for those requiring more than tea or coffee.



State member for Pumicestone Simone Wilson MP, also our patron with Heather Pearson enjoy the High Tea.



Some of the members and guests.

VMR ANNUAL CHARITY GOLF DAY

Volunteer Marine Rescue Bribie's annual Charity Golf Day was held at the Bribie Island Golf Club in glorious weather on Friday, September 14, 2018. This event is an important fundraising activity to help keep our organisation operational. Thanks especially to the Bribie Island Golf Club for allowing us the use of their

beautifully maintained course for this event. Thanks to all our hole sponsors and also sponsors of the great range of prizes and a big thanks to all others who contributed to making the day successful.



Karen Highland and Derek Rawle from Busyfingers with Vice Commodore Liz Radajewski.



The winning team with Vice Commodore Liz Radajewski and Commodore Nathan Gundry. One team member left before presentation. Warren Eddie, Ross Taylor, Roy Nerichow and Terry Middleton.

WHEELS BY THE WATER

**CLASSIC CAR SHOW –
Sunday, September 16, 2018:**

VMRBI provided parking and entry collection services for this event at the Sandstone Hotel. For those who attended this year's Wheels by the Water, there were the TOP 10 trophy winners. It definitely was a tough decision! What a great turn out of classic cars. Thanks to everyone who put their cars on display or came to have a look.



BRIBIE ISLAND

The car entrants raised \$2,200 for VMRBI, and spectator entries raised \$1,087.60. Making a whopping total of \$3,287.60

BIG MORNING AT VMRBI

It was a big morning at Volunteer Marine Rescue Bribie Island with the official recommissioning of *Bribie Three*; The official opening of the renovated entrance to our base including new garden beds; Two of our members received their 15 year National Service Medals; and the announcement of a new major sponsorship agreement with Martin Jonkers Toyota Morayfield.



Superintendent Michael Brady, District Officer Moreton Police District pours the champagne over the bow of the newly refurbished *Bribie Three*, while VMRBI Commodore Nathan Gundry, State Member for Pumicestone Simone Wilson MP, Moreton Bay Regional Councillor Peter Flannery and Troy Davies Director of QFES watch closely.



Moreton Bay Regional Councillor Brooke Savage with Vice Commodore Liz Radajewski, and Commodore Nathan Gundry at the new entry to the VMRBI Base.



Police Chaplain Ian Todd was presented with a VMRBI Plaque by Commodore Nathan Gundry and VMR Bribie's Emergency Services Coordinator Graham Gibb in appreciation for the Chaplain's services to VMRBI. Chaplain Todd has blessed all three vessels.



Vice Commodore Liz Radajewski, Bob Skinner, Graham Patrick, Commodore Nathan Gundry. Bob and Graham both received their 15 year National Medals which were presented to them by Mr Troy Davies Director of QFES.

VMRBI HOSTS E.S. CADETS

Volunteer Marine Rescue Bribie hosted 28 Emergency Services Cadets from all over the state as the start of their week-long visit to Brisbane, visiting various Emergency Services Organisations. The cadets were welcomed with a barbecue, followed by lectures on marine safety and radio operations, all were taken for a ride in *Bribie One* demonstrating its capabilities. All had a hands-on practise in how to use a safety flare and all participated in a safety swim from *Bribie Two* to a life raft while *Jonkers Bribie Three* acted as the safety/rescue vessel.



VMRBI Coxswain Simon Middap addressing the Emergency Service Cadets regarding general boating rules, regulations and safety.



VMRBI Radio Officer John Bodycombe briefing the Emergency Cadets on VHF and 27 MHz radio operations and procedures.

BRIBIE ISLAND



VMRBI's Commercial Coxswain Ian Grimes and VMRBI Crew member Jamie Darlington watching on as Ian explains the different types of life jackets and their application to the Emergency Services Cadets.



Emergency Services Cadets demonstrating how to use a flare under supervision of VMRBI personal.

VMRBI AGM

1900pm Wednesday, September 26, 2018



The outgoing committee, from left: Ces Luscombe, Graham Gibb, Doug Lythgo, Nathan Gundry, Liz Radajewski, Allan Tranter, John Hammond and Peter McNamara (apology from Ray Gibbs).

Over 50 members were in attendance at this year's AGM. Retiring Commodore Nathan Gundry thanked everyone for their attendance and more importantly all the active members for their dedication to the squadron which in turn made his job a lot easier. He especially thanked his committee for helping VMRBI to its current great position. Commodore Nathan Gundry then presented the VMRBI Perpetual Annual Awards followed by the Commodore's Awards.



Commodore Nathan Gundry presents the Training Award to Bob Brandis.



Commodore Nathan Gundry presents the Outstanding Member Award to Peter Morton.



Commodore Nathan Gundry presents a Commodore's Award to Janine Jaavuo.



Commodore Nathan Gundry presents the Most Valued Member Award to Coxswain Ian Grimes.



Commodore Nathan Gundry presents the Keenest member Award to Karen Darlington.



Commodore Nathan Gundry presents a Commodore's Award to Christine Kubina.



Commodore Nathan Gundry presents a Commodore's Award to Alan Pawley.



Commodore Nathan Gundry presents a Commodore's Award to Phil Couper.



Immediate past Commodore Nathan Gundry, new Life Member Betty Snell, Commodore Liz Radajewski and new Life Member Bob Skinner.



FROM LEFT: Vice Commodore Ces Luscombe, Treasurer Doug Lythgo, Graham Gibb, Allan Tranter, Commodore Liz Radajewski, John Bodycombe and Peter McNamara (apologies from Secretary Gary Voss and Wayne Sclater).

All positions were declared vacant and as there was only one nomination for each position there was no voting required. Adrian Westerman introduced the new committee.

VMRBI'S FIRST FEMALE COMMODORE

At the Annual General Meeting on Wednesday, September 26, 2018, Liz Radajewski was elected Commodore, thus becoming the first female Commodore for Marine Rescue Bribie Island.



Commodore and Commercial Coxswain Liz Radajewski standing proudly in front of the VMRBI Base.

Liz joined VMRBI on May 21, 2003, made competent crew, and placed on the ERC September, 2010. She became a restricted coxswain March, 2012 and coxswain on March, 2013. Liz moved to White Saturday crew October, 2013 and graduated to commercial coxswain on December 1, 2013. Liz became the assistant unit training coordinator on August 13, 2015. At the 2016 AGM Liz was elected vice commodore and hence became a member of the Management Committee.

MARINE RESCUE REVIEW

Commodore Campbell Darby met informally with VMRBI (Liz Radajewski, Ces Luscombe, Doug Lythgo, Graham Gibb, Simon Middap, John Bodycombe, Bob Skinner, Ray Gibbs, Ian Grimes, Wayne Sclater, Simone Wilson and Peter McNamara). Items discussed over the 2 1/2 hours included: funding, training levels for volunteers, structures of overall squadrons, amalgamation, better use of modern technology and where do we see ourselves in 10-15 years.



Campbell Darby seen here with his assistant Isabel Vanlint, Vice Commodore Ces Luscombe and Commodore Liz Radajewski aboard *Bribie One* on Friday, October 5, 2018.

BRIBIE ISLAND

VALE JEAN BROOM



Sadly, Jean Broom passed away only 10 weeks after her husband Arthur on Tuesday, October 2, 2018, her funeral was held at 1130am at Traditional Funerals Burpengary on Wednesday, October 10, 2018. A small Guard of Honour was requested and provided.

