

RESCUE ONE

Spring 2017



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

marinerescueherveybay.org.au

Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

SPRING 2017

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MANAGEMENT COMMITTEE

Commodore: John Smith	Unit Training Coordinator: Col Goldsworthy
Vice Commodore: Jill Barclay	Vessel Group Coordinator: Les Czislawski
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 Czislawski & Col Goldsworthy

Zone Delegates: John Smith & Col Goldsworthy

Grounds/Building/Vehicle Maintenance: Reg Treston

Editor of Rescue One: Harry Spink

From the Vice Commodore — Jill Barclay



While our Commodore, John Smith, has been taking a well-earned break overseas, the Vice Commodore, Jill Barclay, was required to step into the role of Commodore for most of the last quarter and so this article is courtesy of Jill.

This quarter has been a hectic period due to so much happening at VMRHB recently. We have increased our volunteer numbers to over 120 during the quarter, so I guess we can call that a success. But I have to say it's nice to hand back the reins again!

During July, we took delivery of our new 40kVA generator which allows us to run the entire base in a power failure. Thanks to the Gambling and Community Benefit fund for providing the dollars for this emergency power project. We were also able to upgrade the UPS (Uninterruptible Power Supply) for the computers in the radio room and install security lighting on the base. Overall it has markedly improved our capacity and readiness in a variety of circumstances.

August was a particularly busy month with our major fundraisers for the year tied in with the Ocean Festival. The Reel Buoys Toys boating buy sell and swap day was held at the Seafront Oval on Saturday 12th August and saw a good turnout of recreational vessels and a variety of marine gear for sale. This year we opened the event up to commercial vendors and it was pleasing to see the support we received. As this is only the second year of the RBT event, it is still building in the Hervey Bay calendar of events. We have learnt from each year and we look forward to improving what we do next year.

Also on the 12th August, we had our Open Day from 2-5pm and we opened up the base to the public for inspection prior to the Blessing of the Whale fleet. This proved popular with the public and we had a good number of people come and check out the boats and what we do at VMRHB. The next day was the Seafood Festival, where we had a public stall showing off our Rescue III vessel and it gave us the opportunity to talk to a lot of people about our marine rescue activities.

From the Vice Commodore — Jill Barclay

I would like to give a huge thank you to the large number of our working members who manned our stalls at these events. We couldn't have done it without you!! I must also thank the tireless efforts of those working members who continually put their hands up each month (and sometimes more often than that) to organise and run our regular sausage sizzles. Fundraising is a major part of what we have to do to survive.

Throughout the last three months we have received a number of donations. Most of these people wish to remain anonymous however we are forever grateful for their gift to us. Using these donations we have been able to upgrade equipment on the base including new binoculars and handheld radios for the boats.

Jill Barclay – Vice Commodore



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Maritime Safety Queensland — Whale Protection



Whales Receiving Extra Protection

It wasn't so very long ago that most human interaction with whales involved hunting them down for commercial gain. But in Australia and many other countries times have changed. In recognition of dwindling whale numbers and the threat of extinction for some whale species, Australia began implementing whaling bans in the 1930s and by 1978 whaling had completely ceased.

Slowly but surely, numbers of some whale species have begun to recover and nowadays human interaction with whales is characterised by awestruck wonderment on our part as we try to get as close as possible to these giants of the sea during their annual migrations.

Now we have an industry dedicated to taking tourists into our coastal waters to observe whales at close quarters, with Hervey Bay and its whale-watch operators in the fortunate position of being Queensland's 'Whale Central' from July to October each year.

Maritime Safety Queensland (MSQ) has found itself increasingly drawn into a regulatory role around the whale watching industry. Obviously its core work with this sector lies in setting safety standards for whale watch vessels and crew. But as well as this, MSQ plays a support role for environmental agencies and Tourism Queensland.

