



# RESCUE ONE

WINTER 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

WINTER 2019 EDITION

**Address:** 1 Buccaneer Drive, Urangan.  
P.O. Box 7120 Urangan QLD 4655  
**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:** Reg Treston  
**Editor of Rescue One:** Jill Barclay

# SCATTERING OF ASHES

## **Did you know Marine Rescues and Coastguards offer scattering of ashes at sea for loved ones?**



Bring family/friends aboard our vessel for your special, memorable service.

Each scattering is customised to your specific requirements....as a couple of examples, you can bring your family priest/minister or you can celebrate the loved one's life with a bottle of wine or beer.

There are a number of different ways that the ashes can be 'delivered' to the sea. The old fashioned method involves tipping the ashes from an urn into the water, however there are now biodegradable 'turtles', where the cremated ashes are placed inside. The 'turtles' are designed to float briefly before sinking. Once the turtle sinks, it will biodegrade naturally over time. Talk to your local crematorium about the type of urn you would like.

Come and talk to our friendly Admin staff if you would like to utilise our services. We will work with you on a date, time and place for the scattering to take place.

Cost of our services: A donation of at least \$250.

# 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

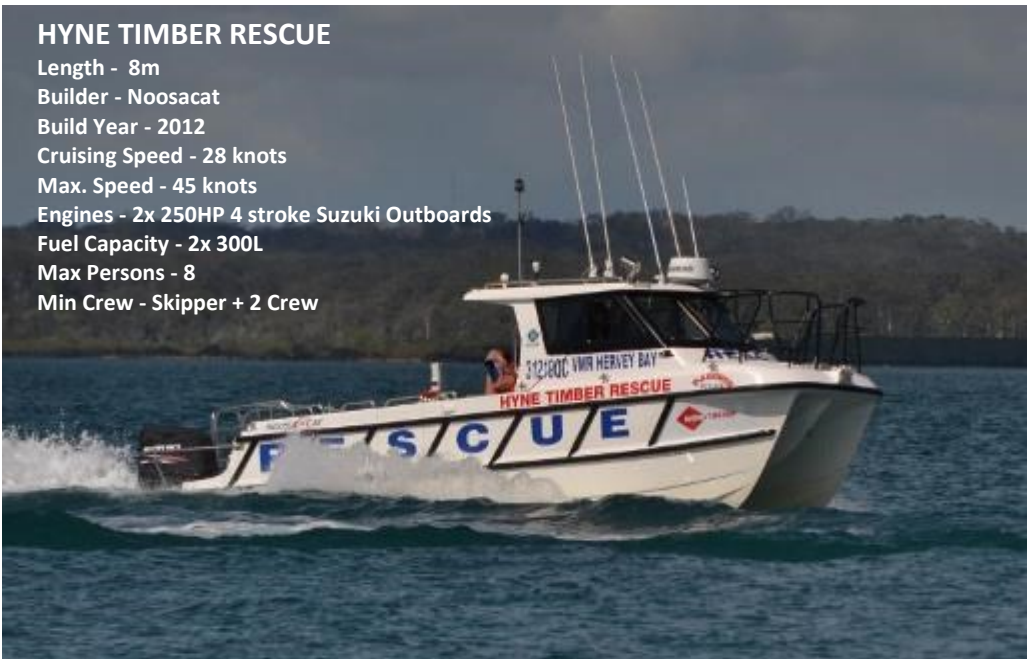
Max. Speed - 45 knots

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**

We have started this year with a lot of potential for us to achieve some big mile stones from our strategic plan and very grateful that these have come to fruition.

Top of the list of course is Rescue I. At the time of writing we have received a grant from Hand Heart Pocket (HHP) for \$400,000; signed a contract with Allweld Manufacturing and paid 2 stage payments to Allweld. So right now the Yanmar engines and the Hamilton Jet units are being made. Cut profile drawings have been given to the alloy supplier and we are in line to start cutting sheets.

We held a Keel Laying ceremony on the 13May19 for Rescue I and at this event HHP made the funding announcement through the media. A great event which started with a superb light lunch provided by Dan & Steph from EAT restaurant here in Hervey Bay and with representatives attending from the Federal Government, Water Police, Parks and Wildlife, MSQ, Allweld, Naval Architects Australia, VMRAQ and members from each of the 8 lodges that supported our HHP grant application.



