



# RESCUE ONE

Autumn 2018



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

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

# Volunteer Marine Rescue Hervey Bay Inc.

# Rescue One

AUTUMN 2018 EDITION V2.0

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**Web:** marinerescueherveybay.org.au

## MANAGEMENT COMMITTEE

<b>Commodore:</b> John Smith	<b>Unit Training Coordinator:</b> Brian Stumer
<b>Vice Commodore:</b> Jill Barclay	<b>Vessel Group Coordinator:</b> Les Czislawski
<b>Secretary:</b> Colin Goldsworthy	<b>Radio Group Coordinator:</b> Graeme Stanton
<b>Treasurer:</b> Rhonda O'Brien	<b>Operations Manager:</b> Dave Marshman

## APPOINTED OFFICERS

**Asst. Boat Maintenance Officer:** Gil Townson & Kevin Lategan

**Asst. UTC (Crew):** Eddie Stockill

**Corporate Liaison Coordinator:** Graeme Davies

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

**Charts & Navigation:** Ross Jensen

**Working Members Rep:** TBA

**Operations Officers:** Dave Henry, Geoff Friend, Geoff Drake, Peter Dicker,  
Ray Harris and Graeme Stanton

**Base Provided:** Cheryl and Lance Price

**Workplace Health and Safety Officer:** Les Czislawski

**Zone Delegate:** John Smith & Colin Goldsworthy

**Grounds/Building/Vehicle Maintenance:** Reg Treston

**Editor of Rescue One:** Harry Spink

# BREAKING NEWS !!!!!!!!

## GOLD MEMBERSHIP

Watch this space.....more details to follow.....

**Marine Rescue Hervey Bay will soon be adding a Gold Membership type:**

- **15 year So\$ membership for \$1,000**
- **Two free tows, up to a maximum of \$500 worth of fuel, PER YEAR**
- **A saving of \$350 on current annual membership cost**
- **Ability to transfer your membership once within the 15 year term**

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

**Great News!!!** - We have just put in place a reciprocal rights deal if you take your boat out of Gladstone, Round Hill (1770) or Bundaberg. If you need assistance in any of these areas, you will pay 1.5x the cost of the fuel they use. Then you can claim the costs back against your MRHB membership up to a ceiling of \$500. The tow will be counted against your MRHB membership.

**But wait...there's more....**

If you take your boat to Brisbane or the Gold Coast (Caloundra Bar south to Point Danger), Queensland VMR or Coastguard will assist you for \$100 per hour (up to a maximum of \$200).

Does **NOT** apply in Coastguard areas north of Brisbane including the Sunshine Coast.

# FROM THE COMMODORE



**JOHN SMITH**

This period has been busy for us with activations and activities involving our members around the community.

Some amazing things from this period:

A medivac from Kingfisher Bay Resort for 3 patients at the same time: Crew were aware of two when they left the base but the island paramedic managed to find another one as well.

Five weeks partnering Surf Life Saving Queensland: A stinger awareness program became a real education program for crews involved as well as boaties and campers all along the north-west coastline of Fraser Island.

A Jet-ski broken down with a couple of sharks keeping watch had a lady very pleased to step onto our rescue vessel. She was a little concerned regarding her partner who had blood trickling down his leg from an earlier injury.

An imported \$300,000 8 metre open speciality fishing boat with 300hp outboard out of 2-stroke oil. We delivered 20 litres of oil and suggested that they follow us back to the harbour.

My thanks go to the skippers, crews, and all members involved in all our jobs throughout this period.

I am very happy to be able to say we now have a Wellness Support Group in operation with the purpose of supporting our members when they feel that they need some help and maybe somebody to guide them in a better direction.

Our group of seven have received some training from two very knowledgeable ladies from Life Line as well as being given ongoing support from these coordinators. Providing this service to our members has taken a long time to get to this point, however I am sure that what this group brings to our squadron will be of great benefit to all members at some time.

