

RESCUE ONE



OFFICIAL JOURNAL

VOLUNTEER MARINE RESCUE HERVEY BAY INC.

CALL SIGN: VMR466

Autumn 2016

**Membership
Edition**



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Volunteer marine Rescue Hervey Bay Inc.

Rescue One

SUMMER 2015



Address: Buccaneer Drive, Urangan.
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Email: vmrhboffice@gmail.com

Phone: 07 4128 9666
Fax: 07 4128 9789

MANAGEMENT COMMITTEE

Commodore:	John Smith	Unit Training Coordinator:	Col Goldsworthy
Vice Commodore:	Jill Barclay	Vessel Group Coordinator:	Les Czislawski
Secretary:	Maryanne Hudson	Radio Group Coordinator:	John Herron
Treasurer:	Wendy Reed		

APPOINTED OFFICERS

Operations Manager: Dave Marshman
Office manager: Sue Scheiwe
Asst. Boat Maintenance Officer: Juan Pereira & Gil Townson
Asst. UTC (Crew): Brian Stumer
Marketing/Promotion: Steve Nolan
Asst. UTC (Radio): Jill Barclay
Charts, & Navigation: Ross Jensen
Working Group Rep: Christine White
Stress Management: Lorraine Goode and Graham Huth
Operations Officers: John Herron and Graham Stanton
Events Co-ordinators/Providore: Cheryl and Lance Price
Workplace health and safety Officer: Les Czislawski & Col Goldsworthy
Zone Delegate: John Smith & Col Goldsworthy
Grounds/Building/Vehicle Maintenance: Reg. Treston



Front Cover Photo: Hyne Timber

Rescue out on a tow

Inside Photo: flare firing demonstration



From the Commodore– John Smith



Hi All,

I guess everybody has finished the Christmas/New Year party circuit for another year. I was very lucky to be in Sweden for 6 weeks over Christmas and experienced a white very cold time. My thanks to those that kept the boats floating during this time.

We have put through a number of new crew and have another group part way through their initial training. Welcome on board. Also welcome on board some of our local Parks and Wild-Life rangers who will be doing their commercial coxswain ticket through Marine Rescue.

This year has started with a lot of changes and a lot of maintenance issues being addressed. All our vessels have new Safety Management Systems (SMS) in place to compile with AMSA requirements. Please make sure you are aware of the contents of this document. Come the 1st March 16 all squadron SOP's should be revised as a new addition and again please ensure you are aware of this.

WH&S and maintenance issues have seen RSL Rescue stay on the water over the last couple of months. These issues should be resolved before this is printed and she will be back in the boat house (Swedes term).

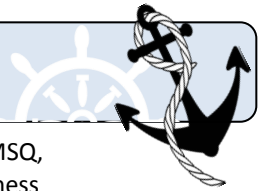
I started a sub committee late last year to firstly look into statistics in relation to what we do, how we do it and from this information develop strategies and a comprehensive plan to take the squadron forward over the next 10 years. We will see some changes soon to the way we do business as a result of this information.

As this sub committee progresses we will see some concept images become available so that everybody will be aware of what is happening. A result of this sub committee's work to date, is that the management committee have agreed that RSL Rescue needs to be replaced within the next 2 years. The sub committee has started to look into this replacement vessel and the impact it may have on our current infrastructure. A possible concept for replace-



ment. The chair of this group is Ray Harris and he is currently supported by Les Czislawski, David Marshman, Graeme Stanton and Peter Zanker and he has access to whatever resources he requires to produce the required outcomes of this group. These guys will provide management with advice on a way forward to develop our 10 year projected plan.

From the Commodore– John Smith



We are also developing better working relationships with QPS, QAS, MSQ, SES and Maritime boating as well as other local government and business organizations. This is proving a huge task as OIC's and area commanders change due to postings and retirements and their replacements not being briefed on the current negotiations on the table. Very, very frustrating and draining as we continually have to repeat our plan and proposals.

