

RESCUE ONE



OFFICIAL JOURNAL

VOLUNTEER MARINE RESCUE HERVEY BAY. INC.

CALL SIGN: VMR466

Winter 2015



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Volunteer Marine Rescue Hervey Bay Inc.



Rescue One

WINTER 2015



Address: Buccaneer Drive, Urangan.

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Email: vmrhboffice@gmail.com

Phone: 07 4128 9666

Fax: 07 4128 9789

MANAGEMENT COMMITTEE

Commodore: Kevin Heitmann

Unit Training Coordinator: John Smith

Vice Commodore: Don Adams

Vessel Group Coordinator: Les Czislawski

Secretary: Ronwyn Love

Radio Group Coordinator: John Herron

Treasurer: Wendy Reed

Asst. Treasurer: Helen Perrie

APPOINTED OFFICERS

Asst. Boat Maintenance Officer: Joe Ognjenovic

Asst. UTC (Crew): Colin Goldsworthy

Marketing/Promotion: Steve Nolan

Asst. UTC (Radio): Jill Barclay

Charts, Navigation: Ross Jensen

Working Group Rep: Vivianne Hillier

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: Gina Sprenger and Les Czislawski

Zone Delegate: Kevin Heitmann and John Smith



Front Cover
Bay to Bay



From the Commodore



Hi All,

I would like to thank all our working members for their continued support over the last three months for their time for VMR HB, and for their partners for giving up their time with them. Thanks for all the help setting up the fishing comp and for manning the stall and then for dismantling fences, stands and the stage etc. also manning the stand at the Brolga Theatre for the Volunteer's Week.

VMR Hervey Bay has now got our Web Site up and running again. The Web Site address is www.vmrherveybay.com.au Thank you, Josie Faulkner for setting up a Facebook page that has been attached to the Web Site.

A big thank you to Josie and John Smith for the work on the grant from the Gaming Commission for the Flir. They gave us the grant and have fitted the fixed unit to Hervey Bay RSL Rescue and have a hand held Flir that can be used on any of our vessels.

We are in the progress of setting up a training program for the flir.

I am pleased to inform everyone that The Hervey Bay RSL has given VMR Hervey Bay a grant for the sponsorship of the Vessel "Hervey Bay RSL Rescue" for another 3 years. Thank you very much to the RSL Hervey Bay.

We have just replaced the 2 motors on "Boat Club Rescue". The motors had done about 960hrs and to get a reasonable return for the motors, they were replaced. Suzuki does not do Fly by Wire in 225 HP Motors so we went for 250 Fly by Wire.

A special thank you to the SO\$ member that we towed back from the top of Sandy Cape on Fraser as he generously gave Marine Rescue Hervey Bay a donation of \$300 and expressed his thanks to a very professional crew, Thanks Guys.

Just a reminder for the boaters if they could please log on with the radio room when they go out and log off when they return, our working channel is VHF 73 and north of the fairway buoy is VHF 22, we man the radio room from 0600 HRS to 1800 HRS, after that for emergencies contact VTS GLADSTONE on VHF 16 or 000.

Kevin Heitmann

The Commodore

Flir Radars have arrived



Thanks to the researching and drafting of the grant application by Josie Faulkner who is one of our youngest crew members, we were successful in obtaining a large grant from the Gambling Community Benefit Fund and Caring for our Community Initiative. We are now finally able to purchase two infrared camera units that will provide us with new lifesaving technology for our vessels. One of the infrared units will be mounted and other one is portable.

They work by identifying different levels from heat sources in the water in any conditions up to 800 metres away. The advanced sensor delivers crisp thermal video images in total darkness and low-light conditions.

Gyro-stabilization ensures a steady image, plus radar tracking and optional video tracking keep potentially dangerous targets in view at all times.



This will be very useful especially at night when we have to pick up vessels that don't have any lights on them and in a search and rescue situation and it will also provide a much better chance of finding a person in the water and also provide a better vision of obstacles for skippers entering and leaving the harbour.



From The UTC



This quarter has been a very busy time in the training world. We started with extra training for crew members to develop their skills to go away and attend the coxswain course run in Gladstone.

Vivianne returned from this course as one of the most competent people that has ever been invited to attend this course in Gladstone. She has since gone on to get her open AMSA coxswain qualification and is currently undergoing the VMR Hervey Bay Skipper in training program. This will then give her the qualification to skipper our rescue vessels. Well done Vivianne.

The Commodore and I observed this course for a day to attend a workshop put on by Suzuki which was very interesting. It also provided some more information on exchanging the motors on Boat Club Rescue and enable us to get a very good deal from the preferred supplier.

We also received Duncken during this quarter. He is proving quite a **handful** for our teams to retrieve!!! We are still developing procedures for his use at this time.

Also we received a grant to purchase 2 FLIR units, one is a fixture to Hervey Bay RSL Rescue and the other is a handheld unit for use on the other vessels. Although the main purpose of getting these units was to assist in search and rescue they are proving to be a valuable tool for night operations. I completed a job to the eastern side of Sandy Cape just recently on a moonless night and not only found it useful on the trip but invaluable to enter the harbour safely...

The new MAR training modules are proving a nightmare as is changing over to the new task books. I have spent nearly 6 hours cross crediting just 1 task book...

