



# RESCUE ONE

**AUTUMN 2019**



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

[marinerescueherveybay.org.au](http://marinerescueherveybay.org.au)

# Volunteer Marine Rescue Hervey Bay Inc.

## Rescue One

AUTUMN 2019 EDITION

**Address:** 1 Buccaneer Drive, Urangan.  
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**Phone:** 07 4128 9666  
**Email:** office@mrq.org.au  
**Web:** marinerescueherveybay.org.au

### MANAGEMENT COMMITTEE

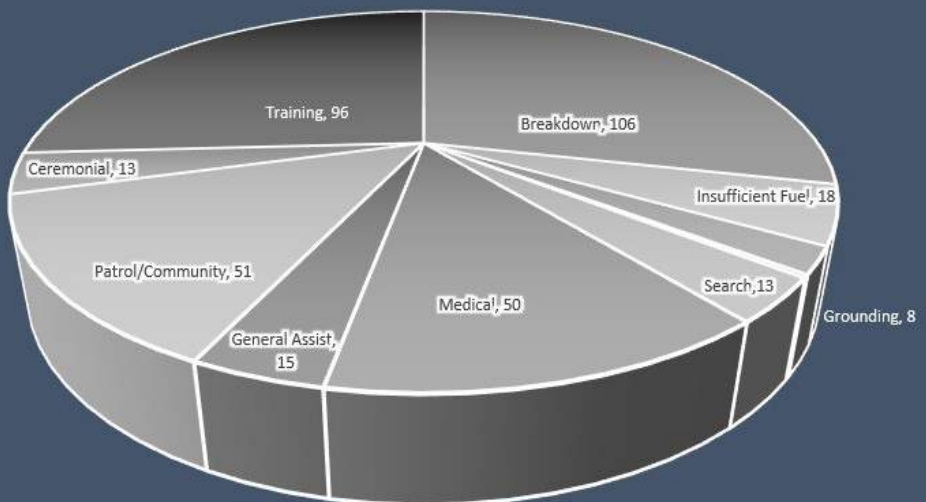
|                                     |  |
|-------------------------------------|--|
| <b>Commodore:</b> John Smith        | <b>Unit Training Coordinator:</b> Vacant       |
| <b>Vice Commodore:</b> Jill Barclay | <b>Vessel Group Coordinator:</b> David Smith   |
| <b>Secretary:</b> Vicki Vlekkert    | <b>Radio Group Coordinator:</b> Graeme Stanton |
| <b>Treasurer:</b> Sharon Abell      | <b>Operations Manager:</b> Dave Marshman       |

### APPOINTED OFFICERS

**Assistant Unit Training Coordinator (Crew):** Mark Bruem  
**Assistant Unit Training Coordinator (Radio):** Jill Barclay  
**Assistant Boat Maintenance Officers:** Gil Townson, Kevin Lategan  
**Corporate Liaison Coordinator:** Graeme Davies  
**Charts & Navigation:** Ross Jensen  
**Operations Officers:** Geoff Friend, Geoff Drake, Peter Dicker, Graeme Stanton  
**First Responders:** Brian Stumer, Andy Clarke, Nick Sennett  
**Wellness Support Group:** Josie Lategan, Gary Brown, Andy Clarke,  
Mick O'Shea, Dave Geoghegan, Jill Barclay  
**Base Provided:** Karen Watson  
**Workplace Health and Safety Officer:** Les Czislawski  
**Working Members Rep:** Phil Woodhouse  
**VMRAQ Zone Delegates:** John Smith, Jill Barclay  
**Grounds/Building/Vehicle Maintenance:** Vacant  
**Editor of Rescue One:** Acting—Jill Barclay/Vicki Vlekkert

# OUR YEAR IN 2018

- **275 operational activations**
- **Helped 409 people**
- **96 training activations**
- **3,298 vessel hours on the water**
- **25,202 litres of fuel**
- **26,085 volunteer hours**



