

RESCUE ONE



OFFICIAL JOURNAL

VOLUNTEER MARINE RESCUE HERVEY BAY. INC.

AUTUMN 2015



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Volunteer Marine Rescue Hervey Bay Inc.



Rescue One
AUTUMN 2015



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Phone: 07 4128 9666

Fax: 07 4128 9789

MANAGEMENT COMMITTEE

Commodore: Kevin Heitmann

Commodore: Don Adams

Secretary: Ronwyn Love

Treasurer: Wendy Reed

Unit Training Coordinator: John Smith

Vessel Group Coordinator: Les Czislawski

Radio Group Coordinator: John Herron

Asst. Treasurer: Helen Perrie

APPOINTED OFFICERS

Asst. Boat Maintenance Officer: Joe Ognjenovic

Asst. UTC (Crew): Collin 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 Photo
Hervey Bay RSL Rescue





Hi all,

Once again it doesn't take long for three months to come around for the magazine to go out again.

VMR Hervey Bay has now got our Web Site up and running again. The Web Site address is www.vmrherveybay.com.au

With the last issue we had a trial with sending the magazine out by email to all our members with email addresses, this time we have our new web site going so we will send a link to everyone to view on the web site. We also have printed copies in the office and we hand them out at the sausage sizzles and to our advertisers in the magazine so as to avoid having to increase the charges on the ads. I would like to thank our Advertisers and sponsors for their continued support for the magazine.

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.

Our crew training days and nights have been working well; it gives crew more experience for night activations.

Vivianne Hillier has just completed a coxswain course at Gladstone for MSQ Commercial coxswain, Well done Vivianne.

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
Commodore

FRASER COAST **Chronicle**

From The UTC



A lot is starting to fall in place after a slow start to the year. We have started to re-validate all Crew and Radio operators and will hopefully be finished this before the end of March. For those that haven't yet completed this; it is nothing to be concerned about. We just need to be sure that everybody is performing in accordance with our SOPs.

Emergency Service Cadet training finished in December with all cadets being taken out on the boats in some fairly rough conditions. Only one who was slightly seasick. Emergency Services and VMRAQ were extremely impressed with the program that we put together for these guys and are hopeful to expand on it this year. A big thank you to those skippers and senior crew that put the time into the training and supervision of these cadets.

Training for February was cancelled because of the cyclone. These days were to be used to conduct Search & Rescue practical tests for both Crew and Radio operators. These exercises are now going to be completed in March on the 2 training days. We have completed a theory lesson, death by power point, for those members completing this module. This form of theory training will be offered for all modules within the MAR training package. This training will be done on one Thursday evening in the month and the assessment can be completed in the training room on the next Thursday night. All assessments are closed book tests.

Duncken has arrived and is floating around quite well!!! There is a SOP with him for his use and care, please follow the instruction and we should have him with us for some time. He is a much more realistic representation of an average person we have to retrieve from the water.

The major Search and Rescue exercise has been put off until June or July at this stage.

Thanks to all for your help.

John Smith
UTC



Crew Training



On February 1st the crew went out for their first rescue training with Duncken.





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 for printing from our office.

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

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Membership Renewal Times



1st April 2015 to 31st March 2016

Well that time has come around once again don't those months go faster nowadays or is it just me getting older?

Anyway if you are a current member of ours you will soon be receiving a Renewal Advise either by email (if you told us you have one) or through "snail mail".

As with the past few years you have the options to pay in various ways:

Pay on line

Our Banking details are:

Suncorp BSB No: 484 799

Account No: 015035112

Remember to include your membership number so that we can track your payment.

Pay by Card over the phone Monday to Friday 8.30 am to 4.30 pm. Just ring 4128 9666 and talk to our friendly admin staff. Or call into the Base Monday to Friday 8.30 am to 4.30 pm and pay over the counter to our admin staff.

If you have any changes to make to your membership, change of boat, address, email, phone numbers please make sure you let us know either by doing options 2 and 3 above or by emailing us at vmrhboffice@gmail.com.

This year we are hoping to have our new card system up and running by the beginning of membership renewal time, however this is dependent on the "moon and stars" being in our favour. Actually it depends on the Chinese New Year celebrations!

IF the new system is not up and running in time we will ensure that your renewal is processed within 24 hours of being paid and the card and receipt will be forwarded out once the bugs have been ironed out. The Radio Room will have your details in the system once admin process your payment.