*Signing the contract for Rescue I with Allweld*

We have started a process to acquire a new vehicle for MRHB. This should see us establish some new relationships with partners on the Fraser Coast and give us a vehicle better suited to our needs. Thanks Graeme Davies and Stratton Finance.

Our Radio and Crew groups have new members in training at present so this will give us some more members to help with rosters. Thanks to these new volunteers for having a go and we hope you enjoy MRHB.



The Federal Member for Hinkler, Keith Pitt has worked hard to lobby for funding for us, and he has been able to procure \$180,000.

When we receive this money, it will be used for two projects:

- The replacement of the repeater and radios at Sandy Cape; and
- The redevelopment of the foreshore and pontoon structure at the front of the base, in readiness for Rescue I.

We should have the Channel 22 repeater back up and running again by July/August 2019. Although we still have some State Government red tape to get through for the foreshore redevelopment, the preferred contractor will not be available to start this project until October/November so we should have enough time to get everything in place. Ross Dwyer is managing this project very well. Thanks Ross.

Rescue III has new 150HP motors that were fitted before Christmas. In an effort to save on engine hours, I holed the tube in 2 places and this has required a new \$40,000 tube to be fitted. Luckily we could claim this replacement tube under insurance. So the boat hasn't been used since February but should be back on the water mid June.

In the last few weeks we have had some much younger faces around the base. Hervey Bay High School Marine Studies students (4) have been involved in some skill enhancement practices as part of an experimental program put together by Graeme Davies and delivered by our skippers and crew.

These four students are very keen to learn and have even put a spring in the step of our crew!!! All are keen to join up but at present are a year short of the joining age of 18. Thanks to all those members that have helped these students.



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# Rescue I Replacement Vessel

Monday 13 May was a tremendous day for Marine Rescue Hervey Bay. This was the day that Hand Heart Pocket the Charity of the Freemasons Queensland, announced that they would be providing a Significant Grant of \$400,000, which would fund the balance required for Rescue I - our replacement vessel.

*“This marks a new era for VMR Hervey Bay and we thank all those who have helped bring this initiative to fruition, particularly the Masonic Lodges of the Wide Bay region for championing this grant and Hand Heart Pocket for making it a reality.”*

Hand Heart Pocket’s Chief Executive Officer, Gary Mark said Hand Heart Pocket was dedicated to assisting charitable organisations to deliver essential services.

“We believe in providing sustainable support by giving a hand up – not a handout – to communities, charities and individuals that would otherwise have limited access to other funding sources,” Mr Mark said.



# Rescue I

## Replacement Vessel

The occasion was marked with a 'keel laying' ceremony at the base on 13 May.

Keel-related traditions date back to the times of the old wooden ships, where it was said to bring luck to the ship during construction and to the captain and crew during her later life.

They include placing a newly minted coin under the keel and constructing the ship over it. Generally the youngest apprentice would place the coin, and when the ship was finished, the owners would be presented with the oak block on which the keel was laid.

In modern boat building all parties with an interest in the boat place coins or commemorative medallions in a container, which is placed under the first section of the build, then removed before launch and returned to those parties as a memento of the build.

Reg Treston, one of our long standing volunteers, who has spent many hours on crew, at sausage sizzles and undertaking maintenance at the base, was asked to place a medallion on a 'mock up' of a portion of the actual keel of the new vessel.



# Rescue I Replacement Vessel

The vessel has been designed by Naval Architects Australia and Jon Pattie the designer was present to lay a medallion on the 'keel'. The design of the new vessel takes into account the specific requirements for our work - including beach landings, shallow water rescues, medical evacuations for stretcher cases and search and rescue operations both inside and outside Fraser Island.



Rescue I will be built locally in Maryborough, by Allweld Manufacturing. Josh Linwood laid the medallion on behalf of Allweld. It is expected to take 10 - 12 months to build.

Gary Mark, CEO of Hand Heart Pocket laid the last of the medallions, saying “VMR Hervey Bay provides the Fraser Coast community with life- saving services and Hand Heart Pocket is delighted to help bring this project to fruition”.





# Rescue I Replacement Vessel



*Representatives from the local Freemasons Lodges who championed the grant*



*A cake further celebrated the occasion.*

*Photo shows John Smith, Commodore, MRHB and Gary Mark CEO, Hand Heart Pocket doing the honours.*



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



We are very pleased to announce that this vital piece of safety equipment used by marine rescue groups and local boaties will be replaced thanks to funding from the Federal Coalition Government.