I must thank my committee for their continued support through these very busy few months. We still have a lot of things to work through but I am confident that we can move forward.

If anyone has concerns or requires more information about our direction toward 2026, please contact me. I am happy to pass on the facts.

John Smith
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Russell Willis
MANAGER

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Do you have time on your hands? Looking for a challenge?

Marine Rescue Hervey Bay provides maritime safety and rescue services for the boating public in the Hervey Bay area. We are always looking for new volunteers to help in our fundamental role of saving lives at sea.

There are a number of opportunities for people to get involved. These include working in the Office, fundraising, radio operations, as well as on the crew. Each section has different requirements but some of these include:

Crew

- healthy with no medical complications

- able to work on boats in all weather and anytime of day or night

- competent swimmer

Radio

- able to work alone for 4 hour shifts

- some computer skills

- good attention to detail

Admin

- some computer skills

- customer service skills

Fundraising

- customer service skills

- good at cooking sausages on the BBQ!

Prior experience, while welcome, is not necessary as Marine Rescue Hervey Bay will provide full and comprehensive training, including first aid and CPR for everyone. So if you enjoy working with a diverse group of people and want to learn some new skills....get involved with Marine Rescue Hervey Bay. The pay is lousy (we are all volunteers) ... but the sense of achievement and giving something back to the community is awesome.

Either call into the base weekdays between 0830 and 1630 or go to our website at <http://vmrherveybay.com.au/> and pick up a volunteer application form.

From the Assistant UTC– Brian Stumer



This summer has seen the weather frequently win out over boating, with persistent strong winds and several thunderstorms making boating on the open seas unwise and unsafe. Even training exercises with VMR Hervey Bay have been cancelled on occasion or restricted to in harbour manoeuvring.

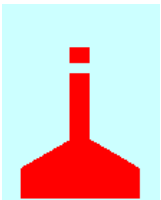
During summer, VMR Hervey Bay has had 72 activations. 30 of these activations were for the purpose of crew training. However we have also been called out on 12 medivacs from Fraser Island, 21 breakdowns, 3 vessels with insufficient fuel, 1 vessel aground, 2 sinking vessels, 1 vessel adrift and 2 searches.

In all 71 people have been assisted and a total of nearly 4800l of fuel used.

How well do you know your navigation marks and lights.

(Check <http://www.msq.qld.gov.au/Safety/Navigation-buoys-marks-and-beacons.aspx> for an illustrated guide)

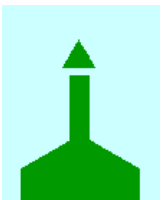
You should all know the first two:



Port lateral mark (red with a square top mark)

Flashing red light if lit.

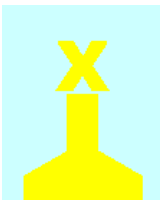
Leave it on your port side when heading in the direction of buoyage ie. Towards port.



Starboard lateral mark (green with a cone shaped top mark)

Leave it on your starboard side when heading in the direction of buoyage.

Flashing green light if lit.



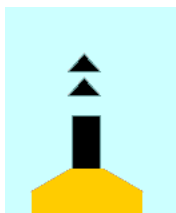
This is a special mark (yellow with a yellow cross on top)

Flashing yellow light if lit.

It is often (but not always) used to mark a branching channel. However they can also be used to mark other features e.g. cables, pipelines or stormwater outlets. If you are unsure what this one is showing you should always consult your charts.

Where it marks a branching channel it may also indicate a change in the direction of buoyage. i.e. the greens and the reds swap over. Check you charts!!

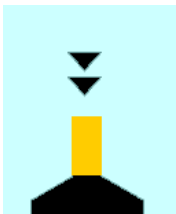
The next marks are not so well known. These are the cardinal marks and indicate the direction where the safest water is, and where you should pass them. You should always pass a north cardinal on the north side, an east cardinal on the east and so on.



