

RESCUE ONE

Summer 2017



**OFFICIAL JOURNAL OF
VOLUNTEER MARINE RESCUE
HERVEY BAY INC.**

marinerescueherveybay.org.au

Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

SUMMER 2017 EDITION

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MANAGEMENT COMMITTEE

Commodore: John Smith	Unit Training Coordinator: Brian Stumer
Vice Commodore: Jill Barclay	Vessel Group Coordinator: Les Czislawski
Secretary: Colin Goldsworthy	Radio Group Coordinator: Graeme Stanton
Treasurer: Rhonda O'Brien	Operations Manager: Dave Marshman

APPOINTED OFFICERS

Asst. Boat Maintenance Officer: Gil Townson & Kevin Lategan

Asst. UTC (Crew): Eddie Stockill

Marketing/Promotion: Graeme Davies

Asst. UTC (Radio): Jill Barclay

Charts & Navigation: Ross Jensen & Mark Livingstone

Working Members Rep: TBA

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 Czislawski

Zone Delegates: John Smith

Grounds/Building/Vehicle Maintenance: Reg Treston

Editor of Rescue One: Harry Spink

From the Vice Commodore



JILL BARCLAY

Over two years ago, John Smith, the Commodore of Marine Rescue Hervey Bay, had an idea. The idea involved training Marine Rescue Volunteers as First Responders to assist the Queensland Ambulance Service (QAS) in the transfer of patients from Fraser Island to Hervey Bay. First Responders are trained to supplement ambulance services at medical emergencies or the scene of accidents.

After discussions with QAS, there was general agreement that there would be benefits for both parties and it would further enhance our partnership with QAS and the Hervey Bay community. A request was made to all volunteers working at Marine Rescue. It wasn't limited to those who crewed on the boats. Initially eight people applied for the training course, which involved theory and practical training given by QAS. After 12 months, five of the original applicants have completed the full training course.

Marine Rescue Hervey Bay regularly assists QAS with the transport of patients from Fraser Island. When we transport patients in our rescue vessel, we always take one or two paramedics with us to support the patient in their journey. A return trip to Fraser Island can take up to an hour and a half dependent on the weather and tides. Having First Responders doing the work of paramedics in cases where patients have less traumatic injuries allows paramedics to attend to other emergencies. Having volunteers with additional First Aid training available to Marine Rescue Hervey Bay is a benefit to not only Marine Rescue Hervey Bay, but the general boating public as well.

In 2016 Marine Rescue Hervey Bay undertook 39 medical evacuations from Fraser Island, that's about 40% of the medical evacuations from Fraser Island with the other 60% being completed by the Rescue Helicopter. A helicopter rescue from Fraser Island costs over \$12,000 per trip. Marine Rescue Hervey Bay charge in the vicinity of \$250 for a trip. Using Marine Rescue Hervey Bay saves the State Government and the taxpayer hundreds of thousands of dollars every year. QAS have confirmed that Marine Rescue Hervey Bay is a critical part of the ambulance infrastructure on the Fraser Coast.

From the Vice Commodore

The Commissioner for Queensland Ambulance presented four of the First Responders with their certificates of completion of their training the end of August. They will soon be issued with their uniforms and will commence their service in our Fraser Coast waters, keeping patients comfortable during their boat trip back to harbour, before their transportation to Hervey Bay hospital.

In the picture below, four of our First Responders are receiving their certification.

From left: Paul Fitzpatrick (QAS trainer), Russell Bowles (QAS Commissioner), Mark Livingstone, John Smith (Commodore MRHB), Kerry Bryant, Brian Stumer, Andy Clarke, and Helen Donaldson (OIC QAS Hervey Bay).



Vale Trevor Cecil



Trevor Cecil was a founding member of the Hervey Bay Air Sea Rescue back in the early 70s. Trevor sadly passed away on 14 October after suffering a stroke.

Mr Cecil, a real estate agent and auctioneer by profession, was the longest serving Hervey Bay Rotarian, president of the Maryborough Clay Target Club, and founder of the Bay to Bay Yacht Race.

He was a man with an infectious laugh and a big heart. For more than 50 years, Trevor Cecil was actively involved in enriching the quality of life of Fraser Coast residents through sport, community service, the arts, education and aged care. In 2014, Mr Cecil was named the Fraser Coast's Citizen of the Year.

On Thursday 20th October, nine members of Marine Rescue Hervey Bay attended the funeral service of the late Trevor Cecil at the Brolga Theatre, Maryborough. The venue was packed with family, friends and associates and moving tributes were presented from the Masonic Lodge, Rotary, Hervey Bay Sailing Club and St Johns Anglican College. Our thoughts remain with Trevor's family through this sad time.

Gary's Log

NEW RADIO LOG AND MEMBERSHIP DATABASE

Over the last few years Marine Rescue Hervey Bay has been looking to replace the existing computerised radio log and membership database.

