

RESCUE ONE



OFFICIAL JOURNAL
VOLUNTEER MARINE RESCUE HERVEY BAY INC.
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Volunteer marine Rescue Hervey Bay Inc.

Rescue One

SUMMER 2015



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Email: vmrhboffice@gmail.com

Phone: 07 4128 9666
Fax: 07 4128 9789

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: Sue Scheiwe
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: Hervey Bay
RSL Rescue in Wathumba Creek
Inside Photo: The new flag poles



From the Commodore– John Smith

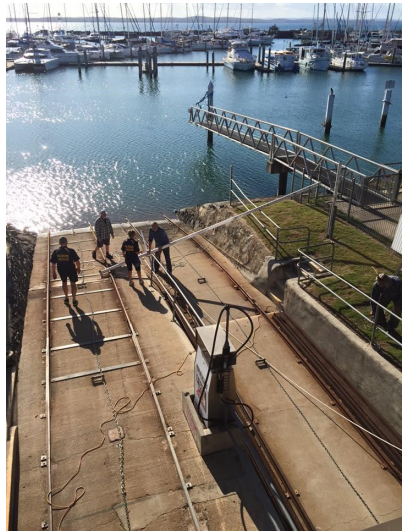


Our newly elected committee have settled into their roles. We have created a new position of Operations Manager and have tested the effectiveness of this position in the last few weeks with a Search & Rescue exercise followed closely by a real one. I don't know how we operated without it.



Unfortunately Hervey bay RSL Rescue was involved in an incident during a search and rescue and was out of the water for 4 weeks and she is now back in operation, ready for the school holidays.

An old flag pole had to be removed from the base causing some quick footwork for those involved in its removal. The New poles are now in place. The fuel bowser has also been removed and the ramp patched over where the fuel bowser was.



With the school and Christmas holidays fast approaching, I wish every one a merry Christmas and a happy and safe new year.

Happy boating.

John Smith
Commodore.



Vice Commodore Report



October SAREX and SAR from a Vice Commodore perspective

At 0600 on Sunday 18 October, the Commodore sprung a surprise Search and Rescue Exercise on radio operator Geoff Drake, as part of the monthly crew training program. I received a phone call from Dave Henry, the nominated Radio Operations Officer for the exercise, at approx 0605. The Commodore bore no thought for those of us watching the All Blacks v France quarter final in the rugby world cup, at that time!! The scenario was a plane crash near McKenzies where our crew were to search an area of beach, and then the waters within 1NM of the area. As Hervey Bay RSL Rescue was off the water we only had Hyne Timber Rescue as the main search vessel. The duty crew for the weekend were called early and proceeded to the sight to carry out a variety of search tasks both on the water and on the beach. The exercise also involved the change of crew on the water, assuming the first crew had done their 4 hours. So as other crew came in for their crew training completely unaware of the exercise, they were quickly briefed and diverted into their various tasks for their part in the SAREX. We used 7 Rescue as a water taxi to transport the crews to and from the area.

So...arriving at the base in my first SAREX as the newly appointed Vice Commodore was somewhat daunting. The Vice Commodore is in charge of base operations during a Search and Rescue. When I got there and read the scenario, there was a lot of information to take in...and in saying this the Commodore had purposely added a lot more information than what we were doing for our part in the SAREX. I immediately had a ton of questions about all the information and how we were going to prioritise and cope with searching all of the other areas involved in the 'fake crash'. So this was the first learning...concentrate only on what you have been given to do.

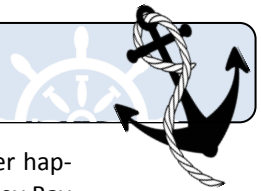
My second most important learning was about organisation of the crew and others involved. As crew members, in particular, came in, they each individually wanted to know what was happening and once they were given the scenario, always had advice to offer or questions like "have you done this?", "what is?", "why don't we....?". This is a natural reaction but made it difficult for me to concentrate on what I was dealing with at the time.