North cardinal (2 black cones pointing upwards for north)

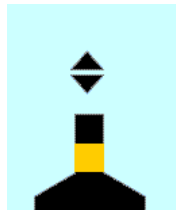
You will see this one at the top end of Big Woody Island. It is marked BWN on the charts for Big Woody North.

At night a north cardinal has a white light flashing quickly and continuously.



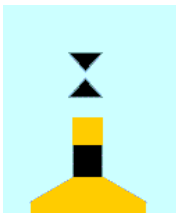
South cardinal (2 black cones pointing downwards for south)

At night a south cardinal has a white light flashing quickly for 6 flashes followed by a long flash.



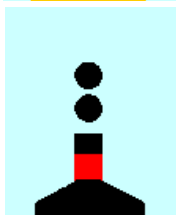
East cardinal (2 black cones top pointing up and bottom down in an egg shape)

At night an east cardinal has a white light flashing quickly 3 times in every 5 or 10 seconds.



West cardinal (2 black cones top pointing inwards in a wineglass shape)

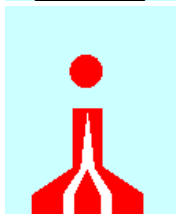
At night a west cardinal has a white light flashing quickly 9 times in every 10 or 15 seconds.



Isolated danger mark (2 black spheres to indicate danger)

Stay clear – it may mark a reef, wreck or shoal with safe water all round.

At night has a white light flashing in groups of 2.



Safe water mark (red and white vertical stripes with 1 red sphere)

Safe water all round – usually marks the end of navigation aids

At night has a white light giving off one long flash every 10 seconds.

Useful Websites & Radio Frequencies



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

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



Membership FEES & CHARGES

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.

SO\$ MEMBERSHIP - \$75.00 If *paid on or before* the RENEWAL DATE \$90.00 If *paid after* the due date. Entitles you to 2 free tows / assists per membership year.

Any SO\$ member who has not exceeded their 2 without charge tows/assists and who require a tow from outside our operational area, will be charged the cost (fuel used) of the return journey.

A ceiling of \$500.00 applies to this Membership any cost over that will be charged to the Member.

ORDINARY MEMBERSHIP – \$42.00 If *paid on or before* the RENEWAL DATE \$55.00 If *paid after* the due date.

You will pay the price of the fuel used at the current bowser price or a minimum charge of \$50.00

MEMBER NO BOAT - \$11.00

Receives our Quarterly magazine and supports our local community.

HOLIDAY MEMBERSHIP - \$40.00 One Month SO\$ Membership

One tow/assist to the value of \$200.

NON MEMBERS

Will be charged **DOUBLE** the bowser price of fuel that is used to rescue you, Minimum call out fee of \$100 will apply.

Membership TERMS AND CONDITIONS

Existing Members Membership year lasts from **1st of April to the 31st of March** each year (unless extended by any special offer that may be offered from time to time)

New Members will re-join on the anniversary of their joining date each year.

Our operational area is TO THE NORTH – A line adjoining Theodolite Creek on the Main-



land and Long Shoal situated approximately 14NM N/NW of Sandy Cape. TO THE SOUTH – Stewart Island

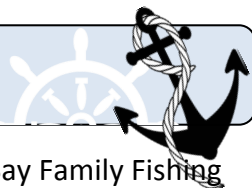
For those of you who aren't members of VMR Hervey Bay, here are some examples of what you are likely to pay for your assistance.

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”.

**For further news and information, checkout our new website
vmrherveybay.com.au**

VMR Fishing Comp



There will be lots of fun for everyone at the VMR Hervey Bay Family Fishing Competition held at Dayman Park in Pulgul Street Urangan Hervey Bay. The 24th annual competition organised by the Hervey Bay Boat Club Fishing and Social Club will be held from Thursday March 10, to Sunday March 13 2016. There will be hundreds of prizes to win and you don't even have to catch a fish to be in the running for most of them.