In late 2016, we investigated a system that Marine Rescue Bribie Island were using and we were impressed with it. We were initially given a demonstration of the system, and then the basic system was provided for us to 'play' with. The system provided similar, but much improved functionality, when compared with our current system. With some modifications, we were able to test run the system and management agreed to roll the system into the live environment in May 2017. All radio operators and admin staff were trained in the new system.

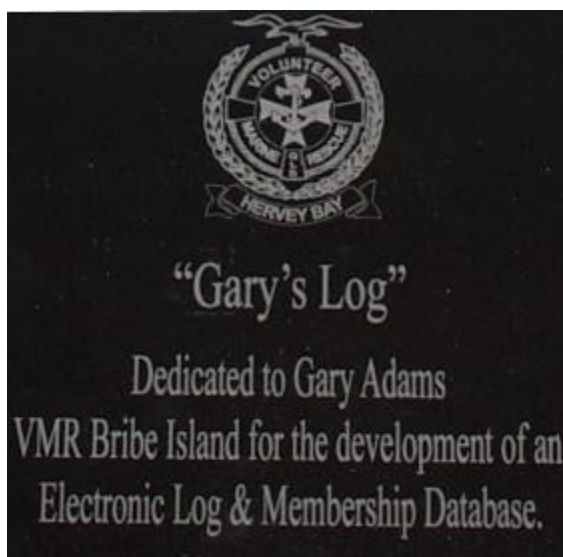
Comments from users have been positive and the system is certainly far more user friendly and intuitive than the old one, and best of all there are no ongoing licence fees. There is no change in the way that boaties interact with us. We still ask for the Registration Number of your boat, as this provides us with a unique starting point for your call. If you are a member your details are in our system when you log on. Non-member vessel information is collected the first time they log on, then remain in the system for future calls.

Postscript – we are indebted to the late Gary Adams from Marine Rescue Bribie Island for the coding and application development of the radio log and membership database. Gary assisted us in the early days, but sadly Gary passed away from cancer in mid 2017. On Friday 13th October 2017, a delegation of management from Marine Rescue Hervey Bay visited Marine Rescue Bribie Island to present a plaque in memory of Gary Adams and the work he undertook in the creation of the radio log and membership application. As a volunteer, his work was all completed for free for the good of the marine rescue community. We will always be indebted to Gary and Marine Rescue Hervey Bay management have resolved to commemorate his work with a plaque in the radio room and the naming of the system as 'Gary's Log'.

Gary's Log



Above: Peter McNamara from VMR Bribie Island accepting a commemorative plaque from John Smith, Commodore of VMR Hervey Bay.



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Cruise Ship?....What Cruise Ship?

We've probably all had a laugh, or at least a wry grin, over the TV insurance advertisement that poked fun at the hapless, embarrassed boatie who failed to get out of the way of a charter boat.

So how much embarrassment could be suffered by a boatie who fails to notice a cruise ship? Or, more likely, a boatie who fails to realise that a cruise ship's captain can't see him?

You might have heard that Fraser Island is now on the itinerary of cruise ship company P&O as it looks to introduce its passengers to the unique charms of the world's largest sand island. That means regular visits into Hervey Bay, anchoring off the Kingfisher Bay Resort, by P&O's ships *Pacific Aria* and *Pacific Eden*.

This presents an opportunity for Fraser Coast boaties to get up close and personal with the kind of ocean-going giants they just don't see every day. It's a temptation that will prove too big for many to ignore.

We at Maritime Safety Queensland are excited about the expansion of cruise shipping in our State. However, as a maritime safety regulator we want to ensure that small craft venturing out to see cruise ships on the water do it safely.

So we'd like to remind small boat skippers about a couple of important aspects of the operating environment for cruise ship captains.

For instance, are you aware that from the bridge of a cruise ship, despite its lofty heights, there is a 'blind spot' in front of the ship's bow that can be several hundred metres long? If you navigate your boat into that area, chances are the cruise ship's master can't see you. This would be the worst possible place for your engine to fail you, or to run out of fuel.

Secondly, it's a lot easier for you to avoid collision with a cruise ship than it is for a cruise ship to avoid you. Cruise ships at maximum draft have minimal under keel clearance, can only manoeuvre within the designated shipping channel and might need two nautical miles or more to come to a complete stop.

Maritime Safety Queensland — Cruise Ship Safety

Here are some basic, common-sense things small craft skippers should do when around cruise ships:

- Where possible, keep clear of ship navigation areas. Use a recommended small craft course as a safer alternative route.
- If you must navigate in a shipping channel, keep to its outer edge and maintain an all-round visual watch.
- If transiting across a shipping channel, always do so *behind* a ship and only when it is clear and safe to do so.
- Between sunset and sunrise, as well as in periods of restricted daytime visibility, always show the correct navigation lights. Ships can approach quickly and quietly and judgement of distance over water is more difficult at night. Make sure you can be seen – early!
- Monitor VHF radio for information on local traffic movement and don't rely on mobile phones for marine communication.