Safe boating and remember "It pays to be a Member".

Ronwyn (Secretary)



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". It is easy to join, just pop on into the office Monday to Friday 0830 hours to 1630 hours.

**FRASER
COAST fm 107.5**

Boating Weather on the hour every hour

U2 in Difficulty



On the afternoon of Friday 5th I received a call from the radio operator. A 14m sailing catamaran required a tow back to the harbour with steering problems. Skippers and crew are not 'on duty' at the base during the week and the RO was having a little bit of difficulty finding crew available to go out this particular afternoon.

We had a low tide and light to moderate breezes. U2 had anchored between EU1 and EU2, not terribly far from the harbour entrance. Her motors were working and the gear box was fine, but the rudders were locked at about 15 degrees...no steering.

Our Skipper and Skipper in training decided that the best way to get U2 back into the harbour was to raft up to her and take her in that way. We put fenders out to cushion our boat and came alongside. She had very few deck anchor points to tie lines to, but we got a breast line across to a forward stay and the stern line into a cleat aft. Next we attached springer lines to take the strain of forward and backwards movements, assisting with manoeuvring. She must have been 6m across, making it difficult for our helmsman to judge distances coming into the harbour and putting U2 into the allocated pen. Fortunately though, the weather was favourable (light Northerly) and we still had sufficient light to do the job.

U2 had a little difficulty bringing up her anchor, but eventually we were making way back into UBH. I was on our bow and kept a close lookout for other vessels as we would have had trouble manoeuvring quickly to avoid collision. As it was, a small vessel was on the way out of the harbour as we came through the entrance. Our Skipper was keeping watchful eye on the Skipper in training who was in control of the situation.

Putting her in her pen was probably the most challenging or all tasks, as the wind decided to pick up a little when we came to the tricky bits. She was placed in there bow first, safely.

Apparently U2 has bent both rudder shafts. She must have hit something submerged around the channel. She is still waiting for repairs in the New Year.

Reported by Chris White

Search & Rescue Activation at 2am



Some nights you can hear the Northerlies gusting and the waves on the beach at Torquay, even from 1/2km away. Sunday night is a night like that....and so is Monday morning at around 2am. The phone rings and Col asks "Are you able to come in for a Search and Rescue? Someone has fallen overboard at the Southern tip of Big Woody."

Your heart skips a beat when you know that someone is in the water and that the visibility is poor, with large waves and white-caps. You know where they went in, but where they may be an hour or more later is a huge area to search.

Only one of our boats is to go out at this point. Kevin, John and I get away from the base in Boat Club Rescue as soon as possible. The tide is low and still falling. Spotlights are plugged in. The forward search lights are turned on. Colin, our AH radio operator wishes us good luck as we depart the Base.

The police direct us to the area they wish us to search. We may have other ideas, but the police are in control of the search and we follow their exact instructions.

As we leave the harbour Kevin's phone rings and we are asked to begin our search at the northern tip of Big Woody and then alter our course to search the island side of the artificial reef, from North to South.

The seas are quite rough and it is difficult to focus the spotlights through the spray. I am on the starboard rear deck and John is forced to take the wet side of the boat. As we turn around the tip of Big Woody the waves are behind us and Kevin keeps things as stable as possible while we surf towards Jeffrey's Beach.

Another phone call. There has been a sighting of the person who is now safely on Big Woody. He has walked to the south western side of the point. As we approach the point we see a luxury cruiser underway and about to anchor, and another yacht anchored in the shelter of the island. We approach the Cruiser and are informed by the Skipper that the 53 year old man who fell overboard is the deckhand. He is on the island, beating a stick against an empty drum to get attention. The Skipper is unable to launch the inflatable tender, which is on the back deck of the cruiser.

We nose BCR in over to the rocky shore, but decide to throw the stranded man our life ring and drag him over to our boat rather than risk a beach landing on this rocky shore. He wades into the water and grasps the life ring. John lifts him aboard while I find a towel to cover him. He is still intoxicated, even after such an ordeal. We return our passenger to the luxury vessel so that they can all resume their trip south to Sydney.

His feet have a few deep cuts from the rocks, but otherwise this Man Overboard is unhurt. It is a very fortunate outcome, as I don't think he realized how close he came to losing his life early this Monday morning. We return to base and, by the time all the chores are done, I leave at about 5:30.