FORMAL HANDOVER OF 4WD

At the re-commissioning ceremony for *Bribie 3*, Ray Jonkers from Martin Jonkers Toyota at Morayfield presented VMR Bribie with the use of a new 4x4 Toyota Hi Lux 4 door ute to tow *Bribie 3*. In honour of this gesture, VMRBI will now refer to the vessel as *Jonkers Bribie 3*. The vehicle has now had all the decals applied and on Thursday, October 18, 2018, Ray Jonkers visited VMRBI to formally hand over the vehicle. Ray said, "as a company they were proud to give back to a such fitting organisation in the local community, that does a great job, and all with volunteers". Ray, also a member of VMRBI mentioned that he had to be rescued a couple of times in the past by VMRBI for breakdowns, and really appreciated the work we do.



Commodore Liz Radajewski with Ray Jonkers, the newly sign-written 4X4 with *Jonkers Bribie Three* in tow and some members of VMRBI.

OYSTER FESTIVAL

Saturday, October 20, 2018

This annual event on the shores of Pumicestone Passage where one could experience different taste profiles of oysters from all over Australia. With freshly shucked oysters, seafood and wine stalls, celebrity chef demonstrations, live music, kids rides, entertainment and of course 'The Australian Oyster Opening Competition'. Once again VMRBI members provided parking direction and had our new Hi Lux with *Jonkers Bribie Three* on display.

POOLWERX DONATION

Thursday, October 31, 2018

Anthony and Michelle Spicer from Poolwerx presented VMRBI with a cheque for \$500 raised from the raffles conducted at our Sausage Sizzle day at Poolwerx on September 8, 2018 Ces advised that the funds would go towards replacing the FLIR unit on *Bribie One*.



Anthony and Michelle Spicer from Poolwerx present Vice Commodore Ces Luscombe with a cheque for \$500.

BOAT FIRE AT WHITE PATCH

Saturday, November 17, 2018

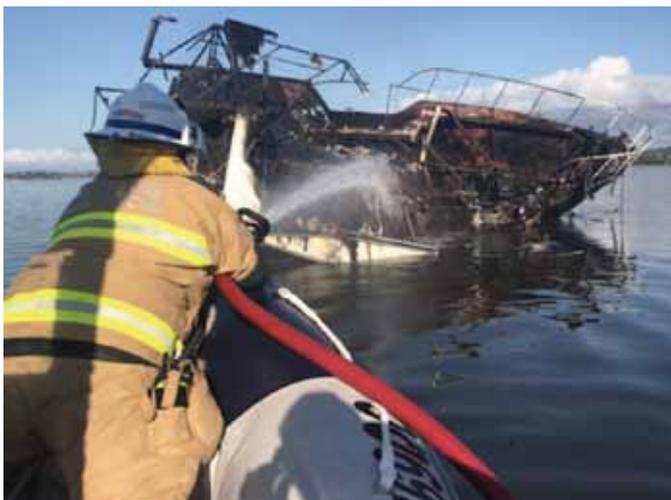
QFES were activated to a boat fire at approximately 0300am. The vessel had been stranded for some weeks and QFES initially fought the blaze from the beach. VMRBI were activated at 0505am arriving with *Jonkers Bribie Three* and *Bribie Two* with fire pump



Bribie Two can't get close enough to be as effective as the tide recedes. The pump is retained on *Bribie Two* and the hose with nozzle transferred to *Jonkers Bribie Three*, which can get closer in the shallow water.

and crews to assist from the water. The Water Police later tasked VMRBI to remove any associated debris. Investigations are continuing as to the cause of the fire.

Bribie Island Acting Senior Sergeant Peter Thompson said witnesses saw two people run from the scene of Saturday morning's blaze. "With the assistance of the police dog squad, two persons were located hiding in bush land," he said. "Detectives from the Moreton District Criminal Investigation Branch are still investigating.



Now close enough on *Jonkers Bribie Three* to completely extinguish the fire.

"Local emergency services train regularly and undertake inter-agency exercises to be prepared to respond to these types of incidents."

EMERGENCY SERVICES EXPO

Sunday, November 18, 2018

Between 3,500 and 4,000 people turned out for the Combined Emergency Services EXPO which had been postponed from October 14, 2018. This event, the largest of its kind in Queensland brings all of the emergency services agencies in one place for the general public to ask questions and get to know all

about the services available to the community in the event of a disaster and help them get prepared for the summer storm season.



Piper Mary O'Brien pipes the Official Party ashore and through the Guard of Honour provided by TS Koopa Naval Cadets and members of the Scouting Movement.



Smoke flare from *Bribie One* was used to simulate a fire to which *Bribie Two*, with Fire Fighters and pump on board fights the fire. After which a 'badly injured' patient was stretchered to an awaiting ambulance.

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BRIBIE ISLAND



The official party temporarily halted at the 'Opening Ribbons' and flanked by TS Koopa Cadets is QFES Inspector David Cumner, VMRBI Graham Gibb ES Coordinator, VMRBI Commodore Liz Radajewski, QPS Supt Paul Ready, Cr Brooke Savage, State Member for Pumicestone Simone Wilson MP, and Cr Peter Flannery.



The crowd queued to inspect the Life Saver Helicopter.



The crowds at this year's Expo well up on last year.



Vice Commodore Ces Luscombe presented Paul Jones with his 15 Year Service Badge for volunteering his time fund raising for the VMRBI. Paul said he loved selling the raffle tickets at the Bellara Hotel.

VALE BRIAN PRATT

Brian Pratt passed away November 25, 2018 aged 72 years, after a short illness. Brian joined VMRBI in September 2009 after previously serving with Mooloolaba Coast Guard. Brian was a member of Blue Saturday Crew and the Emergency Response crew from 2009 to 2013. Brian was a radio operator from 2009 to 2017 and a duty officer from 2013 to 2017.

Brian had previously worked for Telstra installing satellite dishes all over Queensland. He served six years in the CMF (Armoured Corps).

Brian had a great love of family and enjoyed spending quality time with his children, grandchildren and great grandchildren. He loved fishing, boating, and driving (especially dirt roads and 'short cuts'). Brian was very community minded, involved with running Scouts, netball and the agpipe Brigade. His son David said "Dad enjoyed the same birthday present every year, a bottle of Grants Scotch and a cigar".

Brian will be sadly missed by all who knew and worked with him. A Guard of Honour was provided by VMRBI in the chapel.

Brian's funeral was held at 1:30pm Monday, December 3, 2018 at Traditional Funerals, Burpengary.



VALE ROBERT MINNS

Robert Minns, aged 57 years, was found deceased on November 20, 2018. Growing up in Queensland Robert joined the Royal Australian Navy, graduated



from university as an electrical engineer. Spending eight years with the Navy and made the rank of Lieutenant. He then started work with IBM (Sydney), he married and moved to the USA with IBM.