In an attempt to try and make the module assessments easier to understand we have developed our own lesson plans and training with these started a few weeks ago with the new Elements of Shipboard Safety. Six people completed this and together with a few others that have been replied we have about 10 new crew My thanks to Colin and Jill who have been invaluable in putting these new packages together...

Kevin and I attended 2 conferences on the Gold Coast. Disaster management and Search and Rescue both of which proved a lot of useful information as well as the opportunity to network with other groups and similar organization from within the region. My report on these conferences was tabled at the training committee meeting...



Two rescue vehicles we saw while at the Disaster management course at the Gold Coast

I was disappointed to cancel training day for the month of May but with the forecast of adverse weather and the number of people who had pulled out (for warned is for armed), I would have been the only person here beside the duty crew. Let's see how cold people think it will be to do it in July or August!!!! See you all in the water *soon!!!*

John Smith

UTC



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 .



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 new website
www.vmrherveybay.com.au**

| | | |
|---|--|---|
| <p>HERVEY BAY BOAT CLUB POWER BOAT SQUADRON</p>  <p>Phone Secretary 4194 6138</p> |  <p>Sponsors of Boat Club Rescue</p> | <p>HERVEY BAY BOAT CLUB FISHING AND SOCIAL CLUB</p>  <p>Phone Secretary 4194 1907</p> |
|---|--|---|

To Sign On or Not To Sign On???



When VMR Hervey Bay did their Radio Survey last year, 80% of you told us that you sign on when you go out on the water. That means 20% of you don't....that's up to 200 members who for a variety of reasons choose not to provide details of their trip. There are also a multitude of non-members who leave the harbour without logging their details.

Signing-on is like an insurance policy – if something happens, we volunteers and the authorities know where to start looking, how many people on board and their contact details etc.

Wide Bay and the Sandy Straits are not busy waterways, but they can be unforgiving with their multitude of sand bars and tidal runs as evidenced by the many beacons and navigation marks. Many vessels are not perhaps maintained as well as they could be or the unfortunate happens - run out of fuel – water in the fuel – flat battery – no electrics – broken shaft – or so many other possibilities.

At VMR Hervey Bay, we are about the Safety Of Life At Sea. We rescue people – and if those people happen to be in a boat then we will tow that back also.

Simply signing on when you leave and signing off when you return provides a safety net if the inevitable should happen.

As a member of VMR Hervey Bay we will have your vessel details registered such as vessel type, length and hull colour plus your mobile telephone number. However we do need some information about your current voyage. Our system is driven by your boat registration number, so give us that first.

Here's a Sign On example



Dolphin: Marine Rescue Hervey Bay, This is "Dolphin", "Dolphin".
Over.

VMRHB: "Dolphin", "Dolphin", This is Marine Rescue Hervey Bay.
Over.

Dolphin: Marine Rescue Hervey Bay, I wish to log on.
My vessel registration is Alpha, Alpha, 9-9-9 Quebec,
Alpha, Alpha, 9-9-9 Quebec, (AA999Q)
Over

***Information MRHB will collect is: departure point and destination,
people on board and estimated time of return. We will ask you for this
information. We will also check you have your mobile.***

VMRHB: Do you have a mobile phone on board with a number ending
in 789?
Over.

Dolphin: We do have that mobile on board.
Over.

VMRHB: Romeo "Dolphin". Enjoy your day.....
Please let us know if you change position.

This is Marine Rescue Hervey Bay standing by.

Dolphin: "Dolphin". Out.

Do not turn your radio off - It uses less than 1 watt in standby mode.

**Enjoy your boating knowing that by signing on VMR Hervey Bay has your
safety in hand!**

R.S.L. Hervey Bay renews Grant



The Hervey Bay RSL has renewed a grant to VMR Hervey Bay for the sponsorship of the Vessel "Hervey Bay RSL Rescue" for another 3 years. We would like to thank them very much for their continued support each year.



Hervey Bay RSL.

**Address: Pialba Place Shopping Centre, 11 Torquay Rd, Hervey Bay QLD
4655**

Phone: (07) 4197 7444



Lucky, you're with.....Marine Rescue Hervey



6th April.....It was such a beautiful day! It was warm and the sea was calm as we set off to tow a vessel back from 8 nautical miles off Rooneys. The cruiser had set off earlier in the morning and, having stopped the vessel, the Skipper could not get it into gear once started. It had recently been serviced. There were 2 POB.

We set off in Boat Club Rescue and went the shortest possible route. The owner was an SOS member. His membership covered the cost of our assistance to get back to Urangan Boat Harbour safely. We set off at 9:30 and got back almost 8 hours later, unable to tow his heavy vessel any faster than 8-9 knots.



Back in the harbour by late afternoon, we placed him in his berth, washed and refuelled our vessel and were very happy that the conditions had been perfect.

Statistics: Time on the water - 7.5 hours

Fuel used for the assist - over 400 litres

Cost to member - annual SOS membership of \$75

Problem - gear box - broken ECU



Peace of mind, knowing that help was on the way!

A second Skipper and crew member had to be called in to assist with another vessel in difficulty at the Artificial Reef.

Cruiser Rescue 13th May



Well it was poppy nap time when Jill from the radio room at VMR rang asking if I would be prepared to do a long activation and of course I agreed.