Christine White

UNMANNED VESSEL



Wednesday 10th December 2014

A couple survived a frightening boat crash after hitting a large wave in Hervey Bay and became stranded at sea.

The 3m tinny capsized and sped away out of sight. The pair were tossed out of the boat and frantically trod water for half an hour before being rescued by a small boat and brought into the harbour.

VMR took the couple out to search for their boat and found it about 7kms away in Pulgul Creek and towed it back to shore.



The boat went into the mangroves and tore the canopy and half the bow rails off before stopping.

The couple were uninjured but the boat suffered thousands of dollars of damage.

VALE Maurice (Dudley) Williams



On the third of February, The Commodore, myself and Tom and Jenny Hudson went down to Deception Bay for the funeral of

Maurice “Dudley” Williams.

There were about 200 people in attendance to pay tribute to Dudley. Also present was a member from V.M.R.A.Q. and a senior ambulance officer. Tom Hudson gave a eulogy on Dudley's work at VMR Hervey Bay.

My recollection of Dudley is when I started at V.M.R. as a groundsman and vehicle maintenance person in late 2007. Allan Reid was the Commodore at that time. I used to go in early to do ground work and Dudley was in the radio room. We used to have a good chat about wide ranging issues. I am told in the 28 years that Dudley was there he organised changes in the effectiveness of radio operations.

He retired from the radio room sometime in 2008 after long service and was named Patron of our unit. I don't think he missed an annual general meeting or a Christmas party and would always come up and say hello to me. The last Christmas party we had a few words together and he is one of the people I miss chatting with.

Dudley was a valued member and will be sorely missed.

14th November 1929—28h January 2015

Reg Treston

ES Cadet Training



Our Unit was invited to assist with offering a basic introduction to the service we provide in the community. We were to provide this information to Emergency Service Cadets in the region. The cadets, in their teens, were accompanied by adult leaders. There were about 30 visitors in total to the three information nights in November.

Our Unit Training Co-ordinator recruited a few skippers and crew to deliver the information. We provided first aid challenges, basic safety on the water, familiarization with our vessels and some information on engineering. The information nights culminated with a short night voyage on Boat Club Rescue and Hervey Bay RSL Rescue.

The Cadets were provided with a certificate at their presentation night. They reciprocated with a certificate of appreciation to our squadron. It is planned to incorporate more cadet training in the New Year.

Thanks to John, Kevin, Les, Steve, Vivianne and Christine for giving up their evenings to make this happen, plus the radio operator, Geoff, who gave up his time to make it possible for us to go out on the water on 3rd December.



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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Christmas Party 2014



It was the Marine Rescue Hervey Bay Christmas party on Saturday 6th December.

The party kicked off at the Boat Club and was well attended and represented by radio operators, boat crew and administration. We also had special guests, representatives of our sponsors, VMRAQ and life members. Speeches were short, prizes plentiful and enough Christmas food to satisfy everyone.

The Bayside Handicraft Group generously donated \$700 on the night.

Thank you to the organizers of the Christmas party for making it a good night for all.

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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 -	1485
RADIO CALLS -	6909
ACTIVATIONS -	48
FUEL USED -	8172L
VESSLES RETURNED TO SAFETY -	48
PERSONS RETURNED TO SAFETY -	138

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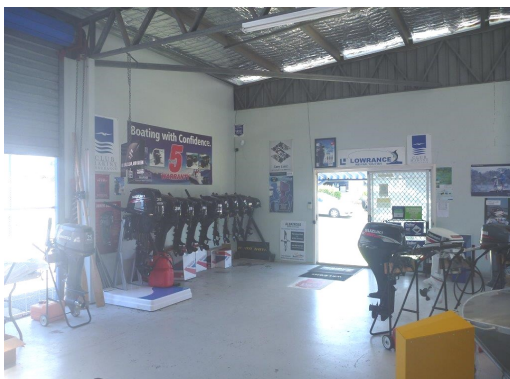
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Coastal Waters Forecast:	www.bom.gov.au/qld/forecasts/southern_qld_coastal_waters
Alternative weather sites:	www.willyweather.com.au www.accuweather.com/en/au/australia-weather
National Parks – Fraser Island:	www.derm.qld.gov.au/parks/fraser
Great Sandy Straits:	www.derm.qld.gov.au/parks/great-sandy-marine
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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



We provide regular training courses at the VMR Hervey base for your

Marine Radio Operators Certificate of proficiency (MROCP)

or VHF Only Certificate of Proficiency (MROVCP)

The course duration is one day, from 08:30 to 17:00, and is held on the second Saturday in February, May, August and November.

