

# RESCUE ONE



## OFFICIAL JOURNAL

VOLUNTEER MARINE RESCUE HERVEY BAY. INC.

SUMMER 2014

CALL SIGN: **VMR466**



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*Volunteer Marine Rescue Hervey Bay Inc.*



***Rescue One***  
***SUMMER 2014***



**Address:** Buccaneer Drive, Urangan.

P.O. Box 7120 Urangan QLD. 4655

**Email:** vmrhboffice@gmail.com

**Phone:** 07 4128 9666

**Fax:** 07 4128 9789

**MANAGEMENT COMMITTEE**

**Commodore:** Kevin Heitmann

**Unit Training Coordinator:** John Smith

**Vice Commodore:** Don Adams

**Vessel Group Coordinator:** Les Czislawski

**Secretary:** Ronwyn Love

**Radio Group Coordinator:** John Herron

**Treasurer:** Wendy Reed

**Assistant Treasurer:** Helen Perrie

**APPOINTED OFFICERS**

**Zone Delegate:** Kevin Heitmann and John Smith

**Asst. UTC (Radio):** Jill Barclay

**Asst. Boat Maintenance Officer:** Joe Ognjenovic

**Asst. UTC (Crew):** Vacant

**Marketing/Promotion:** Steve Nolan

**Working Members Rep:** Vivianne Hillier

**Stress Management:** Lorraine Goode and Graham Huth

**Operations Officers:** John Herron

**Events Co-ordinators/Providore:** Cheryl and Lance Price

**Workplace health and safety Officers:** Gina Sprenger and Les Czislawski

**Radio Ops Officers:** John Herron and Dave Henry

**Sausage Sizzles:** Ron Henson

**Sausage Sizzle Providore:** Christine White

**IT Co-ordinator:** Alf Clarke

**Charts, Navigation:** Ross Jensen



*Front Cover Photo*  
*Hervey Bay RSL Rescue*  
*Boat Club Rescue*  
*7 Rescue*



# *From the Commodore*



I would like to thank the members on the Management Committee and the Appointed Officers that have once again, given their time and expertise, before the 2014 AGM in September.

I would like to welcome the new and remaining members of the management elected at the AGM and for the appointed officers that are taking on the positions again this year, thank you.

I would like to thank the working members, Admin, Radio operators, Skippers and crew, and fundraising staff for their time and support for the unit.

I would also like to thank Phil Norton for the years with us as UTC and we wish him all the best in his retirement.

Thank you, to our sponsors for your support and all the people that advertise in the rescue one magazine, and all of our members.

The more members we have the longer we can keep our membership charges down to a reasonable amount, we haven't had an increase in membership charges for about 6 years.

Thank you To Ron, Chris, Hank, Steve, Alex, Cheryl & Lance, John Zielke and to the many others who continually man the sausage sizzles, thanks also to BCF, and Bunnings. To Hank Sharp for the many years he has given to VMR Hervey Bay on Radio and all the sausage sizzles with fundraising and wish him all the best for his retirement.

To Ronwyn Love & Jose Faulkner, for their professionalism as Editors of Rescue One and for contracting new advertisers.

Our two sponsors, Hervey Bay Boat Club, comprising of the Power Boat Squadron and the Boat Club Fishing Club for (Boat Club Rescue), together with the Hervey Bay R.S.L. Club, for (Hervey Bay RSL Rescue), have continued to generously support us once again & now Channel 7 with signage on the poly boat building.

Barney's Marine, for the servicing and repairs on all 7 Suzuki outboard motors.

Bay Auto Marine, for all the electrics on our vessels.

Warren & Graham Persal, from Wide Bay Cranes, Thank you.

To the Sponsors and Organisations for their support of VMR HB, THANK YOU.

# *From the Commodore*



Our role in the community is not only for “Saving Lives at Sea” as this is our core role, in the past year it has been demonstrated we also carry out other duties. Where both our vessels have fulfilled roles of ‘Safety Vessel’ for the ‘Bay to Bay’ yacht races, cruises up the Mary River and the Familiarisation Cruise, And the offshore superbos.

Our working relationship with Coast Guard, Water Police, Queensland Ambulance Service, and Queensland Fire Service, has proven once again the stability of a solid working relationship with other Organisations within our area.

Our information nights held every three months have been extremely popular with new members.

Thanks must go to Don Adams for making these evenings a success.

A big thankyou to John Smith our Unit Training Coordinator for the time involved in making our crew training days interesting and productive.

Thankyou everyone for the support you have given me in the last year and I look forward to a great year ahead for all members of VMR Hervey Bay.

On behalf of Management and myself I would like to wish you all a very Merry Christmas and a safe and Happy New Year on and off the water.

**Kevin Heitmann**  
**Commodore**



# Membership.....Renewals



## Membership information

Volunteer Marine Rescue Hervey bay has several membership types available— all with benefits for you whilst out on the water or back on dry land. The SO\$ Membership option was introduced in 2002 and has proven to be by far the most popular choice of local boat owners.

The membership year runs from 1st April through to 31st March and we offer a pro-rata coverage if you join during the year.