# MARINE RESCUE HERVEY BAY VESSELS

## RESCUE I (Proposed)

Length - 11.94m

Design - Naval Architects Australia

Builder - Allweld Manufacturing

Survey Class - 2C & 2D

Beam - 5m

Draft - 0.5m

Fuel Capacity - 2 x 810L



## HYNE TIMBER RESCUE

Length - 8m

Builder - Noosacat

Build Year - 2012

Cruising Speed - 28 knots

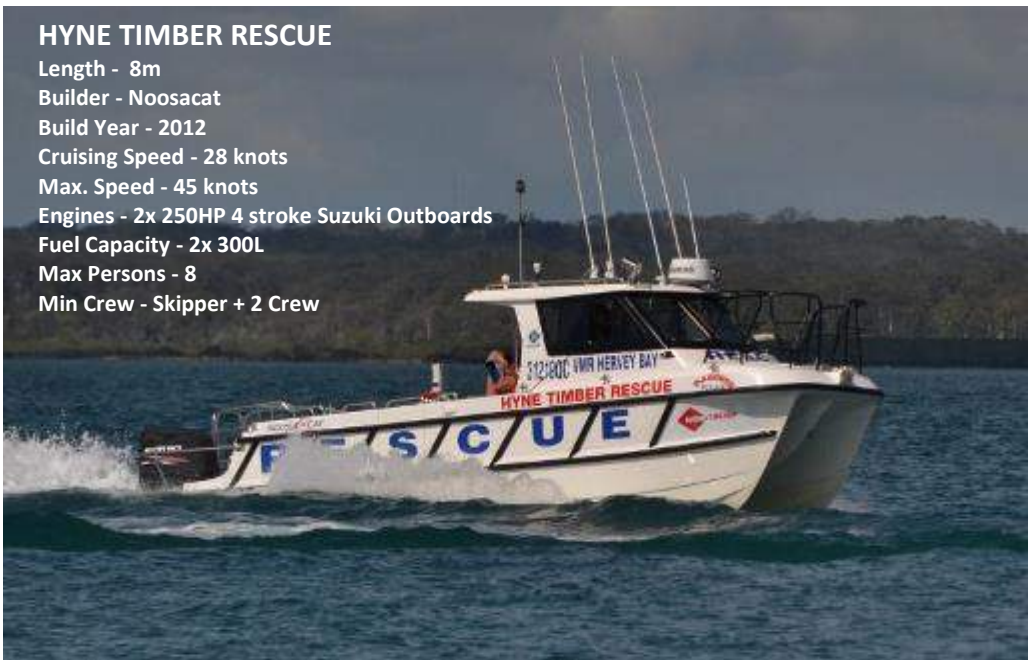
Max. Speed - 45 knots

Engines - 2x 250HP 4 stroke Suzuki Outboards

Fuel Capacity - 2x 300L

Max Persons - 8

Min Crew - Skipper + 2 Crew





# MARINE RESCUE HERVEY BAY VESSELS

## RESCUE III

Length - 7.3m  
Builder - Swift Marine  
Build Year - 2010  
Cruising Speed - 25 knots  
Max. Speed - 37 knots  
Engines - 2x 150HP 4 stroke Suzuki Outboards  
Fuel Capacity - 400L  
Max Persons - 6  
Min Crew - Skipper + 1 Crew



## RESCUE IV

Vessel Model - FX Cruiser HO  
Manufacturer - Yamaha  
Engine - 4 Litre 4 stroke DOHC 132 kW  
Length - 3.56m  
Fuel Capacity - 70L  
Max Persons - 3

# FROM THE COMMODORE



**JOHN SMITH -  
COMMODORE**

Well another year gone; and we plough on with a lot of things happening...still!!

Our 2018 Christmas get-together provided a place to say thank you to all our working members and some of our sponsors and business partners. This year we also recognized some of our volunteers that had dealt with extremely difficult activations or gone above and beyond. I was amazed that not one of these people thought that this recognition was needed. Thank you everybody for what you do.

Over the Christmas and New Year holidays we had an increase in the number of medivacs. Unfortunately not all just simple transfers from Kingfisher Bay jetty using paramedics or our First Responders. We also assisted with transporting paramedics to people stung by Irukandji's in other areas of the bay.

Our grants team have really achieved so much in this last year. What a team. Ross and Sharon, thanks so much for all the new equipment and replacement of gear that you have been able get grant funding for; it is really awesome. Don't get too comfortable though, I have a new wish list!!

New 150HP motors on Rescue III are a real improvement. We looked at putting 4 bladed propellers on these engines to improve towing capacity, unfortunately they created too much lift at the stern of the boat, causing constant over revving and cavitation. This is because of the weight distribution of the boat. We went back to a three bladed propeller - it gives us a very good top speed of 40 knots and a lot of grunt for towing. Not to mention the increase in fuel economy with the new motors.



Our new Jetski (Rescue IV), also funded through a grant, has been used in a Police activation to assist two people with success. We have trained with it in SAR techniques and we continue to improve our procedures through our learnings.

Sharon and Ross also secured a grant for a new Sausage Sizzle trailer, which is currently being built by AllWeld Manufacturing. This long sort after trailer should be in service by Easter. So Gil, you had better psych the boys up.

Our First Responders currently number four and we have just got another four that will start training soon. New Queensland Ambulance OIC, in Hervey Bay Matt, has provided a much broader scope of practice for first responders which may see a change in the way they are used. Matt has spent a lot of time with Life Flight during his career and is very keen to see us form a much better working relationship with these fly boys. Something that I have been trying to do for awhile for the squadron. I think it is called synchronicity.

For the last three years we have provided transport for Surf Lifesavers who have conducted an awareness program for tourists on the western side of Fraser Island while also conducting research by collecting specimens from the beaches of Fraser. This year we have found more confirmed Irukandjis than previous years, with a number of people receiving stings. Tour boat operators in particular were concerned about the amount of information that is not available to them regarding this problem. I spoke with Vice Commodore, Jill about this several times in the early days of this years stinger patrols and after she conducted some late night research she came back to me with this **SILLY** idea because government, council, operators and other parties would not do anything; ***we should!*** As a community support!!! Thanks Jill; I think!! It's early days, but hopefully we can facilitate a positive way forward for this problem, that could have serious effects on tourism here. So I am very happy to say the first meeting of a new community group will be on 10 April 19.



I would hope by the time you are reading this we have signed the contract to build Rescue 1. This has been a lot of work for a few people that after signing the contract will become a lot more work for a few less people. The end result should be something that every member of MRHB can be very proud of, as it is specifically designed for our purpose. Other squadrons have shown interest in the process we went through to gather and interpret our statistics and then develop an approach to build a vessel of best practice for our tasks. At a prebuild meeting with All Weld this week we have agreed on the most practical method of delivering Rescue 1 and conducting sea trials. She will travel by road from Maryborough to the ship lift at Urangan where she will spend some time on the hardstand before touching water for the first time.

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# VIEWS OF A NEW CREW MEMBER

by Sharon Davies



At this stage of my life (being 57) I was feeling comfortable within myself. I needed to find something that would take me out of my comfort zone and challenge me by building up my confidence and make me push myself. I wanted my children and grandchildren see that age or gender shouldn't be a barrier for them in achieving their goals.

I had been volunteering at Marine Rescue Hervey Bay for two years, in the office and was part of a team applying for Grants. My partner Graeme started as a crew member and is now training to become a Skipper. For two and a half years I had watched him participating in Medivacs, breakdowns and training on the water. This to me was more exciting than sitting in an office, so the challenge was on to better myself. I asked myself what was stopping me from becoming a crew member, was it my age...no...was it because I'm a female...no....then what was it?? My answer was nothing, so I enrolled in the next crew course.