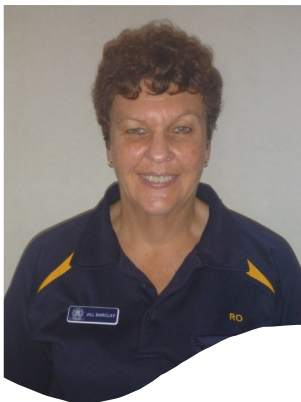
In regards to our new boat, a lot has happened during the past few months but unfortunately we have not moved forward very much. The R&D sub-committee have been involved in recommending several pathways in regard to decisions being made about RSL rescue. A minor change has been identified for the replacement build of Rescue 1. With the guidance of the Chair of the R&D sub-committee, our Corporate Liaison Coordinator, and the Vice Commodore, we held a working luncheon for business leaders of the Fraser Coast on the base with the hope of raising the rest of the money for our boat. What has come out of this is a sub-committee of these business people chaired by our Corporate Liaison Coordinator whose charter is to access funds from the greater community and to also lobby government for better funding arrangements. We also have re-applied for the grant that we were unsuccessful with last year.

The grants team have again had success and have accessed a grant to give us some new wet weather gear for our boat crews. Tablets, software and equipment will make all our vessels paperless. These devices will provide log books, activations, weekly & monthly boat checks, and possibly the agreement to tow forms electronically. This will eliminate the need to manually transfer data to the radio room. Crew will simply just dock the tablet in the radio room and it will all happen. We also have purchased a new type stretcher and scoops used to retrieve people from the water. This will require quite a bit of new training for our members. Other grants have been applied for and these could provide new computers for admin and SAR, a Go Pro for use on the boats for training and activations, upgrade of surveillance & security systems on the base, an events trailer with built in barbeque, and a jet ski for safety vessel jobs and SAR.

Management are updating/reviewing all our mandatory documents as well as reformatting them all to reflect the introduction of our Quality Management System (QMS). These annual reviews are effective from the 1<sup>st</sup> March. This will require everybody to re-sign the revised Standard Operating Procedures (SOPs). The QMS has been developed by our Treasurer, Rhonda, and she has given a huge effort to this and will soon hand it over to administration to manage. Thanks Rhonda. For those of you that aren't familiar with QMS, it is a management tool that is recognized throughout the world. We believe we now comply with ISO 9000 (International Organisation for Standardisation). ISO 9000 is a family of quality management standards relating to organisational management. We believe that we could seek accreditation to this but it would incur a cost.

**Hope you have a great, safe Easter and if travelling be safe.**

# FROM THE VICE COMMODORE



JILL BARCLAY

## Marine Rescue Funding Myths Busted

1. Marine Rescue are fully funded by the State Government – Incorrect
2. The Government covers our costs for Search and Rescue and Medical Evacuations - Partly
3. The Government provides our buildings and boats - Incorrect
4. Our uniforms are provided for us – Incorrect

### Let's debunk these myths:

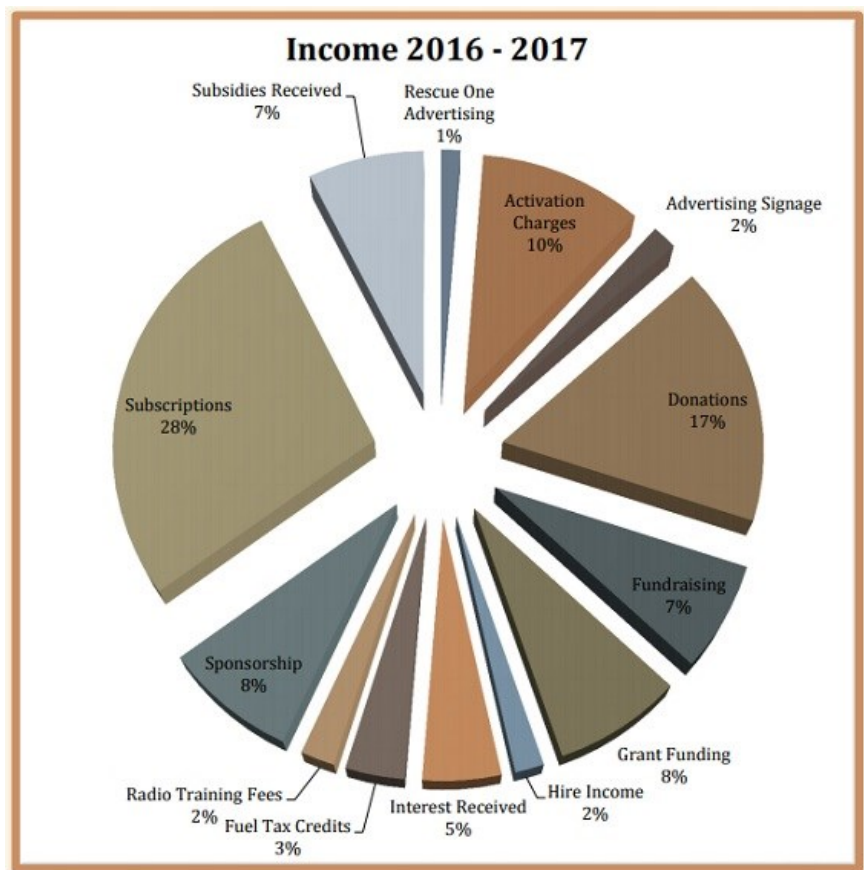
1. Marine Rescue Hervey Bay requires over \$250,000 annually to operate our business. Each Volunteer Marine Rescue squadron in Queensland receives \$20,000 annually from the government. From this amount, the state administrative body in Brisbane pays our insurances, phones and internet and they keep our vessels in commercial survey. After these expenses have been taken out, we receive less than \$5,000 cash in hand. **LESS THAN 10% OF OUR ANNUAL FUNDING IS RECEIVED FROM THE STATE GOVERNMENT.**

