

RESCUE ONE



OFFICIAL JOURNAL

WINTER 2017

VOLUNTEER MARINE RESCUE HERVEY BAY INC.

CALL SIGN: VMR466



Web: marinerescueherveybay.org.au

Phone: 07 41289666



Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

WINTER 2017



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Phone: 07 4128 9666

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Email: herveybay@marinerescueqld.org.au

Web: marinerescueherveybay.com.au

MANAGEMENT COMMITTEE

Commodore: John Smith
Goldsworthy

Unit Training Coordinator: Col

Vice Commodore: Jill Barclay

Vessel Group Coordinator: Les Czislowski

Secretary: Theresa Harris

Radio Group Coordinator: Ray Harris

Treasurer: Rhonda O'Brien

Operations Manager: Dave Marshman

APPOINTED OFFICERS

Asst. Boat Maintenance Officer: Gil Townson & Kevin Lategan

Asst. UTC (Crew): Brian Stumer

Marketing/Promotion: Graeme Davies

Asst. UTC (Radio): Jill Barclay

Charts & Navigation: Ross Jensen & Mark Livingstone

Working Members Rep: Reg Treston

Operations Officers: Dave Henry, Geoff Friend, Geoff Drake, Peter Dicker,
Ray Harris and Graeme Stanton

Events Co-ordinators/Providore: Cheryl and Lance Price

Workplace Health and Safety Officer: Les Czislowski & Col Goldsworthy

Zone Delegate: John Smith & Col Goldsworthy

From the Commodore — John Smith



Hi All,

We have had a very busy time during this period which appears to becoming the norm rather than the exception. Finally the RHIB, RESCUE III, has arrived. It has been to Swift, the manufacturer on the Gold Coast, and after some minor repairs was given an operational tick and pronounced fit for duty. With it back on base, we still had a lot to do to get it to our standard. We are currently waiting for a coating to arrive which is a self cleaning bottom coating that should allow the boat to stay on the water for up to 5 years without much maintenance.

At present our working membership is around a hundred, with crew and radio operators at a fairly good level. However our admin staff have dropped so we are currently looking for people that would like to assist in this area. 5 people are in training as radio operators and also another 5 doing the safety requirements for crew. Welcome on board to you all.

The new RESCUE I is about 4 months behind schedule at present. The naval architect has nearly completed all the AMSA requirements prior to handing drawings on to our preferred builder. Both the development sub committee and myself are happy with this delay as it should ensure that the build will comply with all requirements as it progresses. Some results thus far; the Samson post will have a certified rating of 4 tonne; with a fuel capacity of 1600Lts she has 14 hours sea time at 20 knots, this greatly increases our current capability.

The maintenance program for the base that the operations manager has developed is working exceptionally well and together with those folk that are doing this work we have a very efficient program in place. Well done Dave and gang.

Our Vice Commodore and sponsorship co-ordinator continue to develop relationships with local businesses striving toward forming dynamic partnerships into the future. Grant applications are being submitted for a larger and diverse range of things. Ross is doing a great job of this with several successful applications. Good job Ross.

From the Commodore— John Smith



I must also thank Gary for his expertise, knowledge and experience in re-developing our website and the SMS crew alert system. Thanks Gary, the site looks and works great as does the crew alert system.

To thank everybody individually for their support and input, I would fill this journal. I am extremely grateful to everybody for the effort that has been displayed by you in moving our squadron forward toward our strategic plan goals.

John Smith— Commodore



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Rescue III



Rescue III Specifications & Capabilities

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Luck Is Not Enough On Coastal Bars

Bar crossings!

The utterance of the very phrase can be enough to send a shiver down the spine of those who have a healthy appreciation of the dangers they can bring.

It's not hard to envisage Volunteer Marine Rescue staff, while watching the next in a line of questionably-equipped vessels heading optimistically towards a surging ocean at the mouth of a river or creek, squinting in their best Clint Eastwood impersonation and muttering "Do you feel lucky?"

Certainly, we at Maritime Safety Queensland remain concerned about how many skippers of vessels seem determined to take on one of the sea's oldest and most risky challenges with little more than a reliance on luck.

Too often, skippers and their passengers are heading out in their vessels to cross coastal bars without adequate preparation. They are effectively saying "yes, I feel lucky" and the stakes are high - they are gambling with their boats, their own safety and that of their passengers.



Recently there was a spike in incidents on coastal bars. Over the short space of the Easter weekend there were several incidents in the southeast corner of Queensland. In one of these, at the South Passage Bar off North Stradbroke Island, eleven people were pitched into the water. Somehow, all escaped with their lives. They got lucky.