Maritime Safety Queensland — Whale Protection

For instance, MSQ has collaborated with these agencies to produce common-sense rules for how commercial whale-watching vessels and other craft should behave around whales and other marine mammals for the wellbeing of the animals and themselves. These rules include establishing caution zones and no approach zones, speed limits and operating rules to ensure minimal wash.

But MSQ's role doesn't end there. Nor, for that matter, does it end in Hervey Bay. The destination for whales in their northern migration is our tropical waters, where they calve and feed. There they could come into close proximity with large ships operating within the constrained navigational channels of the Great Barrier Reef.

The risk of whales and ships colliding is real and will probably increase in the future and, if collisions happen, whales will almost certainly come off second-best. MSQ operates Vessel Traffic Services centres intended primarily to monitor shipping within the Great Barrier Reef and our ports and communicate with mariners to provide information to help them avoid navigational mishap. MSQ is therefore in a position to use its vessel traffic services operators (VTSOs) to help reduce the risk of whale strikes.

Accordingly, between 1 May and 30 September each year, every vessel that enters the Great Barrier Reef ship reporting area monitored by MSQ in conjunction with the Australian Maritime Safety Authority (AMSA) is issued with a set of instructions and information including a message about the presence of whales within the Great Barrier Reef. Any sighting of a whale is also passed on by VTSOs to ships' masters, while the RSPCA is informed of any confirmed or suspected whale strikes.

Commonwealth law further requires that any whale strikers within Commonwealth waters (generally between 3 and 200 nautical miles from the coastline) be reported to the Department of Environment and Energy and AMSA has issued a Marine Notice to the maritime community on how to minimise the risk of collisions.

Maritime Safety Queensland — Whale Protection

In addition MSQ's Port Procedures Manuals, which must be accessed by all ships entering Queensland's ports, now contain advisory notes drawing the attention of ships' masters to Queensland's legislation regarding interaction with marine mammals. The advisory notes make it clear that when marine mammals are known to be present in the area ships are navigating, every effort will be made by MSQ to manage shipping around them. Ships' masters are made aware they are expected to take all reasonable actions to ensure the safety of marine mammals, short of endangering their ship or crew.

While these are small steps instituted by governments they are important ones towards establishing a new awareness and mindset among the maritime community. With luck they will consolidate gains made in whale numbers in recent years – and Hervey Bay's whale-watching industry will be just one beneficiary!

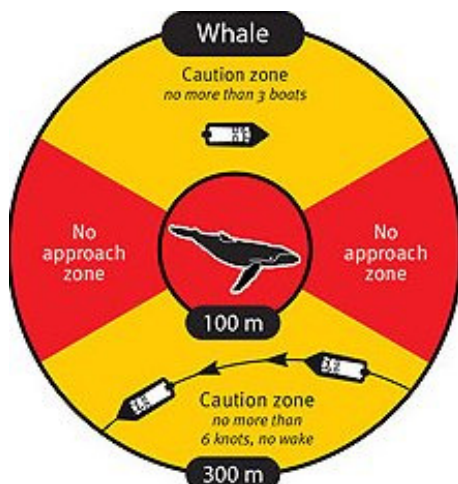
Patrick Quirk

General Manager

Maritime Safety Queensland

The MSQ rules for dealing with whales can be viewed at:

<http://www.ehp.qld.gov.au/wildlife/watching/marine-mammals/rules.html>



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OUR NEW GENERATOR



VMR Hervey Bay has been fortunate to be the recipient of a grant from the Gambling Community Benefit Fund and this grant has enabled us to replace our existing mains power generator at the base. Our old unit had been our backup for many years to cover those occasions when there was a mains power outage in the area of the base at Urangan.

The old generator was beginning to show it's age and only had the capacity to supply power to a small amount of vital equipment in the Radio Room.

The new generator was installed in July and on the day that the electrician was on the base connecting up the power, we had an unplanned power outage. We were able to test that the system was fully functional during a real power outage. The generator performed admirably even when we had to launch our vessel for a medical evacuation during the outage!