SO\$ Membership—\$75.00 per year

You are entitled to your first two tows or assists free of charge, each membership year, within our area of operations. Each additional tow or assist is charged at the cost of fuel used, at the bowser rate, with a minimum charge of \$50.00 per additional tow or assist.

Ordinary Membership— \$42.00 per year

You pay for each tow or assist at the cost of the fuel used, at the bowser rate, with a minimum charge of \$50.00 per tow or assist.

Ordinary Membership Without a boat- \$11.00

To support Volunteer Marine Rescue Hervey Bay you can become a non-boat owning member. You will assist us financially with your support, receive this quarterly magazine and have access to our radio courses.

Membership application forms are available for printing from our office.

The Radio Room also has membership forms available from 06:00 to 18:00 but note that applications can only be processed during office hours

<b>HERVEY BAY BOAT CLUB POWER BOAT SQUADRON</b>  Phone Secretary <b>4194 6138</b>	 <b>Sponsors of Boat Club Rescue</b>	<b>HERVEY BAY BOAT CLUB FISHING AND SOCIAL CLUB</b>  Phone Secretary <b>4194 1907</b>
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## *Membership contd.....*



**For those of you who aren't members of VMR Hervey Bay, here are some examples of what you are likely to pay for your assistance.**

1. Double the price of the fuel at the bowser with a minimum fee of \$100.00 is the minimum charge
2. An assist (tow) of a 6.25m half cabin from just south of Wathumba back to the Boat Harbour \$930.00
3. A tow from north of Coongal Creek back to the Marina \$276.36
4. A tow (insufficient fuel) from the south end of Big Woody Island back to the Boat harbour of an 11m yacht \$398.08

**To coin a well used phrase “IT PAYS TO BELONG”. It is easy to join, just pop on into the office Monday to Friday 0830 hours to 1630 hours.**

Don't forget you can also browse our state website .

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# *Training Days*



Hi All,

A lot has transpired in this last 3 month period. The Senior crew workshop was a great success from my point of view. I think mainly because it created a forum in which we were able to discuss, express ideas and enhance our knowledge in an environment that was conducive to moving the squadron forward. We have progressed several crew through to senior crew in this period, congratulations to those guys.

Both Ian and Jill Spann have embarked on a program to get their VMRAQ Skipper endorsement for this area. I have nominated 2 Senior crew to attend the next AMSA Coxswain course to be held in Gladstone in Feb 2015.

I attended a workshop for UTC's at Bribie Island on the 6th and 7th of September for the new AMSA training modules that are being introduced in due course. WE are now issuing the new AMSA task book which is a lot easier but must be filled out correctly otherwise the candidate will have the book returned when it is sent away for appraisal for their coxswain ticket. So make sure you check that it is being filled in properly.

This workshop also was a great opportunity to interact and gather information from other squadrons as well as from VMRAQ. This has resulted in our squadron appraising several new incentives to enhance our squadron capabilities.

One of these is the acquisition of FLIR for our vessels. We are currently seeking a grant for a fixed unit to be fitted to RSL Rescue and a hand held device to be shared between the other two vessels. From the advice we have gathered from other units, organizations and our own recent experience on the night of the 15Nov14, this equipment is essential to our operation.

I am also seeking a grant to procure a simulated Chart plotter, GPS, Radar system for the training room. I envisage this should be of great benefit to everybody.

A better system of communicating with our radio room has been implemented as a result of survey results that came from Jill Barclays efforts and also her interpretation of the results.



## Training Days cont.....



Excellent job Jill. She does work for me; what more could you expect!!!!

I guess I should address training also. Well I thought I was doing a pretty good job, however the 15th and 16th of November proves that somebody still has more control than me??

Being our last training days for the year I wanted to introduce another element into the exercises. My thanks to those who offered to be my real live dummies!!!; especially to Vivianne Hillier who was to only person actually deployed for the task. I am looking for victims for next year, if you're interested, *please* contact me.

My aim, since starting in this role has been to make training not only interesting but to try and make it more realistic; to develop and enhance peoples skills and to assist crew through their training to be able to achieve whatever outcome they are after. It has proven to be a difficult job because everybody has different expectation and what they want to achieve or get from VMR, however for me it is important that everybody is included no matter what expectation they have. Hope I have done that!

Next year!!! Be afraid; very afraid!!

Cheers John Smith

### Hervey Bay Ice Works

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Urangan Qld. 4655

Ph: 07 4125 2700

Fax: 07 4125 2700

Mob: 0407 760 660

Email: [ptandke@bigpond.com](mailto:ptandke@bigpond.com)



# Radio Survey



Thanks very much to all those who responded to the recent survey. We received 151 responses and some very valuable feedback.

## So what did you tell us?

Over 80% of you log on when you go out on the water

Those that don't log on provided a number of reasons including:

- not confident on the radio or no licence

- I might forget to log off

- I leave too early or come back too late

- only going a short distance out of harbour

- takes too long for the operator to collect all the details

Many (over 65%) thanked us for our work and stated that VMR provided an excellent and invaluable service to the boating community.

Approximately 50% believed that we collect the information proficiently and are friendly and professional in our interactions. Some stated that the collection of information was not as efficient as it could be, particularly the collection of Vessel Details for new Non-Members.