But luck should not come into the equation when it comes to bar crossings. Doing so successfully, or not doing so at all if that is the wisest course of action, comes down to preparation.

I'm sure you've heard mantra to the effect of "Proper Planning Prevents Poor Performance". This should be every boatie's mantra when it comes to bar crossings.

Proper planning for bar crossings includes the following four fundamentals:

Assess the conditions. Check weather reports, particularly winds and tidal information, and seek local knowledge before you head out to the bar. Check with your local VMR. If it looks too bad, don't take it on - it isn't worth it. There can be plenty of fish inside the bar, too!

Try an honesty test about the capabilities of your vessel and your own skills. Is your boat up to the task? Are your skills and training sufficient? Would you take your partner or children out there? If the answer to any of these is "no", then why would you risk your own safety or that of your mates?

Be prepared for the worst. Do you know what to do in the event of your vessel rolling over? Talk it through with you passengers prior to each time you cross the bar.

Wear your lifejacket and know its capabilities, regardless of the type or size of your vessel! Your lifejacket will be of absolutely no use to you if it is stowed away when your boat capsizes, or if it is unsuitable for the conditions. Even if you could reach it, which is unlikely in foaming surf and big waves, it will be virtually impossible to put it on in the water. Your lifejacket could make all the difference between living or drowning – but only if it's on your back!

Maritime Safety Queensland



VMR staff are in a better position than almost anyone else to appreciate these fundamentals given the number of times they risk their own safety on coastal bars to rescue those in peril because of their failure to properly prepare. MSQ values and thanks them for the vital role they play.

But we'll be focusing our messaging to bar-crossing boaties around the themes I've mentioned above to try to prevent those rescue situations arising in the first place. So any help we can get from VMR by reinforcing or proactively communicating them to boaties will be valued just as highly.

Finally, if you've communicated them and you still sense that an ill-prepared boatie is about to ignore the risks, I feel you are perfectly entitled to ask:

"Do you feel lucky"?

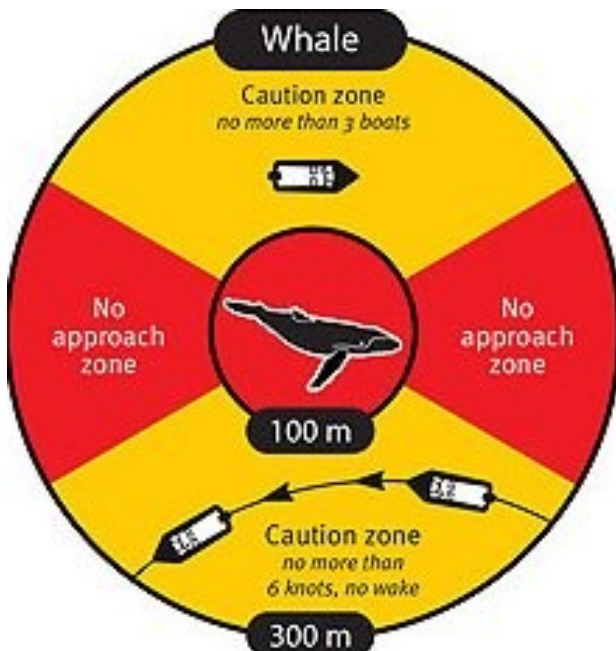
Patrick Quirk

General Manager

Maritime Safety Queensland



Whale Safety



With whale season in Hervey Bay waters from July to November, please be aware of these graceful, inquisitive, creatures particularly in the northern bay, but also around Moon Point and even at Kingfisher Bay.

There are a number of rules to make sure whales can live naturally in Queensland waters without being disturbed, while at the same time allowing us to watch them in safety. A brief explanation of these rules is provided on the next page. A full description of these regulations can be found on the [Office of Queensland Parliamentary Counsel website \(PDF\)](https://www.legislation.qld.gov.au/LEGISLTN/SLS/2013/13SL061.pdf) (<https://www.legislation.qld.gov.au/LEGISLTN/SLS/2013/13SL061.pdf>).

Penalties apply for non-compliance with these regulations.

Whale Safety



There is a 'caution' zone when you are within 300 metres of a whale, where boats cannot travel at speeds of more than six knots or speeds that create a wake.

You CANNOT take your boat right up to a whale and should stay at least 100 metres away from a whale. There can only be 3 boats within 100 metres of the one whale at any time.