The SAREX was a success from the perspective of testing the base procedures and at the debrief, a significant number of points were raised that needed further work, particularly if we had a SAR that went for 24 hours or more. Following the SAREX, I pulled together the operating procedures by work group. These will become a base wide set of SOPs which will be available to anyone in a SAR. Little did I know, during the SAREX, that I would be putting the training to good use in a real event.

10 days later.....on Wednesday 28 October....

I receive a call at approx 2140 from John Herron, the Radio Operations Officer, to say that the Water Police had called a Search and Rescue, due to a number of reports of a flare

Vice Commodore Report– Continued



sighting in the vicinity of Round Island. As they say these things never happen on a perfect night....there was a thunderstorm happening in Hervey Bay at that time with heavy rain, thunder and lightning. The conditions were atrocious with no visibility and 20-25 knot SW winds. As I arrived at the base, Hervey Bay RSL Rescue was about to depart for a search around Round Island, as directed by the Water Police.

We used all three of our vessels during the SAR. The SAR was called off at approx. 0030 when the Water Police determined that the sightings were probably fireworks.

I found, thanks to the SAREX, I was much better organised and controlled in my thinking. The Water Police were clear in their instructions and always cognisant of the conditions that we were operating in. With every instruction came the warning "only if you can do it safely".

Despite all the equipment, a wealth of experience on board and local knowledge aplenty, the conditions can be treacherous and cause incidents to happen very quickly. Unfortunately, during the SAR, Hervey Bay RSL Rescue went aground on Round Island, and had to remain their overnight due to the outgoing tide.

Another part of my Vice Commodore role is media communications. Talk about thrown in the deep end after six weeks in the job! Before 0900 the next morning, all of the media outlets were on to it. I learned quickly the protocols of TV and newspaper interviews.

There's still a lot of learning to do, but I am feeling confident about the next one!

Jill Barclay, Vice Commodore

It's a Life Jacket - wear it!



Carrying life jackets on your boat is compulsory. It makes sense to wear them whenever you think there's a heightened risk ... in busy boat lanes, in bad weather and always when boating alone, or at night.

From the UTC– Col Goldsworthy



The ability to provide nationally accredited training to our volunteers is fundamental in ensuring that VMR Hervey Bay activities are undertaken safely and in accordance with best practice.

The VMR Association Queensland is a Registered Training Organisation in its own right and provides the structure and syllabus for qualifications to Cert I in Marine Operations (Crew) and Cert II in Marine Operations (Coxswain NC1). These nationally accepted qualifications are required by all VMR crew to work on commercial vessels to undertake Search and Rescue and other activities.

The Unit Training Coordinators work with the Association to provide the best training outcomes for their volunteers so that they can complete their task safely and efficiently. Training is a fundamental part of the ethos of VMR and a high proportion of the activities we do are of a training nature.

Regular training sessions and refresher/revalidation training are undertaken by all volunteers particularly in the high skill areas of crew and radio. Weekly and monthly training is undertaken on the water and in the classroom for those wishing to extend their skills and knowledge and gain formal qualifications or for those who require annual endorsement of their basic skills.

From application to qualified crew member can generally take around 10-12 weeks while radio operators can take 6-8 weeks depending on previous experience or computer skills. Office staff are trained principally on-the-job working with a “buddy” to bring them up to speed.

We provide full accreditation in First Aid and CPR as well as the Long Range Operator Certificate of Proficiency (Radio) for our members.

On water training is by far the most intensive for our members. We do this to give them a very good understanding of the area we work in identifying local beacons and buoys, landmarks, sandbars and in all weather. We regularly undertake standard emergency drills such as man overboard, collision, grounding, fire and flood to ensure that our team stand up when a real incident occurs. Search and Rescue and seamanship skills are also practiced regularly to undertake our fundamental roles including towing, anchoring, ships husbandry, ropes and lines etc.