Many entrants don't fish at all and simply go along to enjoy the atmosphere at the presentations, partake in the food and refreshments, perhaps win a \$8000 boating package from Bay City Marine or \$5000 cash, one of the hundreds of prizes in the lucky draws or the \$1000 cash give-away drawn every day sponsored by the Boat Club.

Draws and presentation times are Thursday, Friday and Saturday 6pm to about 8pm and Sunday noon to about 3pm.

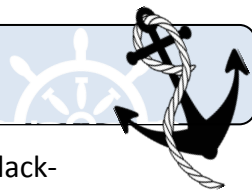
The \$1000 prize for best fish in the 2015 comp went to Luke Hislop for his 28.76kg cobia

Entry fees are seniors \$40 and juniors \$10. There will be a licensed bar and this year's catering

will be done again by members of the Rotary Club of Hervey Bay Sunrise and they will provide plenty of hot food for everyone.

The live weigh-in will again be sponsored by Fisherman's Corner Hervey Bay with eligible species flathead (live only), bream and whiting.

VMR Fishing Comp– Continued



Species of fish eligible for the dead weigh-in are whiting, black-all, bream, golden trevally and coral bream and also for the seniors an “any other species category with \$1000 for the best fish,” (excluding flathead, cod, spanish mackerel, shark and ray). This will encourage entrants with bigger boats to venture to the gutters and to waters off the Eastern side of Fraser Island after bigger, quality fish. The 2015 best fish winner was Luke Hislop with a 28.76kg Cobia.

Our judge and weigh master have again decided to weigh both dead and live fish at the same time this year and weigh in will be open all day Friday and Saturday 8.30am to 6pm and Sunday 8.30am to 12noon.

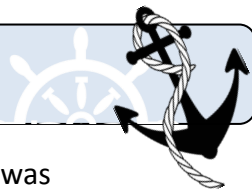
Thanks to the excellent support and generosity of Fraser Coast Regional Council and local business houses the competition has been a huge success each year, so make plans now to enter this popular event.

Entry forms will be available at tackle shops in Hervey Bay and Maryborough, at the Chronicle offices and at the Boat Club and Sporties or phone 41946138 or check our web site. www.fishingcompherveybay.org.au

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Boating Weather on the hour every hour

Burrum River Activation



At approx. 1730hrs on Sunday 20 December, a mobile call was received from a vessel in the Burrum River requesting a tow back to Buxton Jetty due to battery problems. At about 1800hrs, I received a call from Don, the VMR skipper concerned about the water level in the river and going up the Burrum on a falling tide. With a high tide about 1600hrs I said that we would be able to get up there easily. Famous last words!

It was decided to tow 7 RESCUE to Burrum Heads, where we launched the rescue vessel at about 1900hrs. Off to Buxton we went to the spot where the boat was supposed to be. We went up nearly to the Isis River with no sightings of the boat. We spoke to one boatie on the way back to Buxton and he said he had not seen any boat in trouble. We radioed the VMR radio operator, Geoff Friend, and told him we had not found a boat. Geoff was able to get the 'missing' skipper on his mobile and asked him if he could give us a GPS coordinate. He said he had no marine radio and no GPS only a sounder. So we return back up the river again, this time past the Isis River and located the boat round the next corner of the river right up in the mangroves.

We towed him back to Buxton Jetty and the activation was done about 2015 hrs. Normally a job like that would take about 1 and a half hours.