Never approach a whale from the front or behind and definitely don't chase them if they are moving on a track in the water. Something to think about...A fully loaded semi-trailer weighs 36 tonnes. A fully-grown hump-back whale weighs up to 45 tonnes. You wouldn't stand in front of a moving semi-trailer, so why would you put your boat in the way of a whale?

If a whale approaches your boat, you should turn the engines off or disengage the gears, or move away at a speed less than six knots, not creating a wake.

If a whale shows signs of disturbance (e.g. acting in an aggressive manner, changing its breathing patterns) a boat must withdraw beyond the 300 metre zone at a speed less than six knots so as to not create a wake.

For more information see: <https://www.ehp.qld.gov.au/wildlife/watching/marine-mammals/rules.html>

We are very lucky in Hervey Bay to be exposed to the whales every year. Enjoy your time with the whales, stay safe and look after their well-being.

Stinger Suits



VMR Hervey Bay would like to acknowledge and Thank

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VMR Training News



Training continues to be an important component of Marine Rescue Hervey Bay activities for members to remain proficient in their core skills.

The skills for crew members include on-water practical experience in seamanship, towing, radio protocols, search and rescue and first aid.

Radio operators are trained to accurately record vessel logon & logoff activity via radio and telephone, and in dealing with crisis situations that require emergency crew callouts for assistance such as in response to a MAYDAY, a breakdown, or an injury.

VMR administration staff are trained to be proficient in dealing with both our members and the public, whether on the phone, in an email, or face-to-face at our office. Their duties include maintaining our membership database as well as all the general administration duties necessary for the efficient functioning of our organisation.

Our events people are given training in workplace health and safety practices and food handling techniques as required by local government.

To maintain these skills to a high standard we require our volunteer staff to undergo regular refresher and revalidation training. This is vitally important for a volunteer organisation where staff do not own their job; rather they keep it ticking over for a few hours per week but it still requires adherence to procedures and processes to ensure accuracy and completeness.



VMR Training News



Over the past quarter, five new crew members who commenced their course in January attained provisional crew level in late March. They will continue to hone their new found skills over the coming months and will become competent crew with a nationally recognised Certificate I in Marine Operations. With this qualification, any person can work on a commercially registered vessel as a deckhand. Crew training doesn't stop there. If an individual is motivated to complete training to the next level they have the potential to become commercial coxswains and Marine Rescue skippers. We currently have around eight members working through their training to this level with some almost certain to step up to the next level this year.



Over the past six months we have been working with Queensland Ambulance Service trainers to train seven Marine Rescue Hervey Bay members in advanced first aid so we can provide dedicated "First Responders" to support paramedics in their job. Our role will be to assist, where possible, on those medical events that require our vessel to be used for transport. Typically, this could be to Kingfisher Bay resort or to a vessel in our waters or to a camper on Fraser Island. Their training has almost concluded and we expect our first batch of "First Responders" will be operational in the coming weeks.

We are also currently training five new radio operators . Our radio trainer has been busy providing classroom training on our vessel logging system and procedures prior to them undertaking supervised shifts in the radio room. We expect they will be fully capable radio operators by June or July.

VMR Training News



In March we held a two-day training workshop for our senior crew members who undertake an instructional and supervisory role over our crew members. The workshop focussed on delivering quality training, developing and growing crew skills generally and committing to a safe and healthy work environment.



Our trainers will again be busy in the coming months with an offer made to all whale boat owners and operators to undertake pre-whale season training for their crews in several aspects of marine safety including at-sea medical evacuations, fire, flood, grounding, collision and man overboard training. The experience of the fire and subsequent sinking of the "Spirit of 1770" last year, with the safe return of all 43 passengers and crew, has highlighted that incidents can happen and masters, skippers, and crew should be trained to a high degree to deal with such incidents.

We are currently developing some basic marine training for our local State Emergency Service cadets to give them an understanding of the work we undertake as an emergency service. The cadets, aged between 13 and 17, will attend our base over a five week period and gain basic seamanship skills as well as useful local knowledge.

If you are interested in becoming a volunteer crew member, our next crew training course commences on 29 June. To apply, fill out a working member's application available from our website and submit it prior to the course commencement date. You will be contacted upon receipt of your application.

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towards purchase of new rescue vessel

Put this date in your calendars!

The Night The Bay Went Dry



On the morning of Thursday 17th May 1984, the phone of Bob Davies rang at 0100 hours. He answered it and found it to be Phil James, the Squadron Search and Rescue Controller. His amazing message was that there was a need to launch the rescue boat but the water seemed to have left the Boat Harbour and the ramp rails were simply leading to dry sand.

