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OFFICIAL JOURNAL
VOLUNTEER MARINE RESCUE HERVEY BAY INC.
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Winter 2016



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Volunteer marine Rescue Hervey Bay Inc.

Rescue One

WINTER 2016



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Phone: 07 4128 9666
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MANAGEMENT COMMITTEE

Commodore:	John Smith	Unit Training Coordinator:	Col Goldsworthy
Vice Commodore:	Jill Barclay	Vessel Group Coordinator:	Les Czislawski
Secretary:	Maryanne Hudson	Radio Group Coordinator:	John Herron
Treasurer:	Wendy Reed		

APPOINTED OFFICERS

Operations Manager: Dave Marshman
Office Manager: Theresa Harris (Acting)
Asst. Boat Maintenance Officer: Juan Pereira & Gil Townson
Asst. UTC (Crew): Brian Stumer
Marketing/Promotion: Steve Nolan
Asst. UTC (Radio): Jill Barclay
Charts & Navigation: Ross Jensen
Working Group Rep: Christine White
Stress Management: Lorraine Goode and Graham Huth
Operations Officers: John Herron and Graham Stanton
Events Co-ordinators/Providore: Cheryl and Lance Price
Workplace health and safety Officer: Les Czislawski & Col Goldsworthy
Zone Delegate: John Smith & Col Goldsworthy
Grounds/Building/Vehicle Maintenance: Reg. Treston



Front Cover Photo: Hyne Timber

Rescue out on a tow

Inside Photo: Out on a Training run



From the Commodore– John Smith



Hi Folks, I am sitting here at my desk pondering what to write and you know I cannot think of a damned thing.



Ah! Life is tough!!

We have had a number of community based organizations asking us to provide talks on the function of VMR in our area. Colin our UTC and Jill our Vice Commodore have presented not only some of our proud history but also the projected way forward for the squadron. Their efforts and Jill's public relations program have certainly enhanced our profile in the Fraser Coast area.

A new fund raising project is unfolding with the help of Darren Everard from Fraser Coast Regional Council and Maryanne our Secretary we are well on the way to our first Reel Buoys Toys sale. You can purchase a site from us at the seafront oval and sell anything nautical. To happen on July 30th it is shaping up to be a big event. Come on up for the weekend and buy a boat or at

From the Commodore– John Smith



least a fishing rod!!

I believe our subcommittee have narrowed the tender of a new vessel down to 3 builders but are still awaiting more information from each company before making a proposal to management. The people working on funding this project have certainly done a lot of ground work and this is starting to show some rewarding signs.

I was amazed to discover that over the past year the number of training activations is nearly the same as the number of jobs we have done.

In closing I would like to say what a humbling experience the last 7 months have been. To be able to say that we now have strategies in place to take Marine Rescue Hervey Bay forward into the next 15 years is a great achievement. I am very grateful of the work and dedication of the Research & Development subcommittee, the management committee and all of the groups and members who involve themselves in helping to make this squadron a great place to be.

Thanks John

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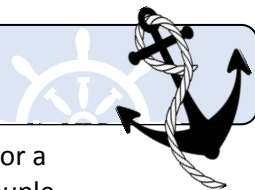
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VMR v HB Dragon Boaters – March 2016



What a brilliant day! Who could have asked for better weather or a better group of people to have a bit of fun on the beach for a couple of hours? The game kicked off just after 13:00, when the Hervey Bay Dragons (who won the toss) finally managed to get the ball and bat away from VMR, who were being typical BOYS!

An early injury to Rob Newman prompted some late calf stretching from those on the field. Rob was assisted from the sand and given some ice, bricks and a nice shady spot to recline and watch the play.

Despite all efforts and a valiant battle from the Hervey Bay Dragons (and some dubious boundaries), the superior batting from VMRHB's opening batsmen got us through to win once again. Ron even hit an 'over the fence and out'! as well as clean bowling one batsperson, twice in 2 balls. Recognition should go to the Umpire here, who kept the game flowing, the laughs coming and the score close.

A few beers were consumed back at the Surf Life Saving Club after the game and certificates awarded. Thank you to all VMR members and partners who attended the social game today, and to the Hervey Bay Dragons for joining with us for a bit of fun. And, an especially big thank you to Rhonda O'Brien for being the motivator for this event.

Who will win the coveted Perpetual Beach Cricket Cup - complete with gold bits-next time???