For this quarter we undertook 32 training activations on our vessels totalling 71 hours on

the water. All up, we used almost 2,100 litres of fuel undertaking these training sessions.

If you feel you would like to be involved and get formal accredited training towards a nationally recognised qualification, please get in touch.

Training Highlights for this quarter

Vivianne gaining her VMR Skippers qualification

Conducted two First Aid and CPR sessions (Sep and Nov)

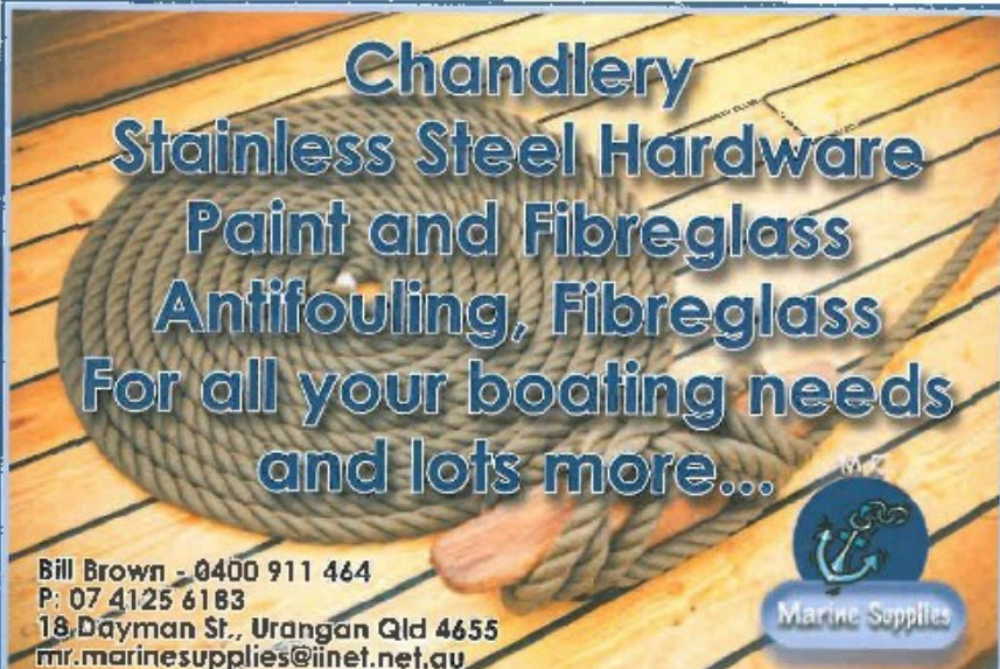
Conducted an LROCP training course in Oct

A Search and Rescue Exercise (SAREX) was conducted on 18 October to test the skills of Skippers, Crew and Radio staff during a simulated disaster on Fraser Island involving a light plane with passengers. All staff performed well albeit some procedural changes are required for future situations.

Two participants undertook formal Coxswain training in Gladstone from 10 Oct through 23 Oct.


Colin recommended and endorsed by VMRAQ as the new UTC with John moving to the position of Commodore.

Col Goldsworthy– UTC



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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-	1519
RADIO CALLS--	5,577
ACTIVATIONS-	71
FUEL USED-	5021
VESSELS RETURNED TO SAFETY--	22
PERSONS RETURNED TO SAFETY-	39

VMR 466...

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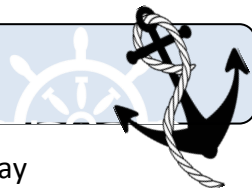
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VMR Fishing Comp



There will be lots of fun for everyone at the VMR Hervey Bay Family Fishing Competition held at Dayman Park in Pulgul Street Urangan Hervey Bay.

The 24th annual competition organised by the Hervey Bay Boat Club Fishing and Social Club will be held from Thursday March 10, to Sunday March 13 2016. There will be hundreds of prizes to win and you don't even have to catch a fish to be in the running for most of them.