Fortunately, the need for the rescue boat wasn't all that urgent so we decided to wait until some water arrived back. Not much alternative really.

A swift call to the Harbour Master in Bundaberg early next morning to see if Burnett Heads had experienced the same problem produced the answer that the gentleman in question was not in the habit of walking around the waterfront at such unearthly hours but if I wanted to follow the matter up, why not contact the Principal Tides Officer in Brisbane.

This Officer listened with great interest and said there were automated tide checking instruments at Mooloolaba and the mouth of the Brisbane River. He phoned back very soon after to say that in the early hours, the water level had dropped to astonishingly low levels and had remained there for some hours.

The official explanation was that this was the after effect of a massive volcanic eruption on some remote Indonesian island which had stirred up a tsunami some place or other and when that receded, the result was an extremely low tide down the east coast of Australia. He explained that much the same effect can be caused by some of the massive SE/E swells coming up from the Antarctic.

So that's where the water went.

Reprinted from an article by Bob Davies in the 1972-1997 Commemorative Edition "25 Years of Community Service" of the Volunteer Marine Rescue of Hervey Bay.

The Night The Bay Went Dry



A waterless Urangan Boat Harbour at 2.30pm , one hour before the scheduled low tide on the 17th May 1984.

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QUARTERLY OPERATIONS STATS

MARCH TO JUNE 2017

TOTAL VESSELS LOGGED: 1,020

RADIO CALLS: 4,758

ACTIVATIONS (ex training): 45

TRAINING/CEREMONIAL

ACTIVATIONS: 49

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It Won't Happen To Me



Unfortunately, our boat crews have seen several boats over the last few months being towed back in just like the picture on the next page.

We are usually made aware of a problem by a frantic owner calling VMR or the Water Police with a sad story of a vessel sinking, being rolled over in the beach break, or by the tide while at anchor. Others seem to just mysteriously sink in calm seas as they have taken on water for no apparent reason. A well-planned weekend trip away with friends and family can quickly turn into a miserable memory when this sort of event occurs.

Most of these situations can be avoided as they are typically caused by inexperience or a lack of proper maintenance that results in the failure of a vital piece of equipment.

Boat owners can save themselves a lot of problems if they ask themselves a few simple questions before venturing out onto the water:

- When was the motor serviced last?
- When did you last inspect the hull, transom, and keel for stress fractures?
- Did you notice how much water came out the last time you removed the bungs? It is worth doing this job yourself as your mate will have no idea what is normal for your boat. If it was more than usual, or more than a cupful, then it should be checked out. When anchoring for the night check under the floor for any water ingress as this may indicate a leaking hull or a loose bung.
- Have you checked your sea cocks are closed?
- Do you know the correct operation of your marine toilet if you have one? They are notorious for flooding boats due to incorrect use of flushing systems.
- Is the battery fully charged and has it been tested recently?
- Are the battery terminals and leads clean, tight, and free from corrosion?
- Do you have adequate fuel and has old fuel been replaced with fresh?
- Have you inspected all safety gear to ensure it is in good working order and all items meet current standards and are not past their use by date?
- Are your crew and passengers aware of correct weight distribution and that it is extremely important on any vessel?

It Won't Happen To Me



Remember to anchor your vessel correctly and maintain a watch as a turning tide in one of the creeks usually sinks unattended and incorrectly anchored vessels. Boats that are stranded on sand banks risk being swamped by incoming tidal flow. The vessel is flooded as the side or transom is facing the flow of the incoming tidal water.

Vessels anchored on the high tide close to the beach finish up in the beach break as the tide recedes and they are swamped. Vessels left in shallow water on an incoming tide suffer the same fate. Check your vessel regularly and change the anchoring to suit.

Keep an eye on the wind and tide as well as making sure the anchor is holding firm. Use the correct anchor to suit the type of bottom and conditions. Multiple anchors may be required.

Once your vessel is swamped it fills with water but sand also floods every compartment and this can make a vessel very unstable. Most of the water can be pumped out but the sand is almost impossible to get out and what is left behind will shift around in the available water possibly causing the vessel to capsize on retrieval due to the added weight and instability. The decision to tow a boat off the beach or from a creek after being swamped is up to the owner or skipper of the vessel. Our skippers will offer advice but the final decision is yours!