2. We are only able to recover our fuel costs for any activations for Police (search and rescues etc) and Ambulance (medical evacuations). Despite the fact that our vessels receive more damage during these types of activations we cannot recover these costs. We do not recover any general maintenance fees for our vessels. In 2017, we spent nearly \$35,000 alone on the maintenance of our three vessels – this does not include fuel. **WE RECOVER SOME OF OUR COSTS FOR POLICE AND AMBULANCE ACTIVATIONS FROM THESE AGENCIES.**

## MARINE RESCUE FUNDING MYTHS

3. We receive no funding from the government for our buildings. Once every 10 years, we are eligible for a government subsidy of up to \$160,000 for our primary rescue vessel. If we have 3 vessels only one of these is eligible for the subsidy once every 10 years. We are currently fundraising for a new primary rescue vessel which has been costed at close to \$1.2M. A \$160,000 subsidy is less than 15%. Other volunteer emergency groups eg SES and Rural Fire receive funding for their assets. **WE RECEIVE LIMITED FUNDING FROM THE GOVERNMENT FOR REPLACEMENT OF OUR ASSETS.**

4. We receive no funding for uniforms. **WE HAVE TO FULLY FUND THE PURCHASE OF OUR UNIFORMS.**





# FROM THE VICE COMMODORE

## Wellness Support Group

What, you might ask, is this??

For a number of years, John Smith, Commodore of Marine Rescue Hervey Bay has been trying to get a local peer support program up and running. All emergency services (and many workplaces) have people within their ranks who are there to chat about any issues that a working member may have.

Marine Rescue Hervey Bay now has a Wellness Support Group. Seven of our members have undertaken training put together by Lifeline. This is about maintaining good mental health for all of our working members.

Picture a search and rescue, where we are involved in searching for a missing person. Even if we do not find the person (dead or alive), this type of activation takes a toll on everyone that is involved. Just to sit and talk it through with others who may be feeling similar emotions to you, is important for a person's mental health. We are not talking about counselling, psychologists or psychiatrists although they may be an option if necessary. Sometimes just the smallest of things 'rattle our cage' and bring back past memories. If these 'memories' or the incident keep you awake at night, then it is important to have a chat about it with someone. This is what our Wellness Support Group members are here for. We thank them for their commitment to this task and know the benefits that it will make for our working members.