Through illness Robert finished work with IBM and after a family

breakdown returned to Australia around 2010. Robert was a keen cyclist and was Ride Coordinator for the Bribie BUG (Bicycle User Group), planned and conducted 69 rides. The group members provided a Guard of Honour at his funeral. His three boys flew

from the USA to be at the service, all spoke lovingly of their dad. He was also a volunteer at the Bribie Island Butterfly House where he was trench digger, labourer and anything else. Robert joined VMRBI in June 2013, was a radio operator until joining boat and maintenance crew in March 2015 and allocated to White Saturday crew. Robert ceased crew duties around November 2016 as he had commenced

THE GROUP MEMBERS PROVIDED A GUARD OF HONOUR AT HIS FUNERAL. HIS THREE BOYS FLEW FROM THE USA TO BE AT THE SERVICE, ALL SPOKE LOVINGLY OF THEIR DAD

working at The Church of Christ's Aged Care Centre at Foley Street, Bongaree. He remained a VMRBI member until his passing.

Robert's funeral was held at 2pm Wednesday, December 5, 2018 at The Chapel, Great Northern Garden of Remembrance, Deception Bay.

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BURDEKIN

Burdekin Volunteer Marine Rescue's unit training co-ordinator Brad Hutchinson returned home with a swag of medals after competing at the recent Australasian Police and Emergency Services Games.

The Australasian Police and Emergency Services Games (www.apandesgames.com.au) saw more than 3300 competitors from across the country take on almost 50 sports in Mandurah, WA.



The biennial highlight on emergency services calendar builds camaraderie and promotes a healthy life style through the participation in sport, while raising the public's awareness of police and emergency services.

Brad competed in two sports; swimming and track and field across 19 events, returning home with three individual gold medals in discus, 50m Breaststroke and 100m Breaststroke.

"I thought I would attempt some track and field which I haven't done since high school. I can remember my distances in the throws and jumps, and was trying to beat my 14-year-old self – I didn't come close. The mind will still willing but the body struggles to keep up and I even found muscles that I had forgotten about," Brad said.

"The competitor that I competed against that came the furthest distance was a corrections officer from Singapore.

"I would encourage anyone to come and join in the very social competition – there is even a fishing competition as part of the games and I am sure we would have a few keen fishermen/women amongst us."

As all of us in Marine Rescue Queensland know, our work stretches well beyond the coast line, past the boats we tow back and into the communities we serve.

Recently the coastline of the Burdekin has seen the season's yachts passing through the region tapping into our local knowledge to navigate through rough weather. While *Delta One* does not get launched, it is the comfort of knowing someone on the other end of the phone is listening in and guiding them.



Peter Chatfield took to the boxing ring in October, raising close to \$6000 for our squadron more than 35 years after VMR Burdekin assisted in the search for his uncle after he went missing off the coast of Alva Beach. Although he didn't win his fight, it was a great effort and an excellent community event with president Paul Quagliata and Ernie Rose, who assisted in the search for Peter's uncle, sitting ringside for the fight.

Our year has been filled with community events and Summer has been no different. In November we joined the Home Hill community to mark the end of the crushing season with *Delta One* and *Honeycombes Rescue* joining a plethora of floats to make their way down the main street in celebration. For more than 30 years, VMR Burdekin has helped the Burdekin School celebrate the end of the year with



Harvest Festival.



Burdekin School.



Rescue chopper helipad.

a day on the water followed by a morning tea and barbecue lunch. A special thanks to Molongle Creek Boat Club who allowed us access to their all-abilities facilities making for a smoothly run celebration to wind up the school year.

In December we made our way to Jerona where the local community had poured in a massive effort to build an all-weather emergency helipad. With the community situated on the banks of the Barratta Ck, an emergency helipad will prove vital in the unlikely event our crew is activated for a medivac.

A \$20,000 Federal Government grant has given the automated weather broadcasting system a launch pad with Burdekin VMR now well sourcing materials to bring the pilot project together. Once up and running the automated repeater will free up our Channel 80 repeater, our main channel used during emergencies.

Our new Little Annies have been put to the test in recent first aid training at the newly refurbished headquarters in December. The Little Annies are able to provide our volunteers with the chance to use defibrillator devices as well as track their CPR efforts.



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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.



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	1	1:13	0:00
	Partially Smooth	16	27:43	1:00
	Smooth	66	89:38	18:43
	Totals	83	118:34	19:43

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

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

GENERAL

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:



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.

A LOVE OF THE SEA

For Jenny and Neville Davey, they had one last voyage on the sea they loved so much on October 22, 2018.

Jenny and Neville were regulars out on the water, boating and fishing off the Queensland coast between Turkey Beach and Gladstone. With the passing of her parents, daughter Shaz wanted to give them a send-off that reflected their love of the ocean. As all good friends do, Tash was on hand to help Shaz and approached VMR Gladstone about the possibility of scattering Jenny and Neville's ashes off the coast.

Our caring crew were only too happy to help out. With perfect weather, once off shore the eco-shell was set afloat. Shaz scattered some rose petals from her mum's amazing rose garden.

As if it had been scripted and just as the shell sank, fish came to the surface and nibbled on the rose petals like they were welcoming Jenny and Neville home.

The crew were honoured to be part of a very personal experience for Shaz and help her pay tribute to her parents in a very fitting manner.



TOP LEFT: Shaz Davey and Tash Neumann saying farewell to Jenny and Neville.

TOP RIGHT: Shaz Davey and Tash Neumann.

ABOVE: Shaz and Natascha with the crew from VMR Gladstone back at base.

GLADSTONE TRAINING IN FULL SWING

We all know that exercise is good for us. The same goes for rescue organisations. VMR Gladstone was part of a training exercise with CQ Helicopter Rescue.

A high winch exercise was conducted with *Gladstone 1* motoring along on the water and CQ300 flying above.

"These exercises familiarise our crew with receiving a person on board and having them safely lifted off again," said Andrea Hindle, Unit Training Coordinator Gladstone. "The professionalism in the preparation and execution of this exercise was of an extremely high standard and is beneficial to both organisations," said Andrea.

The crew of CQ300 were requalifying for high winching. This exercise was a success and both crews are looking forward to the next one.



ABOVE: CQ 300 crewman being lowered to *Gladstone 1*.

MIDGE POINT

Midge Point Rescue has undergone a refurbishment to upgrade its navigation and communication systems. The squad received a \$30K grant through the Community Gambling Benefit Fund which enabled the work to be completed.

The below items were replaced:

- New generation touch screen Furuno system
- 12" screens
- Clutter free dashboard
- New auto steer integrated with new Furuno system
- New radar
- Satellite phone cradle mounted and wired into vessel power supply
- Number of circuit breakers has been reduced and relocated to cabin

- Replaced old wiring
- Fitted new 12volt plugs and USB ports.
- New depth sounder which will still read at 35kts.

The new system is operator friendly, easy to use and has key controls at the skipper's finger tips. The squad has held training on the new system and the skippers and crew all agree and the upgrade will make navigation at sea a lot easier especially in rough conditions.

The squad would like to thank Twenty 16 Communications for completing the upgrade.

BLOOMSBURY BUSHFIRES

The recent Qld bushfires have been recorded as the worst on record. With the heatwave that hit Qld, along with it came the fires. Bloomsbury is a small community 12kms inland from Midge Point and is home to about 600 people.

A fire had started eight weeks earlier near Redcliffe cattle station from a lightning strike during a storm. With the catastrophic fire conditions caused by the heat wave and strong winds, the fire front went over the top of the range and down the other side. Over 100,000 acres of valuable grazing land and state forest was lost, along with livestock, tractors and fences.