The use of the 3 x 3 calling protocol was accepted by 50% of you, but nearly 40% believed it was excessive.

The use of the Call Sign VMR466 is out of step with other rescue organisations in Queensland and is meaningless to boaties from outside the region. All other VMR and Coastguard agencies use their locality as their Call Sign eg Marine Rescue Bundaberg.

# Radio Survey Cont...



## So what changes do we plan to make?

We will drop the VMR466 from our routine communications and will instead use "Marine Rescue Hervey Bay".

We would like to introduce a 1x2 and 2x1 calling regime.

When you call us use *"Marine Rescue Hervey Bay This is BOATNAME, BOAT-NAME"*.

When we call you we will use *"BOATNAME, BOATNAME This is Marine Rescue Hervey Bay"*.

If reception is poor the number of repetitions of the Boat name and Marine Rescue Hervey Bay should be increased.

Emergency calls will remain as 3x3 ie *"Mayday, Mayday, Mayday This is BOATNAME, BOATNAME, BOATNAME"*

Being a member, we will already have all your details, however we will continue to collect the following for your safety on the water:

- Number of persons on board (POB)

- Expected time of return (ETR)

- Leaving point and destination

- Check of your mobile phone number (last 3 digits)

Our system relies on the collection of the Registration number of your vessel to start the entry of information, so if you give us this first it really helps us.

For vessels that are non-members and have not logged on with us before we will only collect the following vessel detail information:

- Registration and Boat Name

- Mobile Phone

- Vessel Type, Length, Hull Colour

- Shore contact phone number

## We will be implementing the above changes in December 2014.

VMR Hervey Bay will also investigate new/updated signage at the public boat ramps.

Once again thanks for your submissions and we look forward to talking to you on the radio and helping keep you safe on the beautiful waters of Hervey Bay. If you have any further comments, please send them to VMR Admin, Attn: Jill Barclay at [vmrhboffice@gmail.com](mailto:vmrhboffice@gmail.com)



"VMR Hervey Bay provides regular training courses for your Marine Radio Operators Certificate of Proficiency (MROCP) or VHF Only Certificate of Proficiency (MROVCP).

Currently the courses are held upstairs in the training room at VMR Hervey Bay in February, May, August and November.

The Australian Maritime College has advised that they will be moving away from the current examination system to a competency based assessment where the candidate will need to 'demonstrate' their ability using e-learning and training simulators. These systems are currently under development but are expected to be available in 2015.

Radio Operators Handbooks can be purchased from the VMR office.

To register or express an interest in a course for 2015, please call in to our office at VMR Hervey Bay or phone 4128 9666"

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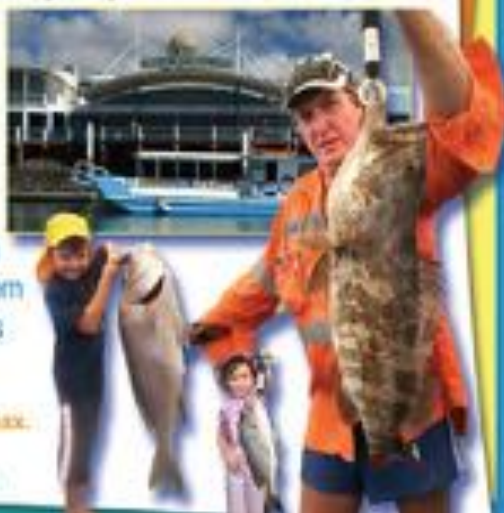
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## Quick safety tips for crossing a bar

All sand bars are different. Never underestimate a coastal bar. Only experienced boaters should try to cross a coastal bar and, even then, you should be very careful.

If you do cross a coastal bar, you should:

Always report your intentions by radio to your local volunteer rescue station before you cross the bar. Tell them when you have safely made it across.

Become familiar with a bar by crossing it with an experienced boater before trying to do it by yourself.

Make sure the boat is seaworthy and can handle impacts from waves before you leave.

Check the weather before you leave. Do not try to cross a bar in heavy swells, strong winds, or on a run-out tide when there are usually the most dangerous wave conditions. Cancel or delay crossing coastal bars if the weather is bad.

Never underestimate a coastal bar. Even small waves can capsize, swamp, or sink a boat.

Wait until conditions are good for you to cross safely.

Know where the deepest water is and cross at the top-of-the-tide to lower the risk of running aground.

Watch the bar for long enough to assess the wave patterns and where waves break the least.



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## Vale Cyril Yeoman

Cyril was a long serving member of the Radio Room at VMR Hervey Bay. He retired from VMR about 5 years ago, but was instrumental in setting up the earlier radio room. For the few years that I had known him, I found him to be very helpful to the junior crew persons.

He left school at the age of 14 years and was from a family of 7. Cyril worked at odd jobs until he got work with the State Electricity Commission in Queensland. He worked his way up through courses to become an engineer taking retirement and moving to Burrum Heads and later to Hervey Bay, where he became involved with VMR. He was also involved with the Baptist Church at Nikenbah.