Playing for VMR: Jill B, Ron H, Christine, Rob Newman, Juan Pereira, Phil Jordan, Colin G, Keith T, Lisa Forbes, Peter Dicker (absent but with us in spirit)

Umpire: Chris Marshall (Champ)

Score: Honest Max (Hervey Bay Dragons)

Hecklers: John Smith, Wendy Reed, Geoff Friend, Bob Barclay, Gerda, Beata and Rob Newman.



By Christine White

A Catastrophe Waiting to Happen



Two American yachtsmen attempting to sail across the Atlantic Ocean from Norway to Maine, USA, have been rescued 9 times in the past 7 months – the length of time it has taken them to travel as far as Cornwall in the United Kingdom. Before even getting close to the Atlantic their 18 ton wooden yacht *Nora* was rescued in:

- Norway when the propeller shaft failed
- Denmark when the battery failed
- Twice in Scotland after running aground, followed by more propeller problems
- Northern Ireland, having run aground again
- Ireland, having run aground yet again
- Twice in England. Once with a mechanical problem and also when one of the sailors got into difficulties while rowing out to the yacht

Finally in Hayle Harbour, on the north coast of Cornwall, not far from Lands End. When the yacht tipped, a burning candle fell and started a small fire. The local harbourmaster saw smoke coming from the forward hatch and called emergency services who extinguished it. No serious damage was done. However, the harbourmaster expressed concern for the sailor's safety, and that of emergency services personnel, describing the pair as a 'catastrophe waiting to happen'. One of the sailors commented that people had a right to be angry about the cost of all the rescues but that this was "not justifiable, we have a right to the services as much as anybody else. The volunteer organisations volunteered to come out, it was their decision." The Royal National Lifeboat Institution would not comment on the cost of the sailor's rescues. A representative urged people to make a call for help if they are in danger or they think someone else might be in distress. "We never put a price on human life. If we get a call we respond and treat it as an emergency".

Here at Marine Rescue Hervey Bay, Commodore John Smith re-iterates that sentiment. Our team based at Urangan, along with all emergency services, will attempt to assist anybody in distress regardless of the financial cost.

Reduce the chances of creating your own catastrophe - regular maintenance, navigational knowledge, collision regulations, recreational boating regulations. All are important aspects of responsible and catastrophe free boating.

Longstanding Crew Member receives National Medal



Andy Baczynskyj has served on the crew of Marine Rescue Hervey Bay for almost 18 years. He was presented with the National Medal by Ted Sorrensen, the State Member for Hervey Bay. The National Medal is part of the Australian Honours system, and is awarded to members of the Defence Force, Emergency Services and voluntary organisations that risk their lives or safety to protect or assist the community. The award recognises long service in these organisations.

Andy was originally a member of the Coastguard in Sydney, where they used their own boats to perform rescues for those in distress or in need of a tow back to harbour. He moved to Hervey Bay in 1994 and continued to enjoy his boating and fishing on our local waters. It wasn't long before he was performing rescue duties out on the water, even before he had joined VMR. In typical Andy style he was happy to



help out vessels that had broken down and tow them back to harbour.

Andy initially applied to join the radio group at VMR because he had spoken to a Hervey Bay local who had told him that "getting on the VMR crew was

like winning the lottery"! Andy persisted with his crew application and was successful in 1998. Now 79 years of age, Andy continues to take part in crew activities today.

Over the years there have been many hours spent on the water helping others. He has been involved in a number of search and rescues. One that sticks in his mind is an activation to tow a trawler from Bundaberg and they got home 3 days later. The activation turned into a full blown search and rescue when the skipper and crewman on the trawler had a barney and the crewman fell over the side and was lost at sea.

Andy recalls one dark night when they were out by the Artificial Reef at Big Woody Island, he was on the helm and managed to steer a full 360° circle, after becoming disorientated. Luckily they didn't manage to run aground! I'm sure there are a multitude of other stories that Andy could tell. Andy loves the company and the camaraderie of VMR Hervey Bay and says over the time he has learnt a lot about the sea and the bay area in general. Andy is now retired from active crew, but will remain as a active working member and intends helping out at the monthly sausage sizzles, etc.

VMR Hervey Bay Radio Frequencies

VMR Hervey Bay Call Sign - VMR466

Urangan Boat Harbour and surrounding areas - VHF 73 or 27.91

North of Latitude 25° S - VHF 22

South of Garry's Anchorage - VHF 67

If No Response on 73 or 22 - All Areas - VHF 16 or 67

Distress Calls - All Areas - VHF 16 or 27.88

Supplementary Distress Channel - All Areas - VHF 67

A Quiet Sunday Off.



6 March 2016, the plan was to get up at 06:30 to take the dog for a walk and then enjoy a bit of peace and quiet. I'd probably drive down to the news agent and get the Sunday paper.