After the extra time finding the vessel, low tide was not far away and it became a bit of a problem picking our way back to the Burrum boat ramp. It



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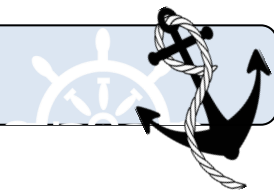
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Burrum River Activation– Continued



was a very dark night with no moon. Using spotlights as there was not enough light to see the shallows, we tried to pick our way back around the sandbars. We were doing about 3 knots through a very narrow channel when we ran onto a coffee rock. It was time to get out and push 7 Rescue. While we were pushing it off, there was a big school of bait fish being herded up on a sandbank in front of us. Gil an ex Darwin boy said "if I was in Darwin I would not be in the water with that". I told him there is a few sharks in the river and the reply from Gil was "I am getting back in the boat". We get the boat off and by now it is 2130hrs.

We finally get back to the Ross Street boat ramp at about 2200 hrs. The next problem – loading the boat on the trailer at dead low tide on that ramp is a very tricky job for the most experienced boatie, but we managed it.

The crew drove back to Urangan base, arriving back at about 2300hrs. A much longer job than we could ever have predicted.....but another happy boatie rescued.

John Zielke - crew

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.



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Radio Courses



If you have a VHF radio on your boat, someone on board must have licence to use it. At VMR Hervey Bay, we hold regular training courses and supervise the exam necessary for you to gain your radio qualification.

We train and examine two courses:

Short Range Certificate of Proficiency - SROCP (VHF use only)

Long Range Certificate of Proficiency - LROCP (Long distance MF/HF, working on commercial vessels, volunteering at VMR)

Date for the course and exam (for both of the above) are as follows in 2016:

Sat 14th May

The course starts at 08:30am and takes approx. 3½ hours to complete. You then sit the exam which takes up to an hour.

The course is free for VMR members, but for non-members we charge a \$60 admin fee.

The Office of Maritime Communications charges an examination fee of \$83 which everyone has to pay.

For further information or to register for a course, please call in to our office or phone 4128 9666.

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, 6.30p.m.

3rd May

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



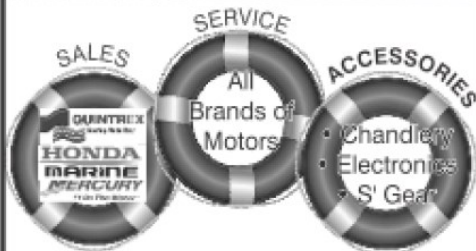
The Australian Communications and Media Authority website contains information on VHF Marine Radio with many links to ACMA video guides on YouTube. The website is not very user friendly, but you can get to the marine section at:

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



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CHRISTMAS

On behalf on the team at Marine Rescue Hervey Bay, we would like to thank everyone who donated a gift for our Christmas party. Including Aquaview, Mary Ryans Bookshop and many others.

Your donations allowed us to say thank you to our volunteers for all their efforts throughout the year.

Several of our members received certifiacates of appreciation as well as medals of service. Congratulation to those people and thank you to every one for the time you have put in throughout the year.



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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

TOTAL VESSELS LOGGED- 1519

RADIO CALLS- 5,577

ACTIVATIONS- 82

FUEL USED- 5752

VESSELS RETURNED TO SAFETY- 15

PERSONS RETURNED TO SAFETY- 37

VMR 466...

*Saving
Lives
at Sea*



Activations



27 November – Radio operator took a call from the Water Police alerting us to a report of two persons in the water off the Urangan pier. The crew responded on Hyne Timber Rescue. When HTR arrived on the scene the crew found that the persons had been rescued by a passing jet skier. HTR stood down and returned to base after 40 minutes.

28 November – Hyne Timber Rescue performed the duties of a safety boat on course for the Super Boat races qualifying day. The crew were joined by 2 QAS paramedics for the day. Duties included keeping a watch on the racing boats but also doing a sweep of part of the course to check for any wildlife on course.

29 November - Hyne Timber Rescue again performing safety boat duties on course for the Super Boat races. The crew were once again joined by 2 QAS paramedics.