I attended his funeral and there were about 150 people there.

There were only 4 VMR members, Hank, Eirlys Kenett, Adrian Smith, Bob Lucy and Myself in uniform. His daughter came up to me and thanked me for my attendance and I explained to her that we received such short notice of the funeral.

In My opinion our representation was not good enough.

**Reg Treston**

The Australian Communications and Media Authority website contains information on VHF Marine Radio with many links to ACMA video guides on YouTube. The website is not very user friendly, but you can get to the marine section at:

<http://www.acma.gov.au/Citizen/Consumer-info/All-about-spectrum/Marine-and-Amateur-Radio>

*Does everyone on your boat know how to operate the radio and where the safety gear is stored?*

In an emergency situation, you may not be able to call for assistance - make sure someone on board can!



It is not a legal requirement that you have a radio onboard your recreational vessel - but we strongly recommend that you do.

Anybody onboard your vessel can operate the radio, provided it is under the control of a person holding the relevant licence.

Like to learn more about V.M.R.'s role in the community, or safety aspects of boating and fishing in our local waterways?



Don't miss our next  
**INFORMATION NIGHT**

Tuesday 3rd February

6.30 pm

**At the VMR Base, next to the Boat Club!**

For details or to book, call at the Base during office hours or phone 4128 9666





## *Useful Web Sites & Radio Frequencies*



Bureau of Meteorology:	<a href="http://www.bom.gov.au">www.bom.gov.au</a>
Gympie Radar :	<a href="http://www.bom.gov.au/products/IDR083.loop.shtml">www.bom.gov.au/products/IDR083.loop.shtml</a>
Coastal Waters Forecast:	<a href="http://www.bom.gov.au/qld/forecasts/southern_qld_coastal_waters">www.bom.gov.au/qld/forecasts/southern_qld_coastal_waters</a>
Alternative weather sites:	<a href="http://www.willyweather.com.au">www.willyweather.com.au</a> <a href="http://www.accuweather.com/en/au/australia-weather">www.accuweather.com/en/au/australia-weather</a>
National Parks – Fraser Island:	<a href="http://www.derm.qld.gov.au/parks/fraser">www.derm.qld.gov.au/parks/fraser</a>
Great Sandy Straits:	<a href="http://www.derm.qld.gov.au/parks/great-sandy-marine">www.derm.qld.gov.au/parks/great-sandy-marine</a>
Maritime Safety Queensland:	<a href="http://www.msq.qld.gov.au">www.msq.qld.gov.au</a>
Boating Safety Regulations:	<a href="http://www.msq.qld.gov.au/safety">www.msq.qld.gov.au/safety</a>
Tide tables:	<a href="http://www.msq.qld.gov.au/Tides">www.msq.qld.gov.au/Tides</a>
Marine Radio information:	<a href="http://www.msq.qld.gov.au/Safety/Marine-radios">www.msq.qld.gov.au/Safety/Marine-radios</a>
Hervey Bay Fishing:	<a href="http://www.fishntales.com">www.fishntales.com</a>
Fraser Coast Boat Ramps:	<a href="http://www.frasercoast.qld.gov.au/boat-ramps">www.frasercoast.qld.gov.au/boat-ramps</a>
Fraser Coast – Whats On:	<a href="http://www.frasercoastevents.com.au">www.frasercoastevents.com.au</a>
Whale Watching Tours:	<a href="http://www.whalefree.com.au">www.whalefree.com.au</a>
VMR Hervey Bay:	<a href="http://www.marinerescueherveybay.com.au">www.marinerescueherveybay.com.au</a>
VMR HB News & Rescues:	<a href="http://www.marinerescueherveybay.com.au/news-events">www.marinerescueherveybay.com.au/news-events</a>
VMR Queensland:	<a href="http://www.marinerescueqld.org.au">www.marinerescueqld.org.au</a>
Coastguard Sandy Straits:	<a href="http://www.coastguard.com.au/flotillaqld/7-qf21">www.coastguard.com.au/flotillaqld/7-qf21</a>
Coastguard Tin Can Bay:	<a href="http://www.coastguard.com.au/flotillaqld/40-qf17">www.coastguard.com.au/flotillaqld/40-qf17</a>

### *VMR Hervey Bay Radio Frequencies*

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

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# *Sausage Sizzle*



Firstly I would like to thank all the guys and girls that show up every sausage sizzle.

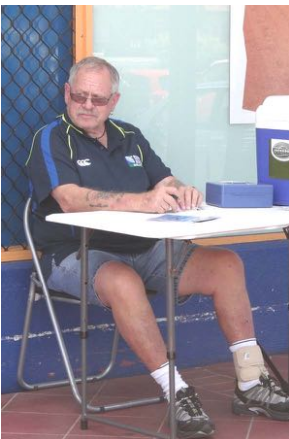
A special thanks goes to Christine White for taking on the ordering of stock for the sizzle and buying the bread early on the day of the sizzle.

Also thanks to John Zielke who came up with the idea to run a raffle on the day. It was a great success and we will do a raffle every sizzle.

Thanks also to Rod Love for selling raffle tickets.