In November I, and five enthusiastic others became the new crew graduates for 2018. Our team consisted of five mature aged students, three being females and one considerably younger gentlemen who had trouble keeping up with us at times.....



Over the duration of the course we learnt how to use a Marine Radio with confidence, fight fires, use flares and an EPIRB, tie knots, understand the use of beacons and buoys and gain a range of local knowledge. We also learnt what is required from us as a crew member while on a rescue vessel, and how to work as a team. The learning aspect of the course wasn't always in the training room, we had a fun day at the local pool where we learnt survival at sea skills . We had to tread water and get used to being in the water with a lifejacket on. While it was serious, there was also a lot of laughter and fun on that day. The six of us certainly formed a strong and lasting friendship.

With the course finished and all having passed, we were put onto the crew roster. I was so excited but a little nervous when I received a call for my first activation. I didn't need to worry as the skipper, senior crew and crew all made me feel welcome and showed me the "ropes" so to speak! I managed to fit in a Medivac and a few Activations before the New Year; my confidence was on the rise.

On 13 January I was part of the Duty Crew. We had just completed our boat checks and I was on my way home when I received a call from the Radio Operator to return to base. I was to assist in my first Search and Rescue. Surprisingly, it was quite exhilarating simply getting the call. I had so many thoughts going through my head: am I capable? what will we find? and what condition will these people be in? All the unknowns certainly had my pulse racing.



Arriving back at the base I was informed that a couple in their mid fifties had taken out their 14ft catamaran and it had capsized in the strong wind. The female was unable to swim but had a life jacket on. Her partner had made the choice to swim approximately 1km to shore to seek help while she stayed on the overturned catamaran waiting to be rescued. Due to the wind and tide the catamaran was drifting further from the shore.

Our vessel, Hyne Timber Rescue along with four capable crew headed out to find the overturned catamaran. I can remember thinking to myself what sort of emotions and thoughts was the lady going through? Knowing that she was so far from the shore and unable to swim. Were we going to be able to find her before it got dark? Were there sharks around? All the unknowns! As we got closer to the co-ordinates given, it didn't take the skipper long before he spotted the craft in trouble. The skipper got as close as he could to assess the situation. We could see that the female's body was rigid with fear as she sat on the exposed part of the craft; I could actually see the terror on her face. By the time we arrived she had been in the water alone for nearly two hours and was very fatigued.



Due to the rough conditions, the only way we were going to rescue her was to get her to enter the water so we could get her into our vessel. A life ring with an attached line was thrown into the water and we encouraged her to slide into the water and grab the ring. When we threw her the ring I felt my heart stop; I was willing her to grab that ring. I remember thinking at one stage, if only I could jump in and help her but our policy is that we aren't to enter the water due to safety reasons. Very slowly she edged herself off the hull and into the water, she was too afraid to let go of the catamaran. Finally she let go with one hand and reached out to grab the life ring. Now that she had hold of the ring, we were able to pull her to the side of our vessel, the boys were then able to put their arms under hers and hoist her into the safety of Hyne Timber Rescue. We thought it best to take the passenger in to shore then return to recover the catamaran.

We made our way to shore where her partner and the Police were waiting. When we arrived you could see the relief rush through her. On seeing her partner her eyes filled with tears and I heard her say to him, "I thought you were dead"...She was so thankful and couldn't thank us enough. It made me proud to be part of the experience!



Once she left for the hospital in the ambulance her partner joined us to retrieve his boat. He stated that it was only the second time he had had his catamaran out, the first using the sail and it would also be his last!

Arriving back to his overturned catamaran he was able to step off our vessel and swim over to it. After a few attempts he was able to secure a line around the craft so we could tow it to shore. We were unable to right the craft due to the position of the sail and that complicated matters. The owner ended up cutting the rigging to loosen the sail which made it easier for us to successfully tow it back to the boat ramp.



After the catamaran and its deflated owner were safely back at the boat ramp Hyne Timber Rescue with her competent and satisfied crew headed back to the base knowing that we had saved a life.

I have to ask, what better way is there to get a person to step outside their comfort zone, to build a persons confidence, and to make them proud of what they are achieving? The answer is, find something you enjoy doing, surround yourself with people who have the same interests and become part of an amazing team. Push yourself and overcome any fears you may have and take pride in the tasks at hand. This is me!!!

PS— on our Facebook post about the activation, the lady who we rescued commented:

*"I am very proud and very very grateful to all involved. I am alive today because of your awesome efforts. Suffice to say my boating days are over even as a passenger but again thank you all so very very much."*

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## CHANNEL 22 REPEATER—SANDY CAPE”

The Channel 22 repeater at Sandy Cape provides radio coverage for the northern third of Fraser Island (both inside and outside of the island), as well as many of the fishing spots in the outer Wide Bay and the new dive spot – ex HMAS Tobruk. Mobile phone coverage in this area can at best be described as sporadic, with little or no coverage in many parts of the area. The repeater provides a working channel for boaties and both marine rescue organisations.

**The Channel 22 repeater remains out of commission due to storm damage since mid December 2018.**



*The aerial shouldn't be on that angle!*

The repeater is jointly owned and maintained by Hervey Bay and Bundaberg Marine Rescue. After full inspection of the repeater station by a reputable marine electrician, it was considered beyond any form of repair. The recommendation was for complete replacement of the radios, aerials and wiring at a quoted price in excess of \$30,000.

Marine Rescue receives no government funding for replacement / maintenance of radio repeater stations. We are unable to undertake any work on the repeater until funding is secured. We will be seeking grant funding.

***Update: Marine Rescue Hervey Bay has received a donation of \$5,000 towards the cost of replacement equipment from the Hervey Bay Game Fishing Club. Also we received \$500 from Bundaberg Sports Fishing Club. Thank you so much!!***



## SOME GENERAL OBSERVATIONS FROM RECENT ACTIVATIONS



**Anchoring** is still proving to be a problem for some. As they anchor up at low tide, toss out the anchor, wait till it hits bottom and tie it off. Please remember to let out plenty of line to allow for the rise in the tide and keep an anchor watch. Also monitor the weather and put out a second anchor if the wind is going to blow.