At 06:44 Graeme, the radio operator, rings and asks if I could go on standby for the crew on RSL as they were involved in a video shoot, and would not be able to undertake any other activations, if one occurred. I must learn to say "No Thanks", but too late "Yes" just popped out.

At 07:03 a friendly voice on the other end of the phone (Graeme again), "Can you please come in for the video shoot as one of the actors has not been able to make it and we will be using a crew member".

So off I go down to the base to join the crew on Hervey Bay RSL Rescue for what could be a long day. I could just imagine us non professional actors having to do retake after retake.

Joe O and Gary were the first to be spotted followed closely by Christine and Phil J. We exchanged the usual banter. Ducked upstairs to sign on and a quick hello to Graham in the Radio Room before Gary gave us another briefing as to what we were about to do for my benefit. The others had already been briefed.



Anchored at Fraser - ready, cameras, action!!!

Shannon was the man on the camera and he was calling the shots, no pun intended. Our first task was to be filmed walking down the pontoon ramp to the boat. How easy was this but we had to do it twice just to make sure. Luckily it wasn't low tide or it could have been interesting to say the least. Next was to drop the mooring lines and head off into the sunrise and yes that took two takes as well. Doing well so far. Nothing special here. We have all done it before, but not with a camera on you.

Now you may ask did I have a role in this production. Well yes to my surprise I was to be the one giving the first aid to the patient on the beach and according to Gary all I had to do was remember my first aid training. COWS and DRSABCD and thanks to Joe's sense of humor and a bit of ribbing my mind was scrambling to remember everything or anything. Here comes the 20 re-takes. We will do a practice run. What do you mean no this will be more natural? So here we go. Christine is up on the beach. Shannon is filming. Phil is on the beach. Joe is up on the bow. Gary is on the stern to hand me the first aid kit and towels. I head off over the stern. Water up to my thighs, grab the first aid kit and towels and I go ashore.

I find Christine sitting on the beach head in her hands with blood coming from her forehead and also from her leg. She is covered in sand and what looks like ash from a fire. Probably took a tumble. My memory is back. She is complaining of pain in her leg and a quick diagnosis is that it may be a break but looks ok. Remote Radio used to notify Gary onboard Hervey Bay RSL of the patient's condition and to send a stretcher over. Details are relayed back to base using a Pan Pan. Pupils are fine so head is bandaged to stop the blood flow from minor head wound. Patient is laid down and immediately says she is going to be sick. Thanks Chris but she was ok. Dressed wound on leg and applied splints to leg with the help of Phil. Towel placed between legs and bandaged together to support injury. Phil has stretcher ready to go and we gently place Christine into it. Strapped in so she could not escape and we carry the patient to Hervey Bay RSL Rescue.

Finally headed off towards the old barge landing north of Moon Point, and with the wind in the SE at about 15-20 Knots, the ride was pretty good except for the odd hole that Gary managed to avoid with a few quick turns at the helm. Once there, the plan of action was laid out again - a simple beach landing in perfect conditions. Christine was to be the victim (patient), Joe on the bow anchor, Phil was to take the stern anchor ashore not without a few comments about the well designed people (Heightimpaired) always being the first over the stern into the depths. I can't understand the problem, as the water only comes half way up my thighs.

A wet Phil returns to collect the camera gear that Shannon is a bit concerned about getting wet as a shower has just passed to the south of us and another to the north.

Christine is on the beach along with Shannon and the cameras are ready to go.

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Gary and Joe waiting to help load freight and we slide the stretcher onboard and up into the cabin. Only got the patient's feet wet and all her back as the water found its own level as it does. Camera man is happy, back to public ramp for two takes of unloading patient. Refuel and back to base. About three hours all up for most likely 5 seconds of video in a cinema advertisement for our sponsor of Hervey Bay RSL Rescue. Well worth the effort. A great job completed by all involved, Gary Brown, Christine White, Joe Ognjenovic, Phil Jordan and Dave Marshman...and of course Graeme Stanton in the radio room.



Dave Marshman

The patient strapped in and ready for transfer back to the boat harbour.

Weather

VMR Hervey Bay broadcasts weather reports from the Bureau of Meteorology at:

07:15 12:15 17:15

on VHF Channel 67 followed by 27.91MHz

Forecasts are given for Hervey Bay Waters and Fraser Coast Waters, Sandy Cape to Double Island Point. These are followed by local observations and tides at Urangan Boat Harbour.