And again to the guys who turn up rain or shine I thank you. Without you it would not happen. THANKYOU!

**Ron Henson**



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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](http://www.msq.qld.gov.au/Publications/Recreational-boating-fishing-guide)



## QUARTERLY OPERATIONS STATS

<b>TOTAL VESSELS</b>	
<b>LOGGED -</b>	<b>1421</b>
<b>RADIO CALLS-</b>	<b>4602</b>
<b>ACTIVATIONS-</b>	<b>65</b>
<b>FUEL USED -</b>	<b>5175 LITRES</b>
<b>VESSELS RETURNED</b>	
<b>T O SAFETY -</b>	<b>32</b>
<b>PERSONS RETURNED</b>	
<b>TO SAFETY -</b>	<b>74</b>

VNR 466...

*Saving  
Lives  
at Sea*





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[www.buccaneers.com.au](http://www.buccaneers.com.au)

# Whale City Regatta - 4 to 6 October 2014



## INAUGURAL EVENT EARNS ITS PLACE IN YACHTING CALENDAR

The inaugural Whale City Regatta held over the October long weekend has cemented its place in the Hervey Bay yachting calendar drawing a field from Brisbane to Bundaberg.

Twelve monohull and nine multihull yachts contested the inaugural event in beautiful sunny Bay weather, but with mostly light and variable winds setting a tactical challenge for competitors.

Conquering the conditions and the field to win both the multihull division and the overall Hervey Bay Cup was Brisbane-based John Dowling and crew in the Corsair Sprint 750 Triple A Racing.

Setting the pace as winner of the monohull division was local sailor Harry Smith in the Sydney 36 Mayhem.

John Dowling won the Hervey Bay Cup with the consistently highest placing's across all races for both divisions. It was his second time to hold the coveted Cup previously winning in his Seawind 24 *Turning Point* in 2009.

John is a former State and national champion in off-the-beach catamaran classes. He and his crew Doug Chetwynd and Noel Rickards are keen A Class catamaran sailors who compete regularly in that class at Lake Cootharaba - hence the name of the yacht, *Triple A Racing*.

While this was the first time for the Whale City Regatta taking advantage of the newly declared October long weekend, this was the continuation of a tradition for the Hervey Bay Cup, now in its 19th year.



Hervey Bay Boat Club's Yacht Squadron Commodore Adrian Perry said the new Whale City Regatta had exceeded expectations both on and off the water.

"The Boat Club and the Squadron aimed to create something special to take advantage of the long week-end and it appears that the efforts of the many volunteers involved has paid off."

"The regatta drew competitors from as far away as Brisbane and Bundaberg, as well as local Hervey Bay sailors. I feel confident that as reports go back to home clubs, the event will only grow in popularity. This new format has the makings of a signature event."

Off the race course, competitors were also well looked after thanks to generous sponsorship from the parent Hervey Bay Boat Club. As bonuses in their nomination, competitors had free wet berthing, and enjoyed a complimentary regatta dinner.

Adrian thanked the regatta volunteers for their many contributions in making the event a success. "Just as swans seem to glide effortlessly across the water, it is only possible because busy feet are paddling underneath."

Boat Club staff also were a pleasure to deal with offering full cooperation in making visitors feel welcome, and the event a success.



LEFT: Three A-class cat sailors teamed up as Triple A Racing to take out the Hervey Bay Cup and the multihull division in their Sprint 750 trimaran. It was the second Hervey Bay Cup victory for visiting skipper John Dowling who also won in 2009. Squadron local Harry Smith took out the mono division in his Sydney 36.



ABOVE: Harry Smith in Mayhem powers to victory in the monohull division with the big red and yellow kite.





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# *Upturned Kevlacat*



9/11/2014

On Saturday afternoon our radio operator broadcast an 'All Ships' request for everyone in the area of the Breaksea spit to check their EPIRB's to check that they hadn't been accidentally activated. The Australian Maritime Safety Authority (AMSA) had detected the distress beacon and Hervey Bay Water Police and the RACQ Rescue helicopter were asked to respond to the alert. As a result, five men were brought to safety by the CareFlight Rescue helicopter. Their vessel has overturned when trying to cross the Spit.

10/11/2014

Boat Club Rescue was tasked to assist the following day when the upturned catamaran was considered a danger to other vessels when found floating in shallow waters near Waddy Point. By the time the rescue boat arrived in the area the Kevlacat was already on the beach. With the risk of it re-floating on the next morning's high tide, it was decided to attach a stern anchor and return early the following morning to re-evaluate the situation.

11/11/2014

Boat Club Rescue left the VMR Base at 07:30 to assess the risk of the boat floating free and becoming a danger to others. On our arrival at 09:00 the cat was beginning to move on the sand. The decision was made to try to flip her over in order to make towing easier. The tow rope was attached across the two hulls and Boat Club rescue managed to flip the catamaran on the third attempt. She was now the correct way up and afloat. The tow rope was re-attached, to the trailer hitch this time, and anchored in deeper water so that the crew members left on the beach could be picked up. Once we were all aboard again we rafted up to the anchored hull of the KevlaCat. We used our portable bilge pump to lighten the load and were able to straighten the motors, and in fact steer the stricken vessel. One crew member volunteered to remain on board the towed boat to steer in our wake on the return 3 1/2 hour trip. Another crew member swapped that role half way back as the sun was beating down mercilessly.