Being pushed towards the rocks is not a pleasant experience.



We have had the usual **groundings** where boaties and Jetski riders have stayed too long in shallow water and have had to stay put for the next tide. The sand flies and mosquitos say thanks for the meal. Time and Tide wait for no man.



**Flat batteries** are another common cause for a breakdown. Check them regularly and take them into a dealer and have them load tested at least every 12 months. Most places like Battery World are only too happy to do this and will give you a report on their condition.



**Fuel** or should we say the lack of is another cause for boats to end up in trouble. Remember the rule of thirds. One third for the trip out, one third for the trip home and one third in reserve especially in heavy going.

Some people think that we must rescue the vessel along with the occupants, but this is not the case. Our priority is people, followed by property - **only if possible**.

**Log on** with MR HB when you leave, let us know if you change your intentions and **Log off** on your return. We are amazed by the number of boaties that go out there and fail to do these simple procedures.

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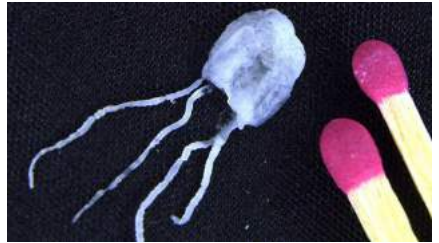


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# Irukandji

## *Irukandji - what are they?*

They are small, transparent box jellyfish, 1-2cm in diameter, which usually cannot be seen in the water.



## *What are the symptoms of a sting?*

Irukandji cause an initial minor sting/irritation followed 5-40 minutes later by severe muscular pain, headache, vomiting and sweating. The sting from some species can cause very high blood pressure or have effects on the heart which may be life threatening. These symptoms are known as 'Irukandji Syndrome'.

## *What should I do if someone gets stung?*

1. Remove casualty from the water
2. Assess casualty for at least 45 minutes. Commence CPR if necessary
3. If casualty has more than one sting or looks/feels unwell, call triple zero (000) and seek assistance immediately
4. Liberally douse stung area with vinegar for 30 seconds to neutralise invisible stinging cells. (If vinegar is unavailable, rinse sting well with sea water. Do NOT apply fresh water directly onto the sting as it may cause the stinging cells to discharge nematocysts—and make the situation worse)
5. Apply cold pack or ice for pain relief - as above do not apply directly onto the sting site.

## *Aren't they only found in the tropics?*

There have been confirmed Irukandji found in the Wide Bay area over a number of years. And there have been people who have presented to hospital with symptoms of 'Irukandji Syndrome', following a sting.

## *Should I go swimming in summer?*

The recommendation is that you wear a stinger suit when swimming during the summer months.





# Research and Awareness Campaign Irukandjis - with Surf Life Saving Qld

For the last three years, over late December and January, we have provided transport for Surf Lifesavers who have conducted an awareness program for tourists on the western side of Fraser Island while also conducting research by collecting specimens from the beaches of Fraser.



Surf Lifesavers used a drag net to collect samples from Moon Point to Wathumba, on the western side of Fraser Island. The research indicated a number of interesting findings, including the likelihood of finding Irukandjis increased when the water temperature was above 26°C and there was plenty of their food in the water. This food source was present in the water on some days and other days it had completely disappeared from an area. More research is needed as there is so much more that we don't know.

This year we found more confirmed Irukandjis than previous years. A number of members of the public also received confirmed Irukandji stings over this summer.

Many holiday makers believed they were safe from Irukandjis in this area. The research indicates otherwise.



# BLUE WATER REVIEW INTO COASTGUARD AND MARINE RESCUE

Volunteer Marine Rescue squadrons (26) and Coast Guard flotillas (21) across Queensland provide essentially the same roles in the marine environment.

These roles include:

- Emergency search and rescue
- Groundings, sinkings, drifting vessels
- Medical evacuations
- Breakdown services - tows, jumpstarts, fuel issues
- Safety patrols
- Emergency marine radio monitoring
- Weather broadcasts
- Vessel log on and log offs

The State Government via the Dept of Queensland Fire and Emergency provides partial operational funding to these squadrons and flotillas for their **emergency search and rescue role only**. The other roles above are NOT funded by the state government. Local community funding is required to keep these services afloat.



On 26 July 2018, Fire and Emergency Services Minister Craig Crawford announced he had asked QFES Commissioner Katarina Carroll to review the operations of the state's marine rescue organisations.

The media release quoted the Minister: *"I am of the view that there is scope for enhanced efficiency and effectiveness in the Queensland marine rescue environment"* and *"I want to ensure funding provided for blue water rescue services is delivering value to the Queensland community, and Commissioner Carroll shares my view that it's now time for an across-the-board review."*

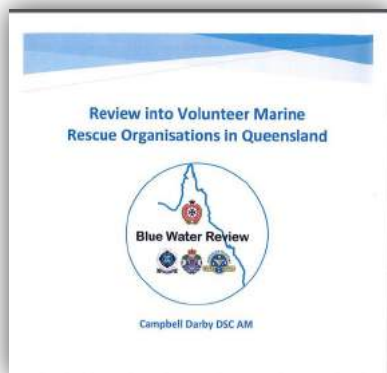
Retired Royal Australian Navy Commodore Campbell Darby DSC AM was announced to lead the review. Campbell Darby made it his mission to visit every VMR and Coast Guard across the state, so he could talk to rank and file volunteers.