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Radio Course



If you have a VHF radio on your boat, someone on board must have licence to use it. At VMR Hervey Bay, we hold regular training courses and supervise the exam necessary for you to gain your radio qualification.

We train and examine two courses:

Short Range Certificate of Proficiency - SROCP (VHF use only)

Long Range Certificate of Proficiency - LROCP (Long distance MF/HF, working on commercial vessels, volunteering at VMR)

Date for the next course and exam (for both of the above) is: **Sat 13th**

August 2016

The course starts at 08:30am and takes approx. 3½ hours to complete. You then sit the exam which takes up to an hour. The course is free for VMR members, but for non-members we charge a \$60 admin fee. The Office of Maritime Communications charges an examination fee of \$83 which everyone has to pay.

For further information or to register for a course, please call in to our office or phone 4128 9666.

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Raffle Winner!

Thanks to the efforts of John Bell, Geoff Friend and Peter Zanker they sold 197 raffle tickets. Peter's math was a bit out when he thought they had sold 192 tickets and Jill Spann stepped up to buy 8 tickets to make it 200. We asked a lady from the Boat Club who was walking by to draw a ticket and she picked up two. Ticket colours were red and blue and she dropped the red. Congratulations Jill Spann well deserved. Sorry that the esky contained only the prawn heads. Thanks to all who stepped up to help out at the Bunnings sausage sizzle. Well done and can we see a few new faces at the next BCF sausage sizzle please.



The Australian Communications and Media Authority website contains information on VHF Marine Radio with many links to ACMA video guides on YouTube. The website is not very user friendly, but you can get to the marine section at:

<http://www.acma.gov.au/Citizen/Consumer-info/All-about-spectrum/Marine-and-Amateur-Radio>

Does everyone on your boat know how to operate the radio and where the safety gear is stored?

In an emergency situation, you may not be able to call for assistance - make sure someone on board can!



It is not a legal requirement that you have a radio onboard your recreational vessel - but we strongly recommend that you do.

Anybody onboard your vessel can operate the radio, provided it is under the control of a person holding the relevant licence.

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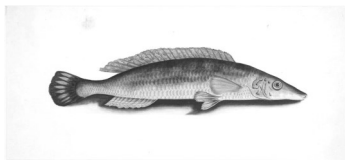
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Winter Whiting Season

The winter whiting season is here again with plenty of fish around.

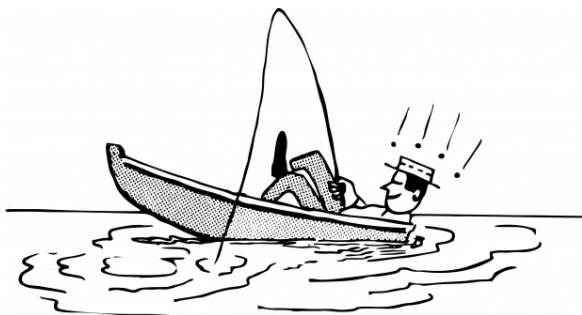
All fishermen should have their boats serviced and safety gear checked. This may save you a call out from VMR.

Boaties heading out anywhere in Hervey Bay and surrounds should always log on to VMR when heading out for a days fishing.

Reminder: Fishing regulations state that there is a bag limit of 50 winter whiting per person (IN POSSESSION). This means in your boat or even in your freezer at home. All fish count towards the total.

Holiday Membership: If you know of any visitors to The Bay, they may be interested in becoming temporary members whilst they are holidaying here. Holiday Membership is only open to visitors and must not be living within the local area.

A One Month SOS Membership is \$40.00. This covers for 1 tow/assist to the value of \$200.00. Just tell your visitors to contact us on 4128 9666 or call in and fill out a membership form. Visitors must not reside within the local area and be here on holiday.



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WHAT'S YOUR NEXT PROJECT?



Reel | Buoys | Toys

VMR Hervey Bay will be hosting a 'buyers/sellers' day on **July 30th 2016** at the **Seafront Oval**. If you have a boat for sale or you are interested in buying a boat then this should appeal to you.

If wanting to sell your boat you can 'rent' a site for the day and bring your boat along and have it on display. Or maybe it's fishing gear you might want to dispose of, you can hire a site and sell off what gear you no longer need. Also jet skis, canoes, kayaks. ALL welcome

Proceeds go towards VMR purchase of a new Rescue Vessel.

Please note: 1 site per seller.

Arrival time for vessels (trailers) is 6am—7am.

No admittance after these times, so please be punctual.

There will be food vendors and other goods on sale as well. Its like a market day with the emphasis on selling boats and fishing equipment from private individuals.