The new diesel generator is a 40 kVA model and has the capacity to provide power for the entire base.



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WHAT'S YOUR NEXT PROJECT?

A BUSY DAY AT VMR HERVEY BAY



Reel Buoy Toys and Open Day Events

August 12th was a very busy day for our volunteers at Marine Rescue Hervey Bay. The day started before 6.00am for a few hardy souls who were marshalling those wishing to sell their boats or marine bits and pieces onto the Seafront Oval. Reel Buoy Toys is in its second year and is a boating buy, sell and swap day. This year we invited some commercial marine businesses to join the private sellers and this worked well. The sausage sizzle was well patronised by the public during the day and we hear that at least 2 boats and 4 kayaks were sold on the day.

At 2.00pm we packed up the Reel Buoy Toys event and headed to the base for our annual Open Day. Members of the public were invited to tour the base to see what we do, visit the radio room, and look over the boats. Our volunteers escorted parties through the base. There was good interest from people in what we do and we had a lucky door prize of a trip on one of our vessels during the Blessing of the Fleet.

REEL BUOYS TOYS & VMRHB OPEN DAY

Our Open Day wrapped up at 5.00pm and at 6.30pm our vessel left with one very excited young boy on board, along with his dad to take part in the Blessing of the Whale Fleet celebration.

We rounded out the evening with a working members BBQ to thank all the willing volunteers who had helped during the day. Members watched the Blessing of the Fleet celebrations and the fireworks that followed.

A long but successful day!



WHAT WAS HAPPENING 25 YEARS AGO AT VMRHB

As it is that time of year again when our Annual General Meeting is due to be held, it is interesting to reflect on what was happening at VMRHB 25 years ago.

VMRHB was still being called Hervey Bay Air Sea Rescue in those days prior to 1996 when we became Volunteer Marine Rescue Hervey Bay.

Here are a few summarised snippets from the Rescue One published in September 1992:

- Hervey Bay Air Sea Rescue celebrated 20 years of service.
- The radio repeater at Sandy Cape is changed from channel 83 to channel 22.
- Membership increased to 1,587 which included 209 unfinancial members.
- “After 12 years of service, the shark cat *Rescue II* was pensioned off and replaced with a new 7 metre Shark Cat with pods. The vessel was launched and named *Kingfisher Bay Rescue* on the 9th May. The existing 5 metre Shark Cat, *Suncorp Rescue*, continued to provide excellent service. The cost of *Kingfisher Bay Rescue* was in excess of \$80,000.”



Hervey Bay Air-Sea Rescue's new rescue craft - Kingfisher Bay Rescue - undergoing her first sea trial off the Boat Harbour.

WHAT WAS HAPPENING 25 YEARS AGO AT VMRHB

- “For the 12 months from September 1st, 1991 to August 30th, 1992, the rescue vessels were activated 182 times and used a fuel total of 11,707 litres. Of these activations, 103 were general assists e.g. tows, fuel drops, flat batteries, groundings etc; 13 were searches for overdue vessels; 6 were for medivacs; 6 for community service; and 54 were for crew training.”
- “The radio operators handled a total of 39,566 radio calls over the 1991 - 1992 year with the busiest month being July when 4,119 calls were made. We now have installed in the radio room two 27MHz radios, five VHF radios, and two HF radios.”
- Annual Subscriptions to HBASR included the payment of radio licence fees (which were required in those days but have since been abolished) as follows:

A	Subscription with Boat & 27MHz radio only	\$56
B	Subscription with Boat & other radios	\$68
C	Subscription with Boat only	\$23
D	Subscription Ordinary Member no boat	\$10
E	Working Member no boat	\$ 3

Radio Licences included in above fees were 27 MHz - \$33 & VHF or HF - \$45 which were collected on behalf of the Department of Communications (now called ACMA).

- The HBASR radio call-sign was changed from HN4HV to VMR466 on the 1st October 1992.