We left the base about 5pm with John the Skipper, Christine, Josie and myself heading for Porpoise Banks which is on the northern end of Fraser Island. The vessel was a 7m fibreglass cruiser and he was anchored in shallow water. We got as close as we could and had to back off because we were stirring up mud. Thankfully the vessel had some power in her motors and could get out into clearer water where we attached a tow rope and started home to the boat harbour.

It was my first introduction to the new infra red radar system we now have on RSL Rescue which Josie explained to me.

It was a long tow home and the weather started to pick up around Arch Cliffs and we had to slow down a little in the tow.

Being the person that I am I thought I would burst into song to alleviate the boredom and I sung a few songs however I got no response so I shut up. We arrived back at the base about 11.30pm, cleaned the boat and put it away.

While we were out on the water and also when we got back to base, Jill the radio operator was still in the radio room monitoring our half hour radio calls and using the track plus to update her on our progress.

We may be a crew out on a boat but the radio operator is in there alone for the hours we are out and they are very important and major part of our operation.

On Saturday 16th May the vessel owner who is a SO\$ member rang and made a \$300 donation as he was extremely impressed with the professionalism demonstrated by the boat crew and the radio operator during his whole ordeal.

Reg Treston

Jet ski for a Cure 2015



Boat Club Rescue escorted Peter Lee and Brendan Guy into Urangan Boat Harbour on Saturday afternoon 2/5/2015.

Brendan, Peter and 3 other Jet skiers set off from Bribie Island early in the morning for this leg of their fundraising ride for Cancer. Severe weather earlier in the week from a low pressure system brought with it large waves and dangerous conditions for negotiating bars and refuelling. Two jet skiers withdrew from the ride and one was swamped and unable to continue. This left only two riders to continue the journey to Townsville.

Brendan and Peter were thrilled to have completed the long and arduous leg to Urangan and were happy to be in the calm waters of the Sandy Strait. They were met by a member of the Vietnam Veterans Association of Australia who hosted the weary riders for the night, before they continued their next leg to Bundaberg Sunday morning.

Christine White



FRASER COAST
Chronicle

Volunteer Expo Maryborough



There has been a dramatic drop in the number of volunteers which has reduced the ability of many local organisations to serve the community. To help these groups attract volunteers, the Fraser Coast Council held the Volunteers Expo at the Brolga Theatre in Maryborough

On the morning of May 14th John, Mary-Ann, Reg, Duncken and myself loaded the VMR vehicle and attached the Polycraft, *7 Rescue*, to participate in the Volunteers Expo at the Brolga in Maryborough. Duncken was reluctant to sit on the back seat, so he went in the Polycraft. The Expo was organised by the Fraser Coast Regional Council and was an opportunity for us to promote and celebrate our respective volunteer groups.

When we arrived in Maryborough we found our allocated space near the Coast Guard vessel and the Rural Fires Brigade vehicle. It was a cold spot, in the shade and a wicked breeze was blowing. As we started to set up, the delightful and efficient ladies who were co-ordinating the event invited us to set up the table indoors, just inside the front entrance to the foyer.

Of course, we couldn't bring *7 Rescue* inside, so John and Reg spoke to the few brave visitors who ventured out into the cold while Duncken looked on. The Mayor, Gerard O'Connell opened the Expo and spoke about the important role volunteers play in the community, especially in times of natural disasters.





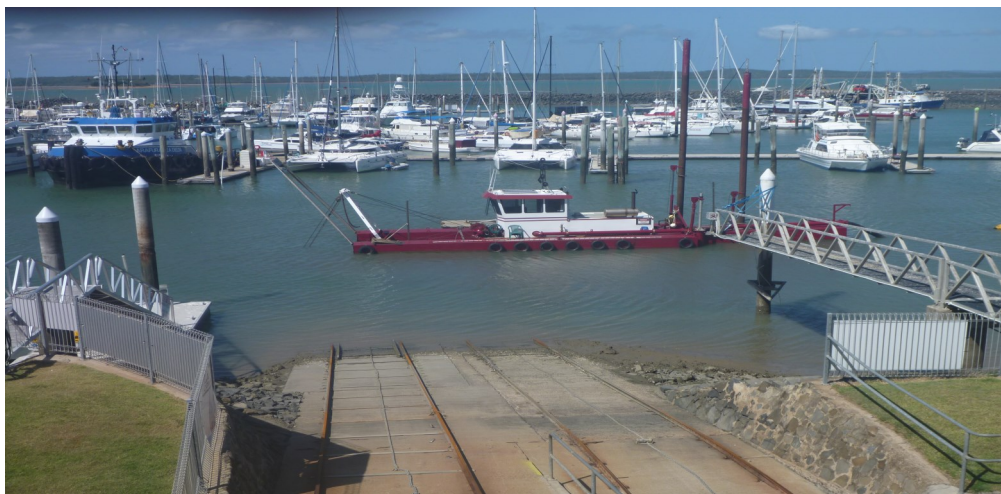
At around 4:00pm our relief shift arrived: Cheryl, Peter, Jill, Geoff and Chris H. Jill spoke with Channel 10 about being a volunteer and appeared on the evening news. There was a lucky door prize of an iPad, which was won by Cheryl. Radio operators have all the luck! Congratulations!!!