Always check local “Notices to Mariners” * bulletins [\(like this one for the Maryborough pilotage area\)](#) – these provide up-to-date information regarding navigation in shipping channels.

Do not moor, anchor or manoeuvre within a restricted operational area.

Please pay attention to those simple suggestions if you are thinking of joining a welcoming flotilla.

We'd like to think that, if you do, your exploits will never be parodied in an unwanted sequel to that TV advertisement.

Patrick Quirk

General Manager

Maritime Safety Queensland

* The “Notices to Mariners” link above can be viewed at:

<https://www.qld.gov.au/transport/boating/notices/capricorn-coast/maryborough>

WARNING

FOR ALL SMALL CRAFT

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SHIP NAVIGATION AREAS



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WHAT'S YOUR NEXT PROJECT?

Training News From the Unit Training Coordinator



COL GOLDSWORTHY

Training continues to be a focus for our volunteer members. Over the past months we have brought on six more crew who have undertaken their training to acquire a Certificate I in Maritime Operations to work on commercial vessels including their firefighting, survival at sea, and work health and safety induction. This nationally recognised training is a pre-requisite from the Australian Maritime Safety Authority (AMSA) to ensure our crews are trained to a high standard and able to successfully and safely complete the tasks we set for them.



Regular monthly crew training is conducted to train crews in specific activities. Over this period we have conducted training in using and understanding our technical equipment including GPS, sounder, radar, Infrared cameras and radios, increasing our local knowledge of our operational area and, most importantly, our search and rescue function. This last training is our key role and involved our entire base, the majority of our staff and external agencies. The scenario for this exercise was a sunken vessel in the vicinity of Moon Point with three persons on board. Our task was to locate the vessel and recover the people on board. Practicing our search and rescue procedures is critical for our crews to remain proficient in this competency.

Training News From the Unit Training Coordinator



Training News From the Unit Training Coordinator



Our members are also accredited to Senior First Aid level including annual CPR training. We regularly requalify our staff to remain current in this very important aspect of saving lives

Radio Operators Training Course

A radio training course also commenced over this period to bring on several more radio operators to work shifts in the radio room. We operate from 0600 to 1800 daily, 365 days a year to provide a quality radio service to the boating community. Each operator is highly trained to accurately record information in our log and deal with any crisis that may arise while they are on shift.

Boat Owners Radio Course

As a boat owner, if you have a VHF or HF radio fitted, you must (or someone on the boat), by law, have an operators certificate of proficiency to use it. We provide regular courses throughout the year for you to gain this certificate.

These are the Short Range Operators Certificate of Proficiency (SROCP) for VHF, and the Long Range Operators Certificate of Proficiency (LROCP) for VHF and MF/HF. If you require a radio proficiency certificate please contact or visit the office or our website to download the application forms.

New Unit Training Coordinator (UTC)

Brian Stumer will now assume the role of UTC and Colin Goldsworthy will take over the duties of Secretary.

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“VTS GLADSTONE VTS GLADSTONE.....THIS IS VMR466 MARINE RESCUE HERVEY BAY ON CHANNEL ONE SIX....OVER”

For those of you who are on the water early morning or late afternoon, you will probably have heard this on VHF radio channel 16. At 0600 hours, Marine Rescue Hervey Bay takes over the listening watch on VHF radio channels 16 & 67 from VTS Gladstone, and then at 1800 hours, we hand back the listening watch to VTS Gladstone for these channels. This is because Marine Rescue Hervey Bay is only manned from 0600 until 1800 hours daily. Under an agreement with Maritime Safety Qld (MSQ), Marine Rescue Hervey Bay maintains a daytime listening watch on VHF channels 16 & 67 for our area of operation and responds to any vessel radio traffic.

So who are VTS Gladstone?

Vessel Traffic Services (VTS) are control centres for shipping in ports and their surrounding waterways where there is significant vessel traffic. They operate 24 hours a day and use a variety of systems and technology to identify and monitor the movements of large vessels. These vessel movements are strategically planned to ensure safe and orderly operation. VTS centres monitor and communicate with vessels for safer navigation and are equipped with a visual geographic information system that provides a display of vessel traffic moving through the area.

Safety of Life at Sea (SOLAS)

SOLAS is an international maritime safety treaty that requires signatory countries to ensure standards of maritime vessel construction, equipment, and operation are maintained. Currently, there are more than 160 signatory countries and this is estimated to account for about 99% of the gross tonnage of international merchant shipping. The SOLAS convention came into being in 1914 as a result of the sinking of the *RMS Titanic* however it was not implemented immediately due to the outbreak of WW1.

VTS GLADSTONE

SOLAS is legislated in Australia by the Navigation Act 2012 which appoints the Australian Maritime Safety Authority (AMSA) as the responsible body to ensure Australia meets our obligations under this international convention. One of the major responsibilities of AMSA under this convention is to establish and operate Vessel Traffic Services (VTS) in locations where the volume of maritime traffic or safety considerations dictate that this is desirable. AMSA has authorised MSQ as the VTS Authority for Queensland.