# **VMR Hervey Bay Family Fishing Competition 2018**



*Dayman Park, Pulgul Street, Urangan*

**March 8-11, 2018 – Seniors \$40 – Juniors \$10**

**\* Lucky Draws \* Spinning Wheel Raffles**

**\* Hundreds of Great Prizes - You don't need to catch a fish!**

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- and Ice Boxes***

**Fishing from 6pm Thursday to 12noon Sunday**

**Weigh-in Times: Fri-Sat 8.30am to 6pm - Sun 8.30am-12noon**

**Species: Live - Whiting, bream, flathead -**

**Dead - Whiting, bream, blackall, coral bream, trevally and the any other species section.**

**Enq. 0407 663 578 - [www.fishingcompherveybay.org.au](http://www.fishingcompherveybay.org.au)**

# **THE 2018 MARINE RESCUE HERVEY BAY & HERVEY BAY BOAT CLUB FISHING COMPETITION**

The annual VMR Hervey Bay Family Fishing Competition organised by the Hervey Bay Boat Club Fishing and Social Club will be held from Thursday, March 8 to Sunday, March 11 2018. The base for all land activity will be at Dayman Park in Pulgul Street, Urangan.

This will be the 26th year of the popular event that attracts entrants from all over Australia to participate in an exciting four days of fishing and fun. All hoping to win a prize or two while enjoying the excellent facilities of the Fraser Coast and the sheltered waters of Hervey Bay and Fraser Island. Entry costs are Seniors \$40 and Juniors (17 and under) \$10.

Many entrants do not fish at all and simply go along to enjoy the atmosphere at the presentations, partake in the food and refreshments and perhaps win some of the hundreds of prizes up for grabs.

The fun starts on Thursday at 5pm and continues through until the Sunday. At the park you will find cold drinks and hot food and a licenced bar where there will be spinning wheel raffles and lucky draws. Presentations start at 12pm on Sunday.

There will be over \$30,000 of prizes to win in the spinning wheel raffles and lucky draws including \$250 Tackle World vouchers Thursday, Friday and Saturday and a \$500 Tackle World voucher on Sunday. Every senior entrant will be in every senior draw including the Super Draw for a boat package from Bay City Marine. Every junior entrant will be in every junior draw including the Junior Super Draw for an I Pad from Wide Bay Motor Group. Daily prizes will be a rod and reel combo for the heaviest fish of each species and the any other species category, plus runner up prizes and much more.

Thanks to the excellent support and generosity of The Fraser Coast Regional Council and local businesses, the competition has been a huge success each year. So make plans now to enter this popular event. Entry forms are available at tackle shops in Hervey Bay and Maryborough, at the Chronicle offices and at the Hervey Bay Boat Club, Sporties Club and Pialba Bowls Club or phone 0407 663 578 or on our web site: [www.fishingcompherveybay.org.au](http://www.fishingcompherveybay.org.au).



**Above & Below : Winners from 2017**





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\*Available Summer 2005



# MEOSAR & GALILEO: THE NEXT GENERATION OF EPIRB TECHNOLOGY

Emergency Position Indicating Radio Beacon (EPIRB) technology has been with us since the early 1980s. Since then, it has rescued and saved the lives of tens of thousands of people both on land and sea. There are three basic types of beacons in use. These are EPIRBs generally used by mariners, Emergency Locator Beacons (ELBs) used in aircraft, and Personal Locator Beacons (PLBs) typically carried by bushwalkers and personnel working or traversing in uninhabited regions. Essentially they are all the same. They are a transmitter which, when activated, transmits a digitally coded message on 406MHz. There are two types, those that are equipped with a GPS receiver and those that do not. Those without a GPS receiver send out a regular data burst containing their identity (hex code). Those with a GPS receiver send their hex code identity and also send their location coordinates provided by the GPS receiver.

Location detection of a distress activated EPIRB is considerably faster for those with a GPS:

## Without GPS Receiver

Accuracy of location	Alert Time	Time for Location Determination
Within 5 Kilometres	Minutes	Between 1.5 and 5 Hours

## With GPS Receiver

Accuracy of location	Alert Time	Time for Location Determination
<b>Within 120 metres</b>	Minutes	<b>Within 20 minutes</b> if the beacon is deployed correctly.

The Australian Maritime Safety Authority has produced a very informative brochure on EPIRBs and this can be accessed at:

[https://www.amsa.gov.au/file/1962/download?token=p8INHI\\_s](https://www.amsa.gov.au/file/1962/download?token=p8INHI_s)

# MEOSAR & GALILEO

## **The Existing EPIRB System**

The system we refer to now as the EPIRB satellite search and rescue system, is actually a system constructed by a collaboration of four countries. These are the United States of America, Canada, France, and the former Soviet Union. The system was conceived in 1979 and gradually deployed from that time onward. The first rescue credited to the system was in 1982. The system is dedicated to search and rescue and is known as the COSPAS – SARSAT system. COSPAS is a Russian acronym meaning “Space System for Search of Vessels in Distress” and SARSAT is an acronym for Search And Rescue Satellite system.