The \$1000 prize for best fish in the 2015 comp went to Luke Hislop for his 28.76kg cobia

Many entrants don't fish at all and simply go along to enjoy the atmosphere at the presentations, partake in the food and refreshments, perhaps win a \$8000 boating package from Bay City Marine or \$5000 cash, one of the hundreds of prizes in the lucky draws or the \$1000 cash give-away drawn every day sponsored by the Boat Club.

Draws and presentation times are Thursday, Friday and Saturday 6pm to about 8pm and Sunday noon to about 3pm.

Entry fees are seniors \$40 and juniors \$10. There will be a licensed bar and this year's catering will be done again by members of the Rotary Club of Hervey Bay Sunrise and they will provide plenty of hot food for everyone.

The live weigh-in will again be sponsored by Fisherman's Corner Hervey Bay with eligible species flathead (live only), bream and whiting. Species of fish eligible for the dead weigh-in are whiting, blackall, bream,

VMR Fishing Comp– Continued



golden trevally and coral bream and also for the seniors an “any other species category with \$1000 for the best fish,” (excluding flathead, cod, spanish mackerel, shark and ray). This will encourage entrants with bigger boats to venture to the gutters and to waters off the Eastern side of Fraser Island after bigger, quality fish. The 2015 best fish winner was Luke Hislop with a 28.76kg Cobia.

Our judge and weigh master have again decided to weigh both dead and live fish at the same time this year and weigh in will be open all day Friday and Saturday 8.30am to 6pm and Sunday 8.30am to 12noon.

Thanks to the excellent support and generosity of Fraser Coast Regional Council and local business houses the competition has been a huge success each year, so make plans now to enter this popular event.

Entry forms will be available at tackle shops in Hervey Bay and Maryborough, at the Chronicle offices and at the Boat Club and Sporties or phone 41946138 or check our web site. www.fishingcompherveybay.org.au

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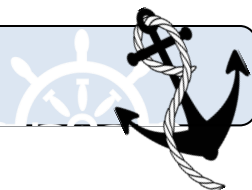
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WHAT'S YOUR NEXT PROJECT?

Membership Renewals



Membership information

Volunteer Marine Rescue Hervey bay has several membership types available— all with benefits for you whilst out on the water or back on dry land. The SO\$ Membership option was introduced in 2002 and has proven to be by far the most popular choice of local boat owners.

The membership year runs from 1st April through to 31st March and we offer a pro-rata coverage if you join during the year.

SO\$ Membership—\$75.00 per year

You are entitled to your first two tows or assists free of charge, each membership year, within our area of operations. Each additional tow or assist is charged at the cost of fuel used, at the bowser rate, with a minimum charge of \$50.00 per additional tow or assist.

Ordinary Membership— \$42.00 per year

You pay for each tow or assist at the cost of the fuel used, at the bowser rate, with a minimum charge of \$50.00 per tow or assist.

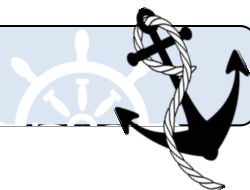
Ordinary Membership Without a boat- \$11.00

To support Volunteer Marine Rescue Hervey Bay you can become a non-boat owning member. You will assist us financially with your support, receive this quarterly magazine and have access to our radio courses.

Membership application forms are available from our office Monday to Friday 0830—1630 hours.

The Radio Room also has membership forms available from 06:00 to 18:00 but note that applications can only be processed during office hours .

Membership Renewals– Continued



For those of you who aren't members of VMR Hervey Bay, here are some examples of what you are likely to pay for your assistance.