Three of the squad's skippers helped fight the bushfire during the worst of it from Tuesday – Saturday. The skippers are also Volunteer firefighters with the Rural Fire Service:

- Gary Considine – Bloomsbury Rural Fire Service
- Rob Murolo – Lethebrook Rural Fore Service
- Keith Lade – Andromache Rural Fire Service

One of the crew members, Darryl Trimble, a local grazier, also fought the fire.

RESOURCES

The resources fighting the fire included:

- Sixty five volunteer fire fighters
- Local farmers
- Six dozers
- Three graders
- Twenty five slip on units
- Eight to 10 tractors with water tanks.





Gary Considine, Rob Murolo, Keith Lade and Darryl Trimble.

- In excess of 100kms of firebreaks were pushed
- Rural Fire Services that attended were:
 - > Bloomsbury Rural Fire
 - > Midge Point Rural Fire
 - > Lethebrook Rural Fire
 - > Andromache Rural Fire
 - > Kelsey Creek Rural Fire
 - > Up River Rural Fire
 - > Preston Rural Fire

While the fire was being fought, the Bloomsbury Soldier Memorial Hall was manned by locals preparing food to feed the firefighters. This food was donated and prepared by locals and businesses.

The squad would like to thank everyone involved in fighting the fire, donating food and water, preparing meals and for their support.

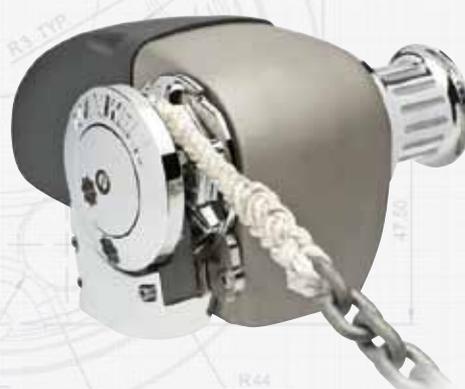
The local farmers are now faced with hungry livestock as a result of the cattle and are thankful to the people that have donated stock feed.

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RABY BAY



Maureen Dawson with Father Christmas.

GENERAL BASE UPDATE

With the warmer Spring/Summer season well and truly underway, boaties are back on the water and our activity level has increased again.

The period saw 181 activations, including 60 breakdowns and 15 activations for a combination of groundings, sinking vessels and searches. 195 people were returned to safety and total fuel consumption amounting to 14,000 litres.

The base was particularly busy with medivacs, which amounted to a total of 71 evacuations.



RBIII en-route for a Medivac.

CHRISTMAS PERIOD

In line with the season, Father Christmas made a surprise visit to the base to spread Christmas spirits and cheers to the crew, prior to visiting a party at Raby Bay.

The annual staff Christmas Party was also held in November, which provided an opportunity for members and their partners to catch up at a nice social event.

As usual, during the Christmas break the base will be open from 6am to 6pm from December 25 to January 1, to support the increased water activity during this period.



VMR Raby Bay Christmas Party.

ANNUAL GENERAL MEETING

The Annual General Meeting was held on September 4, 2018 with Councillor Peter Mitchell in presence. The base has had a big year as reflected in the annual reports submitted by the executive members, which meant that the year finished on a high.



Councillor P Mitchell, Treasurer G Brenk and Commodore B Bennett – Medal Award.

The vote for committee positions resulted in a largely unchanged committee, except for John Orth not being re-elected, Chris Joy and Andy Ross joining as committee members and Carsten Thomsen succeeding Peter Stock as secretary.

COLLABORATION WITH FIRE & EMERGENCY SERVICES

The base is increasing its collaboration with the local emergency services, particularly the Fire & Rescue Service.



Raby Bay on standby to assist with bushfire evacuations.

During the recent bush fires at North Stradbroke Island, *VMR Raby Bay* was activated to be on standby to transport Fire Fighters to and from the island as well as providing assistance with any emergency evacuations of residents.

The base is also exploring the feasibility of future provision of logistical support to the Cleveland Fire Station.



Boat fire (Stock photo).

There have been several boat fires in Moreton Bay over the years and the Fire Service with VMR and Water Police are investigating whether on water fire-fighting capability can be improved through such collaboration.

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RABY BAY

TRAINING AND DEVELOPMENT

Since AMSA took over the Commercial Coxswains qualifications on July 1, Raby Bay has successfully transitioned its training programs to align with this change.

The first group of skippers through this new process included Geoff Newton, Peter Stock, Jeff Dagan, David White and Rainer Waldmann. Congratulations on passing this challenging examination!

Good progress has also been made on progressing the fortnightly training nights with the modules for Engineering, Colregs, Navigation, Environmental and How to Operate a Vessel all being run. The training nights will re-commence in February.

VMR Raby base has several members with long service records. The most recent member to receive a long service medal was Phil Baker, who was awarded with the National Medal for 15 years service, presented by Commodore Bill Bennett. Congratulations Phil.



Phil Baker receiving a 15 year service medal.

A few crews are short on numbers, so new members will be brought on in January. The base is also exploring whether social media can be used as a platform to increase associate membership numbers in the future. We currently have 800 associate members and it would be desirable to increase that number significantly.

ACTIVATIONS AND EVENTS

As usual, the spring / summer period brought its fair share of challenging and interesting activations.

One example involved a trawler coming off its mooring twice in Raby Bay.

The first time it came off, it managed to drift into the Raby Bay canals (unmanned) and almost miraculously managed to berth itself onto an empty pontoon – with large boats on both sides. It was sheer luck that no boats or property were damaged in the process. The second walkabout ended just off the private beach in front of a Raby Bay residence.

Another activation involved a large 45ft flybridge cat with a 5.5m beam that had lost both engines on trip from Hervey Bay. Despite the 25-30kt winds,



Vessel coming off mooring twice in two weeks.



The empty pontoon 'chosen' by an unmanned trawler.



RBIII bringing a large 45ft cat 'home'.



Unexpected visitor at RBIII's bow.

RBIII and its crew managed to bring the vessel back successfully to its home pontoon.

Finally, on a beautiful sunny day during a training exercise involving RBIV towing RBIII, we had an unexpected visitor who showed great interest in the training underway.



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.

BUNDABERG

ACTIVATIONS

VMR Bundaberg was called to nine activations during the quarter. The first involved a medivac of a patient from a trawler in the Burnett River to a pontoon where he was transferred to a waiting ambulance. Our helmsman, Tony, did a great job of manoeuvring in the dark into the tight space at the pontoon.

On September 20 we assisted a 7m half cab with contaminated fuel on a return from the Herald Patches. It was an 18m round trip in good conditions.



7m half cab with fuel problems.

On the same day a 20m yacht with engine problems was assisted to berth at the Port Bundaberg Marina.



Bundy Rescue 2 rafted to 20m sloop.

On October 27 we assisted the first of two disabled overseas yachts into the river. This was a 13m sloop en-route from Noumea to Burnett Heads with a seized gearbox. It was a pleasure to deal with this crew as they were great with the lines.

The next overseas vessel was assisted on 9th November. This was a 17m ketch with two elderly sailors on board. They had been without an engine for several days, and dropped anchor off Burnett Heads in rough conditions to await arrival of *Bundy Rescue 2*. When our vessel arrived they had no power to raise the anchor, so a set of heavy bolt cutters



RIGHT: 13m sloop with seized gear box.