## **The COSPAS-SARSAT System**

The current operational COSPAS-SARSAT System includes two types of satellites. Six satellites are in geostationary orbit (GEO) above the equator. These satellites are at an altitude of 36,000 Km and have a wide view of the surface of the earth except for the polar cap regions. They are known as the GEOSAR constellation. There are five satellites in low earth orbit (LEO) that follow an orbit around the north and south poles and are referred to as the LEOSAR constellation. These satellites are at an altitude of about 800Km. LEOSAR satellites have a field of vision of about +/- 2000Km. They take about 100 minutes for each orbit and their position can result in detection delays of an activated distress beacon.

It was recognised some time ago that the LEOSAR satellites were ageing and may have to be replaced. The current constellations of LEOSAR & GEOSAR satellites have a number of shortcomings that particularly affect the system performance for non-GPS beacons. The GEOSAR system can receive distress messages but does not have the ability to determine location and can only report location if the message from the distress beacon has GPS provided positional information. The LEOSAR system can determine the location of a beacon but due to their low altitude orbit, they can only view a small portion of the surface of the earth at any moment in time.

# MEOSAR & GALILEO

This can result in the long delays in location determination. Studies in satellite technology indicated that a vast improvement could be made to the system by the launch of a new constellation of satellites positioned at an altitude of approximately 20,000 Km (medium earth orbit). The COSPAS-SARSAT consortium made a decision to launch this new constellation and that it would be designated as MEOSAR.

## MEOSAR

The MEOSAR system will consist of more than 24 satellites orbiting the earth and will provide close to real time location when the system is fully deployed. The MEOSAR system operates a little like a GPS receiver in reverse. A GPS receiver needs to be able to receive signals from at least three satellites to use trigonometry and triangulation to determine its position. MEOSAR uses a reverse procedure wherein if three or more satellites can receive the signal from the distress beacon, it can do a similar calculation to determine the beacon location.

A specification for the performance of MEOSAR has not yet been released and seems to vary depending on the source. However the desired performance of the system is always stated as the percentage of correct location determinations within a specified distance of actual and within a time period after beacon activation. The most likely accuracy seems to be within 1 kilometre, within 5 minutes, 95% of the time and within 100m within 30 minutes. The final system performance is yet to be confirmed and is unlikely to be until deployment and testing is finalised. It is expected to be fully operational during 2019.

## GALILEO

There are currently two fully operational global positioning systems (GPS) in operation. These are the NAVSTAR system of the United States, and the Russian GLONASS system. Another two systems are in deployment and partly operational. These are the Chinese BeiDou system, and the Galileo system being constructed and deployed by the European Union (EU). The Galileo system has been named in honour of the Italian astronomer, Galileo Galilei.

# MEOSAR & GALILEO

A future design feature (that is not yet available) of the Galileo system is that if an EPIRB is equipped with a Galileo GPS receiver, then the Galileo system is able to send a Return Link Message (RLM) back to the distress beacon via the GPS receiver. This message is expected to trigger an alert, probably visual or audible, in the beacon to alert the user that their distress alert and location have been received by the COSPAS-SARSAT system, and that help is on the way. It is felt this would give great comfort to those in dire distress situations. The feature is not yet operational but is expected to be available around the time the Galileo system is fully operational in or after 2020. It is unknown when EPIRBs with this feature will be readily available or their expected cost.

## IF YOU HAVE AN EPIRB OR ARE CONSIDERING BUYING AN EPIRB

1. While the advent of MEOSAR will significantly lessen the time taken to determine the location of an EPIRB that has been activated, **there is still a very powerful argument to spend the extra \$50-60 that it costs to purchase an EPIRB that has an integral GPS receiver.** When you are out on the water and sinking, you don't want to be there one second longer than necessary.
2. Make sure that you have your EPIRB registered with AMSA and that your registration is updated every two years.
3. Regularly perform a self test but only according to the manufacturers instructions.
4. Check the battery replacement date regularly and ensure it is replaced before that date or after the EPIRB has been activated.