In short the major issues identified by VMR Hervey Bay included:

- Sustainability - replacement and maintenance of vessels, buildings, safety equipment etc
- Recruitment and retention of skilled and qualified volunteers
- Duplication of overheads by having two separate organisations

The initial review gives an insight into the issues the two organisations currently face. The initial review documentation was released on 16 Jan 2019 and can be found at:

<https://www.qfes.qld.gov.au/Pages/Review-VMR.aspx>



A Blue Water Review Working Group has recently been formed.

Members of this group include:

- **Ms Cher Barron** –AVCGA State Council.
- **Mr Jason Boon** – AVCGA Redland Bay.
- **Mr Steve Bellamy** – AVCGA Mooloolaba.
- **Mr Adrian Westerman** –VMRAQ State Exec.
- **Mr Warren Francis** – VMR Burdekin
- **Mr Charles Linsley** – VMR Mackay

This group will help develop the future vision for volunteer search and rescue in Queensland.

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## SAFETY - MSQ TIPS

There is a wealth of information on the Maritime Safety Qld website. Check it out at: <https://www.msq.qld.gov.au/>

Some of the safety campaigns that MSQ have run include:



Encourage recreational operators to take responsibility for their actions on the water and for skippers to be aware they are ultimately responsible.

Skippers should:

- Prepare by having the correct equipment for the journey, keeping it well maintained, monitoring expiry dates and checking that it's working properly.
- Make sure safety equipment is quickly and easily accessible, particularly in an emergency, and make sure everyone on board knows where it is.
- Know how and when to use safety equipment because conditions can change quickly, and at the first sign of trouble life jackets should be donned with other safety equipment readily at hand.
- Wear life jackets in dangerous situations such as crossing bars but also be aware that even on clear, calm days things can go wrong.

## Real boaties, real lives

This boating safety campaign uses stories from real boaties to highlight the importance of carrying the right safety equipment and knowing how to use it.

Skippers and their passengers failing to carry and know how to use safety equipment are key contributing factors to marine fatalities.



“Within seconds,  
water was pouring  
in everywhere”

“On a short trip to Tangalooma our transom broke and within seconds water was pouring everywhere. I guess it was a good thing we were well prepared, it meant a bad situation didn't turn into something much worse.”  
- Shane Austin Caloundra  
To read the full story visit [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

**Real  
beauties  
Real  
lives**

The Lifejacket - Wear it! campaign is about saving lives.

Lifejackets improve the survival rate of incident victims, particularly after an incident such as capsizing, sinking, swamping or falling overboard.

In fact, when you are surrounded by water, a lifejacket could save your life. Lifejackets are not an optional safety feature—think of them as the seat belts of the sea.

Don't wait until it's too late—it's common sense to put on your lifejacket before you need it.



**Lifejacket  
Wear it!**

It can't save you  
if you're not wearing it.

**All of the messages behind these campaigns  
are still very valid**

# EXPIRED FLARES - WHAT TO DO WITH THEM

**All flares** have an expiry date printed on the packet so please check. Do you have any? Not sure?



Some tips for you:

- ▶ Did you know it is illegal to keep out of date flares?
- ▶ Do not keep them on your boat after the expiry date as they can become dangerous (they are an incendiary device). Consider the risk when disposing of flares.
- ▶ Please do NOT dump them with general rubbish as this could cause a fire at the tip. During the hot summer months, there is an increased risk of flares combusting in general waste bins and in the landfills.
- ▶ Also, please do not leave them at the VMR building – it is often unattended and flares can be dangerous if found by minors.
- ▶ Take out of date flares to Maritime Safety Qld, Buccaneer Drive, Urangan. Office Hours: Mon - Fri 8.30am - 4.30pm.

Now what about **Emergency Beacons** (EPIRBs)

Again these have expiry dates printed on them.

- ▶ Every year, thousands of dollars are spent searching for beacons in landfills making valuable emergency resources unavailable for real emergencies and putting lives at risk.
- ▶ Emergency beacons need to be disabled to avoid inadvertently activating a signal.
- ▶ Battery World collect and recycle EPIRBs
- ▶ If you drop an expired EPIRB in to Marine Rescue Hervey Bay and give us a donation of \$5, we'll take it to Battery World for you.



Don't forget to advise AMSA that you have disposed of your EPIRB and register any new one. You can do this online at the AMSA website.

<https://www.beacons.amsa.gov.au/Public/PreRegistration/Beacon>



# VALE PETER CRAWFORD



**Peter Alan Crawford**

**29.3.1931 - 14.2.2019**

Peter had a wide a varied life including 9 years in Fiji managing a large rural station. He retired to Hervey Bay in the early 1990s and took the opportunity to volunteer with Air Sea Rescue.

Peter served as Commodore of Air Sea Rescue Hervey Bay from 1994 - 1996.

After leaving Air Sea Rescue (which became Volunteer Marine Rescue in 1996), Peter spent over 20 years in the local Probus Club serving his community.

After Peter's wife, Mary, passed away two years ago, he moved into Torbay Retirement Village.

Peter died on Valentines Day 2019, at the age of 87.

Our condolences go out to Peter's family .

RIP Peter.

# MARINE RESCUE HERVEY BAY LAST 3 MONTHS IN PICTURES





# ACTIVATIONS



## QUARTERLY OPERATIONAL STATS

1st Dec 2018 - 28th Feb 2019

### ASSISTS

|                         |           |            |
|-------------------------|-----------|------------|
| Search and Rescues      | 7         |            |
| Medivacs                | 21        |            |
| Breakdown               | 25        |            |
| Insufficient fuel       | 2         |            |
| Drifting                | 1         |            |
| Grounding               | 1         |            |
| Sinking/Sunk            | 0         |            |
| General/Urgent Assist   | 5         |            |
| Community Support       | 21        |            |
| Scattering of Ashes     | 0         |            |
| Training Runs           | 16        |            |
| <b>Total</b>            | <b>99</b> |            |
| <b>Persons assisted</b> |           | <b>127</b> |

### RADIO

|                      |      |
|----------------------|------|
| Radio Calls          | 2958 |
| Total vessels logged | 631  |



# NOTABLE ACTIVATIONS

1 DEC 18 - 28 Feb 19

**Tuesday 4th December 2018:**

## **Three Divers missing off the Artificial Reef**

Mid afternoon on Tuesday 4th December the radio room received a call from the Water Police that a dive vessel had 3 divers missing at the Roy Rufus Artificial Reef off Big Woody Island.