Before your next trip, plan ahead, check and maintain the boat properly, and get advice on correct anchoring procedures. Find out about the tides, weather and suitable anchorages. Set up a system for people on your boat or in your camp to check the vessel and anchor regularly. Stay awake while on watch!

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WEATHER BROADCASTS

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

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12:15

17:15

on VHF Channel 67

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.

VMR HERVEY BAY RADIO CHANNELS

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

ERNIE'S BIG FISH



*We launched the boat at Gatakers ramp, & headed around to our spot.
We dropped the anchor & threw in our lines, but nibbles were all that we got.
Then Ernie yelled out I've got something on here, but I thought it was only a joke,
'til I saw Ernie's rod. It was bent over, double, the reel was pouring out smoke.*

*He said grab the anchor, we'll give him a run, we'll let him have a short sail.
But when I pulled in the chain, I gave it a flick & caught the big fish by the tail.
Well then it was on, we were flying along, we were quickly building up speed.
So I called VMR & told them of our plight & they asked what I thought we would
need. We need a big shark-cat, and plenty of rope & I'm sorry to cause all this
trouble. They said we're used to tat, & we're already out, so we'll be there on the
double. It took them an hour to catch us, the big cat pulled alongside. They threw us
a rope & we tied it on, we were really enjoying the ride.*

*The cat throttled back & the fish took the strain, I thought pretty soon he must stop,
But their rope gave a twang & snapped clean in half, & got tangled around the
prop. Well that put VMR out of the race, we were back on our own once again.
We were laughing & joking, with the speed building up, we were soon up on the
plane. By now we were 30 odd miles out to sea, the day started turning to night.
Couldn't see any land, but when we looked west, we could see all the Bundaberg
lights. So we talked it over & both agreed, get the Water Police on the phone.
But right about then, the big fish turned round, & headed us back towards home.*

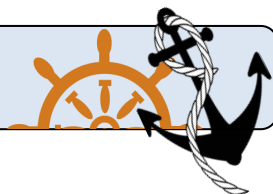
*We sailed along for the rest of the night, but the big fish was starting to slow,
And when the sun came up, we could clearly see, we'd only a mile left to go.
Had the chain been a rope, we'd have cut, & let it sink down to the reef.
Then the fish gave a leap and spat out the anchor, he'd been holding it tight in his
teeth.*

*So that's nearly the end of this fishing tale, & I bet you think it's not true,
But when we backed up the boat to go in the shed, we encountered a problem or
two, 'Cause the boat wouldn't fit, it was far too long, I mused about what I could
fix. Though the hull started at sixteen feet one, it had stretched out to eighteen feet
six.*

*Now there's a lesson here, so please take heed, if you fish on Gatakers reef,
You never know, what you're likely to catch, I hope I can save you some grief.
So buy your anchor rope, from Buccaneers & if you need to let it go,
Don't use a splice, or some fancy knot, just tie a flaming big bow.*

Alan Ballard— Hervey Bay

MEMBERSHIP RENEWALS



2017 Membership Subscriptions are now due.

If you are not a financial member when you require assistance, you will be charged as if a non-member, which could be very expensive.

2017 Fees are :

\$90.00 SO\$ Full Member

First 2 tows, up to a maximum of \$500, within that membership year are free. Any subsequent tows, or once the maximum of \$500 has been reached, in that membership year, are charged at the cost of the fuel (based on the bowser price at the time of the activation), with a minimum fee of \$50.

\$55.00 Ordinary Member

Any tows, in that membership year, are charged at the cost of the fuel (based on the bowser price at the time of the activation), with a minimum fee of \$50.

2nd & 3rd Vessels are \$40 per vessel

\$11.00 Members with No Boat

Payment Methods

Online Membership/Renewals can be made on our website at :

marinerescueherveybay.org.au

Payment can also be made over the phone by Credit Card, or in person at the VMR Hervey Bay office in Buccaneer Drive (next to the Boat Club). We accept card, cash or cheque (payable to VMR Hervey Bay). Office hours are Monday to Friday - 8:30 am to 4:30pm

If preferred, you can mail your renewal cheque to us. Please include your membership number & personal details. Our postal address is P.O. Box 7120 Urangan Qld 4655.

Direct Debit facilities are:

Bank:..... Suncorp BSB:..... 484-799

Account Number:..... 015035112 Reference: ...Your Membership Number

Please note that you cannot pay for 2nd & 3rd Vessels via the online renewal at this stage. Please contact our office to pay these.

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PO BOX 7120 URANGAN HERVEY BAY QLD 4655



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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



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