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Training News From the Unit Training Coordinator

Crew Training News

During the past quarter, our training staff have been busy with 10 new crew members undertaking their basic training which commenced on the 29th June. Our basic training, on Thursday nights for 10 weeks, consists of an initial induction and a practical application of our standard operating procedures as well as the basic Elements of Shipboard Safety of fire fighting, Work Health and Safety and Survival at Sea. Crews also undertake basic knot training, First Aid and CPR training as well as completing their radio operator proficiency course. There is also a three part Seamanship theory and practical component. On completion, crew are able to apply for a formal Certificate I in Maritime Operations to work on commercial vessels.



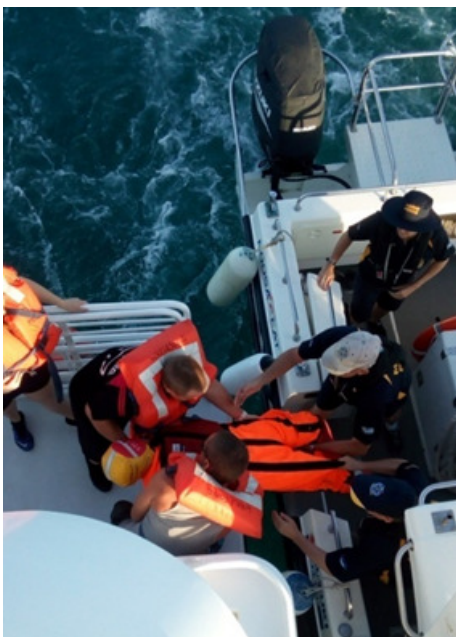
We are also currently progressing two crew members to become boat skippers over an intensive training period culminating in a formal test to assess their ability to drive and command our boats.

We are always looking for motivated, capable and healthy volunteers to become part of our crew base. Our next crew training course commences on Thursday night 28th September and nominations are now being accepted from suitable candidates.

Training News From the Unit Training Coordinator

SES Cadets

The training team is working to develop basic marine training for 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.



Exercises with Whale Boat Operators

During July, we engaged with two whale boat operators prior to the season commencing to allow our crews to become familiar with working with larger vessels and to assist in the training of their crews in aspects of at-sea medical evacuations and recovery of people in the water. These were useful exercises to undertake and showed the necessity for this type of training.

Left : The crew on Whalesong passing our intrepid dummy, DUNKEN to our boat for a simulated medical evacuation.

Training News From the Unit Training Coordinator

VMRHB Radio Operators News

As part of the training for our Radio Operators, volunteers are required to have a good knowledge of our computer-based logging system, be familiar with the local area, perhaps have some boating experience, and be able to work independently following standard procedures. Classroom training is two half days over several weeks and practical experience on the radio follows under supervised shifts. Our next radio course commences on the 9th October and the process for application is the same as for crew.

If you're interested in volunteering, drop into the office during business hours or visit our website [\[follow this link\]](#) to download an application form.

In May, we formally introduced a new radio logging and member computerised database system. Prior to the implementation date, staff were provided training on its use and application. The new system is a distinct improvement on the previous one and staff quickly became proficient in its use.

Radio Courses: Short & Long Range Operator Certificate of Proficiency

As a boat owner, if you have a VHF or HF radio fitted, you (or someone on the boat), by law, must have an operators certificate of proficiency to use it. For VHF only, the Short Range Operator Certificate of Proficiency (SROCP) is required. For those requiring proficiency in HF radio also, the Long Range Operator Certificate of Proficiency (LROCP) is required. VMRHB provides regular courses for both.

As of the 1st August 2017, the Australian Maritime Safety Authority (AMSA) has deemed that the training must include a practical component to demonstrate proficiency in the use of radio equipment. In order to meet this requirement, our courses have been extended to allow students to undertake practical training in the use of these radios. There will be no increase in the cost of the course in the foreseeable future due to these mandatory changes.

If you require a radio proficiency certificate please contact or visit the office or our website to download the application forms.