# *Upturned Kevlacat Cont...*



On our return to UBH at 14:00 we rafted up to the KevlaCat once more and made our way to the lift-out sling that was waiting for us to arrive.

Once there our Skipper parked our nose against a pilon and once securely attached we removed the towrope and other lines and eased the hull of the fishing/pleasure boat onto the sling to be lifted out.



Once the crew were finished with the washing, flushing and refuelling we were allowed to leave....I guess the Skipper got away eventually. There was a *bit* of paperwork to complete and a few people to inform that the 'hazard' was safely out of the water.

**Written by Christine White (crew)**



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# Mary River Escort for Amaroo



On 9<sup>th</sup> November *Boat Club Rescue* and *7 Rescue* accompanied *Amaroo* to Maryborough.

This was the first time that *7 Rescue* had been included as a Mary River Cruise escort. *Boat Club Rescue* was our Duty boat and crew for the day. In the event that they were called away from *Amaroo*, *7 Rescue* was the VMR replacement vessel.

At the mouth of the Mary River the Coast Guard vessel, *Pride of Maryborough*, took the lead and we made our way to Maryborough, where guests on board *Amaroo* went ashore for lunch and those returning to Hervey Bay boarded for their trip back, via Kingfisher Bay.

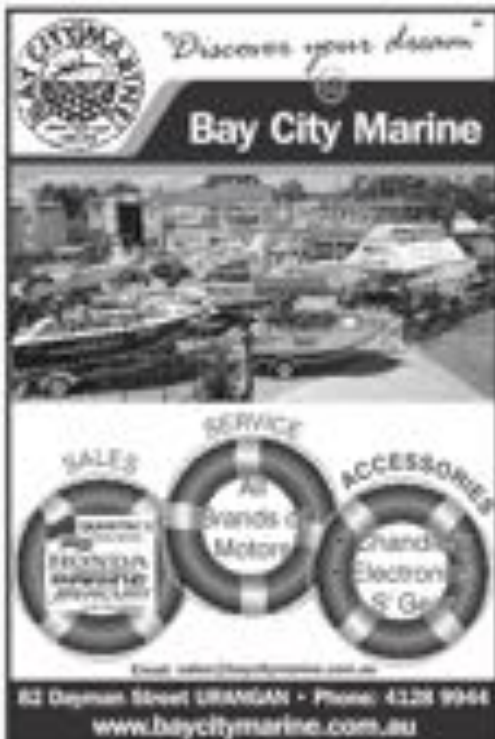


As it was a magnificent day and there were many boaties on the water, *Boat Club Rescue* had to attend to two activations. One was at 'Mickey's' near Moon Point bank, and another at the Torquay jetty. By the time *7 Rescue* returned to Base on her trailer, *Boat Club Rescue* had finished her tasks of returning vessels and their owners safely to their destination. Both rescue vessels were cleaned, flushed and re-fuelled by 18:30.

Thank you to the Boat Club Powerboat Squadron for their continued support of Volunteer Marine Rescue Hervey Bay.



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# *Medivac to Kingfisher*



At about 21:00 on a Thursday night our After Hours Radio Operator called. He needed a Skipper and crew to transport an ambulance officer to Kingfisher bay jetty. We needed to transfer a patient with suspected spinal injuries to Hervey Bay hospital. The RACQ helicopter was on other business.

*Hervey Bay RSL Rescue* was quickly converted to take the stretcher/slab board that the patient was to be moved on.

Fortunately there was only a light breeze that night, but as it was a low tide we couldn't take the 'short cut' west of Big Woody Island.

All went well securing our boat to the jetty as there was no swell, and we transferred the patient and her partner with ease. They had been enjoying their evening at the resort when she stumbled on the stairs, falling awkwardly.

Our Skipper and Commodore, Kevin, returned at the most comfortable speed, avoiding any unnecessary jarring from the waves.

Another ambulance officer was waiting at the Base on our return to complete the team necessary to transport the patient to hospital.

We sincerely hope that the young lady we assisted that night is recovering quickly and has no lasting effects from her injuries.

**Written by Christine White (crew)**



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# *Dragon Boat Regatta*



## **SAFETY BOAT for dragon boat regatta.**

Dragon boat racing in the Hervey Bay area is relatively new so when we were asked to provide a safety boat for a regatta being held at Torquay we were happy to provide this service. Dragon boating is generally safe and a capsize is rare however dragon boat racing organisers are safety conscious so endeavour to ensure that racing is carried out in a responsible manner.

Our role included supplying the safety boat during the day, setting up the course as well as liaising with the starter and beach staff to ensure the course was consistent and correct (due to the change in tide / depth of water etc during the day).

As noted by ABC Health and Wellbeing earlier this year "Dragon boating is similar to canoeing, except the fibreglass boats most commonly hold a much larger crew: 20 paddlers who sit in pairs, a drummer, who sits at the bow and a sweep steering at the rear".