1. Double the price of the fuel at the bowser with a minimum fee of \$100.00 is the minimum charge
2. An assist (tow) of a 6.25m half cabin from just south of Wathumba back to the Boat Harbour \$930.00
3. A tow from north of Coongal Creek back to the Marina \$276.36
4. A tow (insufficient fuel) from the south end of Big Woody Island back to the Boat harbour of an 11m yacht \$398.08

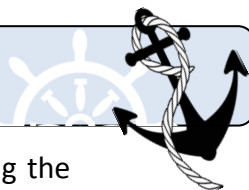
To coin a well used phrase “IT PAYS TO BELONG”.

**For further news and information, checkout our website
vmrherveybay.com.au or find us on facebook,
facebook.com/vmr466**

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Boating Weather on the hour every hour

Waypoints to Skipper



I joined VMR Hervey Bay in December 2011 and following the mandatory Elements of Shipboard Safety training became a crew member in May 2012. My next achievement was completing Certificate I Competent Crew in March 2014 and progressing to Senior Crew in June 2014.

My next goal was to complete Certificate II Coxswain, which was achieved in February 2015, quickly followed by AMSA Coxswain Grade I NC in March 2015. My track continued to complete all necessary competencies to become a VMRAQ Coxswain endorsed for Hervey Bay in August 2015.

The route taken has been very emotional, testing but more importantly enjoyable (most of the time). Being a female in a predominately male world has had its ups and downs. Prior to becoming a VMRAQ Coxswain, I was one of four female crew members at VMR Hervey Bay, all of whom have achieved the status of Senior Crew, and who I would like to acknowledge as being supportive during my training progression, namely Christine, Josie, and Jill (Skipper from Victoria Point).



As a female we do look at things differently to men, however, there have been times when I felt it was necessary to be twice as good just to achieve the same result as a male counterpart. Some aspects took me longer to grasp than others, but once I got my mind around it, I wondered why I stressed so much.

Learning to drive a twin screw, twin hull boat at 26+ knots when you come from a background with a 30hp diesel motor doing an average of 6 knots was

Waypoints to Skipper– Continued



the greatest fear to overcome, and of course driving fast in shallow water as you didn't have a 1.7m keel underneath to catch on sand banks. *"It's easy some people kept saying it's like driving a bobcat"*, never driven one of those either!

There was a time limit put on achieving each result; however they went out the window quickly. My greatest study and test period was October 2014 to February 2015 when I needed to complete the remaining modules and hone my manoeuvring skills before attending the 15 day Coxswain Course at VMR Gladstone. This group consisted of 14 people with only two females; myself and a Government employee from Gladstone. This course was intense and I put myself under pressure to achieve a good result as the only representative



from VMR Hervey Bay. Most participants had to learn to drive two unfamiliar vessels namely Gladstone 1 and QGC 3. I found this course very demanding in some areas, but others were easy. There were times of tears and self-doubt with the feeling that the assessments were out of my grasp and failure was looming. But to make the course even

more interesting a Cyclone was organised, along with an earthquake thrown in.

I would like to make special mention of Leith Lindsay (life member and VMR Hervey Bay Skipper). Leith was the first skipper to let me loose behind the wheel of the old Boat Club Rescue. When I was approached by management to further my training and become a VMRAQ Coxswain, I needed a mentor. Writing a list of pros and cons, Leith came out at the top of the list. The opportunity arose when on a Medivac to Kingfisher Bay Resort; we had to wait for the ambulance to arrive, so I asked Leith if I could have a word. We stood on the pier at Kingfisher and I plucked up the courage to ask Leith to be my

Waypoints to Skipper– Continued



mentor, to this day I have always remembered his response; *"I would be honoured Vivianne"*.

One of the greatest hurdles was coming from the back deck into the wheelhouse and learning how to manoeuvre the vessel, operate all the electronics and being able to risk assess situations and ensure that the vessel and crew were safe at all times, and of course completing the obligatory paperwork. You will still find me cleaning the vessels, tidying lines and greasing the trolley wheels.