Come along and grab a bargain.

You'll never know what you might find.

SATURDAY JULY 30th 2016

Seafront Oval

8am - 4pm

Contact us on 4128 9666 for more info or to secure a site.

Vale Wilhelm (Bill) Nissel



When asked to write a tribute to my old V.M.R. Hervey Bay Radio Room mate, Bill Nissel, my immediate reaction was, “Where do I start?”

As a V.M.R. Radio Officer, Bill was the consummate professional, both on the radio and behind the scenes. He helped to train many new recruits, assisting the training team in the classroom and the mentoring the nervous “newbies” as they undertook their first few solo shifts in the Radio Room (always a daunting undertaking!) Bill’s was the friendly, cheerful voice on the radio the boating public relied on for weather and other information on the good days out on the water ... and the calming voice of reassurance whenever assistance was required for any marine emergency, from a simple mechanical breakdown requiring a tow ... to an urgent Medivac ... to a full scale Search and Rescue operation. Bill worked tirelessly for V.M.R., rolling up his sleeves for every job from assisting at Open Days and Sausage Sizzles, to training, to fundraising.

After retiring from V.M.R. Hervey Bay, Bill and his wife Lynne were fortunate to have spent the ensuing years touring Australia in their caravan, and enjoying many wonderful holidays together travelling overseas. Ironically he passed away on such a trip in his native Germany.

But above all else, Bill Nissel will be remembered fondly by those fortunate to have known him as a true gentleman, and a great and loyal friend.

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Thank You



A BIG THANKS:

Many thanks to **Meales Concrete Pumping Wide Bay** and **Bay City Mini-Mix** for their generous time, equipment, staff and resources for concreting the area in front of the boat shed where our Rescue vessels are housed. Many thanks. Cheers!

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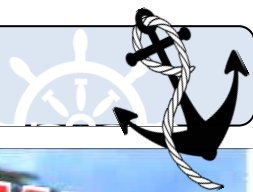
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Thank You



INSPIRATIONS PAINT

Inspirations Paint has come to the party 'again' with a donation of 15ltrs of paint. Ed the Manager made the mistake of ringing up to pay for his Advertisement in Rescue One. Little did he know that Maryanne (Secretary) picked up who was on the phone? Once Ed had paid for his ad, Maryanne was on to him like a shot, 'Ed, you know how you donated some paint for the roller doors, well it looks like we need some more to paint for the Training room'.

As usual Ed asked what and how much paint we would need, I gave him a rough estimate, and Ed suggested 6ltrs would do the job. Well, this morning I turned up bright and early (0730) they say the early bird catches the worm. Poor Ed was just setting up, but stopped everything, when he realised it was the nuisance from VMR. He didn't have it organised, but that gave me time to have a chat about how the business is travelling.

Ed said 'things are really slow at the moment, and the only big thing happening at the moment, had been tendered out to a business on the Gold Coast' **aren't we supposed to be looking after the local businesses?**

This is our chance to do just that, next time you have a painting job, don't head down to the big green building – go and see Ed and his friendly and knowledgeable staff at Inspirations Paint. Thanks Ed and Staff

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WHAT'S YOUR NEXT PROJECT?

Thank You



JACK'S GLASS & SCREENS

Earlier this month we had a Square Rigger donated to the base. As it is quite a delicate ship, I thought that the only way to display it would be to have a purpose built cabinet made. This ship will be raffled off to raise funds for the new Search & Rescue vessel. After talking to the MEN'S SHED who gave me the dimensions, I emailed Jack's Glass and asked would they donate the 'Perspex'.

Chad from Jack's Glass returned my email and said he would be happy to help out. Yesterday, I picked up the Perspex, and presented him with a Certificate of Appreciation, as well as

offering Jack's a free ad in the winter edition. This is just a small way we can show our appreciation; the other way is too support our 'local' businesses.

Check their ad out, better still cut it out and put it on the fridge!

Thanks Chad thanks Jack's Glass & Screens

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DIANNE HOWARD

Former Radio Operator— donation of the Square Rigger in John's office.

Dianne read the article in the Observer, saying we were looking for donations, and thought we might like to raffle something. Dianne came into the office and said she had a model ship that she had built and would we like to take it and use it as a raffle prize.

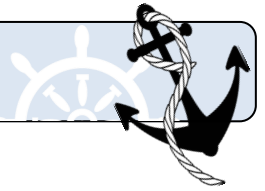
Dianne then told us she had spent **2 years** building the ship and it was just sitting in her home with no-one to admire it. Later that day Dianne brought it in, what a beautifully crafted model. And a credit to her, patience and ability.