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SAFETY GEAR: FROM THE OPERATIONS MANAGER



SAFETY EQUIPMENT??

I HAVE EVERYTHING I AM REQUIRED TO CARRY BY LAW.

Fantastic! but when was the last time that you gave it a thorough inspection ?

Do you know how to use this equipment in the event of an emergency?

Most boaties carry all the safety gear required and a few carry extra.

But some boaties carry safety equipment that should be dumped.

Sensible boaties carry out regular inspections of their safety gear because they might need it to save their lives one day!

Don't pretend your safety equipment is good enough to save your life!

Be sure it is!



V SHEET

Orange sheet with large black V, signifying distress in Australian domestic waters. Take it out and check it to make sure it has not deteriorated. When needed, display the sheet in a prominent position on the boat. Do not hang it over the side and down into the water as a passing vessel will not see it.

SAFETY GEAR: FROM THE OPERATIONS MANAGER



FLARES

Check they are in good condition and that the use by date has not expired.

Read the Instructions and know how to use them correctly. Don't wait until an emergency to read them.



EPIRB

Test it before you go out by following the manufacturer's test instructions. Check that it is correctly registered with the Australian Maritime Safety Authority (AMSA). Check the battery expiry date.

Ensure you and your crew know how to activate your EPIRB BEFORE you go out on the water.

SAFETY GEAR: FROM THE OPERATIONS MANAGER

Carry a signalling device such as a torch and mirror. Before any night on the water, make sure the torch has good batteries and that you carry a spare set. Boats can be hard to find in the dark!

A fire extinguisher is handy to have on board even if your boat isn't required to carry one.

Carry a Navigation Chart and a liquid damped compass so that you can pin point where you are.

Manual propulsion oars or paddles (boats under 6 m). These can come in very handy at times.

Drinking water sufficient for everyone on board for the trip as you do not want to get dehydrated.

Pumping/bailing equipment as appropriate to your vessel. A couple of sturdy buckets with lanyards attached can shift a lot of water.

Life jackets must be carried for every person on board. Make sure they are in good condition and everyone knows how to put one on. **Better still wear a life jacket when on the water. Do not skimp on these as they may save your life.** Stow them where they are readily accessible to everyone on board and be sure that they all know where they are stowed. Locations where lifejackets are stowed must be clearly signed with the word "lifejacket" in red text on a white background or white text on a red background. Adhesive stickers are available from most boating outlets. Ensure the type of lifejackets on board are the correct type for every part of your voyage.

Further information about lifejackets, the correct types, and applicable Australian Standards is available at the MSQ website:

<https://www.msq.qld.gov.au/Safety/Life-jackets>

SAFETY GEAR: FROM THE OPERATIONS MANAGER

Anchoring Equipment appropriate to the size of your vessel. Carry a spare anchor and chain. Ensure you have enough anchor rope for the depth of water you are operating in. Inspect the rope regularly for damage and fraying. There is nothing worse than dropping an anchor after an engine failure only to have the rope break and set you adrift. Next stop New Guinea.

Warm clothing if you are going out at night or intend fishing till dark or in cool weather. Vessels that break down after dark may be on the water for several hours before they are reported missing and are located by rescue crews. Hyperthermia sets in very quickly. Be aware of the signs of hypothermia and treat accordingly.

Take a first aid course so that you can provide assistance if needed and have a First Aid Kit on board. Make sure you regularly check it for expired items.

Learn how to use your radio correctly as this may be your only way to call for help. VMR run radio courses regularly. Contact the VMR office for dates.

Mobile phones are designed for non-marine environments but can be used in an emergency. If it is your only means of communications, make sure it is fully charged and preferably have a power bank so it can be recharged on board.

Tell a responsible person your plans and the time you will be home.

Remember to Log on and off with Volunteer Marine Rescue so that we can take action if you do not return by your expected time of return (ETR). This also helps us to provide assistance more quickly if required.