Federal Member for Hinkler Keith Pitt has fought to secure funding. *“I’m pleased to announce that \$30,000 has been committed to replace this important equipment.”*

Marine Rescue Hervey Bay expects to receive the funding within the next months, and then work can be commenced to replace the repeater and radio equipment.

***A number of fishing clubs have donated towards cost of repairs of the repeater, including the Hervey Bay Game Fishing Club, the Bundaberg Sports Fishing Club and the Burrum Heads Blue Water Boat Club.***

***These funds will be used for the fuel and travel costs associated with the replacement of the equipment. We thank these organisations for their donations.***



## MRHB VOLUNTEERS GIVING BACK

MRHB, as an organisation, is always there to render assistance to those in need of help on the water or on Fraser Island. Whether we are involved as part of the Admin Team, as a Fundraiser, a Radio Operator or Crew, we do it because we are community-minded. We care. We want to help others.



In April, Management agreed with a proposal to utilise funds from our internal monthly volunteer raffles to purchase 'distractive' toys for the Hervey Bay hospital - paediatric ward and A&E. In April, we made our first donation to the hospital. In our caring capacity, we are able to help some of the most fragile members of our community: sick kids.

The toys consist of colouring books, pens/pencils/crayons, jigsaws, balls, quizzes, blocks etc. These toys play an invaluable part in making the child's stay in hospital just a little less intimidating given their surrounds and procedures.

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## SOME HISTORY OF TOOLIEWAH - BIG WOODY ISLAND

In October 1865, Woody Island was first mentioned as a quarantine area for migrants on board the *Golden Land*, who were suffering from Typhus. After a few weeks the sick were taken to Maryborough. Three people had died on the Island and were buried there.

In 1866 - 67 the two lighthouses were built on the island - North Bluff and Middle Bluff. They were a wooden construction and built upon a sandy ground, which caused some concern to the builders at the time as lighthouses were usually built on a rock foundation. The southern lighthouse sighted all vessels coming from the south of Wide Bay and traffic at the mouth of the Mary River. The northern lighthouse saw all vessels from the North. John Simpson was appointed as the first light keeper of Woody Island and the lighthouses became operational on 1 October 1867.



The Sandy Cape lighthouse was built four years later.



Lighthouse Keepers and their families lived on the Island. Once a month supplies were brought to the island. Some fruit and vegetables were grown on the Island.

There were water holes for water but each house had a water tank and these were used until they ran dry and then the water holes were used.

Goats were brought to the island - some for milk and some for meat.



# SOME HISTORY OF TOOLIEWAH - BIG WOODY ISLAND



In 1869 a telegraph line was laid from the Test House at Urangan to Big Woody Island. The first telegraph poles were wooden but when eaten by termites were replaced with cast iron ones. In 1935 when the Maheno came aground on Fraser Island the ships crew came to Big Woody Island to send a telegram to Japan.

There are believed to be nine people buried on Big Woody Island, but only one has a headstone. The others are believed to be in the same area. The one with the headstone is the lighthouse keeper's daughter Sarah May Hardie who died on the 8th August 1885 aged 19 years.

In 1937 the lighthouse at North Bluff was converted to an automatic gas burning light. The North Bluff Lighthouse ceased to operate in 1959, and remains as just a shell.

Middle Bluff was converted to gas in 1959 and then to solar power in 1987. The lighthouse ceased operation in 1987, when the waterways were beaconed.

The lighthouse keepers houses were demolished in the 1960's.

The Middle Bluff lighthouse received funding in 2016 for its restoration. Both lighthouses are heritage listed.



*Acknowledgement: Delma Taylor (From Hervey Bay The Good Old Days)*

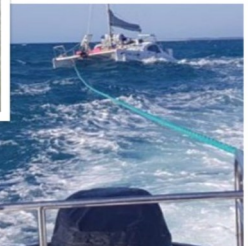
# BLUE WATER REVIEW INTO COASTGUARD AND MARINE RESCUE

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
- Marine radio monitoring, weather broadcasts, vessel log on/log off

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**. Other roles are NOT funded by the state government. Local community funding is required to keep these services afloat.