I would like to also thank the following people;

John Smith – VMR Hervey Bay Commodore (former UTC) – for your support and being honest (sometimes too blunt)

Don Adams – VMR Hervey Bay Skipper – for telling me I was my own worst enemy

VMR Gladstone – Trevor, Andrea and all the skippers involved with the Coxswain course

VMRAQ Assessors – Gary and Tom

VMR Hervey Bay – All skippers and crew involved in my training and progression (both past and present) – thank you so much for your continued support for which I would not have achieved this outcome, words cannot express my gratitude.

I come on board VMR Hervey Bay as a Junior Skipper and will continue my learning and progression of skills relying on the assistance of all VMR Hervey Bay Skippers.

There are still waypoints left to conquer before my route is complete.

Many thanks to all

Vivianne Hillier

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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VMR Hervey Bay:	www.marinerescueherveybay.com.au
VMR HB News & Rescues:	www.marinerescueherveybay.com.au/news-events
VMR Queensland:	www.marinerescueqld.org.au
Coastguard Sandy Straits:	www.coastguard.com.au/flotillaql/7-qf21
Coastguard Tin Can Bay:	www.coastguard.com.au/flotillaql/40-qf17

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

Radio Courses



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 course and exam (for both of the above) are as follows in 2015:

Sat 13th February

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 \$80 which everyone has to pay.

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

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.

Like to learn more about V.M.R.'s role in the community, or safety aspects of boating and fishing in our local waterways?



**Don't miss our next
INFORMATION NIGHT
Tuesday, 6.30 p.m.**

**2nd February
At the VMR Base, next
to the Boat Club!**

For details or to book, call at the Base during office hours or phone 4128 9666



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>

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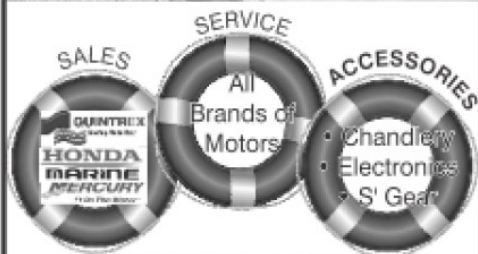
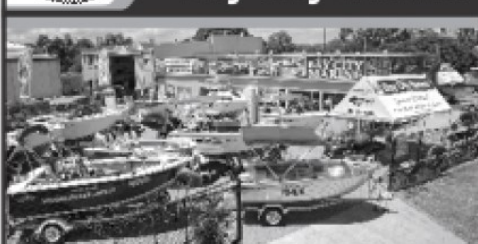
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HS5006

Do you know when your distress beacon will need a new battery?

If your battery has passed its expiry date you have two options:

1. Have your beacon serviced by the manufacturer.
2. Upgrade to a new beacon - AMSA recommends GPS equipped 406 MHz beacons.



406 MHz beacons
have their battery
expiry date printed
on the beacons label.

amsa.gov.au/beacons
1800 406 406



Australian Government
Australian Maritime Safety Authority

Please dispose of unwanted beacons responsibly,
see your local Battery World store.

Flares



Flares are an important part of your safety kit. Just as importantly when they are misused they result in an enormous amount of wasted resources for the Marine Rescue operations. Flares have a 3 year lifetime – for safety reasons. They must be disposed by taking them to the Marine Safety Queensland office next to the Volunteer Marine Rescue base at Urangan. Do not place them in rubbish bins.

However – we have two situations. The first is where flares are used to genuinely attract attention – day or night. The second is where people have expired flares and for some reason decide that they will go to some remote beach and let them off at night. Invariably this results in a call to the police and the activation of the rescue boats to search for the vessel in trouble. The authorities must act on a flare sighting and it is taken as someone genuinely in trouble. Firing flares for fun is plainly irresponsible. It happens a couple of times a year – quite often on Saturday evenings which tends to indicate this situation. BUT – the authorities cannot ignore the event just in case it is genuine. Your actions also “destroy” someone else’s Saturday night – meaning they get home about 1:30 on Sunday morning.