MSQ provides 5 VTS centres in Queensland and these are located at Brisbane, Gladstone, Hay Point, Townsville, and Cairns. Townsville also provides the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS).

If you are interested to read more about the VTS in Qld, go to the MSQ web page below:

<https://www.msq.qld.gov.au/Shipping/Vessel-traffic-services.aspx>



Above: Vessel Traffic Services (VTS) Control Room in Gladstone

VTS GLADSTONE

What is a “Listening Watch”?

A Listening Watch is defined as the continuous monitoring of one or more radio channels for transmissions directed to the listening station or for transmissions that are of interest to the listening station. During the hours of 0600 to 1800 each day, Marine Rescue Hervey Bay maintains a listening watch on VHF channels 16, 22, 67, and 73. This means these channels are constantly monitored for radio activity. Marine Rescue Hervey Bay then responds to routine and emergency traffic on these channels. Channels 16 and 67 are still monitored by VTS Gladstone during this period but delegates response to Marine Rescue Hervey Bay for our area of operation. At 1800 hours each day, Marine Rescue Hervey Bay ceases the listening watch on all VHF channels, and hands over the listening watch for channels 16 and 67 for our area to VTS Gladstone.

What does this mean when you are out on the water?

From **0600 until 1800 hours**, you can call **Marine Rescue Hervey Bay** as we have the listening watch. If you wish to Log On or Off, or want to query the weather, or need assistance, you can call Marine Rescue Hervey Bay on VHF Channel 73 or Channel 22 if north of the Fairway Buoy. If you cannot make contact with Marine Rescue Hervey Bay, switch to Channel 67. **If a Mayday call, always use VHF Channel 16.**

If you are out on the water **from 1800 to 0600 hours**, and find yourself in urgent need of assistance, you can call **VTS Gladstone** on VHF Channel 67, or if within mobile phone coverage, dial 000. **If a Mayday, you should call VTS Gladstone on VHF Channel 16.**

Mayday Call

The Mayday call is only used when you feel the vessel and those aboard are in grave or imminent danger, and require immediate assistance (e.g. if the vessel is sinking or on fire). Use VHF Channel 16.

Further information about radio call types and the correct way to make a Mayday call is available on the MSQ website at:

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Boating Weather on the hour every hour

WEATHER TO GO OR WEATHER TO STAY HOME?

- A SAFETY MESSAGE FROM THE OPERATIONS MANAGER



DAVE MARSHMAN

Our crews have had a couple of major incidents in the last few weeks and it could have all been avoided by keeping an eye on the WEATHER.

We have all heard many people say things like:

“They always get it wrong!”

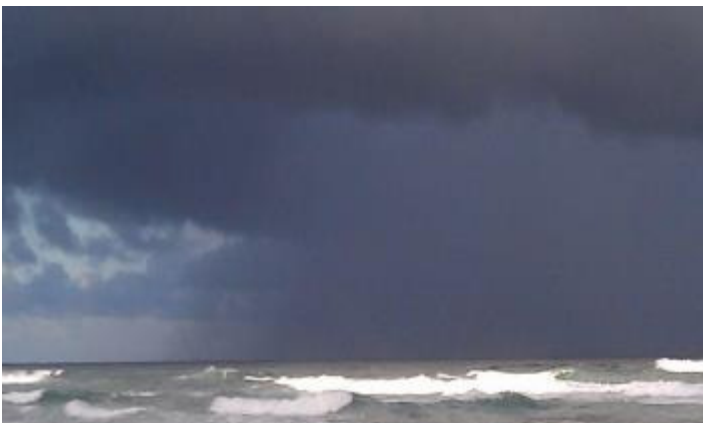
“Thought it was supposed to rain!”

“Thunderstorms and hail never happened. Wrong again!”

“Strong winds? They weren’t that bad!”

The **B.O.M. (Bureau of Meteorology)** and many other sites on the WEB are a good source of information to gauge what the winds and weather are predicted to do over a period in the upcoming days. To ignore this information is at your peril. Remember that this information is put out as a guide to help everyone make an informed decision.

Boaties need to take this information on board as well as keep a look out for increasing winds and turbulent cloud formations approaching their area of operation.



WEATHER TO GO OR WEATHER TO STAY HOME?

The B.O.M. may predict storms or an increase in wind speed in the afternoon, but these could come through earlier and change a calm sea into a white capped washing machine catching inexperienced boaties by surprise.

If you anchor your vessel and you are not staying on board, make sure you check the anchoring before leaving the vessel. Consider putting out an extra one and letting out more rope so that your anchor lays better on the bottom. Be aware of the type of bottom that your anchoring on as things like shell do not provide a stable purchase for the anchor. If your vessel comes adrift in a storm, then it will be at the mercy of the wind and waves and no one is required to venture out to save an unmanned vessel.