INSET: Paying out the tow line.



was transferred by heaving line to free the anchor. The next challenge involved berthing the vessel in a shared pen at the marina with 25kt SE blowing. Eventually to bow of the ketch was put onto the finger and she was walked in.



Tow attached to the 17m ketch.

The next really challenging activation was to assist a disabled 12m power cat taking water just to the north of Burnett Heads after a wave over the bow damaged the front access door. The vessel was also taking water into the port hull. *Bundy Rescue 2* took the vessel under tow, but was unable to turn it into the channel because of the asymmetrical profile caused by the partly flooded port hull. The vessel was eventually anchored off the lighthouse, the two POB were evacuated and the vessel was towed by a trawler the next day to the Bundaberg Slipway.

We continue our involvement with the LifeFlight helicopter crews for revalidation of their people for marine operations and training of our crews to interact with the helo.



LifeFlight helo ready to recover a rescue swimmer.



VMR Bundaberg at the Emergency Services Expo.

PROMOTIONS

VMR Bundaberg has had a prominent profile in the community this quarter by promoting boating safety at several events. We were at Ocean Feast, the Burnett Heads Lighthouse Festival, Burnett Heads Street Party, Auto Shown Shine, the Christmas Pageant of Lights and Bundaberg Community Safety and Emergency Services Expo.



Bundy Rum and our safety elves at the Pageant of Lights.



Bundy Rescue 2 and our crew at Ocean Feast.



GENEROUS FRIENDS

We mounted a boating safety display at Bundaberg Sunrise Rotary's Ocean Feast. This resulted in a generous donation of \$2000 for our efforts.

As part of our involvement with Border Force and overseas yachts coming to Bundaberg we again participated in the Down Under Cruisers Rally, where yachts rally from Noumea to Burnett Heads.

VMR President Graham Kingston spoke to the crews about the role of marine rescue in Qld and relevant VHF coverage. A pass round of our yellow boat money boxes raised \$295 and this was followed by a donation of \$505 from the Port Marina's plastic anchor project.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

WHITSUNDAYS

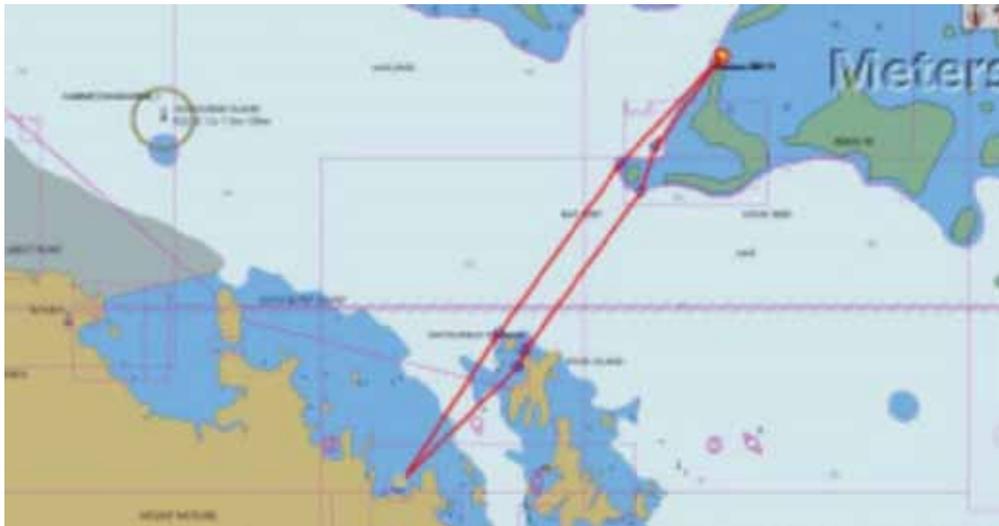
Abell Point Marina *VMR1* has been very busy, with year to date activations to the end of November 162 including 61 training, an overall increase of 38, or 44%. We are seeing more back to back, and even had a triple header activation. The upward trend is expected to continue.

The AIS installations on Hayman and Mt Robinson are still progressing well and we are just tying up a couple of loose ends before the equipment is ordered through Marine Traffic. At heights of 750ft and 1300 feet respectively, the AIS coverage footprint will be extensive.

These are some of the more noteworthy activations over the last few months.

Activation: July 6, 2018: Assist a member's vessel broken down at Line Reef, about 50 miles from Airlie

Emergency phone holder Celia Smith received a relayed call for assistance via Whitsunday VTS for a 6.5m half cabin that was having engine problems out at Line Reef, about 50 miles from Airlie Beach. Abell Point Marine *VMR1* was duly activated, and departed Abell Point just after noon for the long trip out to the outer reef. Conditions were south east



winds of 15-20kts against an incoming tide, making for a moderate sea with a few lumps, particularly after clearing the Islands.

VMR1 took the vessel in tow at about 14:30, with a temporary tow affixed until we could take them slowly into smoother water and attach a stronger towline for the long haul back to Abell Point at a comfortable 16-18kts. Once through the Narrows between Hayman and Hook it was much more comfortable as the tide had turned, and we deposited the vessel safely alongside the boat ramp at Abell Point at 18:30. *VMR1* was then refuelled and washed down before being secured for the night at 19:00, after about a 100 mile return trip and seven hours for each of the crew. Thanks to them for a long job, well done.

Crew: Ray Lewis, Rod Wilson, Kym Jolly
Skipper: Mal Friday

Activation August 4, 2018: Medivac an injured person on board a private yacht in Nara Inlet.

Our 24/7 phone holder Bill Harrison has perfect timing – I was about to hit the sack just after 22:30 when he rang ... a medivac for a person with a bad injury after a fall on board a private yacht in Nara Inlet. As I was about to leave home I saw Marti coming down his stairs in *VMR* gear as well, so we carpooled to meet the rest of the crew. Abell Point Marina *VMR1* was ready to go by 23:00, but we were delayed while paramedics Rosie and Stephen attended to another incident before meeting us at the marina. *VMR1* departed just before midnight with no moon to shed any light on a very dark night and less than 10kts of E/SE wind and a flat sea. En route we spoke to the skipper of the vessel who told us that the patient was

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okay as long as she did not move, but that extricating her from the cabin where she was may be difficult. It was.

VMR1 was rafted up to the other vessel by 1am, but the process of stabilising the patient and giving her enough pain relief to allow her to be moved took about 45 minutes. She was then placed and strapped securely to our backboard – not enough room to use the stretcher – and then it was all hands on deck to carry her out of the cabin on the lower deck, up and over a cupboard (there was just enough room to keep her horizontal) and up to the main deck level before carrying her onto VMR1 for the trip back to Abell Point and the waiting ambulance.

We had her back at the marina about 2:30 am, but by the time we carried her off the boat and gingerly put her on the waiting stretcher, helped the paramedics get her and all their gear up to the ambulance, and then refuelled VMR1 before getting back to its own berth, washing down, shutting down and securing the rescue boat for the night it was 3:15 a.m. and we were all looking forward to getting some shuteye.

Many thanks to the crew, many hands make light work and the extraction process from the boat was very well done.

Crew: Marti Davy, Clayton Earl, Ricardo Pritchard, Ryan Houston. **Skipper:** Mal Priday

PS – it is not very often that we get thanks for doing what we do and we do not expect that, but this message was received a few days later from our patient – well done to paramedics and crew.