For those who didn't have the opportunity to go to the Expo on the 14th, it was a real eye-opener. The variety of services that are offered to the community by volunteer groups and the impact that these volunteers have on supporting the community is phenomenal. I would urge anyone with some time and skills they would like to contribute to consider volunteering in some capacity.



Not only does it make you feel worthy, you get to work alongside some interesting and very special people. Thanks to Marlene and the team from Fraser Coast Regional Council for their organisation of the event, providing refreshments and the warm indoor table (and the lucky door prize). Thanks also to the members of VMR Hervey Bay who attended, for the extra time and energy they gave to promote our Unit.





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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 - | 1078 |
| RADIO CALLS - | 4961 |
| ACTIVATIONS - | 89 |
| FUEL USED - | 6849L |
| VESSELS RETURNED TO SAFETY - | 78 |
| PERSONS RETURNED TO SAFETY - | 135 |

VMR 466...

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Useful Web Sites & Radio Frequencies



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| Gympie Radar : | www.bom.gov.au/products/IDR083.loop.shtml |
| Coastal Waters Forecast: | www.bom.gov.au/qld/forecasts/southern_qld_coastal_waters |
| Alternative weather sites: | www.willyweather.com.au www.accuweather.com/en/au/australia-weather |
| National Parks – Fraser Island: | www.derm.qld.gov.au/parks/fraser |
| Great Sandy Straits: | www.derm.qld.gov.au/parks/great-sandy-marine |
| Maritime Safety Queensland: | www.msq.qld.gov.au |
| Boating Safety Regulations: | www.msq.qld.gov.au/safety |
| Tide tables: | www.msq.qld.gov.au/Tides |
| Marine Radio information: | www.msq.qld.gov.au/Safety/Marine-radios |
| Hervey Bay Fishing: | www.fishntales.com |
| Fraser Coast Boat Ramps: | www.frasercoast.qld.gov.au/boat-ramps |
| Fraser Coast – Whats On: | www.frasercoastevents.com.au |
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| VMR HB News & Rescues: | www.marinerescueherveybay.com.au/news-events |
| VMR Queensland: | www.marinerescueqld.org.au |
| Coastguard Sandy Straits: | www.coastguard.com.au/flotillaqld/7-qf21 |
| Coastguard Tin Can Bay: | www.coastguard.com.au/flotillaqld/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
- MROVCP (VHF use only)

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

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

Sat 1st August

Sat 31st October

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, 4th August

6.30 p.m.

**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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*Available Summer 2005

H55206

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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.

Police activation at Coongul Creek



It was a rostered duty day, Sunday 17th of May. We had been on a training run in the morning for a crew member who had recently gained her Coxswain's certificate and who is part way through her Skipper training on the Rescue boats. The weather was cool SSW with rain squalls.

We finished training at 12:00 and went home. We were on call for the rest of the day, until midnight.

At around 17:00 we received a request from the water police to pick up 3 people from Coongul Creek, whose Toyota HiLux had got bogged in the creek.

We managed to get Boat Club Rescue into the water quite quickly, but knew we would be out of daylight for the beach rescue. Our 'Skipper in training' took us out.

It was very dark, overcast with no moon. Fortunately the wind had dropped and the area we were going to was sheltered somewhat from the wind and waves. The tide was still coming in, but almost full. Our information was that the people needing assistance were 100m north of the creek entrance.

As we neared Coongul Creek, with spotlights aimed at the shore, we saw an answering torch signal. As we approached the shore we quickly came to shallow water and decided to do a beach landing (where the anchor is set out from the shore and the boat is taken in stern first). Passengers can access the stern ladder to get on board when we have the stern anchor on the beach and the vessel is secure.

Once on board, our passengers sat in the available seats while we got BCR back into deeper water and started back to Urangan Boat Harbour. I spoke with Mark, the owner of the HiLux on the way back. He was from the Sunshine Coast and had taken the family over to Fraser Island for the first time, for a picnic and a spot of fishing.

Their troubles started about midday, when for some reason their new HiLux stalled in the creek. In spite of their frantic attempts to get assistance and to remove their flat tray, they sank deeper into the water-logged sand. They struggled like this for over 6 hours.

They used their phone and CB radio to try every avenue to get help. We arrived just as their electrics were shorting out, the sounds of the horn blaring as water came over the dash of their car. They salvaged a few personal possessions in carry bags and buckets.



C. White

Once back at our Base we found phone numbers for local resorts and boiled the jug for a hot drink. While the family were planning their next move we washed and refuelled the boat and flushed the motors thoroughly.

It never ceases to amaze me how people who have gone through such a traumatic afternoon can be so generous. We were just finishing our maintenance of BCR when the family came downstairs to walk to the Mantra, where they had arranged accommodation for the night. As they were about to leave they thanked us sincerely for the help we had given them and made a donation to the unit of \$100!

The next morning BCR was on the water again as one of the motors had overheated the previous night and we needed to test it after Barney had checked it out. We went to Coongul, to the location of the 'Rescue'. In the light of day, we navigated up Coongul Creek and put BCR up to the bank. From there we collected Mark's belongings, as he was unable to get back to the creek before the 10:00 barge, and they would have probably been lost before he got there.

I don't know any more details, but sincerely hope that they had an outcome that wasn't too expensive!