Watch the clouds and if they are building at a fast rate and rolling like a surf, then consider calling it a day and head for home. Never leave it to the last minute as an extra fish is not worth your life or the life of a loved one.

It is not just boaties that need to heed this information as people on kayaks, surf skis and paddle boards can also be blown out to sea. Remember it is a smart move to wear a life jacket on these craft as it could save your life. People often get separated from these craft and are unable to catch up with them in a strong wind and tide. Wear bright colours that are highly visible as this makes spotting you a lot easier in an angry sea.

Our crews do their best to help people and go out in some horrific conditions to find people. We can only ask that everyone using our waters gets the latest weather report, checks for updates and if the conditions are not suitable stay home as it really is not worth the risk.

There is always another day to enjoy out on the water and have a lot of fun. Our crews love to see people enjoying themselves on the water. It makes their day to get a friendly wave and a smile, as they proceed to give a hand to someone who requires assistance.

Remember to LOG ON with VMR and keep us updated so that we can find you quickly if the need arises.

HOW TO MAKE LOGGING ON A LITTLE QUICKER



It's early morning and the sun is barely peeking over the horizon. The weather is perfect and you have the boat loaded, on the water, and you are ready to leave the boat ramp. Everyone on board is eager to go fishing but you know that before you depart, you should Log On with Marine Rescue Hervey Bay. You listen to the radio and they are busy but you are excited to get going. So how can you help speed up the process when it is your turn to Log On and get going sooner?

You can do this by knowing what we are going to ask and being prepared with the answers. You may not be sure where you will be all day but it doesn't matter. You can call us back later with an update to your position if you decide to go to another location.

THE INFORMATION WE WILL ASK DURING A LOG ON REQUEST

- **Vessel Registration Number (in the phonetic alphabet)**
- **Boat name**
- **Number Persons on Board (PoB) plus children plus pets if any**
- **Where you are leaving from**
- **Where you are headed to**
- **Expected Time of Return (ETR)**
- **Confirm the last 3 digits of your mobile phone on board that day.**

Remember that you can log on by VHF radio or by phoning 41289666.

HOW TO MAKE LOGGING ON A LITTLE QUICKER



VMR466 MARINE RESCUE HERVEY BAY RADIO ROOM

An example of a fictitious vessel **Boatname** Rego No. **BN007Q** logging on by VHF radio might be:

"MARINE RESCUE HERVEY BAY THIS IS *BOATNAME* *BOATNAME* ON 73 OVER. *BOATNAME* *BOATNAME* THIS IS MARINE RESCUE HERVEY BAY ON 73, GO AHEAD, OVER.

MARINE RESCUE HERVEY BAY THIS IS *BOATNAME*. WE WOULD LIKE TO LOG ON. OUR REGO IS BRAVO NOVEMBER ZERO ZERO SEVEN QUEBEC OVER.

***BOATNAME* THIS IS MARINE RESCUE HERVEY BAY, HOW MANY PEOPLE ON BOARD, WHERE YOU ARE DEPARTING FROM, AND WHERE YOU ARE GOING TO TODAY, OVER.**

MARINE RESCUE HERVEY BAY THIS IS *BOATNAME*. LEAVING URANGAN BOAT HARBOUR FOR MOON POINT 3 POB OVER.

***BOATNAME* THIS IS MARINE RESCUE HERVEY BAY. WHAT IS YOUR ETR AND DO YOU HAVE A MOBILE ON BOARD TODAY WITH THE LAST THREE DIGITS ZERO ZERO ONE OVER.**

MARINE RESCUE HERVEY BAY THIS IS *BOATNAME* ETR 1600 AND CONFIRM THAT MOBILE IS ON BOARD TODAY OVER.

***BOATNAME* WE HAVE YOU ON THE LOG HAVE A GOOD DAY THIS IS MARINE RESCUE HERVEY BAY STANDING BY ON 73."**

HINTS FOR EASIER LOGGING ON.....& OFF

1. Always speak clearly and slowly.
2. Make a sheet of paper with your vessel registration on it spelled out in the phonetic alphabet e.g. ZULU BRAVO 007. Always start with this information first as our computerised log is based on boat registration number since there can be multiple boats on the water with the same name on the same day.
3. Include your vessel name on the sheet in the phonetic alphabet e.g. BOATNAME = BRAVO OSCAR ALFA TANGO NOVEMBER ALFA MIKE ECHO. Try to keep boat names simple and short so they are easily understood.
4. Have the sheet laminated so it is waterproof and attach it near your radio.
5. If you are a non-member and have never logged on with us before, we will also ask for a description of your boat i.e. type of boat, length, colour, and a mobile phone number that is on board that day. If you don't want to give your phone number out over the radio, call us on your phone to log on the first time and after that, we will just confirm the last 3 digits with you when you log on by radio.
6. If you sell your boat or buy a new one, move house, or get a new phone number, give us a call on the phone, or send us an email, before you next venture out on the water so we can update your record. If you do this, it will make the log on data accurate and save you time.
7. If you decide to change your location on the water, call Marine Rescue HB and tell us. If you don't come back by your ETR, we need to know where to go looking for you.
8. If you intend staying out on the water for a few days, be as accurate as you can when telling us your intentions and let us know if these change or you are staying beyond your ETR. Many skippers of vessels staying out overnight or for days will call in every morning or afternoon or both to Marine Rescue and give an update of their situation and intentions. We add every call to our log in case you need assistance and we need to know where you may be.
9. **Please never forget to Log Off with us when you get back to shore. If we don't hear from you before your ETR, we set in motion a procedure to try to confirm that you are missing, and if we cannot contact you, we report the situation to the Police who then have the responsibility to organise and coordinate search and rescue activities.**