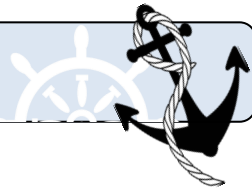
4 December – An 8.5m cruiser radioed in to repeat a breakdown after their engine overheated near the mouth of Coongul Creek. Hyne Timber Rescue responded. They picked the boat up on a tow and returned it to harbour in less than ideal conditions. (20kn+ winds and rough seas.) Due to the conditions and the size of the vessel the job took 4 hours.

5 December – Another medivac from KFB in rough conditions.

5 December – call was received from a vessel anchored in the Susan River requesting assistance as their tender had broken free and the two persons on board had no means to get ashore. The crew launched 7 Rescue at River Heads and attended the vessel.

11 December – A late afternoon breakdown saw HBRSLR a 6m yacht SE of BWI in very rough conditions.

Activations– Continued



12 December – A mid-afternoon call for assistance with two kayakers in trouble 1km off the Urangan Pier saw HBRSL Rescue activated. Before we could respond vessel Reel Life had picked them up and returned them to harbour.

15 December – A 15m yacht with lost steering required an afternoon tow from 8nm SE of the FWB back to UBH in moderate seas. HTR responded this was a difficult tow with an uncontrollable rudder but all went well.

16 December – A 5.5m centre console with electrical problems at NU2 was towed back to harbour by HBRSLR

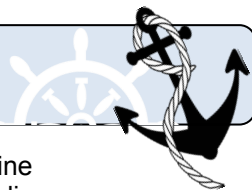
20 December – A 5m half cabin called in a breakdown up the Burrum River approx 1km upstream from Buxton saw 7 Rescue launched. A 6pm departure and a late night where they finally located it above the Isis River on a dropping tide. The vessel was towed back to the Buxton boat ramp.

21 December – A midday callout for a yacht grounded on the sandbank near EU1 sent HBRSLR out, with the tide rising, two people and a dog were transferred and returned to UBH while the owners refloated the vessel on the tide and made their own way back. This activation was immediately followed by a Medivac to KFB for a patient returning to UBH.

24 December – A Christmas eve afternoon activation for a 6m vessel broken down on the outer banks North of Moon Point saw HTR tow them back to UBH. An interesting crossing of the shoal with a rising tide was a good experience. Two hours later the same crew were again activated for a small yacht travelling from Bundaberg that had lost its steering in the vicinity of the Fairway Buoy. A slow but straight forward tow saw the vessel alongside Sandy Straits Marina for repairs early in the evening. Merry Christmas.

27 December – A 9.1m half cabin with a broken engine saw HTR activated for a tow back to harbour from around Bridge Gutter. On completion of this event, a call was received to assist a 4.5m poly vessel up around Rooneys that had been swamped overnight. On arrival, a tow was attempted however with water and sand onboard the boat was unable to be towed. The crew worked hard with the owner to remove

Activations– Continued



the sand but to no avail. Meanwhile, one person received a marine sting and on advice from QAS, HBRSLR was activated for a medivac. HBRSLR rendezvoused with HTR and took the lady onboard back to base for the waiting ambulance. Unfortunately, with failing light, the poly vessel was not able to be towed and subsequently left on the beach for possible future salvage. HTR returned with the owner to UBH.

28 December – A two o'clock run in the rain to KFB for a Medivac saw HBRSLR again on the water. Two patients were returned to UBH.

31 December – A late afternoon New Year's Eve activation for a tinny with an engine failure anchored just off the River Heads boat ramp. 7 Rescue was taken to the ramp however before they could get the boat on the water the tinny had their engine going and were at the ramp. Happy New Year

1 January – Welcome to the New Year with another early evening Medivac from KFB for HBRSLR and crew with two paramedics embarked. One patient returned to UBH.