Be up to date with all rules and regulations about boating in Qld.

These are available from the MSQ publication “Queensland Recreational Boating and Fishing Guide” available on the MSQ website:

<https://www.msq.qld.gov.au/>

Dave Marshman – Operations Manager

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QUARTERLY OPERATIONS STATS

JUNE TO AUGUST 2017

TOTAL VESSELS LOGGED: **1,099**

RADIO CALLS: **4,278**

ACTIVATIONS (ex training): **36**

TRAINING/CEREMONIAL

ACTIVATIONS: **33**

WHY SHOULD I BUY A VHF MARINE RADIO?

This is a very good question and one worthy of discussion.

Every boat owner should ask themselves the following questions:

- When I am on the water and experience either an emergency situation where loss of life (including mine and my family) is possible or I am in a breakdown situation and the weather is looking ominous, what communication device do I want on my boat? The answer is the one most likely to save your life and that is VHF radio.
- Should I rely on my mobile phone even though I know the network coverage has areas of no or poor service? This question answers itself. VHF radio is a far better choice and worth the investment. Mobile phones should be regarded as a back up with the primary communications device being a VHF radio.

Many boat owners spend thousands of dollars on their boats and equip them with expensive GPS/Chart Plotters and Fish Finders but forget that the most important device aboard their boat is their radio because their life might depend on it!

There are good reasons why a VHF radio is the best choice for your boat:

- ◆ A VHF Radio provides reliable radio communications and is the most popular choice of recreational and professional boat owners.
- ◆ VHF radio is the world wide standard for near coast marine radio communications and is part of the Global Maritime Distress and Safety System (GMDSS) of which Australia is a signatory.
- ◆ VHF Radio communications is stable and the range varies little with atmospheric conditions. VHF Radio uses Frequency Modulation (FM) and is relatively unaffected by atmospheric disturbances such as thunderstorms. The difference between AM 27 Meg radio and VHF radio is the same as you experience between the old AM stations and the FM ones on your car radio for clarity and lack of noise.

WHY SHOULD I BUY A VHF MARINE RADIO?

- ◆ It is mandatory for all commercial shipping to be equipped with VHF Radio and to monitor Channel 16 (the distress & safety channel). Most boat owners with a VHF Radio will have a Dual or Triple Watch feature. This means they are able to monitor a working channel suitable for their location (e.g. 22 or 73 in Hervey Bay), and also monitor Channel 16 simultaneously. So if you have an emergency situation and call for help on Channel 16, there could be close vessels listening on Channel 16 and they may be willing and able to provide rapid assistance. Channel 16 in Hervey Bay is monitored by Volunteer Marine Rescue Hervey Bay from 0600 until 1800 hours each day and by the Vessel Traffic System (VTS) Gladstone from 1800 to 0600. The VTS coastal network is operated by Maritime Safety Queensland (MSQ). This means Channel 16 is monitored 24/7 should you have an emergency or require assistance.
- ◆ VMRHB broadcasts the BoM weather forecasts and maritime safety alerts (Sécurités) three times per day at 0715, 1215, and 1715 on Channel 67. Should a weather situation such as a strong wind warning occur, VMRHB broadcasts the warning every few hours or more frequently depending on the severity. VMRHB will also advise the weather forecast at any time on request.

WHO SHOULD BE ABLE TO OPERATE MY RADIO?

Ideally everyone on board should be familiar with the basic operation and what channel to use in an emergency. If you are injured, any of those on board may need to call for help.

SHOULD I STILL TAKE MY MOBILE PHONE ON BOARD?

Yes of course. Your mobile phone makes an ideal backup for your VHF radio but in an emergency situation, restrict the number of calls that you make to conserve battery capacity as you could be out on the water for some time.