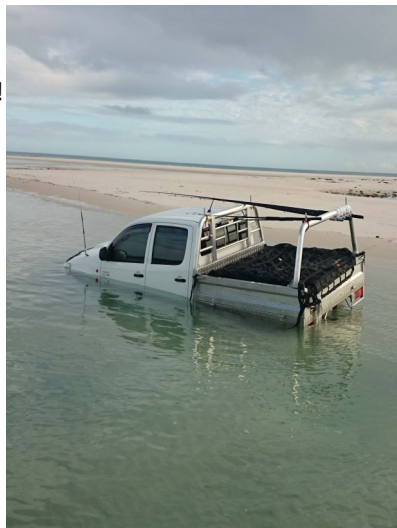
For photos, look on our Facebook page.

Be safe,

Christine White

VMRHB Senior Crew Member

When writing this article, I looked for companies who offer towing services on Fraser Island. I came across FIVERATS : Fraser Island Vehicle Recovery and Towing Service at Eurong 41279449 or 0428 353 164. May be worth a call if you get stuck.



Bay to Bay History



When 14 people sat down to plan a trailer yacht race from Tin Can Bay to Hervey Bay on April 18, 1980, they began a sailing saga that became the biggest event of its type in Queensland and second only in Australia. A two day race format with a stopover at Garry's Anchorage, Fraser Island, was decided on as the 87km course was considered rather long for a one day race. Race Secretary at the time, Ivan Barnes, said the Committee expected 30 entries for the first event in May 1981. They were overwhelmed when 114 boats turned up for the historic start! That meant an influx of about 500 people to the small town of Tin Can Bay.

Strong south - easterlies sent the fleet bowling along at a merry pace. Some gear failure, including broken or bent masts, meant a few withdrawals but the inaugural Bay to Bay, chiefly sponsored then by the radio station 4MB, was voted an absolute success.

Rockhampton sailor, Rob McWatters took out the line honours that year in his seawind 24 catamaran. Fastest race time was set by Hervey Bay sailor, Bob Maslen, in the catamaran 'Bob Cat', which has been a familiar sight in the annual event in years passed.

The race now sees an average of 180 starters each year and VMR Hervey Bay is there every year to help out...

This year's race was held on May 2nd—3rd





A recent job we had in the harbour to shift an office block around to the lift out facility.



Joe & Josie try out what may be our latest and last in line of defence boat. We just need some more rowing practice"

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Activations Log



- 2Mar15** – A vessel had come adrift in Wanggoolba Ck. and was drifting in a north, north westly direction. VMR returned the vessel to the creek for owner and dog.
- 5Mar15** – A water police activation for a dismantled yacht was quite a task as the mast was still hanging in the water and had done considerable damage.
- 7Mar15** – An early morning medivac from KFB resort for a man in extreme pain.
- 13Mar15** – Used 2 vessels, BCR & 7Rescue to tow a 45 foot yacht to the marina liftout.
- 13Mar15** – Early evening medivac from KFB resort for a sore finger!!!
- 15Mar15** – A tow from the dog leg turned out good. A first time experience in this area for Skipper & Crew.
- 30Mar15** – Towed a vessel from Rocky creek to Riverheads. An SOS member who came in and paid for the fuel we used to retrieve him.
- 6Apr15** – A tow from Rooneys to UBH, was a long day.
- 6Apr15** – 7Rescue was used to tow a vessel with a broken water pump back to UBH.
- 8APR15** – A tow from Little Woody Island to UBH for a vessel with cooling problems. Vessel was on a delivery cruise from Bribie Island to Burnett Heads.
- 9Apr15** – A vessel grounded at Coongul Point was refloated without too much problem.
- 9Apr15** – Took fuel to a boat near Middle Bank South which ended up with a tow back to the harbour due to a blockage.
- 9Apr15** – A medivac from KFB resort for a patient weighing more than 200Kgs.
- 12Apr15** – Towed a vessel from Torquay Beach back to UBH.
- 13Apr15** – 2 vessels used to shift the marina office around to the liftout.
- 18Apr15** – Early morning trip to KFB jetty for a medivac.
- 18Apr15** – Towed a 6Mt Half Cabin cruiser “LIFE AFTER DIVORCE” from Wathumba back to UBH.



Activations Log



- 19Apr15** – 5.5 Mt Vessel towed back to a marina berth from Pelican banks.
- 24Apr15** – Hervey Bay RSL rescue was used to do a familiarization for new Radio Operators.
- 25Apr15** – Medivac from KFB jetty for a patient with shoulder injury.
- 25Apr15** – Evening medivac from KFB jetty for a 5 year old that wondered what it would be like to cut your fingers off. Didn't work, nearly though!!!! Mum said he is a worry as he has broken his arm 3 times as well. They are from Mitchell; way out west.
- 2May15** – Escort 2 jet skis with Vietnam Veterans riders doing a charity run into UBH.
- 3May15** – BCR operated as a safety boat for the Bay to Bay.
- 5May15** – Towed a 9mt sloop from Moon Pt to UBH.
- 6May15** – BCR transferred fuel to a vessel out of fuel near Urangan Pier.
- 8May15** – BCR towed a 9mt vessel off a floating pontoon in UBH. Boat & pontoon are not a matched pair!!!
- 13May15** – Recovered a 7mt centre cab from the north eastern tip of Fraser Island. Quite a trip but the (SOS) owner was happy enough to make a \$300 donation and expressed his thanks to a very professional crew. Well done guys.
- 17May15** – Police activation to recover 3 people from the beach at Coongul creek after losing their vehicle in the creek. Photos on our web site These people gave us a \$100 donation and were very grateful to be back on the mainland.
- 18May15** – A 15Mt rib ran out of fuel at Big Woody North. We took out 100Lts of diesel and he only just got to the fuel wharf. Boat is fitted with 2X1200HP Man engines driving Rolls Royce jets. Turns out this boat is just the tender for a 100ft yacht called INDIO!! Well worth a GOOGLE look.
- 20May15** – A medivac from KFB during the morning.
- 21May15** – Another medivac from KFB but a very early morning one.
- 22May15** - A breakdown at the fairway buoy had us tow a boat back to Gatakers boat ramp.