We make no charge to our members for the course but for non members a **\$60.00** administration charge will apply.

The Office of Maritime Communication has an examination fee of \$80.00. This is applicable to all applicants.

Radio Operators Handbooks which you will need on the day, can be purchased from the VMR office.

For further information, to register for the next available course, or to express interest in any future course, please call in to our office, or telephone 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, 5th May |

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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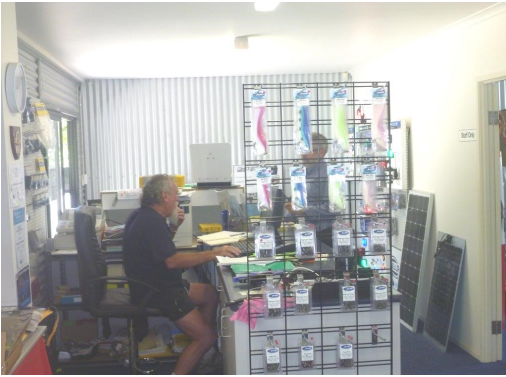
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Tuesday 30th December 2014 A Big Day Out



I guess it all started with a phone call from the radio room the afternoon before. 'Are you available to be a crew member tomorrow morning at 9:00 to assist a yacht anchored at Moon Point? They have gear box problems and need a tow back to the harbour.' When asked so nicely, it is difficult to refuse such a request! (Actually our radio operators always ask nicely!

At 6:00 am on Tuesday the phone rings again. "We have a break down just North of Arch Cliffs. Are you able to crew for this activation?" The same Skipper and crew are to do both activations..."Yes, no problem, I will be there in 10 minutes."

We all get there pretty quickly and head off for the Arch Cliffs job, taking Boat Club Rescue. The Northerly breeze has freshened a bit and it is choppy. The males on board complain about my inability to make the journey smooth for them.....women drivers! Needless to say, they allow me to take the vessel to Arch Cliffs and I hand the helm back to the Skipper as we approach several boats at anchor, assuming that one was our tow. Our broken boat isn't there, so we continue up the shoreline to 'The Triangles'. Nothing.

We are unable to make clear contact with the vessel on Ch 67. However our RO at the Base contacts them and he gets a GPS location. When we plot this on our Simrad, the given co-ordinates place the vessel near Tin Can Bay. We ask them to check, as we are about to return to Moon Point. The coordinates are incorrect by one degree of latitude, (60 nautical miles), placing the vessel between Wathumba and Waddy Point....near some other arch shaped sand cliffs.

To cut a long voyage shorter, we located the vessel and towed her back to UBH, arriving back at around midday. She had a berth opposite the boat ramp. Fortunately they were SOS members.

Lesson one...accurate GPS co-ordinates make life much easier to locate someone in difficulty. If one is to use local knowledge as a guide, double check that you aren't confusing landmarks and directions.

Refuelled and ready to go again we head to Moon Point and our mono-hull with gearbox problems. They have organized a berth in the harbour, which we check as we depart, just so there are no unpleasant surprises.

She is a 48' aluminium hull with a draught of 1.74m. She is a very pretty, well kept vessel which has done a few large trips here and overseas.

We raft up to her and discuss the plan, to tow her on a full tow and raft up just outside the harbour. Once the bridle and the tow line are attached, we move forward, bringing her forward over her anchor so as to make things easier for the capstan winch to retrieve the heavy anchor.

We tow Halcyon to just outside the harbour mouth where we place fenders on our starboard side and attach a bow and stern line, and springer lines to control the yacht when manoeuvring her into her berth.

It is a busy time in UBH, with a barge, large cruisers and small tinnies all wanting to get to the harbour mouth before us. It is not an easy thing bringing a vessel twice your length through a small space between rocks! Let alone play dodgems with other harbour traffic.

Once in the harbour, our Skipper (new) brings the yacht safely into her berth, where she will undergo repairs to her gearbox. It is time for us to wash, flush and refuel once more. There is a storm on the way. With any luck we will beat it and not get too wet. I leave the Base at 15:00, planning to buy a few groceries from Woolworths on the way home.