AUSTRALIAN COMMUNICATIONS AND MEDIA AUTHORITY (ACMA)

ACMA provides further information on the use of VHF Radio for marine safety on their website. [Be sure to read the Fact Sheet.](http://www.acma.gov.au/theacma/marine-vhf-radio)

<http://www.acma.gov.au/theacma/marine-vhf-radio>

ACTIVATIONS SUMMARY 1st June to 31st August

Friday 23 June 1200 :

A 4.7m tinny with 2 PoB experienced engine problems off EU1 and required a tow to Urangan Boat Harbour.

Saturday, 24 June 1030:

A 10m sail catamaran with 2 PoB experienced engine problems about 500m east of Urangan Boat Harbour required a tow back to Urangan Boat Harbour.

Saturday 24th June 1200:

A 6.5m half cabin with 2/1 PoB at Platypus Bay experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 24th June 1600:

A 4.3 tinny with 3 PoB at the Roy Rufus Artificial Reef experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 25th June 1200:

A 4.2m tinny with 1/2 PoB at the Roy Rufus Artificial Reef experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 25th June 1300:

A 5.7m half cabin with 2 PoB had run out of fuel north of Coongul Creek and required a tow to Urangan Boat Harbour.

Sunday 25th June 1830:

A jet-ski with 3 PoB about halfway down the western side of Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 28th June 0930:

A call out was received from the Water Police for a possible Search and Rescue (SAR) at River Heads. Eventually cancelled and did not require VMRHB participation.

Wednesday 28th June 1000:

A 5.5m power catamaran with 1 PoB at Rooney Point had engine problems and required a tow.

ACTIVATIONS SUMMARY 1st June to 31st August

Thursday 29th June 1030:

A 10.3m Flybridge Cruiser with 2 PoB just out of the Urangan Boat Harbour experienced engine problems and required a tow back into Urangan Boat Harbour.

Thursday 29th June 1600:

A 4.9m half cabin with 2 PoB at the northern end of Big Woody Island experienced battery problems and required assistance.

Saturday 15th July 0900:

A 4.7m runabout with 1 PoB near Moon Point experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 16th July 1500:

A 7m half cabin with 2 PoB off Woodgate experienced engine problems and required assistance.

Sunday 16th July 1500:

A 5.6m side console with 2/2 PoB at Coongul Creek ran out of fuel and required a tow to Urangan Boat Harbour.

Sunday 16th July 1815:

A 5.5m power catamaran with 2 PoB at Station Hill experienced engine problems and required a tow to Urangan Boat Harbour.

Thursday 20th July 1600:

A medivac was requested by the Qld Ambulance Service (QAS) for a patient to be transported from Kingfisher Bay to Urangan Boat Harbour.

Saturday 22nd July 0800:

A 5.6m centre console with 2 PoB at the Roy Rufus Artificial Reef experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 22nd July 1045:

A 6m half cabin with 3 PoB at Triangle Cliffs experienced engine problems and required a tow to Urangan Boat Harbour.

ACTIVATIONS SUMMARY 1st June to 31st August

Sunday 23rd July 1100:

A 7m half cabin with 4 PoB on the eastern side of Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 23rd July 1700:

A 6m cuddy cab with 2 PoB at EU2 ran out of fuel and required a tow to Urangan Boat Harbour.

Tuesday 25th July:

Qld Ambulance Service (QAS) requested a medical evacuation of an elderly person from a yacht heading up the Sandy Strait. The patient was transferred to Urangan Boat Harbour and a waiting ambulance.

Wednesday 26th July 1800:

A request was received from the Water Police to check out an anchored and unattended 4m tinny off Big Woody Island. VMRHB attended but was unable to locate the vessel at the provided GPS coordinates. The search was terminated around 1900.

Saturday 29th July:

On returning to Urangan Boat Harbour from a training exercise, VMRHB Rescue III came across a small tinny at EU2 towing a 6m half cab back to the harbour. VMRHB took over the tow and brought the vessel safely to Urangan Boat Harbour.

Thursday 3rd August 1800:

A 7m motor cruiser with 1 PoB at Big Woody Island north experienced engine problems and required a tow.