CHALLENGE

Volunteer Marine Rescue Hervey Bay To a Social Beach Cricket Day

Where: Outside Hervey Bay Surf Club Torquay

When: Saturday 16 May

Time: 10:00 am



Socialise after in the Surf Club

Beach Cricket Challenge



On Saturday 16th May VMR accepted the Beach Cricket Challenge from the Dragon Boat Organisation . The Venue was in front of the Surf Lifesaving Club on the beach at Torquay.

Both teams were well represented and we were blessed with cooler conditions. A brisk SSW breeze kept the temperature down, and a few rain squalls interrupted play, but only briefly.

The first innings was won convincingly by VMR, but the Dragon Boat paddlers came back strongly in the second innings, (with some help from the umpire), to lose by only one run.

Best on the ground included Gary Brown, who had the highest run score. Josie and Chris Howden both took classic catches, and Chris and Alex both threw themselves into the game, spending some considerable time spread-eagled on the sand. A special mention must go to Chris Marshall, the Umpire, who managed to get through the match unscathed.

Both teams played well, and although many muscles got a workout, the facial muscles from laughing got the best! For now, the trophy resides with VMR.

Thank you to all the members and their families for their support in this event.

Christine White





T.S. Krait

Australian Navy Cadets

By Jo Besgrove (President Unit Support Committee)
461571.

0452

On the 16th May 2015, T.S. Krait held their Annual Inspection Parade. The purpose of the parade was for the Cadets to be inspected by their flotilla commander Lieutenant Commander Kennedy. The Cadets and Staff were judged on a number of aspects of the Unit including participation, community involvement, record keeping and OH&S. This ensures that we are not only meeting the expectations of the Australian Navy Cadets, but surpassing them. Last year T.S. Krait won the Award for “Most Improved in the Flotilla”.

Amongst the dignitaries attending the parade was Commodore Kevin Heitmann from Volunteer Marine Rescue, Mr Ted Sorensen MP, Councillor George Seymour and various representatives from local organisations such as Hervey Bay Men’s Shed, Fire Brigade, Lions Club and local RSL and associated clubs.

The Unit Support Committee provided a BBQ lunch followed by the cutting of the cake by LCDR. Kennedy and RCT. Kuzmonovic who was our newest recruit on the day.

In all it was a wonderful day and on behalf of SBLT. Green, Staff, Cadets and USC we would like to thank all those who attended and made it a most memorable day.





General Information

Navy Cadets is open to all those who are at least 12.5 years of age up to 18.5 years. They are taught the basic aspects of naval training such as rope and rigging work, vessel maintenance, Life Skills, Coastal Navigation, Training Processes, RAN Career Knowledge, Ceremonial Drill, Parade Formalities and Leadership.

The skills are learned under the five core values of:

| | | |
|---------|---------|-----------|
| Respect | Honesty | Loyalty |
| Courage | | Integrity |

The Cadets parade on a Tuesday evening from 5.30pm until 9.00pm at the unit on Round Island Road Urangan. To join there is a small fee and the Cadet is then issued with their uniforms including both DPNU’s (camouflage) and ceremonial (both summer whites and winter blacks). For further information contact Sblt. Green on 0432 382923 OR alternatively just attend on a Tuesday evening!



History of the 2 Lighthouses on Big Woody Island



Woody Island was discovered and named by Matthew Flinders in 1799 but it was not until 1822 that the Great Sandy Strait was discovered, it was then thought that Fraser Island was joined to the mainland.

By 1859, Maryborough, first settled in 1847, was already operating as a port of some importance. The main export was wool from the inland areas. Migrant ships were also coming into Maryborough. Ships coming into Maryborough had to enter through Hervey Bay, an area full of sandbanks, on which ships could easily become stranded. A channel, with a minimum of over five metres of water at low tide, ran down the middle of the Bay, past the east of Woody Island, along Fraser Island and into the Mary River.

In 1865 orders were sent for two lights for Hervey's Bay, as Hervey Bay was then known. Towers for fixed [non-flashing] lights on Woody Island were completed by contract in 1866 and the lanterns were placed and fixed by the pilot's boat crew in 1867.

A call for tenders for the construction of lighthouses and a lightkeeper's cottage on Woody Island was advertised in the Maryborough Chronicle on 26 May 1866. John Simpson was appointed as the first lightkeeper of Woody Island and the lighthouses became operational on 1 October 1867. The two lights were considered as one unit—twin lights that lined up with each other. The lights operated together in order to guide vessels through Hervey Bay.