There is a second scenario which will have unintended consequences. Recently, an incoming aircraft reported a red flare at the Mary River mouth just after 6:00 pm. A second sighting was reported five minutes later from the same area. A crew was called in - rescue boat was launched – and because of a flooding tide the search was conducted up river past Devil’s Elbow at Dundathu. Four hours and 200 litres of fuel plus six personnel were involved on a very cold evening – for what turned out to be a complete wasted effort.

Quite likely, this may have been a genuine situation and other people may have assisted and returned the vessel to the ramp. However, they failed to notify authorities that they had fired flares and that things were now resolved. That \$300 worth of fuel came from fund-raising efforts by members and the community.

Act responsibly! When you fire flares then inform the police communications centre whether it is accidental or deliberate. When it is a genuine situation and it is resolved before rescue services arrive then also advise. It can then be confirmed that there is no immediate emergency and rescue services can stand down. It takes 30 mins to call in crew and get the rescue boat on the water – then add the time to travel to the area. It can be at least 60 minutes before help arrives. If it is not a genuine situation then it can possibly cause another rescue to be delayed.

Be Flare Responsible! If you believe that you are using your old flares to practice just in case a genuine situation then consider the costs and the consequences on Volunteer Marine Rescue personnel and services.



Towing practice with Hyne Timber Rescue and 7 Rescue



Some tidying up of the base

'D' Shackles



Approximately two years ago someone posted on Facebook that a person was pulled over by the police while travelling through Gympie. During an inspection of the person's vehicle and trailer it was pointed out that the dee shackles connecting the safety chain to the vehicle were not to the required standard. This prompted many questions to be answered. Some people thing they were doing the correct thing and wishing to abide by their interpretation of the law went out and purchased shackles which resulted in some stockiest running out of stock.

To the credit of the water police in Hervey Bay who investigated the interpretation of the law in conjunction with the Main Road's Department, released a statement which is very beneficial to the recreation fisher person. The following is an extract which relates to Dee shackles :-

"D" Shackles and Safety Chains

Transport and Main Roads requires that "D" Shackles, used to connect a trailer safety chain(s) to the towing vehicle, MUST have strength that is compatible with the safety chain (fit for purpose).

THIS CAN BE ENSURED IN TWO WAYS
Use of "D" Shackles that comply with Australian Standards (See matrix back page) and having the appropriate makings in one way. (TMR) recommends this.
Select a "D" shackle of REPUTED brand (ie: A tow bar manufacturer) so the part has its BRAND NAME / MODEL permanently marked on it.
Stainless Steel "D" shackles and padlocks are NOT to be used.

Trailers ATM over 2 Tonne must be fitted with safety chains that are marked in accordance with the relevant Australian Standard and (or cables as applicable) complying with the following:

Trailers that do not exceed 2.5 tonnes ATM must have at least one safety chain complying with Australian Standard AS 4177.4-1994 or Australian Standard AS 4177.4-2004 '

Trailers over 2.5 tonnes and not exceed 3.5 tonnes ATM must have two safety

'D' Shackles– Continued



chains of designation of 3500 kg complying with Australian Standard AS 4177.4-1994 or Australian Standard AS 4177.4-2004 Trailer ATM (kg)

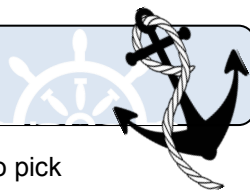
Released with the permission of the Hervey Bay Water Police as a guide only
Don Adams

Photos from this quarter



Hyne Timber Rescue out and about

Activations



18 Sep – A late night call to Kingfisher Bay for HBRSL Rescue to pick up a patient to transfer to hospital.

20 Sep – Another evening medivac from KFB saw HBRSLR transfer a patient back to UBH along with two ambulance officers.

29 Sep – A medivac from KFB saw HBRSLR transport another patient back to UBH along with one ambulance officer.

4 Oct – A very early medivac saw HBRSLR depart Urangan just after midnight to transport patient with a broken wrist from KFB the crew returned at 2.19am.