Please be mindful and considerate to vessels obviously manoeuvring with difficulty. Our day shapes, if we choose to use them, are a ball above a diamond, above a ball.

I pull up in the Urangan Central car park and the phone rings.... It's VMR. "Hi Chris. Do you feel like doing another job? A vessel has broken down between Burrum Heads and Urangan.." I mutter something about Murphy's Law and drive back to Base.

We don't have GPS coordinates. There are ominous rumblings and lightning flashes. As I walk in the gate the boat is already moving down the ramp to be launched. I grab some waterproofs and drinking water and we are ready to go within 30 minutes of the call. It is already raining heavily. Time is important as we have limited daylight left to find this vessel at its largely unknown position. All we know is that before it broke down it was en route from Burrum Heads to Moon Point in a direct line. Another boat they were travelling with reported their details.

The storm has flattened the waves somewhat, but the northerly swell is still there. Visibility is about 50 metres. I am on the back deck. The windscreen is 'fogged up' and we are relying mostly on GPS and radar. One Skipper is in the nav seat with one eye on the radar and another out the side window. Our 'new' Skipper is at the helm. I am standing under a waterfall coming off the cabin roof, keeping watch and wishing I had chosen my waterproof jacket more carefully. It is bucketing down, and there is lightning and continuous thunder. It is times like these that you start wondering about the radio aerials and lightning and how small an 8 metre Noosa Cat is, etc.

When we get to a point that intersects their plotted course from Burrum to Moon Point, we turn to port and follow the course back towards Burrum Heads. At this point the rain has eased and the main storm cell has moved towards the land. Visibility is much better and we are able to scan the horizon.

A Big Day Out Continued



Kevin makes phone contact with the Bayliner, but they cannot see us. They think they are positioned off Toogoom. We continue on our route and see, up ahead, the boat we are looking for. They have an excellent canopy zipped up over them and are at anchor. They are safe and dry! (Apparently though, quite sea sick).

Kevin throws a heaving line across and the owner of the Bayliner pulls the tow rope across, which is attached to the heaving line. He hooks the towline into his trailer hitch. It is quite rough and his vessel is pitching around on its anchor. The trailer hitch is an effort to reach and he ends up swimming. The ride back to Urangan is more comfortable for them both because of his efforts in the water and his physical fitness.

We get back to UBH by about 18:30 and our tow is safely berthed for the evening. The 2 POB are spending a night in the comfort of a resort! They are going to invest in a GPS before they venture out in our beautiful waters again and perhaps do a marine radio course.

We at Marine Rescue Hervey Bay offer free Marine Radio Operators courses so that you can obtain the necessary license to operate a VHF marine radio. Please contact our office for details. We also offer local knowledge and information nights free to the public.

I get home at 20:00. It has been a big day out. I sit down to a fantastic home cooked meal thanks to a very supportive and understanding husband. Life can be very good!

Reported by Christine

Senior Crew VMRHB





Activations Log



25Jan15 – A broken starter motor resulted in a 8.5mt cruiser being towed back to UBH.

25Jan15 – A flare sighting at the fairway buoy had crew out on a police activation to tow a vessel into Gatakers.

29Jan15 – An EPIRB activation had another crew off to the west side of Big Woody with concerns of somebody falling off a kayak. It was an accidental activation in the UBH!!!

31Jan15 – A pervious vice commodore, it can happen to anyone, required a jump start and we shadowed him safely back to UBH.

1Feb15 – Les and crew trialled our new MOB dummy. Much more realistic weigh to retrieve, 80Kgs. Also a short job south of the harbour and a tow back to UBH. Good job Vivianne.

3Feb15 – A late night medivac from KFB resort brought 2 backpackers to Hervey Bay hospital. The duty skipper caught up with them at hospital again but he came away with 6 stitches in his leg!!! *Crews fault!!*

5Feb15 – Assistance from a berth to the slipway was given to a 12Mt cat with leaking stern glands. 30Knot winds may this a memorable experience for everyone.

13Feb15 – Early morning medivac from KFB resort results of a MVA.

18FEB15 – Towed a catamaran from Torquay beach to UBH.

18Feb15 - Carried fuel to a vessel at the southern end of BWI.