Following an initial review of the issues in 2018, a working group has been set up to determine the way forward. The working group has met a number of times in 2019 and have advised the following decisions have been recommended to the Dept of Queensland Fire and Emergency Services:

- The agencies should transition to a single entity
- A new entity, with a new name, brand and approach to be formed
- A state-wide risk assessment and capability gap analysis to commence immediately

The working group have agreed that the rescue services need to have closer working relationships with the Dept of Queensland Fire and Emergency Services.

The working group have considered a number of options for the organisational structure of the recommended single entity. Several options remain under consideration and no recommendation has been finalised.

QFES are looking at the rescue services fitting into their current Regional structure. The Fraser Coast region would fit within the North Coast Region, which also includes Bundaberg and the Sunshine Coast. North Coast regional operations is led by a Fire and Rescue Assistant Commissioner, based in Maryborough.

Group members have also been asked to consider the key capabilities (Strategic, Service Delivery, Operational Support and Business Support Capabilities) they believe the sector will require in the future.

Some quotes from recent meetings:

- *'existing community assets will remain in the community'*
- *'QFES will not be running day to day operations of marine rescue'*
- *"Regional Assistant Commissioners would like a full list of assets which could be deployed in an emergency"*

We are advised that a preferred model - a concept of operations, plus a second option is required to be delivered to QFES by the end of June 2019. The next six months will be used to put together an implementation process to transition from the current situation to the new entity, with a final report to be completed on this process by the end of November 2019. The capability analysis will help to inform the decisions moving forward.

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# VOLUNTEER RESCUERS MAKING A WORLD OF DIFFERENCE

If you are in trouble near the Australian coast, chances are one of the vessels sent to help will come from a Volunteer Marine Rescue group.

Australian Maritime Safety Authority (AMSA) manages the Rescue Coordination Centre (RCC) in Canberra. Any major offshore rescues are managed from the RCC. This is also where any signals from Emergency Beacons are received and searches initiated.

Marine searches within the immediate vicinity of the coast are devolved from AMSA to the local Police. When a distress call is received, Police will look to see what assets are best placed to respond quickly, then they will coordinate the response. In many instances, Police will utilise volunteers from Marine Rescue or Coastguard squadrons in their initial response to the distress situation.



To mark National Volunteer Week (20-26 May 2019), AMSA acknowledged the efforts of the dedicated men and women who make a world of difference to every person they rescue. This year's theme was *"Making a world of difference"* and AMSA thanked the hundreds of marine rescue volunteers committed to hours of hard work in often challenging and hostile conditions. *"These courageous volunteers pledge their time to local communities, responding to distress calls and beacon activations, carrying out first aid and retrieval operations to save lives."*



If you have ever considered becoming a volunteer at Marine Rescue, we welcome a wide variety of people, with many backgrounds and many age groups. You do however need the following:

- Committed and able to provide a few hours a week
- A desire to help your community
- Able to fit in with others and work as a team
- Good health

Pop in to our admin office weekdays (9.00 - 2.00pm) and pick up a volunteer application form or download one from our website at:

<https://www.marinerescueherveybay.org.au/membership/working-member-info/>

Crew and radio operators only have limited intakes each year, with the next training to commence in Spring 2019.



# 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)

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- ▶ 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>



# WHALES ARE BACK IN THE BAY!

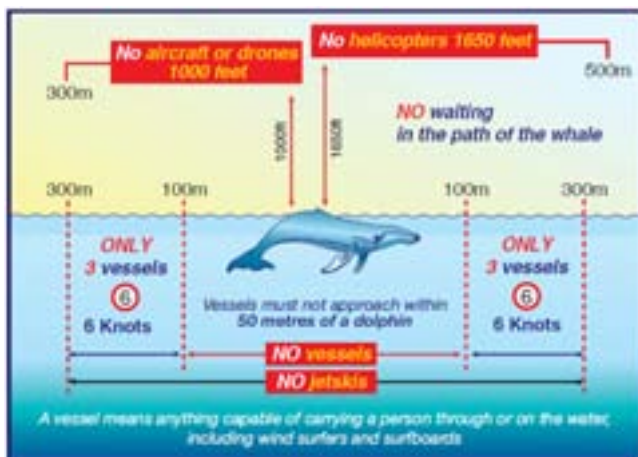
Few wildlife experiences could compare to the sight of a massive whale majestically rising out of the water and flopping backwards, or a pod of dolphins playfully showing off their acrobatic skills.