4 Oct – A late afternoon call from a vessel requesting fuel south of Pelican Banks. When HTR arrived it was found that the fuel system was leaking and so the vessel was towed instead. The crew returned to base at 1834.

5 Oct – A call from a speedboat with engine problems saw HTR leave harbour just after midday for a tow assist.

10 Oct – The crew headed out for a long vessel assist near Rooney's Point. HTR carried fuel to the vessel with 4 POB and then shadowed them back to harbour.

15 Oct – A lunchtime call to assist a 6.4m half cabin that had run out of fuel north of Coongul Point. 25 litres of fuel was taken out on HTR, then the vessel was shadowed into the harbour.

Activations– Continued



19 Oct– At around midday a call came in to assist a vessel broken down about 1km north of Bradshaw Bridge on the Mary River. They arrived very quickly on the scene and took the two adults and two children in tow. The vessel was safely returned to the boat ramp.

19 Oct – A QAS activation mid-afternoon saw HTR off to KFB with an ambulance officer embarked. They returned around 1700 with the patient and two others.

20 Oct – Before they could secure HTR from the training run the crew were off to Rooneys to assist with a breakdown of a 7.3m runabout which they duly towed back to UBH getting there after dark.

20 Oct – A late night Medivac from KFB saw HBRSL Rescue pick up a patient from Kingfisher Bay.

21 Oct – Another late night Medivac from KFB in rough conditions saw a patient's return to UBH.

27 Oct – Another two o'clock in the morning Medivac from KFB for a patient having multiple seizures meant HBRSL Rescue was activated again,

27th Oct- Later that morning a 0700 call from a 7.5m cuddy cab requiring fuel was received so the crew fuel out to Pelican Bank and got them on their way.

28 Oct –A late night WP activation on reported sighting of flares in the vicinity of Round Island. HBRSLR departed and searched an area north of Round Island with 4 crew onboard while HTR departed later with 3 crew. Unfortunately, HBRSLR went aground on Round Island and remained there overnight. The crew were taken off by 7 Rescue. HTR continued searching for anything related to the flare sighting but the search was called off around 0100 when the WP determined the sightings were fire-works not flares. HTR was able to assist HBRSLR back to UBH around 0930 on 29 Oct for assessment.

31 Oct – An afternoon activation for a 4m runabout broken down about a mile E of S1 mark required a tow to Gatakers for HTR

Activations– Continued



3 Nov – A 5.5m centre console vessel required a top up of fuel on their return journey from Rooneys. HTR was activated and met up with the anchored vessel off Coongul Pt. 25 litres was passed over and the vessel was shadowed back to UBH.

7 Nov – A late night Medivac from KFB was required for a patient. HTR responded but In strong NW winds, a falling tide and a heavy swell, HTR was unable to come alongside the jetty and the activation was aborted. It was a long and wet trip back. The patient was helo'd off the island early the next morning.

9 Nov – A late evening activation for a sailing cat with engine failure saw HTR activated. The vessel was anchored close to the harbour rock wall and required a tow to Urangan beach for anchoring.

9 Nov – Another late night Medivac to KFB saw HTR pick up a young lady that required hospital treatment.

21 November –Hyne Timber Rescue assisted a broken down vessel near Big Woody Island and towed it back to harbour.

21/22 November – A very late medivac call saw Hyne Timber Rescue depart harbour for Kingfisher Bay at 0046. In difficult conditions (northerly swell and strong tidal flow) they collected the patient and returned to harbour at 0214.

22 November – Hyne timber went out again at 1548hrs for a vessel breakdown near Pelican Bank. The vessel was towed back to harbour by 1708hrs.

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