19Feb15 – Towed a vessel from Pt Vernon to UBH in very adverse condition.

28Feb 15 – Towed a vessel from Rooneys back to UBH.

28Feb15 – Two vessels were used to spread the ashes of the parents of a group of 9 over off Pelican Island. Well done crew.

COMBINED TRAINING DAY FOR CREW & OUTING FOR ADMINISTRATION STAFF



VMR were invited to attend a Training Day for Crew which was held on Saturday the 7 February. We were told to assemble at the Base by 9 am sharp wearing our blue VMR polo shirts and shoes suitable for boating. Two boats were to be used for this exercise with Kevin being the Skipper of Boat Club Rescue (VCR), and John the Skipper of Hervey Bay RSL.

We assembled on time and I must admit that a few of us were slightly apprehensive about heading out in such rough conditions. We realized though that the Crew, when responding to an Activation, go out in all types of weather, so after taking a couple of seasick tablets I was ready to face all the elements.

We began with a safety induction which included how to put on a safety jacket, and where they were situated in both boats, and to hold onto the top of the safety jacket if you need to jump into the water so it doesn't hit you in the face. We were also told that it is very important to follow the Skipper's instructions at all times. We were now ready to head off and our group was divided between the two boats and Tom and I were in Hervey Bay RSL. We took off first with the other boat following and on the way through the harbour we noticed a boat which was busy dredging.

Once we entered open waters we were told to hold on at all times, and as the sea became very rough these instructions did not have to be repeated. The boat was travelling very fast over the waves and we all held on tightly as we headed to Moon Point on Fraser Island. Once near Fraser Island, to our relief, the water was much calmer so we could then begin to enjoy the experience. We then went along the coast of Fraser Island to Kingfisher Bay Resort where we pulled up alongside each other for morning tea. Dave was kind enough to bring along muffins and cake which we all enjoyed.

During the trip there was a simulated “man over board” by one vessel throwing a buoy overboard, and the other vessel behind spotting this and retrieving the buoy. This training exercise was done a couple of times by both boats at different times to make sure they were alert. We were tempted at one stage to throw a real person overboard, but could not find a volunteer. After morning tea we continued along the coastline of Fraser Island passing Little Woody Island. We went as far as Riverheads then it was decided to keep to the sheltered waters on our return to avoid the very rough seas. Big Woody Island provided this shelter which was a very pleasant trip back passing Round Island on the way. Both Josie and Vivianne took turns to steer the boat which formed part of their training.

Once we returned, Josie advised the Radio Room at VMR that we were back in the harbour, and Vivianne continued her training with a really good job of backing the boat alongside a mooring.

We returned to VMR base at approximately 1pm after a very enjoyable and interesting trip, and thanks to Kevin and John for making this possible.

Sandra & Tom de Jong



November Sausage Sizzle



When you buy a raffle ticket, you don't always think about winning the prize. Usually the ticket is bought to support the organisation. Or at least that is how I view it. Imagine the joy and surprise when a lovely young girl pulled one of my tickets out. Thank you to VMR for the lovely prize of an Eski and a kilo of yummy prawns.