As per my earlier ramblings, we are going to have a cabinet made, the Men's Shed will do the timber work and Jack's Glass have provided the Perspex.

Thank you Dianne



Thank You



MEN'S SHED

To the Men's Shed Hervey Bay especially Ian and Roger, who made the time to come to the base to look at the Square Rigger and take measurements for the cabinet.

I will keep you posted on the progress of this project as we are still in the early days.

GRANTS

Department of Social Services – awarded \$3000.00

For the purchase of a pigeon pair fridge & freezer to replace the chest freezer and the old fridge in the boat shed. With these additions we will be able to purchase more sausages etc..

Anything to save money.



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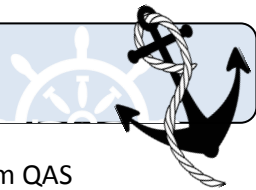
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HSS006

Activations



24 February – The after-hours duty radio officer got the call from QAS for a Medivac from a vessel in Platypus Bay. . A crew departed in HBRSL Rescue around 1945 to head up to the vicinity of Coongul Creek. The patient- was transferred and brought back to UBH along with the paramedic to the waiting ambulance.

27 February – Another call from QAS for a Medivac from KFB around 1940, the crew launched HBRSL Rescue and made a rough crossing with gusting winds.

2 March – After the training run earlier in the day, the crew had HTR on the water to assist a 11m yacht anchored just off River Heads. The yacht was towed up into the Mary River out of the prevailing wind to a safe anchorage after they had blown a gearbox

5 March – An early afternoon call for assistance from an 8m motor cruise that had broken down near Middle Bank South saw HBRSL Rescue activated.

24 March – An early afternoon activation for a 4.5m vessel broken down off Coongul Point saw a crew head out for a straight forward tow back to UBH on HBRSL Rescue.

25 March (Good Friday) – An early morning run to assist a 4.8m half cabin with engine failure just north of Moon Point saw HBRSL Rescue with 4 crew aboard, provide a quick tow back to UBH.

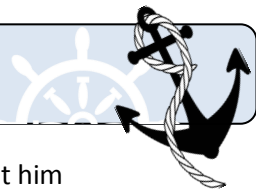
26 March –A mid-morning call from an 8.6m cabin cruiser broken down at Yankee Jack Creek. HTR provided a five hour tow back to UBH.

27 March – A 4.8m tinny ran out of fuel around the Urangan pier and required a tow back to UBH. The crew had HBRSL Rescue on the water and had the vessel back in the harbour in quick time.

Quickly following on from the one above another call from a vessel broken down at middle bank. This time a 7m half cabin had his motor overheating and anchored on return to UBH.

28 March – A lunchtime activation on Easter Monday for a 7m centre console run

Activations– Continued



out of fuel. HBRSL Rescue took 20 odd litres out to him and sent him on his way. By 1530 another vessel called in having run out of 2 stroke fuel so the crew were again activated and took out 20 litres and some oil to a 5m half cabin at the northern end of BWI.

1 April – A mid afternoon breakdown for a 4.7m tinny had HBRSL Rescue on the water heading out 50m north of EU1 for a quick tow back to UBH.

2 April – An early Medivac to KFB for a female patient saw the duty crew of 4 persons head over on HBRSL Rescue. This was immediately followed by another call for a tow from a vessel broken down near Moon Point. A quick tow back to UBH was required.

4 April – A short trip to Round Island to pick up a vessel with starter problems and conduct a tow back to UBH in what was quite rough water on HTR

6 April – A late afternoon, high risk activation for a 4m tinny broken down near the Urangan rock wall and in shallow water saw HTR on the water with the duty crew to tow the vessel back to UBH.

8 April – An early morning radio call from a 6m half cabin vessel broken down with battery problems at Southern Gutters. HTR provided a 5 hour tow back to Gatakers

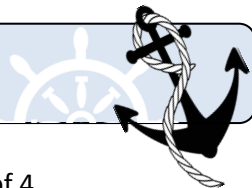
10 April – Just after the earlier training run, a call was received for a breakdown from a yacht off Arch Cliffs. HTR headed out and completed a four hour tow back to UBH.

11 April – A runabout rang to advise they were heading to UBH but were likely to run out of fuel and they required 40ltrs of unleaded taken out to them. They were on a direct line from Rooneys to UBH. HTR transferred the fuel and returned to UBH.

On completion of the above activation another vessel reported a breakdown around Wathumba Creek and they required a tow. HTR was again on the water and they provided a tow back to UBH for a 5m half cab.