"I am the injured 60 year old female with a dislocated hip who you rescued that night. Not only did you manage to extract me out of what seemed to be an impossible situation, but you also minimised the excruciating pain I would have endured if not in your capable hands. Your professional and caring manner eased my fear, making me feel safe and confident in your care. As a nurse, I unfortunately knew the possible complications of moving someone with such

an injury. If not dealt with using the knowledge and skill you displayed, the outcome could have been very different or even fatal. You virtually saved my life! The communication between both skippers was flawless, as was the teamwork amongst all crew members. I don't have the words to express my gratitude to you all. You were very patient and diligent in manoeuvring me out through a narrow obstacle course whilst keeping me immobilised, secure and safe. Your utmost focus was on me which was very reassuring. The outcome was the best scenario you could imagine – an overnight stay at Proserpine hospital where the staff were able to manipulate my hip back in to its correct position without surgery. I was discharged the next day, mobilising on crutches. My quick recovery has been nothing short of a miracle. Thanks to the Volunteer Marine Rescue Whitsunday – I salute you!"

.....
Activation August 11, 2018: Respond to Mayday call for vessel taking water off Pioneer Rocks

Judith Backway in our radio room received a Mayday call from a 50ft sailing vessel that was taking water near Pioneer Rocks, and she called me (Mal) just before 1010 to put things in motion. I asked her to put together a crew while I made my way to the Marina. Whitsunday VTS was getting more details from the vessel by radio. Abell Point VMR1 departed the marina just after 1030 and approached the vessel about 10 minutes later, to see a Police boat already alongside and starting to transfer their pump on board. Another tender had put crew on board the yacht to assist, not quite sure of the name but he had on a deep blue shirt – thank you for your assistance.

Abell Point Marina VMR1 was then asked by the Police to come alongside to transfer our bigger pump to try and keep the water at bay as it was well over the floor boards. We secured on the boat's starboard side and rigged our hoses and pump, and after a period it sounded like the two pumps were slowly

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gaining. At the request of the police I called Chris Carter from Hawkes Boatyard advising him of the situation and requesting an emergency lift using the travel lift once we got the injured yacht into the marina, and he was soon on his way into the Boatyard to assist.

Entering the marina was a bit dramatic – despite broadcasting on channel 16 twice and also on Channel 9 the fact that *VMR1* and the police boat were inbound with a vessel in tow between us and requesting all vessels to keep clear as we had restricted manoeuvrability, a large power boat exited the marina as we were in the leads and was sticking doggedly to the centre of the channel! Repeated bursts of five blasts on our horn (meaning 'I am unsure of your intentions' did not seem to make a difference, and then he decided to accelerate to get out of the way thereby creating a big wake – just what you want when you are rafted up either side of a towed vessel! Furious hand signals got him to slow down and move out of the way, and I do not know if he heard both *VMR1* and the police tell him that his actions were not very clever, or words to that effect. Lesson here is to use your VHF and monitor channel 16 at all times!

In the marina we launched our tender, and *VMR1* dropped its lines while the police boat, together with experienced commercial skipper George Canfield in our tender and another passing tender eased the vessel backwards onto the travel lift that Chris had just manned, about 1145. Thank you, Chris at Hawkes Boatyard, for the prompt response.

Out of the water the problem quickly became apparent – it had lost its prop and shaft! *VMR1* recovered our tender – thanks George – and then went straight out to our next activation. Good work by the crew getting the motorised pump and hose in place.

Crew: Ray Lewis, Fin Forbes, Jim Dunn
Skipper: Mal Priday

.....
Activation September 9, 2018: Assist a member broken down at Gould Reef, 44.5 miles from Airlie Beach

Something about the best laid plans rings a bell. I was just settling into babysitting and getting ready to take the grandkids to meet up with my daughter for her birthday when Jenny Greig in the radio room triggered my 'Help' ringtone about 14:30 – a member had broken down on the outer reef and needed assistance to return to Port of Airlie. After a change of grandfathers for babysitting I met the crew on *Abell Point Marina VMR1*, and we departed for the vessel about 15:00 for the nearly 45 mile trip each way. Conditions were 10-15kts of east to southeast wind and a slight chop.

The activation radio call did not come from the member's vessel (his radio was not working along with his engine). It came by radio from a vessel that happened to be nearby and had responded to the smoke flare fired by the vessel in distress...they had towed them into the mouth of Gould Reef to anchor. If they had not seen and responded to the flare, our target vessel would have been in a world of trouble, with no other vessels in the vicinity! Our course was just about due north as we edged past Double Cone and headed further out into the Coral Sea, across the main shipping channel.

VMR1 reached the vessel at 17:25 and were soon told by the two on board that it was very reassuring to see the big white rescue boat approaching. While they were in no danger of hitting the bottom in 40+m of water, the tide had just turned and they were in the middle of a very strong and building tidal flow. After securing the vessel alongside, we manoeuvred them to help them raise their anchor and took them slowly into calmer water to complete the paperwork and set up our tow. As their radio was not working we gave them one of our handheld units to maintain communications with them on the return journey, which was underway at 17:40. We soon built up to a comfortable 20kt cruise with them enjoying the flatter water in our wake.

They were taken alongside again off the channel to Port of Airlie and deposited on the boat ramp pontoon at 20:00 before we returned to Abell Point Marina at 20:25 to refuel, return to our berth, wash down and secure *VMR1*, finally finishing the six hour activation at 21:00.

Our member was very lucky that another boat was in the area, and we must caution all boaties that may wish to venture further out to ensure that they have a VHF radio, that it is working and that you know how to operate it and which channels to use – your lives may depend on it. Even around the Whitsundays you cannot rely on a mobile phone as there are many areas where there is no coverage. Remember that nobody can hear you scream at sea! Thanks to the crew for a long but successful job

Crew: Roger Wodson, Ryan Cunningham. Kym Jolly, Bill Hopton, Skipper: Mal Priday

.....
Activation September 16, 2018: Assist member, 21ft Haines Hunter, broken down at Black Reef

This felt like Groundhog Day or déjà vu! Radio operator Jenny called me around 1615 to advise that a member in a 21ft Haines Hunter had broken down on the outer reef and was requesting a tow back to Port of Airlie. Hang on – we towed a 21ft Haines Hunter back from Gould Reef (90 miles return) only six days ago – is it the same boat? Jenny called them and yes! Unbelievably, the same boat had experienced an engine problem and was towed back from the outer reef last week. However, the situation this time was a bit different. Firstly, we did not have

use of our own Abell Point Marina VMR1 as it was out of the water, but we did have a smaller 8.5m substitute that VMR Mackay had kindly offered to lend us in the interim. Not as capable a sea boat as ours, but with winds of 10-15kts, capable of doing the job. Secondly, the call was late in the day and the last thing we want to have to do is manoeuvre around reef in the dark, so it was contemplated to leave them overnight and go and get them at first light. In the end, we decided to go as from all accounts they were anchored in deep water. (Just as well, as we had another activation at first light.)

After inducting Michel and Tony onto the new boat and filling some extra fuel containers as a reserve (we practice what we preach!), our substitute VMR1 departed Abell Point Marina at 1700 for the nearly 50 mile trip to Black Reef. Winds were 10-15kts with a slight chop over an outgoing tide.