**Maritime Safety Qld regulations require that some vessels carry an EPIRB and the following links to the MSQ website provides detailed information:**

<https://www.msq.qld.gov.au/Safety/Safety-equipment-recreational-ships>

<https://www.msq.qld.gov.au/Safety/Distress-signals.aspx>

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# TRAINING NEWS



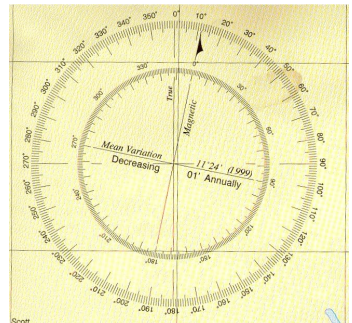
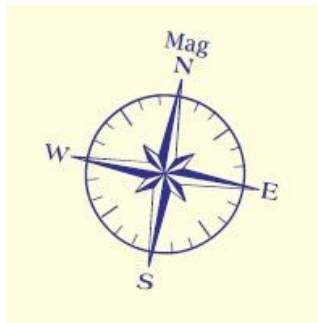
**BRIAN STUMER -  
UNIT TRAINING  
COORDINATOR**

You will see the symbols below on your charts every time you take your boat out for a day on the water. The symbol below on the left is from the Beacon to Beacon directory, while the one on the right is from another local chart.

Of course all good boaties carry charts on their vessels and consult them regularly.

(Did you know that you can get the Beacon to Beacon charts free? Go to Maritime Safety Queensland website and download them at:

<https://www.msq.qld.gov.au/Boating-maps/Fraser-Coast-guides> )



But just what do the mean and how do we use this information?

These symbols on your chart are an indication of what is called **Magnetic Variation**. It turns out that your boat compass does not point exactly at north after all. Your compass actually points at **magnetic north**, which varies from place to place according to the earth's magnetic field.

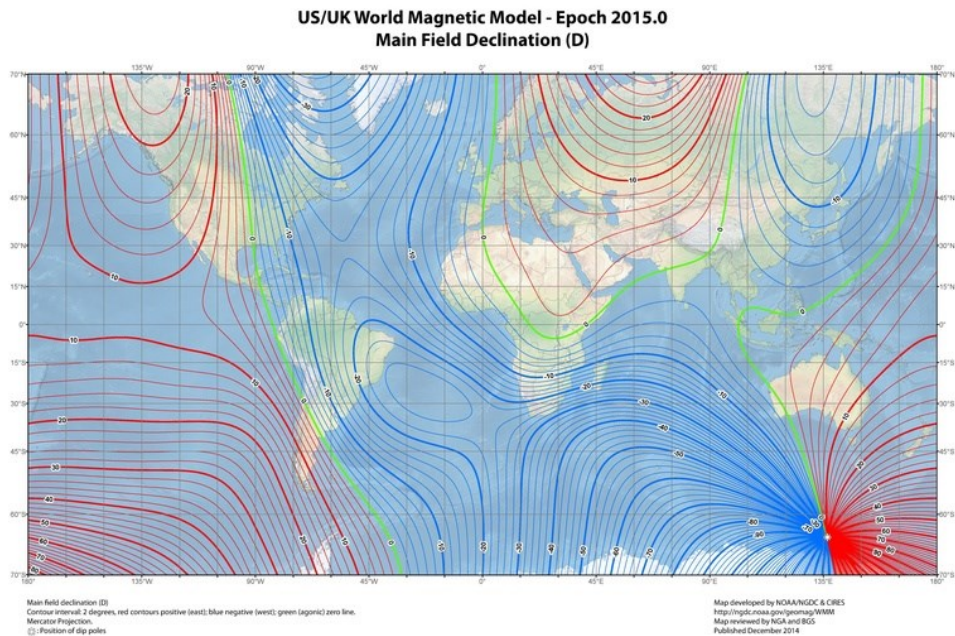
The symbols above from your charts show that in Hervey Bay we have a compass variation of about 10° east. When plotting a course you must take this variation into account or you will find yourself at some distance from your intended destination.