A storm had come up in the bay making it very difficult conditions to be able to see people in the water. The dive boat had been searching for an hour or so before reporting the incident.

Hyne Timber Rescue and Rescue III were activated with full crews to search the area from the artificial reef to South Point. This was the direction of the flow of the tide.

The missing divers, who had remained together, were located at 4.20pm, within half an hour of the search commencing. They had drifted with the tide some 2.5 nautical miles (4.5km) from their original position. The divers were picked up by Hyne Timber Rescue and returned to the dive boat after drifting in the water for about an hour and a half.

Communication, coordination and teamwork!



# NOTABLE ACTIVATIONS

## 1 DEC 18 - 28 Feb 19

### Thursday 13th December 2018:

#### Search and Rescue Exercise - Mock EPIRB activation

The scenario was a power boat with an EPIRB going off north of Big Woody Island, at 4.30am this morning. The first crews were activated to search on Hyne Timber Rescue and on Rescue IV.

Some crew got a little longer in bed, with a second EPIRB being recorded off Little Woody Island at about 5.30am. The crew on Rescue III searched this area carrying out standard search patterns.

A debrief of radio operators and the two crews provided some good learnings for everyone. A successful exercise.



WE TRAIN TO BE READY FOR THE UNEXPECTED AT ANY TIME.

### Friday 28th December 2018:

#### Medivac - Irukandji sting victims

MRHB had spent the last few days assisting SLSQ with Irukandji research and education on the western side of Fraser Island.

At 5.30pm we were activated for 4 children who were stung by these tiny evil creatures, at Triangle Cliffs. 2 were airlifted by the RACQ Life Flight helicopter to the Hervey Bay Hospital with severe symptoms. We transported the paramedics.



# NOTABLE ACTIVATIONS

## 1 DEC 18 - 28 Feb 19

### Christmas Day 2018

So it's Christmas Day...you might have thought it would be a quiet one!! But no we had 4 jobs after 4.00pm.

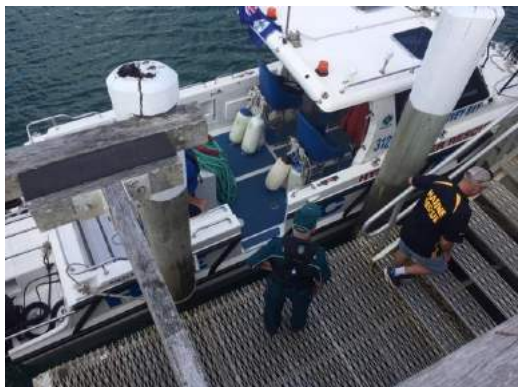
16:15 - Left on our first job which was a medi-vac from Kingfisher Bay for a patient needing to be returned to Hervey Bay hospital.

17:15 - Second job - as our boat was returning from KFB, we had a report of a large log (the size of a tree) floating off the Urangan Pier. 17:30 our boat goes for a look to see if they can find the log.

17:45 - Third job - found the log, but while towing it back to the harbour, a boat returning from Wathumba reports it has run out of fuel near Moon Point. 18:20 our vessel leaves to go and tow in this boat. And the sun is setting on Christmas Day!

19:40 - Fourth job - our vessel is just refuelling from the tow job when a member of the public reports a parachute flare on the line of sight from River Heads to Kingfisher Bay. Call 000 and request what the Police would like us to do. 20:25 - Change of vessels and we head out to complete a sweep of the area. 21:30 - we have cleared down to River Heads via barge gutter and now start to head back across to Kingfisher Bay and the moon is out! 22:00 - no sightings of any boats in distress, requested to stand down by Police and return to Urangan Boat Harbour. 22:30 - our vessel gets back to harbour. 22:45 - our vessel returns to the pontoon. 23:00 - we get to go home!!

And that was our Christmas Day done and dusted!!



# NOTABLE ACTIVATIONS

## 1 DEC 18 - 28 Feb 19

### Friday 15th February:

#### Houseboat in distress off Burrum Heads

The crew of Hyne Timber Rescue had a busy day on Friday 15th February. The started with an early morning medivac from Kingfisher Bay.

Conditions on the water were very ordinary with 30knot SE winds blowing.

Mid morning the Water Police called and requested that we urgently assist a 12 metre houseboat in difficulty five nautical miles off Burrum Heads. Their instructions to us were to go and investigate the situation and take the people on board off if necessary.

Hyne Timber Rescue left the pontoon at 11.00 and made their way as fast as possible to the large houseboat. It was quickly evident that towing was not an option. Conditions were such that Hyne Timber Rescue couldn't even come along side to evacuate the crew. We had the occupants (two blokes and dog!) get into their inflatable dinghy and cast off so we could take them onto Hyne Timber Rescue with minimal risk. Once on board, we had to leave the houseboat anchored where it was, and head back to Urangan. The trip home was slow and rough, with waves breaking right over the cabin. Quite an experience for all concerned.



The vessel was subsequently reported on Coonarr Beach (between Woodgate and Elliott Heads).





# NEW QUEENSLAND REGISTRATIONS

Queensland registered vessels have been issued the same arrangement of registration numbers for 20 years when processing a new registration application. This has been AB123Q for example.

In 2018 the registration numbering system was changed to 3 letters and 2 numbers but staying with the Q for Queensland.