Hervey Bay Dragon Boat Club Inc hosted the final regatta for the Wide Bay 2014 series on 13 September opposite the Surf Club at Torquay. The Wide Bay area includes clubs from Cooloola, Bundaberg, 1770 and Hervey Bay. The regatta comprises sprints of 200m – two clubs at a time and, in the case of a tie, by times. The competition leading up to the final regatta was very close between Bundaberg and 1770 with Bundaberg being the overall winner on the day and for the series. Hervey Bay ended the series coming in a creditable third. They were unlucky on the day as they lost by .007 second to 1770 and .055 second to Bundaberg so were very competitive.





Another race was included which was called the “Crocodile Dash”. This race was 600m and was held over the race course so that meant the teams started at the start line - had to turn around the markers at each end of the course – and finish at the finish line. The turns were very tight which showed the skill of the sweeps and the stamina of the paddlers and Hervey Bay were very unlucky to come in second by .026 of a second – being beaten by 1770. This race had a prize of \$200 which was sponsored by Hervey Bay Boat Club.

Dragon boating is a good aerobic exercise. As noted by ABC Health and Wellbeing the benefits include:

People of all fitness levels can participate and the longer you do it, the fitter you’ll become

It’s a whole body workout. Your legs are the anchor, while the muscles in your arms, shoulders and back drag the paddle through the water

Great for strengthening your abs and core

Cardiovascular fitness; your endurance and stamina will quickly build from training each week

With a crew of 22, it’s a great way to make new friends

New paddlers are always welcome so if you are interested in trying out this activity, contact Jan Isbel on 0412 367 499

**Written by Rhonda O’Brien**



# *Training Night in November*



If you have read the UTC's report, you may have noticed that training night didn't go completely as planned.

As one of the 'Dummies' involved in the planned search and rescue exercise, I can admit now that I was a little apprehensive as we were escorted in strong winds to our respective 'splash' points. Vivianne was literally dropped off at Jeffrey's Beach on Big Woody. The plan was to evict me at Pelican Bank. Fortunately the waves were way too big to do any sort of 'safe' landing, so I got to go back to the Base.

The training exercise was for the crew members, who didn't know the exact location of the 'Dummy' at Big Woody, to do a search and rescue and a beach landing in order to bring her back. Even Vivianne's husband (one of the crew) didn't know the secret plan.

When our boat arrived back at our pontoon, as Murphy's Law would have it, both boats were required to participate in a **real** Search and Rescue off Torquay Beach, where a swimmer was reported missing. Not much information was given, except that our boats were tasked to search, in the dark, in big seas and strong winds, for someone in the water. The search area was from the beach to the sand bar. Of course, Vivianne was left on the island...fortunately with a hand held radio. Our search for the missing swimmer was not productive and our two crew members on the back deck of Hervey Bay RSL Rescue worked in difficult and dangerous conditions with spotlights focused on the water each side of the vessel. Both men had harnesses on to prevent them from being swept overboard by the large waves. Our forward facing spotlights were focused ahead for the Skipper and crew members inside the cabin. Windscreen wipers were on constantly to clear the spray from the windshield as we ploughed through the waves. Our search from the beach to the sandbar in a north south pattern was changed to one running the length of the beach, west to east. Our other vessel, Boat Club rescue was steering their search pattern parallel to ours and were in shallower water. Of course their crew had more challenging conditions because of the open nature of their vessel.





Finally the search was called off, as there was some doubt about the validity of information that the police had been given. We headed back in the increasingly unpleasant weather conditions towards Big Woody Island where our unfortunate volunteer had been left .

I won't say that the pick-up was easy, as the conditions had worsened. Don, our Vice Commodore, was reluctant to use an anchor and perform a traditional beach landing for safety reasons, so it was decided to use our larger boat as an anchor-point. We attached our tow line to the other vessel to help control their movement. We remained in deeper water and were able to pull them away from the shore once Vivianne had climbed on board via the stern ladder of BCR.

The rest of the trip back to the Base was slow and bumpy into the Northerly wind...slower for our boat. Once we had everyone back on dry land, the vessels washed, refueled and engines flushed it was pretty late. Some members had to travel to Burrum Heads, so they wouldn't have got to bed until early the next morning. Some members had to go to work the following day.

The 'search and rescue' that we were involved in at Torquay Beach has been reported as a 'hoax'. If this is the case it is disappointing to think that some people in our community have such a shameful attitude and disregard for organisations such as ours and the Surf Lifesavers who were also tasked with the search in their IRB's . Many assets that the Police use in these searches are volunteers, who give their time to learn the skills needed and risk injury to themselves. Volunteer organisations rely on sponsorship, membership, donations and fund raising in order to supplement any government funding they receive.

We are unpaid, but that doesn't mean that what we do is worthless....on the contrary, it is priceless!

**Christine White**



## Flybridge Cruiser with Steering Problems

9/10/2014 07:30

Strong winds from the South and rough conditions made it extremely difficult for *Reel Purdy* to make her way back to Urangan Boat Harbour, especially as she had problems steering. Something must have come adrift and her rudders were ineffective. We were given the task of returning her to UBH from the Fairway Buoy.