Sunday 6th August 1200:

A 4.8m half cab with 2/2 PoB at Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 9th August 0030 :

The Water Police requested VMRHB attend to a tinny with 4 PoB drifting near NU2. The boat required a tow to Urangan Boat Harbour.

ACTIVATIONS SUMMARY 1st June to 31st August

Monday 14th August :

An 8.5m half cabin with 2 PoB near Middle Bank North was broken down and required a tow to Urangan Boat Harbour.

Saturday 19th August 0900:

A 4.5m Centre Console with 3 PoB was beached at Wathumba. It was unable to be pulled off the bank and had to wait for the next high tide to refloat.

Thursday 24th August 1200:

A 9.7m yacht required a tow from a berth in Urangan Boat Harbour to the slipway.

Thursday 24th August 2145:

Qld Ambulance Service (QAS) requested a medical evacuation for a patient to be transported from Kingfisher Bay to Urangan Boat Harbour.

Friday 25th August 2330:

Qld Ambulance Service (QAS) requested a medical evacuation for a patient to be transported from Kingfisher Bay to Urangan Boat Harbour.

Saturday 26th August 1300:

A 6m Centre Console with 4 PoB was beached at Moon Point and required assistance to refloat.

Monday 28th August 0815:

A 10m yacht with 1 PoB broken down near Beaver Rock required a tow.

Wednesday 30th August 1500 :

Qld Ambulance Service (QAS) requested a medical evacuation for a patient to be transported from Kingfisher Bay to Urangan Boat Harbour.

Thursday 21st August :

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

Thursday 21st August 2200 :

A 10.9m yacht with 2 PoB at Coongul Creek experienced engine problems and required a tow to Urangan Boat Harbour.

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.

USEFUL WEBSITES

Volunteer Marine Rescue Hervey Bay

<https://www.marinerescueherveybay.org.au>

Maritime Safety Qld

<https://www.msq.qld.gov.au/safety>

Tide Times

<http://www.bom.gov.au/australia/tides/#!/qld>

BoM Hervey Bay Waters Forecast (Boating Forecast & Warnings)

<http://www.bom.gov.au/qld/forecasts/hervey-bay-waters.shtml>

Weather Conditions & Forecasts

<http://www.bom.gov.au/australia/meteype/?ref=ftr>

<http://wind.willyweather.com.au/qld/wide-bay/hervey-bay.html>

BoM Gympie Weather Radar

<http://www.bom.gov.au/products/IDR083.loop.shtml#skip>

GPS Location from Your Smartphone

<https://play.google.com/store/apps/details?id=com.threesixtyentertainment.nesn&hl=en>

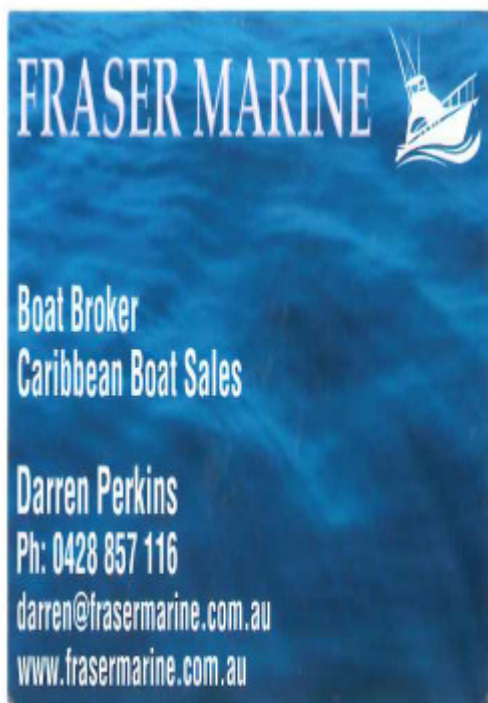


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MEMBERSHIP RENEWALS

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 4:00pm

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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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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