Initially, a keeper's house was built at North Bluff. The main light was positioned south at Middle Bluff, however, keeper's quarters were not constructed at Middle Bluff until 1868. Both lights had signal masts and a storage shed was built on the beach at Middle Bluff, on the eastern side of the island, to store kerosene for the lighthouse along with other provisions.

The lamps and burners were the first of that size and description ever constructed for petroleum oil, and burnt with great certainty and less variation of flame than other petroleum burners. The Portmaster was concerned, however, as to whether he was justified in having only one lightkeeper on the island, considering its nearness to Fraser Island.



North Bluff Lighthouse

The Portmaster proposed a line of telegraph between Woody Island and Maryborough, not only on account of any accident which might happen to the lights or lightkeeper, and as an instalment of the line which must eventually be carried on to Sandy Cape when the lighthouse was established there, but as a consequence to vessels arriving in Hervey Bay, or passing through the Great Sandy Strait, and wishing to communicate with Maryborough or any other station without going the thirty miles up the river and back again unnecessarily.

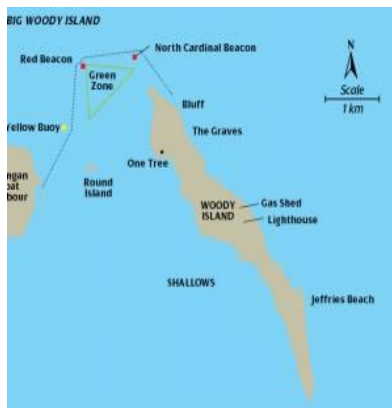
In 1870, the telegraph line was established and Woody Island was connected to the mainland and Maryborough. The line crossed underwater from Urangan and was carried on iron poles imported from England up to the Middle Bluff lighthouse. In 1903, the telegraph line was connected to the Sandy Cape Light station from the Middle Bluff light. The line was carried on iron poles down to the eastern shore of the Island to a point known as Jefferies Beach, where the cable again went underwater to Fraser Island. In 1871, one of the lightkeeper's,

Mr Sheridan, introduced 200 coconut trees to Woody Island, of only one of which has survived. The first lightkeeper, John Simpson, remained at Woody Island until 1870, when he was transferred to the Sandy Cape Light station. Simpson's replacement was Peter Hardie, lightkeeper, who remained on Woody Island until 1897.

During the period when the lighthouses were operational, Woody Island was predominantly cleared of vegetation, this enabled a clear view to the lights and the signal masts from the mainland. Today, regrowth covers much of Woody Island.



Middle Bluff Lighthouse in 1870's & now



The North Bluff light was converted to an unwatched automatic light on 21 June 1937 running on gas. The keeper was no longer employed but remained in the house. The North Bluff Lighthouse was closed on 17 June 1959. Following the automation of the Middle Bluff Lighthouse in 1959, the keepers' residences at Middle and North Bluff were demolished during the 1960s. In 1985, Middle Bluff Lighthouse was converted to solar power, only to be closed two years later in 1987.

Information sourced on Queensland Heritage Register

Quiz Time



Nautical Words Quiz

www.jetpunk.com

Based on the definitions, guess these nautical words, past and present.

| Definition | Word | Definition | Word |
|---|------|--|------|
| Right | | Waves made in the path of a ship | |
| Left | | Heavy material put in a ship to provide stability | |
| Back part of a ship | | To strand someone on a deserted island | |
| Front part of a ship | | Watered down rum given as rations | |
| Kitchen | | Hard, dry biscuit used for long voyages | |
| Toilet | | Slang for captain, especially on Gilligan's Island | |
| Material thrown overboard | | Cargo area | |
| Floating wreckage of a ship | | Nautical version of "Hey!" | |
| Crustacean that attaches to the underside of a ship | | Commander of a naval fleet | |
| Tower that supports the sails | | Nautical command for "Stop" | |
| To revolt against the captain | | This is dropped to keep the ship in place | |
| The downwind direction | | To punish by dragging under the keel of a ship | |

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Drive safely

- Engage 4WD before driving on sand.
- Select low gears for soft, dry sand.
- Avoid sharp turns and sudden braking.
- If you reduce tyre pressure to maintain traction, keep within the manufacturer's specifications.
- Re-inflate your tyres for harder sand or surfaces.
- Use well-established tracks to reach the beach.
- Always bring a reliable tyre gauge and an air pump.

Park carefully

- Park at the top of the beach away from moving traffic.
- Park at an angle so traffic can see you are stationary.
- Don't park on sand dunes—it's illegal, damages the dune plants and harms any birds nesting there.

Give way to wildlife

- Drive around (not through) flocks of birds. Don't disturb them, as they are resting after long, exhausting migration flights.
- Never approach or feed dingoes. Don't encourage their attention. Stay in your vehicle and allow them to pass.

Give way to other vehicles

- Stay alert for oncoming traffic—especially on corners.
- Inland tracks are usually single lane and can be busy.
- Never drive off the track—use passing bays to let others pass.
- Let the closer vehicle to the passing bay, manoeuvre safely off the track.
- Give way to traffic coming downhill.
- Heavy vehicles and vehicles with trailers have right of way because they are more difficult to manoeuvre.
- Show extra courtesy with inexperienced drivers.