## TRIVIA - NOT YOUR OXFORD DICTIONARY!

**Lobster:** Someone who throws poorly

**Maritime:** Hour of a wedding

**Octopus:** A cat with eight legs

**Silverfish:** A precious fish that is not quite as good as a goldfish.

**Mosquito:** An insect that makes you like flies better

**Malediction:** The way men talk

**Heroes:** What a guy in a boat does

**Polarise:** What penguins see with

**Selfish:** What the owner of a seafood store does

**Buccaneer:** What pirates pay for corn these days.

# **MARINE RESCUE HERVEY BAY**

## **SUPPORTER MERCHANDISE**

**NOW ON SALE**  
**AT THE ADMIN OFFICE**  
**MONDAY - FRIDAY 9AM > 2PM**

- Stubby Coolers - \$6.00
- Peak Caps - \$15.00 (These are strong cotton and not the cheap nylon ones)
- Bucket Hats - \$11.00
- Key Rings with light - \$2.00
- Lanyards - \$3.00
- Sun shirts -\$65.00

We also stock a selection of local charts for the Great Sandy Strait / Fraser Island area.





## RADIO COURSES

Marine Rescue Hervey Bay runs radio course and exams for those boaties wishing to gain their marine radio licences - LROCP (Long Range Radio Operators Certificate of Proficiency) or SROCP (Short Range Radio Operators Certificate of Proficiency - VHF radio only).

Course and Exam dates for 2019 are:

Sat 11th May 2019

Sat 10th Aug 2019

Sat 9th Nov 2019

Please note that the deadline for applications is the Friday one week before the course date to allow for ample study time and administration processes.

Call in to the office and ask them all about it or complete an application form online at: <https://www.marinerescueherveybay.org.au/radio->



**Buccaneers**  
A.B.N. 49 700 718 922  
**HERVEY BAY'S**  
**LARGEST CHANDLERY**



**YAMAHA**  
Platinum Dealer

OPEN:  
8 am—5 pm Monday to Friday  
8 am—12 noon Saturday

**The Name**  
**To Go To Sea With**



**YAMAHA**



**GARMIN**



**STACER**



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**SEA JAY**  
ALUMINUM CRUIZERS



**YMF**  
YAMAHA  
MOTOR  
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**Unit 1/19 Islander Road**  
**Hervey Bay QLD 4655**  
**Phone: 07 4124 6988**  
**Fax: 07 4194 2364**  
[www.buccaneers.com.au](http://www.buccaneers.com.au)





**Marine Rescue Hervey Bay relies on funding from the community to continue to provide their services. We greatly appreciate this support and would like to publicly thank the following for their donations over recent months:**

|                                   |                           |
|-----------------------------------|---------------------------|
| HYNE TIMBER                       | TED SORENSEN              |
| HERVEY BAY RSL                    | MANSONIC LODGE MUNDUBBERA |
| HERVEY BAY GAME FISHING CLUB      | BAYSIDE SLIMMERS CLUB     |
| RICHERS                           | RICHARD RYAN              |
| THE BAY OP SHOP                   | KEVIN STAFFERTON          |
| SPEC SAVERS PTY LTD               | JASON KOLLANYI            |
| JACK MOONEY                       | AARON PETHERBRIDGE        |
| BURRUM HEADS BLUE WATER BOAT CLUB | PETER GALLAGHER           |

**..... and a number of other donors who wish to remain anonymous.**



# CUDDLE BEARS

This is an initiative of the Commodore, John Smith....he obviously has too much time on his hands!

Being one of our skippers who regularly heads across to Kingfisher Bay to pick up medivac patients, John has seen many children returned to Hervey Bay for treatment at hospital. Some of these children are a bit sad due to their particular condition or they are not happy about coming back in the boat in rough conditions. Sitting on John's desk is a QAS teddy bear.



Why don't we create Marine Rescue bears to comfort children who are involved in a marine rescue??

John purchased/procured a few teddy bears and courtesy of our Secretary Vicki Vlekkert, who is a bit of whizz on the sewing machine, we have a number of these cuddle bears available to give some comfort to children whether it be on a medivac or a breakdown. Vicki has her own fashion label: Vicki V Designs!!



If you would like to donate a teddy bear for this initiative, we would be only too happy to accept them in the office, during office hours.

New or used (clean and in good condition) will be accepted.

# COMMUNITY GRANT

## Stop Press!!

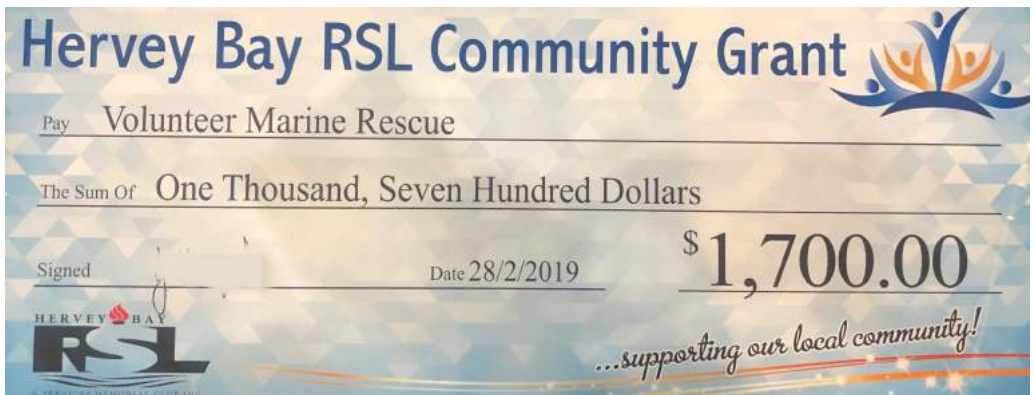
On 28 Feb 2019, Marine Rescue Hervey Bay was amongst 37 community groups who received a grant from the Hervey Bay RSL. A total of \$140,000 was given away in grants. Last year the Hervey Bay RSL disbursed \$460,000 back in to the community by supporting groups and charitable organisations.