As someone who shares the waters with the area's precious cetaceans, you have a responsibility to help protect them and to keep safe distances.

By following these responsible practices when you're in the vicinity of whales and dolphins, you're not only playing a big part in their conservation but you're also providing a safe environment to watch them:

- Be alert and watch out for whales at all times
- Post a look out for whales if they are suspected in the vicinity
- Do not approach or disturb mothers and calves – never place your boat between them
- Always move in a parallel direction to the whale or dolphin
- Do not use engine sound or speed to attempt to influence the behaviour of a whale
- When you're leaving an area where whales were present, turn the motor on, post a look out, and move off slowly
- Slow down to minimise the risk of collision where whales have been sighted

Report sick, injured, stranded or dead whales or dolphins. Also report if your vessel accidentally strikes a whale.



## MARINE RESCUE HERVEY BAY LAST 3 MONTHS IN PICTURES





# ACTIVATIONS



## QUARTERLY OPERATIONAL STATS

1st Mar 2019 - 31 May 2019

### ASSISTS

Search and Rescue	2	
Medivac	14	
Breakdown	26	
Insufficient fuel	2	
Drifting	2	
Grounding	1	
Sinking/Sunk	1	
General/Urgent Assist	5	
Community Support	1	
Scattering of Ashes	0	
Training Run	13	
<b>Total</b>	<b>67</b>	
<b>Persons assisted</b>		<b>100</b>

### RADIO

Radio Calls	2,894
Total vessels logged	659



# MEDICAL EVACUATIONS

Marine Rescue Hervey Bay is undertaking an increasing number of medical evacuations. In 2019, through until the end of May, we have undertaken 27.

The majority of these originate on Fraser Island, but we do get medical evacuations from vessels in the area as well. In most instances, medical evacuation from Fraser Island are from Kingfisher Bay Resort. The island paramedic will bring the patient from other areas of the island to Kingfisher Bay, if the incident happens elsewhere.



MRHB always carry a paramedic or First Responder on our vessels. We are happy to bring a partner / parent back with the patient, so they can travel to hospital together.



The ambulance will always meet medical evacuation cases that are brought back to Urangan on our vessels. At present those requiring a stretcher are usually not brought back on our vessels, due to the limited cabin space of our current vessels. Our new Rescue I, under construction, will have much improved facilities for stretcher cases.

Medical evacuations are weather dependent and in strong Northerly winds, we do have difficulty docking at Kingfisher Bay, so we may request that the patient be taken to Wangoolba Creek (where the River Heads barge goes ashore).

Medivacs make up 15-20% of our annual operational activations. At last count, if you were in need of hospital treatment, you had a 60% chance of a helicopter recovery and 40% chance of being returned on our vessel, from Fraser Island.

# TRAINING ACTIVATIONS

You may think *"I've been around boats all my life, launching and retrieving my own boat, fishing, fuelling, maintaining it."* You may even have broken down and been towed. If you have ever considered becoming part of a marine rescue crew and thought I know how to do all of that...believe me you don't!

Our crew are on call 24 hours a day in all weathers. Every job has to be assessed for risk—our crew, our vessel, other vessel, other vessel passengers, weather and sea conditions etc. The skipper has to decide the best way to proceed that will get the best result. Sometimes the first plan doesn't work, and we have to go to plan B or C.



Our crew are trained to high standard. They receive theory and practical training towards nationally recognised marine certificates.

MRHB also carries out annual re-assessment of our crew members' skills, plus crew will undertake practical refresher training on our vessels regularly throughout the year.

Crew need to be competent in many boating skills, in all weathers - day or night, including: towing, rafting up, launch and retrieval, docking, re-fuelling, anchoring, beach landings, radio protocol, GPS, radar, buoys, beacons, lights, navigation...and the list goes on.

Our crew regularly undertake training on the water to maintain their skill levels. In 2018, MRHB completed 96 training runs. On average in a year about a quarter of our on water runs are for training purposes.

MRHB will always endeavour to provide a professional service to you, if you ever need us when you are on the water.

# MRHB NEW SKIPPERS

*We congratulate our five new skippers!*



*Nick Sennett*

---



*Graeme Davies, Kevin Lategan, Juan Pereira and Dave Marshman*

---

These guys have taken different paths to becoming qualified MRHB skippers.

Nick followed the path that many others have taken, by becoming a commercial coxswain and working through the 'Skipper under training' programme. Nick completed a significant number of activations under the guidance of other MRHB skippers and the mentorship of skipper, Gary Brown.