Christine White



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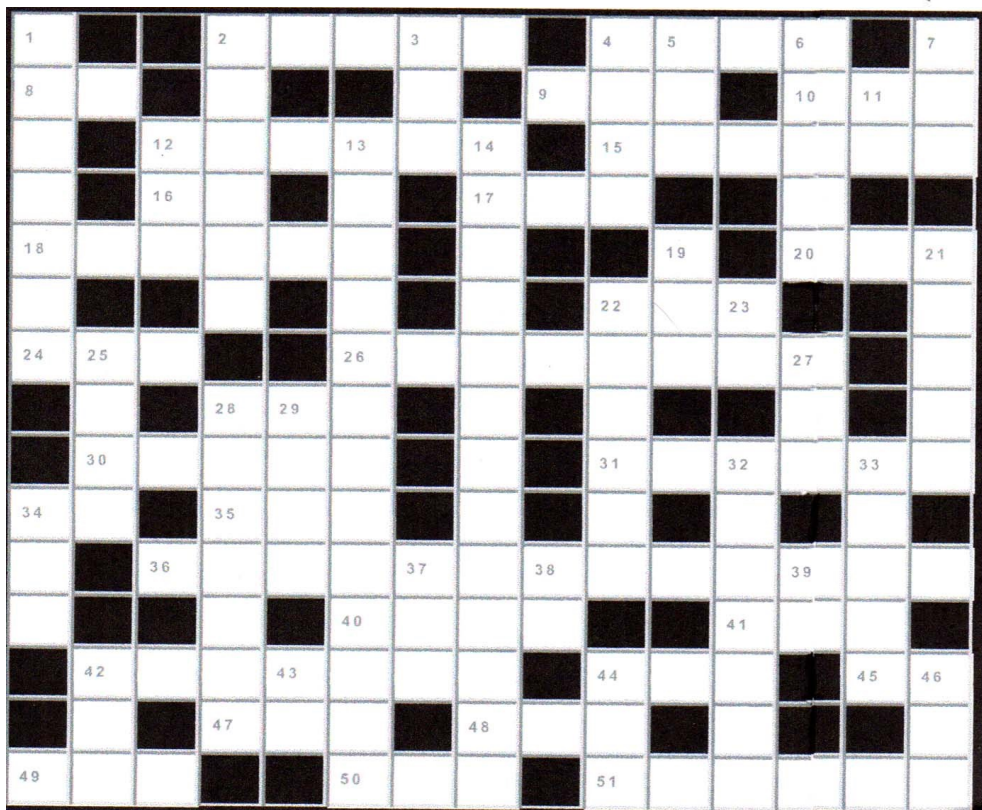
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Across

2. Ships show a green ____ to starboard
4. A Scottish lighthouse: The ____ Rock
8. Royal Navy (abbr.)
9. A sailing ship zig-____s when tacking
- 1 0. Decorative fish of the carp family
- 1 2. Small one-masted vessel with running bow sprit; or a knife
- 1 5. Propelling with oars
- 1 6. To discharge ballast: ____ballast
- 1 7. Used for the Captain's Log?
- 1 8. Chinese-rigged ship with European hull
- 2 0. Ships may ____ a flag or pennant
- 2 2. To leave on a voyage: ____ sail
- 2 4. Royal Yacht Squadron (abbr.)
- 2 6. Large twin-hulled canoe used in the Leeward Islands
- 2 8. Song, "Tom Bowling": "And now ____ gone aloft."
- 3 0. WW2 German submarine (1-4)
- 3 1. Mail-boat
- 3 4. Credit (abbr.)
- 3 5. River of Wensleydale
- 3 6. This is traditionally made from birch bark (8,5)
- 4 0. Poetry: "And a grey ____ on the sea's face"
- 4 1. Lost? All at ____
- 4 2. Ancient vessel with three banks of oars
- 4 4. Raise the anchor from water's surface to the cathead
- 4 5. Poetry: "I must go down ____ the sea again"
- 4 7. Manually operated marine propulsion unit
- 4 8. Song: "Rolling down to ____" (in South America)
- 4 9. Ship engines arrived with The ____ of Steam
- 5 0. Distress signal
- 5 1. A type of three-masted vessel a sound like a dog?)

Down

1. Fishing vessel
2. Man-of-war's largest boat
3. Where Drake was playing bowls: Plymouth ____
4. Canoes are sometimes made of this
5. Many years ____ most ships were made of wood
6. A light rowing boat
7. Light ship's boat for rowing or sailing
- 1 1. Song: "____ the Good Ship Lollipop"
- 1 2. Scurvy dog or cowardly person
- 1 3. Working boats, but not for cooking hobos! (5,8)
- 1 4. Pleasure boats on inland waterways (5,8)
- 1 9. This may contain gunpowder or rum
- 2 1. A light sailing vessel for racing
- 2 2. Small Far-Eastern vessel, usually with stern oar
- 2 3. You (French, familiar)
- 2 5. Sling ____ hook! (Go away!)
- 2 7. A biblical vessel
- 2 8. A type of French lug-rigged boat
- 2 9. Sailors must ____ their pay
- 3 2. Vessel for plying coastal trade
- 3 3. WW2 fast torpedo vessel (1-4)
- 3 4. A berth on a ship
- 3 7. Light conditions at dawn and dusk
- 3 8. Fly the flag ____ half-mast
- 3 9. Compass direction
- 4 2. Small powerful steam vessel for towing
- 4 3. Egyptian deity who travelled in the sun boat
- 4 4. Male swan
- 4 6. Number of hulls in a third of a trimaran

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