We were alongside them at 1900 after a slow approach and being very wary of the reef around us, and after tying them alongside we manoeuvred them over their anchor so they could retrieve it in 25m of water. After a couple of unsuccessful attempts they decided to cut it free as it simply would not budge. We picked our way out of the reef, took them in tow at 1915 and set course back to Airlie at 18-20kts. The member said they had only caught one fish all day. Once we had passed through the Narrows between Hayman and Hook we were able to take the speed up to 23-25kts and deposited them on the Port of Airlie boat ramp (again) at 2200 before returning to Abell Point to refuel, clean and secure the boat ready for the next activation. We finished at 2300. The round trip was just over 101nm – a long way in an 8.5m boat.

Many thanks to Michel and Tony, who did a great job on an unfamiliar rescue boat, and to VMR Mackay for allowing us to fill the void while our own boat was out of the water.

Crew: Michel del Aguila, Tony McNeill
Skipper: Mal Priday

.....

Activations October 20, 2018: A Double Whammy ... no ... wait ... Tasks 1 and 2 back to back

Sometimes you can't help bad luck. An engine break-down meant that on Saturday morning a yacht needed his boat moved from the public jetty at Abell Point Marina into a berth. The task was straight forward, but limited manoeuvring ability in confined waters made the choice of berth important. Several options were available and talking with Robyn and Ambi at the marina office soon gave us the best choice. Thank you ladies for being so helpful. A simple raft-up and a trouble free transfer saw our mate safely secured in his berth. Apparently the universe decided that it was all a bit too easy for us though. Just as we were releasing our lines from this activation, the VMR base called and tasked us to assist a broken down vessel in Whitsunday Passage. So ... *Abell Point Marina VMR1* set off for the second time. Talk about rapid deployment!

We had a GPS fix and good contact details so as we left the marina we powered up for a short ride in smooth seas. As stated in the brief we received, the vessel was anchored in 40m of water in exactly the stated position. Sensational ... love it when that happens!

We had them weigh anchor and paperwork was completed while we prepared the tow. It was a broken oil feed line which had put a halt to their game-fishing contest for the day. Another lot of bad luck being dished out. Then the deja-vu moment, again. Just as we were about to tension up the tow-line for the trip to back Abell Point, we received a third call for an activation. Sheesh! This time it was a Mayday/MOB search activation in the Bowen area ... but more about that later.

A quick check and all the current crew were good to stay on for the next activation. We would need to return to base to refuel and pick up extra crew so the vessel under tow was advised that our speed would increase. With an all good from them, we powered up for a very smooth, swift trip home. An uneventful drop off at the ramp pontoon saw them there in time to get



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to the local Mercruiser agent and we refuelled and were ready for the extra crew and our next task.

Crew: Michel Del Aguila, Ross Garling and Murray Story. **Skipper:** Ron Roberts

.....
October 20, 2018: Task #3 for the day and back to back: Police activated search off Bowen

I (Mal) was on duty in the radio room, and had activated *Abell Point VMR1* with Ron, Michel, Ross and Murray for the first activation of the day – which turned into a back to back for a second activation. Just as things were settling down again the Water Police called, requesting our assistance for a search off Bowen. The previous day they had attended to a brief, garbled mayday man overboard call, but found nothing. An object had just been discovered above the water's edge in Bowen, and this prompted a full blown search involving VMR Bowen, the RACQ rescue helicopter and VMR Whitsunday.

After calling Alan Corney to come in and take over from me at the radio room (thanks Alan), I went to the Water Police office for a briefing before making my way to the fuel berth to wait for *Abell Point Marina VMR1* to return from the previous activation. On the way I turned caterer to sort out some lunch for the crew, as this could turn out to be a long one. As soon as *VMR1* was refuelled and the crew briefed on the task, we were underway at noon, heading for the start

of our search area at the northern end of Gloucester Island, about 21.5 miles away. Many thanks to the previous crew who all elected to stay on board – more sets of eyes are a good thing on a search! Conditions were an easterly wind of 15-20kts and an outgoing tide in our favour – that changed a bit on the way back, though. *VMR1* was on station for the start of the search within an hour and we headed northwest and started to search Edgumbe Bay towards Cape Edgumbe to the north of Bowen, then south along the shoreline to Stone Island, before turning back to the southern end of Gloucester Island.

We were about to make another run across the bay when the Water Police called and as it had now been determined that the object on the beach had not in fact come in from the sea they asked us to make our way to the VMR Bowen Base to pick up two police officers from Bowen and transport them to Stone Island. They wanted us to take them ashore in our tender so they could ask the people at the homestead if they had seen or heard anything that may have helped the operation. The answer was no, and so *VMR1* was stood down after returning the officers to the VMR base. We departed for the 33 mile return trip to Abell Point Marina just on 1615. Conditions across Edgumbe Bay were not too bad, but as *VMR1* reached the eastern end of the Passage we were slowed to less than 10kts in the short, sharp seas generated by the now incoming tide against the 15-20 knot easterly, and it was pretty uncomfortable until we were able bear away once we had cleared George Point. We returned to Abell Point about 1815, and had refuelled, cleaned and secured the boat by 1830.

A big day, especially for the crew from activations one and two that stayed on for the SAR as well. Thanks to all of the crew, great commitment by the whole team.

Crew: Michel Del Aguila, Ross Garling, Ryan Cunningham, Murray Story, Steve Raine, Chris Williamson. **Skippers:** Mal Priday, Ronnie Roberts.

.....
Activation October 27, 2018: Transfer 3 QFES personnel to Thomas Island to deal with possible chemical contamination

Possible chemical contamination in the Marine Park is not something to sneeze at, so when we got a call from QFES in Brisbane on Friday afternoon requesting our assistance to take three personnel to Thomas Island on Saturday to deal with a possible chemical contamination we set a departure time of 0800, and put a crew together for the nearly 70 mile round trip. A container holding pellets had been reported on a beach on the southwestern



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side. This was possibly another one of a number that had fallen overboard some years ago, and had finally made landfall. The pellets were apparently used for rodent control on ships, and were potentially extremely toxic to humans as well as rodents.

After loading the furies gear and the three furies, *Abell Point Marina VMR1* departed the marina just after 0800. Conditions were good on the way south, with about 10kts of northerly wind and an incoming tide behind us all the way to Thomas, arriving at 0935. We were told not to anchor too close and not directly downwind of the beach due to possible fume production in the neutralisation process, which involved the use of an acid and water. Our passengers and their gear, including respiration equipment, were taken to the beach in two trips in our

tender, and we were told that if they all fell over not to go to the beach!

They gave the all clear to pick them up after about an hour – apparently

the pellets had already been exposed to water and were no longer a danger. With everyone back on board with their gear and the offending container in a sealed bin, and with the tender safely stowed and secured, we headed back to Abell Point.

The QFES crew were dropped back at the fuel dock at 1245, and *VMR1* was refuelled, returned to her own berth, cleaned and secured a little after 1300. A nice easy activation over five hours, which makes a pleasant change from some of the others! But we were very glad they did not all fall over on the beach. Well done to furies and crew.

Crew: Bill Hopton, Clayton Earl, Jim Dunn, Daniel Trethewey. **Skipper:** Mal Friday.



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A wild summer storm bears down on the Gold Coast Broadwater.

As this article is written, it has been an afternoon of constant activations for VMR Southport. The weather is warming up, the winds are quite fresh, and the hordes of boat owners are starting to enjoy the ideal pre-christmas conditions on the Gold Coast's beautiful waterways.