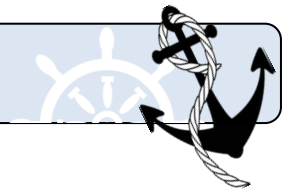
3 January – A long, slow 5 hour tow for a 9.2m cruiser broken down in Yankee Jack Creek back to UBH for HTR

5 January – Another tow for a broken down 9m cruiser anchored near KFB jetty with HTR. This was a difficult tow given the unusual hull design but all good in the end. Very late that night and early next morning a Medivac was called for an 80 year old patient on a vessel anchored in Moon Point Creek. HBRSLR with two paramedics eventually located the vessel and had a wet and difficult transfer to our vessel. All went well and he was safely brought back to UBH around 0100 on the 6th Jan.

7 January – A quick trip out to a tinny run out of fuel coming up the dog leg south of Round Island saw HBRSLR provide a tow back to the boat ramp. It appears while low on fuel he opted to cut across the bank at low tide and got stuck and then couldn't start the engine.

9 January – An afternoon tow for a 5.2m half cabin up to Arch Cliffs for a vessel that had engine trouble. The crew responded on HBRSLR. The vessel was towed back to UBH.

Activations– Continued



10 January – A morning call out for a breakdown of a 4.5m runabout between EU1 and EU2 saw HBRSLR undertake a quick tow back to the harbour.

12 January – A mid-morning to mid-afternoon job for a breakdown about 10nm West of Rooneys for a tow back to Gatakers with HTR for a vessel broken down. Seas were calm but still 218 ltrs of fuel was used.

15 January – A 12m, 40 tonne yacht anchored at River Heads required a tow up the Susan River to a safe anchorage after experiencing problems with the drive shaft.

15 January – An after-hours activation for a vessel run out of fuel at the FWB advised by the water police after a call to Police Comms in Maryborough. The crew carried 100ltrs of fuel out to the 11m cruiser in HBRSLR.

17 January – A mid-afternoon call from a vessel with battery issues saw the duty crew activated over to the KFB jetty where a 10.6m fishing charter cruiser from Tin Can Bay with 11 POB required a jump start.

23 January – A late-evening Medivac to KFB for a patient returning to UBH saw HBRSLR activated again.

24 January – Prior to the training run, a call came in from a vessel with one engine broken down and the other unable to steer just in the harbour entrance. The vessel was anchored to avoid a collision and HTR activated.

Thursday, 4 February – Medivac from Kingfisher Bay HBRSLR Left base at 1940 and returned by 2130.

Saturday, 6 February – VMR received a late call via the water police for a 4.5m tinny broken down west of Wathumba Creek with 3 pob and no radio. RSL Rescue left base at 2200. Returned the vessel to harbour and back at base by 0130.

Activations– Continued



Wednesday, 17 February – radio room received a phone call for assistance for a commercial fishing vessel broken down between Station Hill and Wathumba Creek. Hyne Timber Rescue responded on A 3 hour round trip to return the vessel to harbour.

Wednesday, 17 February – Another call for assistance before the previous job was completed. A half cabin boat with 4 persons on board was broken down on the artificial reefs. The crew in RSL Rescue.

Thursday, 18 February – A phone call from a person ashore to let us know of a vessel broken down west of Arch Cliffs. The crew attended in Hyne Timber Rescue, and had him back in the harbour in under two hours.

Thursday, 18 February – A 9m cruiser had a gearbox failure north of Little Woody Island. The vessel's owner was impressed. Said we towed him almost as fast as his normal cruising speed. We were in a hurry to get home as thunderstorms were building.

Sunday, 21 February – The duty crew were called out during our training morning and during a strong wind warning to assist a yacht running low on fuel near Pt Vernon. The crew responded in Hervey Bay RSL Rescue. Towed the yacht back to harbour and let him go only to have to rush back when its engine stopped again.

Monday, 22 February – A gentleman dropped into the base to inquire of his friend who had been away for several days in a small trailer sailer without contact. He was referred to the water police who subsequently activated us for a search and rescue. Hervey Bay RSL Rescue went out in rough seas and commenced searching from Coongul Creek. After an hour and a half the water police stood us down when the trailer sailer entered harbour under its own power.





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