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QUARTERLY OPERATIONS STATS

1st SEPTEMBER TO
1st DECEMBER 2017

TOTAL VESSELS LOGGED: 846

RADIO CALLS: 3,783

ACTIVATIONS (ex training): 50

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RESCUE ONE TRIVIA IS BACK!!

1. What is the origin of the word “MAYDAY”?
 - a) Mayday was the name of a Coastal Radio Station in North-Eastern England that mariners in distress would call for assistance during the early 1900s.
 - b) It was chosen in the early 1900s as a word that was easily distinguished as a call for help.
 - c) Mayday was chosen as the word for distress as most boat tragedies occurred during the wild weather month of May in the North Sea and they became known as May Days.
2. Who wrote: “It is scary having a 30ft (10m) wave chasing you. If you are steering, you don’t look back. The crew looks back for you, and you watch their faces. When they look straight up, you get ready!” ?
 - a) Tony Bullimore
 - b) Magnus Olsson
 - c) Captain Jack Sparrow
3. Who coined the phrase “Between the devil and the deep sea”?
 - a) Robert Munro
 - b) Rudyard Kipling
 - c) Robert Louis Stevenson
 - d) Ernest Hemingway
4. Who said “Only 2 sailors in my experience, never ran aground. One who never left port and the other who was an atrocious liar!”
 - a) John Bertrand
 - b) Don Bamford
 - c) Jacques Cousteau
5. What does “UTC” stand for?
 - a) Universal Time Compensation
 - b) Coordinated Universal Time
 - c) Universal Time Correction

THE ANSWERS ARE A FEW PAGES ON

6. What is the only sea with no coastline as a boundary?
 - a) Sulu Sea
 - b) Sargasso Sea
 - c) Bering Sea
 - d) East Siberian Sea
7. What is thought to be the origin of “When it is evening, it will be fair weather for the sky is red. And in the morning, it will be foul weather to day if the sky is red and lowring” ?
 - a) Sir Isaac Newton
 - b) The Bible
 - c) Ancient Egyptian Sailors
 - d) Old English Sailors
8. What is the “Rode & Scope”?
 - a) The experience of a wild ride on a dangerous bar crossing.
 - b) A sailing term for sitting on top of big waves to gain maximum speed in times of little wind.
 - c) The anchor rope or chain and its length on a small vessel.
 - d) The pedal operated bilge pump and bucket aboard early sailing ships.
9. The term “Scuttlebutt” originated from:
 - a) Stomach upset from poor food served on sailing ships in the 1600s.
 - b) Crew talk of sinking or scuttling a ship after a mutiny.
 - c) Crew talk around a water cask usually kept in the galley.
 - d) The removal of the stern sea cocks which caused a ship to sit low in the stern until it eventually sank.
10. Who wrote “There is nothing - absolutely nothing - half so much worth doing as simply messing about in boats”?
 - a) Sir Francis Chichester
 - b) Errol Flynn
 - c) Kenneth Grahame
 - d) Butch Dalrymple-Smith

ACTIVATIONS: 1st September to 30th November

Friday 1st September 1430 :

A 5.1m bowrider with 2 PoB experienced engine problems off Burrum Heads and required a tow to Burrum Heads.

Friday 1st September 1700 :

A 4.5m runabout with 2 PoB experienced engine problems south-west of Duck Island and required a tow to Urangan Boat Harbour.

Saturday 2nd September 1030:

A 3.8m tinny with 2 PoB north of Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 2nd September 0945:

A 9m cruiser with 1 PoB off Woodgate experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 2nd September 1515:

A 4.5m runabout with 3 PoB at the Roy Rufus Artificial Reef experienced mechanical problems and required a tow to Urangan Boat Harbour.

Tuesday 5th September 0800:

A 9.6m catamaran required a tow within Urangan Boat Harbour for repairs.

Wednesday 6th September 1230:

A 5m centre console with 2 PoB at Gataker's Bay experienced engine problems and required a tow to Urangan Boat Harbour.