The conditions were unpleasant and we knew we were going to undergo a lot of impact from the waves on the return trip to the harbour with the 11 metre flybridge cruiser in tow.

When we reached the vessel, our Unit Training Coordinator, John, threw a heaving line across to the vessel, which was caught on the second attempt.





A bridle was then able to be dragged over to the vessels owner, which was attached to cleats each side of the foredeck. Our tow rope was attached to the bridle. When everything was secure we began the trip home into the waves. Reel Purdy, whilst unable to steer, had engine thrust, so was able to take some of the load off our vessel.

On entering Urangan Boat Harbour we needed to get the cruiser onto the nearest pontoon as the winds were gusting and she was too big to raft up to on the move. We pulled her alongside the Sandy Straits pontoon close to the harbour mouth and made her secure so that we could remove the tow lines. An engineer was there to meet them.

Before we had managed to re-fuel and do the necessary cleaning tasks, Reel Purdy was making her way to her berth under her own steam and steering.





# Activations Log



1. 29 Aug — A tow from Meereenyoor Creek to UBH for a 5mt cruiser and 3 POB .
2. 31 Aug — Another 12mt yacht towed from S7 to UBH . Thought these SAILOR didn't need engines!!!
3. 31 Aug 14— Hydrofoil shadowed back to UBH. Owner had trouble reading GPS, started off at Southern Gutters drifting, then told at middle bank and then found him near the pier??
4. 5 Sept 14— A 7mt boat out of fuel near the Northern Cardinal had a crew tow boat back to UBH.
5. 5 sept 14— Medivac from Kingfisher.
6. 6 Sept 14—A yacht aground near Kingfisher had a crew tow the vessel off.
7. 7 Sept 14— A breakdown at KFB had a crew activated.
8. 13 Sept 14— Flat batteries in a boat of Wathumba had a crew dispatched to jump start their vessel.
9. 13 Sept 14—Kickin Back had a trim/tilt problem. So a tow for family of 7 and Dad learnt how to work the radio onboard!! At least the kids were in lifejackets.
10. 13 sept 14— A yacht with a broken water pump was towed to a berth at the boat club marina.
11. 14 Sept 14— A Breakdown near EU1 resulted in a tow to UBH.
12. 20Sept 14—Centre console  
at Rooney's . Deliver two  
Stroke oil and return to  
Base.
13. 20 Sept 14— Motor Cruiser  
at Cochrane's Artificial Reef  
Take over tow from VMR488  
And tow to UBH.

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## *Activations Log*



14. 24Sept 14—Motor cruiser tow from outside UBH to Berth.
15. 29 Sept 14—5m Runabout tow from Walsh Island to River Heads.
16. 1 Oct 14— a Crew retrieved 2 people & camping gear from near Moon Point as it was too rough for their own boat to return and get them.
17. 1 Oct 14 – Returned a 6mt cubby cab from Arch cliffs to the harbour.
18. 3 Oct 14—5.5mt tinny returned to harbour from FWB.
19. 5 Oct 14—A runabout was returned from BWN to UBH.
20. 6 Oct14— We towed a 6mt runabout from off Coongul back to UBH.
21. 8 Oct 14—Returned a 5mt cubby cab from south of Round Island to UBH.
22. 8 Oct 14—Towed a new runabout back to harbour with a motor that would not engage gears.
23. 9 Oct 14— Towed a 48ft flybridge cruiser to UBH with no rudder control in adverse conditions.
24. 11Oct 14—Towed a 7mt Cruiser back to UBH from Long Middle Bank.
25. 17 Oct 14—6.5m Motor Cruiser tow from bottom of Big Woody Island to UBH.
26. 30 Oct 14—6m Centre Console tow to UBH.
27. 30 Oct 14—Medivac from Kingfisher Island.
28. 31 Oct 14—11m yacht outside UBH tow to berth.
29. 4 Nov 11 - 4.5m tinny Burrum River up from Walkers Point. Towed to Burrum Heads boat ramp with 7 Rescue.

### **Weather**

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

**07:15 12:15 17:15**

**on VHF Channel 67 followed by 27.91MHz**

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.



# Activations Log



30. 8 Nov 14—4m Tinny from Fairway to Gatakers Bay
31. 9 Nov 14—7 Rescue patrol for Mary River Cruise.
32. 9 Nov 14—BCR patrol for Mary River Cruise.
33. 9 Nov 14 – 5m Centre Console tow from Torquay Jetty to UBH.
34. 9 Nov 14—4m Tinny at Mickeys. Tow to UBH.
35. 10 Nov 14—Upturned vessel on beach at Rooney's.
36. 11 Nov 14—8m Upturned vessel at Rooney's. Flip over and tow to UBH.
37. 14 Nov 14—4m Runabout at the bottom of Big Woody Island. Engine started and followed back to UBH.
38. 14 Nov 14—4m Runabout tow from near Urangan to UBH boat ramp.
39. 15 Nov 14 – BCR & RSL. Search and Rescue for person in the water out from Torquay Beach.
40. 15Nov 14— 14ft Tinny sunk at Deep Creek Ungowa. Tow Vessel to UBH.

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