13 April – A late afternoon call from a runabout with 6 POB advising that they were

Activations– Continued



in a creek up the Burrum River and had run out of fuel. A crew of 4 took the ute and 7 Rescue to the boat ramp at Burrum and put in, however, with the tide so low at the time they were not able to get up the river. Finally, at a little past 1900 they reached the vessel and provided 20ltrs to allow them to get home. Boat and crew finally made it back to base at 2300.

21 April –A call for a breakdown from a vessel in front of the aquarium at Urangan required a tow back to UBH.

25 April – An 11m yacht with its engine overheating required a late afternoon Anzac Day tow back to its berth

Later that night the after-hours duty radio operator, took a call from the Water Police for the rescue of five persons on a boat in the vicinity of River Heads. A crew of 3 departed on HBRSL Rescue at around 2215 with two general duties police and one paramedic embarked. As described above, the job was done and they were back around 0045 early the next morning.

3 May –A mid-afternoon activation for a vessel reportedly run out of fuel saw HTR head out. The vessel was located off Burrum Heads where he was towed in to the mouth of the river.

6 May – A call to our radio room from a fisherman on the Urangan Jetty advising that two people had fallen out of their vessel and the boat was “not under command” doing 50M circles heading in a northerly direction. The two men were able to swim to the sandbank near the Jetty. Iveta in the radio room advised 000 and the Water Police came back and asked us to locate the vessel as it was a safety issue. HBRSL Rescue headed out and picked up the owner from the sandbank and proceeded north to locate the vessel. It was eventually sighted inside the sand bank submerged with only the bow out of the water. A tow line was able to be attached and it was dragged to deeper water. The vessel was successfully righted and towed to the sandbank where it was rafted up and bailed out. A slow tow back to the harbour followed

8 May – A quiet Mother’s Day afternoon turned busy with a vessel requesting fuel

Activations– Continued



at the BWN beacon saw HTR drop off the fuel. This was while they were enroute to a second job just offshore from Wathumba Creek for a broken down 6m vessel which was towed back to UBH.

Wednesday, 11 May – A late afternoon- early evening QAS activation to transport a woman from KFB to UBH was undertaken by HBRSL Rescue and a paramedic onboard conducted a straight forward job in calm seas.

Saturday, 14 May – A flat battery resulted in a call out in the morning for a half cabin anchored to the west of Triangle Reef. HTR located the vessel but were unable to jump start the battery. They towed the boat back to UBH with 3 POB.

Expired Flares and EPIRBs

Just a reminder to take your expired flares to Maritime Safety, Buccaneer Drive, Urangan (next to VMR).

EPIRBs with expired dates should be returned to Battery World, 5 Islander Road, Pialba.



VALE: Mr Henry Sondermeyer (former VMR HB radio operator).

Henry Sondermeyer, a much loved and well respected former member of the radio team, passed away on 5 May 2016 from his battle with cancer. A private funeral was held in Tasmania. Our condolences are extended to Henry's family at this time and the flags at the base were at half-mast on Thursday 19th May in his honour.



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The Queensland Recreational Boating and Fishing Guide

The Queensland Recreational Boating and Fishing Guide provides information covering general rules and requirements for boating in Queensland. Information about fishing rules and regulations is also included.

Printed copies of the guide are available from Maritime Safety Queensland regional offices and most Department of Transport and Main Roads customer service centres.

The guide can also be downloaded from the MSQ website at:

[www.msq.qld.gov.au/Publications/
Recreational-boating-fishing-guide](http://www.msq.qld.gov.au/Publications/Recreational-boating-fishing-guide)



QUARTERLY OPERATIONS STATS

TOTAL VESSELS LOGGED-

RADIO CALLS -

ACTIVATIONS -

FUEL USED -

VESSELS RETURNED TO SAFETY -

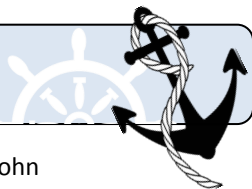
PERSONS RETURNED TO SAFETY-

VMR 466...

*Saving
Lives
at Sea*



An Upside down tow



The crew roster on Sunday the 10th of April started as any other with John Smith, Reg Treston, Stephen Kelly and myself, completing boat checks and some minor maintenance before launching Hervey Bay RSL Rescue and heading towards Point Vernon for a training run, the weather was a perfect Hervey Bay boating day with no wind and only ripples on the water.

On arrival we received a radio call from the base that a 4.88 metre $\frac{1}{2}$ cabin boat had been swamped at Pelican Bank. After a quick briefing by John, we headed (at a leisurely speed of 44.8 knots) to assist if required.