Thursday 7th September 1045:

A 3.7m tinny with 1 PoB at Wathumba experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 9th September 1130:

A 6m centre console with 2 PoB at Moon Point experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 13th September 1600:

A 3.8m tinny with 2 PoB 300m from the River Heads boat ramp ran out of fuel and required a tow back into the River Heads ramp.

ACTIVATIONS: 1st September to 30th November

Saturday 16th September 0800:

A 6.7m centre console with 1 PoB near Arch Cliffs experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 19th September 0920:

A 5.7m half cabin with 3 PoB in Coongul Creek experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 19th September 1000:

A 4.3m runabout with 1 PoB near Moon Point experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 19th September 1730:

A 3.9m runabout with 2 PoB in Susan River experienced a damaged propeller and required a tow to River Heads.

Friday 22nd September 0130:

A 17m cruiser with 3 PoB at Hawkes Nest began sinking and those on board made their way to the beach on board their tinny tender. They required transport and a tow to Urangan Boat Harbour for the tender.

Saturday 23rd September 1400:

An 14.6m cruiser with 2 PoB anchored just out of the Urangan Boat Harbour experienced engine problems and required a tow back into the harbour. This large and heavy vessel required MRHB to provide 2 boats for the tow in very windy conditions and an outgoing tide.

Tuesday 26th September 2015:

QAS requested a medivac from Kingfisher Bay to Urangan Boat Harbour for a 7 year old child.

Wednesday 27th September 2020:

QAS requested a medivac from Kingfisher Bay to Urangan Boat Harbour for a 9 year old child.

Thursday 28th September 0715:

MRHB vessel collected large pieces of floating debris in the Sandy Straits.

ACTIVATIONS: 1st September to 30th November

Thursday 28th September 2237:

QAS requested the medivac of 2 adult male patients from Kingfisher Bay to Urangan Boat Harbour.

Saturday 30th September 1000:

MRHB vessel *Rescue III* investigated the location of a drifting 17m semi-submerged vessel and located it at Poyungan Creek near Boon Boon rocks.

Saturday 30th September 1330:

The crew of the MRHB vessel *Rescue III* secured the 17m semi-submerged vessel with an anchor and attached a marker buoy.

Saturday 30th September 1530:

QAS requested the medivac of an adult patient from Kingfisher Bay to Urangan Boat Harbour.

Saturday 30th September 1955:

QAS requested the medivac of an adult patient with snake bite from Kingfisher Bay to Urangan Boat Harbour.

Tuesday 3rd October 0630:

A 6.1m half cabin with 1 PoB at Awinya Creek experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 3rd October 2209:

QAS requested the medivac of an adult male patient from Kingfisher Bay to Urangan Boat Harbour.

Wednesday 4th October 1000 :

MRHB vessel *Rescue III* checked the location of the 17m semi-submerged vessel to confirm it had remained in the same location at Poyungan Creek.

Thursday 5th October 0700:

A 12m yacht at Susan River requested a tow to Urangan Boat Harbour.

Thursday 5th October 2035:

QAS requested the medivac of an adult male patient from Kingfisher Bay to Urangan Boat Harbour.

ACTIVATIONS: 1st September to 30th November

Friday 13th October 1730:

A 5m Half Cabin with 2 PoB became grounded north end of Big Woody Island. It was unable to be pulled off due to the weather conditions and had to wait for the next high tide to be towed off.

Saturday 14th October 1300:

A 5m half cabin was towed off the northern end of Big Woody Island and then towed to Urangan Boat Harbour.

Thursday 14th October 0030:

QAS requested the medivac of a mother and her baby from Kingfisher Bay to Urangan Boat Harbour.

Sunday 22nd October 1410 :

A 7m motor cruiser with 2 PoB off River Heads experienced electrical problems and required a tow to River Heads.

Friday 27th October 1430:

The skipper of a 7m half cabin at Kingfisher Bay broke its moorings & the skipper requested transport from Urangan Boat Harbour and a tow off the beach at Kingfisher Bay for the vessel. It was escorted back to Urangan Boat Harbour.

Friday 27th October 2123:

QAS requested the medivac of an adult female patient from Kingfisher Bay to Urangan Boat Harbour.

Saturday 28th October 0800:

An 8.5m motor cruiser with 2 adults & 3 children PoB in the vicinity of EU2/Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 29th October 1500 :

A 6m power catamaran with 2 PoB at Coongul Creek experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 29th October 2002 :

QAS requested the medivac of an adult male patient from Wangoolba Creek on Fraser Island to Urangan Boat Harbour.

ACTIVATIONS: 1st September to 30th November

Saturday 4th November 0900:

A 6.1m half cabin with 2 PoB at Moon Point experienced engine problems and required a tow to Urangan Boat Harbour.

Friday 10th November 1500:

The Water Police requested that we assist 3 persons on paddle boards who were reported to be heading out to sea from Scarness in winds reaching 20 knots. A search failed to locate the persons and was eventually called off.