Graeme, Kevin, Juan and Dave undertook the inaugural "Helmsman Course". On top of the normal Cert II marine qualifications that all skippers have to attain, the helmsman course provided a lot of theory and practical sessions on the many aspects of the job a skipper would be faced with. After many hours in the classroom and at the helm of our vessels, plus some rigorous testing, they were provided with their 'three skippers stripes'.

Look out for these guys on the water - we are sure they will all ably represent Marine Rescue Hervey Bay in their new capacity as skippers.

# TRIVIA

## Aloof

adjective | uh-loof



Refers to ships sailing into the wind to stay clear of the shore or a hazard.

The "steering away" technique influenced the general uses of the word relating to physical or emotional distance.



## Chockablock

adjective | chok-uh-blok



Chocks: wedges used to stop objects from moving on a ship.  
Block & tackle: a pulley system used to hoist sails.

When the system is raised to its fullest extent, the blocks jam tightly together, so it was chockablock.





# TRIVIA

## Pipe down

verb | pihp dohn

Ship crews received a variety of orders from the boatswain's pipe. 'Piping down the hammocks' was the signal to go below decks and retire for the night.

If there was a disturbance on board, officers could send the crew below decks, by piping them down.

## Slush fund

noun | sluhsh fuhnd

Slush was the leftover grease and fat from cooking on ships. It was collected and sold to tallow makers when a ship reached shore.

The money from the sale of slush was used for the ship's crew, to purchase items like instruments or books. This money became known as the 'slush fund'.

# HERVEY BAY HIGH EXPERIENTIAL PROGRAM

MRHB is conducting an experiential programme for a selection of Hervey Bay State High Marine Studies students.

While Hervey Bay State High School sees this program as a work experience opportunity for students with an interest in possibly working in the marine or maritime environment, MRHB sees it as an opportunity to share some experience in what MRHB does, and what we offer those who may choose later to be a volunteer working member.



The volunteer crew are very eager to share their knowledge and engage with the students.

At the time of writing the programme has been running for a couple of sessions, with a few more to go. Graeme Davies, MRHB skipper who is coordinating the course has commented that the four students have been great. Cooper, Tyson, Mitchell and Shakira were mature, involved and engaged. It has truly been a pleasure to have them on base and on board our vessel.



The programme includes a half day per week over 4-6 weeks for four students and includes:

- Some practical elements out of our Essentials of Shipboard Safety (ESS) (knots, procedures etc)
- Some theory elements of ESS classroom training
- Classroom chart navigation exercise
- ESS pool experience (life jackets, life raft, sea survival)
- Practical outings on our rescue vessel

## THE BAY OP SHOP

HERVEY Bay's Bay Op Shop, the brainchild of Carolyn McIntyre, came from almost two decades of "little incidents, conversations with friends and funding shortfalls".

The second-hand store first opened its doors in September last year with a doctrine to give back to the community.

As well as the long list of organisations the op shop supports through donations or opportunities, it is also helping local job seekers gain references for work.



The Bay Op Shop supports Marine Rescue Hervey Bay. They are currently running a raffle in store where all of the proceeds will go to MRHB. Sharon Davies, one of our volunteer crew and grant writers has been seen in store selling tickets.

The Bay Op Shop has been supporting Marine Rescue Hervey Bay since they opened. Thanks so much to Carolyn and her team for their great support



You can check them out at 2/124 Beach Road.

# The Bay Op Shop

# **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 10th Aug 2019

Sat 9th Nov 2019

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




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**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
HAND HEART POCKET	JACK MOONEY
TORQUAY HOTEL	FRASER SHORES 2
BUNDABERG SPORTSFISHING CLUB	DREW STEPHENSON
ROTARY HERVEY BAY CITY	GARY BROWN
ROTARY HERVEY BAY SUNRISE	MARK WEIR
LLOYD FAMILY	JASON KOLLANYI
ANDREW BRIDGEMAN	ROD FOSTER
GRAEME DAVIES	

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





## 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 73		27.88 27.91
MOOLOOLABA	COAST GUARD	VMR406	07 54443222	16 67 73 21 80		27.88 27.90
NOOSA	COASTGUARD	VMR405	07 54743695	16 22 80		27.88 27.91
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 <sup>A</sup>	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

## 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.