For example, if you plot a course of 80° (True bearing) from your chart then you will actually steer 70° (Magnetic bearing) by your compass.

Like wise if you see a mark at 250° by your compass (magnetic) then you will plot it on your chart at 260° (true).



The diagram (from Wikipedia) below shows how much the earth's magnetic field varies.



At the last Marine Rescue Hervey Bay training day our crew got put to the test with some basic navigation skills. Our crew were tasked to plot a course on a chart, calculate the magnetic bearings and then steer the course and calculate the time and distance to get to their destination. They also had to take compass bearings to calculate their position without the use of GPS. Try this next time you are out in the Bay.

### **New Crew Members**

In February we welcomed five new members who are training to join the crew of MR Hervey Bay. Since our vessels are registered as commercial vessels, our crew must be trained to a standard set by AMSA (Australian Maritime Safety Authority) before they can take their place.

The new members have to demonstrate proficiency in a course called Elements of Shipboard Safety before they qualify. This includes the use of safety equipment such as life rafts, lifejackets, flares and EPIRBs as well as knowledge of the marine environment and vessels.

We welcome Peter, Leyton, Mick, Wayne and Miz on board and expect to see them join the crew in March.

# TRAINING NEWS

## First Aid and CPR

One of the requirements for all crew at Marine Rescue Hervey Bay is that they keep their First Aid and CPR skills up to date. First Aid needs to be updated every three years and CPR every year. That means that we are frequently re-training our members.



*Volunteer (and former paramedic) Gary explains the correct way to apply dressings*



Over the last week eight members have completed their First Aid training and nine members have completed CPR training. Good to know that should you need them, trained first aiders are ready to respond.

This is in addition to our group of First Responders who are trained and equipped at a higher level by the Queensland Ambulance Service.

*Vice-Commodore Jill practises her CPR skills*

# TRAINING NEWS

## Did you know:

*AEDs (Automatic External Defibrillators), when used within the first 3-5 minutes of a person suffering a Sudden Cardiac Arrest (SCA) can dramatically increase a victims chance of survival from what is currently less than 5% to as much as 70% and higher with a defibrillator on the scene. AEDs were designed to be used by virtually anyone with little or no experience.*

MRHB has an AED on the base and all of our crew have received training in its use.

Ask about them at your local shopping centre or club and know their location should you ever need them.



*The training AED attached to the dummy and ready to go.*

## Flare Demonstration

If you would like to see what a flare looks like when set off, we will be training with these on Sunday, 4 March. Our trainee crew are required to demonstrate the use of orange smoke flares and red flares. This will take place on the beach just to the south of Urganan Harbour at about 11.30am. Be on time as these flares only burn for about 60 seconds each.

## BE A SPORT & REPORT: FROM MARITIME SAFETY QLD

There is one commodity that Maritime Safety Queensland (MSQ) regards as priceless in our quest to reduce and, in our fondest dreams, one day eliminate boating mishaps that lead to serious injuries or fatalities. That commodity is information.

Are you aware that when something goes wrong on the water that results in a marine incident involving a Queensland-regulated ship, it is a requirement under Section 125 of the *Transport Operations (Marine Safety) Act 1994* for the owners or masters involved to report the incident to MSQ within 48 hours, unless they have a reasonable excuse? There is actually a fine involved for not doing so. But our purpose here is not to advance a punitive approach, so we won't dwell on it.

Obviously, if an incident results in serious damage to a vessel or its occupants, most people are aware there will be consequences in terms of costs, insurance and potentially litigation. Under these circumstances they know that, much like a vehicle accident, it is in their best interests to fill out a formal report and submit it to the relevant authority.

But it's other types of incidents – those that perhaps through good fortune don't result in serious consequences - that we know are not being reported as often as they should. These can include groundings, collisions with navigation aids, fire on board vessels, even 'close quarters' situations that could have led to disaster but were averted. For those sorts of incidents, the "she'll be right" mindset is alive and well among boaties. If it didn't actually result in damage or injury, why report it?

The answer to that, as far as we are concerned, is because not reporting it prevents us from learning from it and informing other boaties about what those learnings are. A single report about an incident can be illuminating and alert us to aspects about what led to the incident or near miss that, if addressed, could prevent it from happening to others. Sometimes it won't.