Sunday 12th November 1625:

QAS requested the medivac of an adult male patient from Kingfisher Bay to Urangan Boat Harbour.

Tuesday 14th November 1400:

A 6m centre console with 2 PoB at Platypus Bay experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 15th November 0900:

A 10.9m motor cruiser required a relocation tow inside Urangan Boat Harbour.

Saturday 18th November 1150:

A 5m half cabin with 2 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 22nd November 0740:

A 15m ketch with 1 PoB ran aground at Sandy Cape and requested a tow to free the vessel off the beach. The attempted tow off the beach was unsuccessful.

Thursday 23rd November 0900:

An 8m catamaran required a relocation tow inside Urangan Boat Harbour.

Saturday 25th November 1345:

QAS requested the medivac of an adult male patient from Kingfisher Bay to Urangan Boat Harbour.

Note: This list of activations does not include the occasions where requests for assistance are cancelled nor does it include ceremonial duties such as scattering of ashes, or being on the water and available for events such as the recent power boats. It also does not include the many training exercises that are regularly undertaken.

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\$55.00 Ordinary Member

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

\$11.00 Members with No Boat

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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).



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TRIVIA ANSWERS

1. b) Frederick Stanley Mockford was a senior radio officer at Croydon Airport in London during 1923 and he was requested to select a word for distress that would be easily understood by British and French pilots. He chose the French word “m’aider” or “m’aidez” and modified it to be “Mayday”. The French word translates as “Help Me!”.
2. b) Magnus Olsson was a Swedish competitive sailor who took part in six Whitbread/Volvo around the world ocean races.
3. a) Robert Munro was a famous Scottish general whose diary contains the line: “I, with my partie, did lie on our poste, as betwixt the devil and the deep sea”. He died in 1680 and his diary was subsequently published.
4. b) Don Bamford was an American sailor and the author of *A History of Sail on the Great Lakes*.
5. b) UTC stands for Coordinated Universal Time. It would be expected that this is abbreviated to “CUT” however when it was proposed to be adopted as a standard in 1972, it was accepted that it should not favour one particular language as the French had proposed the terminology “Temps Universel Coordonné” and agreement was not reached until UTC was proposed. UTC is often referred to as Greenwich Mean Time (GMT) and sometimes “World Time”. UTC is the local time at longitude 0° prime meridian at Greenwich near London, and is based on a highly accurate atomic clock. UTC replaced GMT because GMT is regarded in the scientific community as a time zone for a location rather than a time standard. UTC is widely used in aircraft and ship navigation and is often referred to as “ZULU”.
6. b) The Sargasso Sea is located in the North Atlantic Ocean east of the U.S. state of Florida. The sea is bounded by 4 ocean currents only.
7. b) This quotation can be found in Matthew 16:3 of the bible.

TRIVIA ANSWERS


8. c) A *Rode* is the rope and/or chain that attaches the anchor to the boat. The *Scope* is the ratio of the length of rode compared to the depth of water in which the vessel is to be anchored.
9. c) On board old sailing ships, drinking water was stored in a *Butt* or cask. It was said to be *scuttled* when a hole was made in it for access. The crew would typically gather at the “scuttled butt” and exchange gossip and rumours and hence anything heard there was referred to as “scuttlebutt.”
10. c) Kenneth Grahame was a Scottish author best known for his children’s classic “The Wind in the Willows”. The line is from this work when Rat & Mole are rowing Rat’s boat and Rat says this to Mole.



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AREA RADIO CHANNELS

LOCATION	STATION	CALLSIGN	TELEPHONE	VHF CHANNELS MONITORED	HF SSB	27 MHz
MOOLOOLABA	COAST GUARD	VMR406	07 54443222	16 _ 67 _ 73 _ 21 _ 80		27.88 27.90
TIN CAN BAY	COAST GUARD	VMR417	07 54864290	16 _ 67 _ 80 _ 82		27.88 27.90
SANDY STRAITS	COAST GUARD	VMR421	07 41298141	16 _ 80 _ 82		27.88 27.90
HERVEY BAY	VOLUNTEER MARINE RESCUE	VMR466	07 41289666	16 _ 67 _ 22 _ 73		27.88 27.91
BUNDABERG	VOLUNTEER MARINE RESCUE	VMR488	07 41594349	16 _ 67 _ 22 _ 80 _ 81	2524 KHz 4125 KHz 6215 KHz	27.88
ROUND HILL	VOLUNTEER MARINE RESCUE	VMR477	07 49749383	16 _ 81 _ 82	2182 KHz 2524 KHz	27.88 27.91
GLADSTONE	VOLUNTEER MARINE RESCUE	VMR446	07 49723333	16 _ 80 _ 82	2182 KHz 2524 KHz 4125 KHz	27.88

HB RADIO CHANNELS & WEATHER BROADCASTS

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

WEATHER BROADCASTS

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

07:15

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.

RESCUE ONE

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