On arrival we were greeted with the sight of the boat unturned and people helping to remove loose items and right the boat, unfortunately due to the boats design and being completely swamped the boat could not be righted as it would just roll over again. After consultation with the owner (luckily an SOS member) it was decided to recover the boat to Urangan Harbour by towing upside down. The tow was quite eventful as when the speed reached 3 knots the boat wanted to disappear under the water, at a tow speed of 2.5 knots the tow was sloooooow and required careful observation but stayed somewhat afloat.

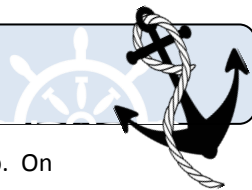
During the tow we received another radio call for a second activation, to Arch Cliffs for a yacht with an engine that would not start, and winds too light to sail home, luckily he was in no hurry for assistance. On arrival at the harbour entrance which was a bit bumpy the air pocket



Nearly home after a longer than expected tow

assisting the boat float, in the $\frac{1}{2}$ cabin was lost, and boat had appeared to have given up the will to live with only the tip of the bow now showing, some skilled boating manoeuvrers by

An Upside down tow– continued



John managed to raise it from the dead and we continued to the ramp. On securing Hervey bay RSL Rescue to the pontoon the tow finally gave up and sank, the owner had reversed his trailer down the ramp so the tow line was then attached to the trailer and the boat was dragged onto the ramp to wallow in the shallows, with the assistance of a number of people the boat was attempted to be righted, unfortunately we then had to leave for refuelling and head to the second job at Arch Cliffs, which was another long and slow tow. At last RSL Hervey Bay could be refuelled again, cleaned, flushed and put to bed. Although the day was long and ended just before dark, we continued to be on standby until midnight. Why do we volunteer our time at VMRHB, because it is always a good feeling to be helping fellow boaties or anybody else when needed. One of the many lessons learned on the day was the importance of anchoring boats near the shore with the bow facing away from the beach even on the calmest of days as the wakes from passing boats can easily fill yours to the stage it can not be recovered.

Adrian Fairleigh– VMRHB Crew

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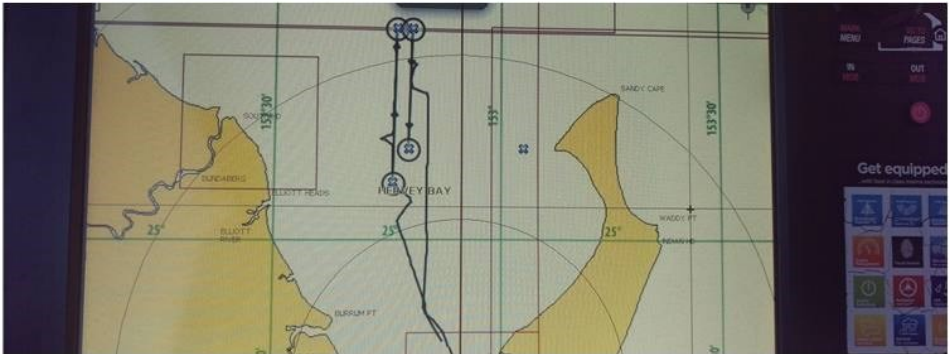
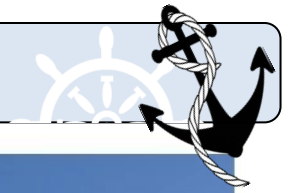
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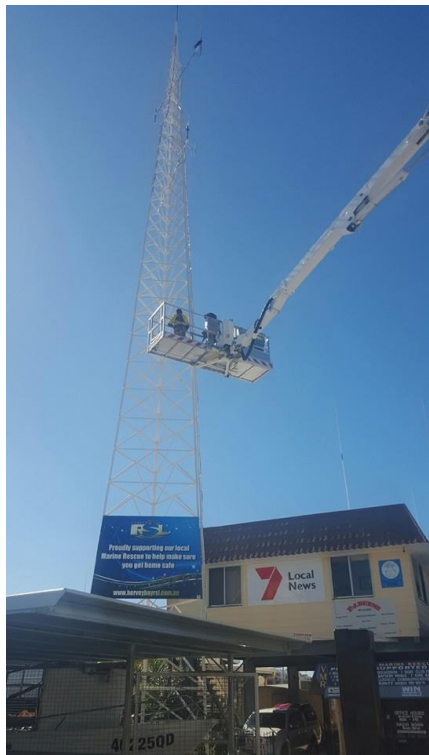
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What's Been Happening



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