Driving conditions

Inland tracks are often rough. Allow plenty of travel time. Go slower than the speed limit. Drive to suit the conditions. Search online for the Fraser Island Conditions Report at www.npsr.qld.gov.au.



Do you know what to do if bogged? How to safely use recovery gear? Get advice before your trip.

Vehicle permits

You must have a vehicle access permit to drive on Fraser Island. Before arriving, purchase your permits at www.qld.gov.au/camping or phone 13 QGOV (13 74 68). Mobile phone charges may apply.

In an emergency

In emergency, dial Triple Zero (000). If no mobile reception, try 112. Help can be hours away. Carry a well-stocked first-aid kit and personal medication. There is no pharmacy on the island.

If your driver is taking stupid risks, say something—it could save your life.

For further information

Search for Fraser Island on www.npsr.qld.gov.au.

Photographs courtesy of Tourism Queensland, except where otherwise credited.

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Department of National Parks, Recreation, Sport and Racing (NPSRS).
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Survive your drive on Fraser Island

Safety guide



*Drive safely.
Help can be hours away.
Don't become a statistic.*

Great State, Great opportunity



Load your gear inside

Uneven loads on top of vehicles can cause rollovers. Put your gear inside. It is illegal to load luggage on the roof of a 4WD hire vehicle. Make sure your passengers stay inside too. Skyarking might look like fun but the consequences can be deadly.

Never drive drunk or tired

Alcohol impairs your judgement and contributes to crashes. Never drive after consuming alcohol. If you over-indulge the night before, you may be unsafe to drive.

Tired drivers make mistakes. Pay attention.

Follow normal road rules

It's a beach AND a public road. Keep left. Indicate when overtaking. Pass on the right. Obey all road signs. Slow down! **Remember:** police patrol the beach. If you drink and drive or speed, you will be caught. Beach traffic is two-way, so keep left.

Give way to pedestrians

Visitors cannot hear cars approaching over the sound of the wind and waves. Watch out for people fishing and children playing on the beach. Drive around them carefully and slowly. Observe the speed limits in shared zones.



Drive slowly around pedestrians and people playing on the beach.

Watch for beach hazards

Swerving to avoid unexpected hazards has caused crashes.

- **Rocks.** Don't pass if the tide is high. Use an inland bypass.
- **Pools** left by the falling tide hide dangerously soft sand. Pass on the high side, close to the dry sand.
- **Washouts**—ditches in the sand created by the surf and creeks—are dangerous if hit at high speed.
- **Landing aeroplanes.** Obey signs. Drive higher up the beach if necessary. Planes need firm, hard sand to land.

Avoid night driving

Night driving is extremely dangerous. Reach your destination well before nightfall.



Approach washouts and creeks slowly.

The Queensland Parks and Wildlife Service wants your visit to Fraser Island to be safe and enjoyable. Conditions may require experienced drivers in high clearance vehicles only. **Drive to survive. Stay alive.**

Fraser Island's beautiful eastern beach is one of Queensland's worst crash hot spots. Between 2006 and 2010, three people were killed and 43 hospitalised in 24 serious crashes.

Rental vehicles and inexperienced drivers are more commonly involved in crashes.

Make sure your visit to Fraser Island is memorable for the right reasons. Follow these guidelines to stay safe.

Slow down

Speed has been a factor in most fatalities on the island. The maximum speed limit is 80km/hr on the beach and 30km/hr on inland tracks. Drive to suit the conditions.

Wear your seat belt

Many people killed or injured on Fraser were NOT wearing seat belts. Don't become a statistic. Belt up or wear a ffit! Never allow your passengers to ride unbuckled or outside the vehicle.

Drive carefully

Driving on sand takes skill. Beach conditions change rapidly. Hazards can be difficult to see. Stay alert—be careful. Hitting hazards at speed damages your vehicle, can cause spinal injuries and has caused rollovers and fatal crashes.

Stay clear of the water

Swerving to avoid incoming waves has caused crashes. Drive between the low and high tide marks on firmer sand, staying well clear of incoming waves. Travel at low tide, or within two hours either side of low tide.

Cross creeks carefully

Slow down to cross creeks. Conditions change constantly and can trap the unwary driver. Walk across first to check the depth. Avoid getting stuck—never stop mid-stream.

Inspirations Paint Hervey Bay

Inspirations Paint Hervey Bay has been operating since 2011 and services all the way up to Maryborough and Childers in Northern Queensland, giving personal attention to your paint projects. Just across the road from The Good Guys on the intersection of Boat Harbour Drive and Beach Rd, Ed and his team of painting professionals offer expert friendly advice on all things paint. We love projects like a dog loves his bone and we can't wait to help you with yours. Come and speak with our staff and make sure your next project is amazing.

About Us

Inspirations Paint is Australia's leading network of specialty paint stores, with over 100 stores nationwide. Each store is a franchise run independently by the store owner.

3D became Inspirations Paint in March 2007, when the first 16 stores adopted an innovative and interactive colour showroom concept, that involves splitting the store into retail and trade areas. A strong emphasis on colour advice and access to colour consultants are also corner stones of Inspirations Paint.

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