Marine Rescue Hervey Bay received a grant of \$1700.00 which will go towards the purchase of new crew safety tethers and children's PFDs.

MRHB wouldn't exist without the generosity of our donors and supporters.

A huge thank you Hervey Bay RSL. Also thank you to Ross and Sharon, our grants submission team.





## MARINE RESCUE HERVEY BAY MEMBERSHIP FEES

### **\$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 assist), 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 assist), with a minimum fee of \$50.

**2nd & 3rd Vessels for either So\$ or ordinary members are \$40 per vessel**

### **\$11.00      Members with No Boat**

#### **Payment Methods**

On our website at : [marinerescueherveybay.org.au](http://marinerescueherveybay.org.au)

Payment can also be made over the phone by Credit Card, or in person at the MR Hervey Bay office in Buccaneer Drive (next to the Boat Club).

Alternatively payment can be made by direct deposit to BSB 064492 Account No. 10075748.



## RECIPROCAL RIGHTS FOR MARINE RESCUE HERVEY BAY So\$ MEMBERS

One of the benefits of being a member of Marine Rescue Hervey Bay, is the reciprocal rights with other areas. This gives you reduced towing or assistance costs if you ever need help in certain areas along the Queensland Coast.

Here are the current arrangements in place....more to come! You need to be a financial SO\$, Gold or Ordinary member of Marine Rescue Hervey Bay to be able to access these.

- If you take your boat out in one of the following VMR areas: Gladstone, Round Hill (1770), or Bundaberg and you need assistance, you will pay 1.5x the cost of the fuel they use. SO\$ and Gold members can claim the costs back against your MRHB membership. The tow will be counted against your annual MRHB membership. Ordinary members get a reduction in the normal fuel costs of a tow, so there are benefits for you as well.
- If you are an SO\$ or Gold member and you take your boat to Brisbane or the Gold Coast (Caloundra Bar south to Tweed Heads), VMR or Coastguard will assist you for \$100 per hour (up to a maximum of \$200). You will be towed to the closest safe haven. They will charge MRHB direct for this service. Again the tow will be counted against your annual MRHB membership. If you are an Ordinary member you can also access the \$100 per hour cost, but you will need to pay this to the VMR or Coastguard providing the tow.

For clarification, reciprocal rights do not apply north of the MR Gladstone area or for the Coastguard squadrons on the Sunshine Coast, or any Marine Rescues or Coastguards outside of Queensland.

# AREA RADIO CHANNELS

| LOCATION      | STATION                         | CALLSIGN | TELEPHONE   | VHF CHANNELS               | HF SSB                           | 27 MHz         |
|---------------|---------------------------------|----------|-------------|----------------------------|----------------------------------|----------------|
| CALOUNDRA     | COASTGUARD                      | VMR404   | 07 54913533 | 16<br>73                   |                                  | 27.88<br>27.91 |
| MOOLOOLABA    | COAST GUARD                     | VMR406   | 07 54443222 | 16<br>67<br>73<br>21<br>80 |                                  | 27.88<br>27.90 |
| NOOSA         | COASTGUARD                      | VMR405   | 07 54743695 | 16<br>22<br>80             |                                  | 27.88<br>27.91 |
| TIN CAN BAY   | COAST GUARD                     | VMR417   | 07 54864290 | 16<br>67<br>80<br>82       |                                  | 27.88<br>27.90 |
| SANDY STRAITS | COAST GUARD                     | VMR421   | 07 41298141 | 16<br>80<br>82             |                                  | 27.88<br>27.90 |
| HERVEY BAY    | VOLUNTEER<br>MARINE<br>RESCUE   | VMR466   | 07 41289666 | 16<br>67<br>22<br>73       |                                  | 27.88<br>27.91 |
| BUNDABERG     | VOLUNTEER<br>MARINE<br>RESCUE A | VMR488   | 07 41594349 | 16<br>67<br>22<br>80<br>81 | 2524 KHz<br>4125 KHz<br>6215 KHz | 27.88          |
| ROUND HILL    | VOLUNTEER<br>MARINE<br>RESCUE   | VMR477   | 07 49749383 | 16<br>81<br>82             | 2182 KHz<br>2524 KHz             | 27.88<br>27.91 |
| GLADSTONE     | VOLUNTEER<br>MARINE<br>RESCUE   | VMR446   | 07 49723333 | 16<br>80<br>82             | 2182 KHz<br>2524 KHz<br>4125 KHz | 27.88          |

# HB RADIO CHANNELS & WEATHER

## 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 Island Coastal Waters, Sandy Cape to Double Island Point. These are followed by local observations and tides at Urangan Boat Harbour.

# VISITING THE FRASER COAST?

Head out on the water with total piece of mind, with a  
Marine Rescue Hervey Bay

## VISITOR MEMBERSHIP

THE IDEAL GIFT FOR FAMILY  
AND FRIENDS

Only **\$40**

For a 30 day membership

Join online at : [marinerescueherveybay.org.au](http://marinerescueherveybay.org.au)

### VISITOR MEMBERSHIP ENTITLES YOU TO:

- One tow / assist FREE\* of charge during your membership — in breakdown or emergency situations

- Choose your start date

Notes:

1. A ceiling of \$200 fuel cost applies
2. Only available to visitors to the Fraser



**Get yours today!!**

*Be boat smart and stay safe on the water.*



### IT PAYS TO BELONG!

Recently a boat owner from NSW joined as a Visitor Member. Two days later when he went out for the first time in Hervey Bay waters, he lost his propeller. Marine Rescue Hervey Bay returned him to the boat harbour for FREE, as part of his Visitor Membership. The cost if he hadn't been a member would have been in the vicinity of \$300.

A PERFECT GIFT for visiting friends or family — Get yours online or through the Marine Rescue Hervey Bay office.