The past couple of months have been relatively quiet on the water, however, the winds have been constantly blowing, limiting the number of vessels that are travelling offshore, and further restricting those that like the quiet, peaceful times in the protected estuary areas. Regardless of the weather, that will all change in a couple of weeks when the many thousands of extra boaties converge on our neck of the woods.

VMR Southport are very prepared, the rescue vessels have all been serviced, the process to clean the vessels is almost complete, the rescue crews are as prepared as they can be, and the phones are ready to be answered to those who require assistance.

VMR Southport can perform anywhere up to 15 rescue activations a day between the Christmas / New Year period, ranging from the usual towing of broken down boats, through to assisting Paramedics with the increased number of marine medical activations. Whatever the need will be, VMR Southport will be there to assist.

We have had some notable assists, namely the rescue of a lone skipper whose vessel was washed onto rocks in the Gold Coast Seaway. This rescue was a multi agency response with Surf Lifesaving Qld,

Qld Ambulance and the Gold Coast Water Police. The skipper was airlifted from the vessel to Doug Jennings park and then transported to hospital by ambulance. We were also involved in the rescue of a scuba diver who found himself in difficulty on an outgoing tide in the Gold Coast Seaway. Quick action from our vessels and QAS First Responder limited further distress for this patient.

Over October / November a Shipboard Safety Skill Set Course was held at Southport. Seven new members participated, and all were deemed competent. The experiences these students achieve are fantastic and the teamwork that takes place is great, and should the need arise in an emergency situation, these students are now well versed in assisting to save lives.

Several of our members have achieved new skipper rankings over the past quarter, both Rob Sinclair and Rex Scott have been promoted to Coxswain, Matt Fitzpatrick to offshore skipper, and Jayde Morris has attained the rank of inshore skipper. These people join a number of other members who have also progressed, and congratulations should be conveyed for the great experience and knowledge they all bring to this squadron.

Crew numbers are very steady at Southport, with the six crews now each averaging 12 members per crew, which is a very acceptable number and allows us to meet our commitments with four vessels.

We are eagerly awaiting our new 6.8m Swift Inflatable vessel which is due for delivery in early March 2019.

At last inspection the hull and super structure were almost complete with painting and fitout of the vessel to take place after the tradespeople return from their Christmas break. We have been very lucky to receive some large donations towards this vessel which have greatly reduced the cost. More info in the next journal on that.

Some other major works are currently underway at Southport with the replacement of our fuel bowser. A recently acquired five year old bowser with all the digital lights and whistles, and with very little use will replace the existing 1974 model manual bowser that has delivered us over one million litres of fuel in its history. We can only hope we get as good a service from the new installation.

As well we are replacing our barbecue structure which has also served us so well over our 30 year existence at the current base. Concerns are held that this cyclone season might see the roof of this end up in Surfers Paradise, so a new Colourbond model has been ordered to be installed immediately after the New Year.

Our carpark shade structure is also having modifications undertaken as a recent incident with the milk delivery van no longer sees it meet building standards!

VMR Southport was recently the subject of some senseless vandalism where a male person (who looks very good on security camera, as does his vehicle) broke in through the side fence and proceeded to steal only the small cans of pump fuel we have around the base. When he could only find a few litres by these means he cut the fuel lines on one of the Rescue vessels hoping to get a lot more fuel. Wrong



VMR Southport, Surf Lifesaving Qld, Qld Ambulance and Gold Coast Water Police were all involved in the recent rescue of this skipper from the Gold Coast Seaway rock wall. Whilst the man was safely retrieved, his vessel was lost to the ocean.

again, so he left with very little fuel for himself, but an expensive bill for VMR due to the damage to our fuel hose storage shed and the fuel line system on the boat that was caused. VMR Southport got some very extensive publicity on social media from this event, and some further information has been passed on to the investigating police officers.

Everything else is good at Southport. We are just waiting for the rush, and hope that nothing too serious occurs.

Happy New Year to everyone and safe boating.

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Shipboard Safety Skill Set training at VMR Southport.

NOTABLE JOBS

A man contacted VMR recently requesting a tow of his disabled sailing vessel from east of Burleigh Heads to Southport. A crew were dispatched and located the drifting vessel, taking it in tow. On arrival at Southport the vessel was anchored in the Marine Stadium where the skipper proceeded to tell the VMR crew how unlucky he had been on his journey. He had left the Tweed River earlier in the morning, where his engine had broken down just short of the Tweed Bar. He managed to quickly hoist his sails to get him through the Bar, then as he was just north of Currumbin his rigging failed, ripping his sail and leaving him in further distress and needing to call for assistance. Given that the seas were quite lumpy and the wind was blowing 15-20kts on the day from the north, the crew were left wondering why the skipper left the Tweed knowing he had a problem with his vessel, given the conditions were not ideal. A simple tow back to a safe haven in the Tweed River, where the engine problem could have been looked at, could have eliminated a lot of risk to both the skipper, his vessel, his crew members and that of the VMR crew who assisted.

An extremely distressed man recently called VMR stating his female friend had gone missing from their cruiser anchored in the Labrador channel. The tender to the cruiser had become untied and floated away, resulting in the lady attempting to retrieve it. She had jumped into a second vessel attached to the cruiser, an inflatable boat, which wasn't inflated, and hence ended up in the water, drifting away with the tide

and not being seen or heard from in 30 minutes. Given this happened in the night hours, the Gold Coast Water Police were contacted and a search was initiated. Soon after the man contacted VMR again to say the lady had been picked up by another vessel and was safe. A good result given the circumstances.

A jetski rider and his passenger had an extremely lucky escape recently when their craft collided with an anchored vessel near the Seaway. VMR were notified of the incident and attended. Whilst the anchored vessel was seriously damaged, and nobody was injured, the jetski rider had a rare luck story to tell. Given the speed of the jetski at the time of the collision, and the riders attempt to turn away from the vessel, the vessels anchor rope made contact with the jetski rider's chin. 'Someone from above' must have intervened as the rope could have caused a very nasty injury, but fortunately didn't.

A VMR radio operator received a phone call from a very distressed man while recently on shift. The mans wife was having a serious medical episode onboard their vessel, and he requested urgent medical assistance. The radio operator, who has medical qualifications, was able to assist in helping the man to stay calm, whilst making his wife comfortable, and as they were close to the mainland, he was able to be directed to Paradise Point. The radio operator had also contacted the Ambulance Service so paramedics could be dispatched to treat the patient. The lady was taken to hospital, and reportedly recovered well from the incident. A really great effort.

A phone call was received at VMR Southport recently from a man who was requesting transport to a vessel that was anchored at Wavebreak Island. All on board the vessel had had way too much fun on the day, as well as way too many liquids, and there was no possible way for the vessel to be safely navigated back to its mooring at Southport. The man was a replacement skipper. VMR were happy to oblige and transport the man if it meant everyone getting back safely. A substantial donation was made in appreciation of VMR assistance.

A jetski owner requested VMR assistance after his craft had a mechanical failure recently. When asked if the ski was fitted with a 'tow tap' enabling it to be towed at speed the man indicated he had no idea of what a 'tow tap' was but if VMR towed the jetski only in a "forward motion and not backwards" he would be happy. The VMR skipper did as requested, and explained to the man that no vessel is towed in any direction other than forward.



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