But a hundred reports, over a period of time, about similar incidents can provide us with a wealth of aggregated information that indicates trends and broad areas of concern.

## MARITIME SAFETY QLD.

As an example, if we know that in 36% of reported marine incidents within a given year the cause was identified as the failure of machinery and equipment (as was the case in 2016), we might be able to pinpoint some aspects of vessel or motor maintenance that we need to educate the boating public about.

Marine incident reports can help MSQ in a myriad of ways. They can help us to develop and prioritise education and compliance programs, position navigation aids, identify maintenance dredging needs, determine marine licencing enhancements, develop and publish Notices to Mariners and update charts and other marine safety information.

There is no doubt that having the information provided in marine incident reports can save lives – perhaps yours or that of a friend or relative. But information is only useful if we have it and if it is accurate and complete. If there is not enough of it, or it is incomplete, our conclusions can be skewed or inaccurate. We've all heard the dictum that "garbage in equals garbage out".

That's where boaties can do MSQ, volunteer marine rescue groups and themselves a big favour. If you are involved in an incident, even a "minor" one, let us know by completing a report as accurately as possible and submitting it to a shipping inspector at your local MSQ, Queensland Boating and Fisheries Patrol (QB&FP) or Queensland Water Police (QWP) office.

There is an [approved form for submitting a marine incident report](#) which can be downloaded from MSQ's website or obtained from any MSQ, QB&FP or QWP office, or from any Department of Transport and Main Roads Customer Service Centre. But if you are pushed for time or don't have access to, or confidence with the internet, you can phone your local MSQ office and ask to have the details of the incident taken down by our officers, provided you visit the office later to sign the report.

The MSQ contact details you'll need to submit a marine incident report in the Hervey Bay area are 07 4194 9600 (business hours) or 07 4971 5200 (after hours).

**Patrick Quirk**

**General Manager**

**Maritime Safety Queensland**



# Maritime Safety Queensland

Hervey Bay **07 4194 9600**

After hours incident report **07 4971 5200**

For more information on boat safety go to our website:

**[www.msq.qld.gov.au/safety](http://www.msq.qld.gov.au/safety)**

*Check with your service provider for call costs.*



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# HAVE YOU EVER CONSIDERED BEING A MARINE RESCUE VOLUNTEER?



A lot of our community organisations depend entirely on the generosity of people giving up their time to work as volunteers to help the community in general. The pay is lousy, and the days can be long, but the rewards are many. Along the way we still manage to enjoy ourselves and have a laugh or three. We get to meet and work with some fantastic people from all walks of life and get to share in their knowledge and expertise, and it is a great way to meet people if you are new to our community and don't know many locals.

## **DAVE MARSHMAN - OPERATIONS MANAGER**

Marine Rescue Hervey Bay is no different to other community organisations as all our working members are volunteers. We have different areas that people choose to work in and no area is any more important than any other. We all depend on each other to achieve our outcomes. We have quite a few ladies in Marine Rescue Hervey Bay in all areas including as Radio Operators and crew. All volunteers are most welcome and no prior experience in the boating area is necessary.

Working in administration may not be everyone's passion but we need good people who are willing to bring their skills and share their expertise to keep this area running smoothly.



If you are retired or just looking to do a bit for the community and have office-based skills, book keeping, accounting, data input, filing, merchandise sales, customer service or any skill in this area, please drop into the office for a chat. The work is not difficult, and the people are great to work with.



Radio operators are highly trained to work in our radio room. They provide an important link between boaties, Police, Ambulance, and our crews. Our Radio Operators man our radios and telephones every day of the week and their tasks vary from talking to boaties who log on with us when they venture onto the water, to the more serious

duties when a boat is in distress and requires assistance or a medical evacuation is required from Fraser Island. We operate a computerised vessel logging system that keeps track of any vessel that has logged on with us from the time they leave until they return safely. Should any vessel not log off with us by the time they nominated, and we can't contact them to ascertain they are safe, our Radio Operators commence procedures in conjunction with the Police to address the situation. MRHB provides an extensive training course in house. If you think this may interest you, please come in and we can give you a more detailed overview.

Boat crew is probably our most popular area that people want to be involved with as they see it as being a bit more exciting. A lot of training and hard work is involved in getting people to be able to crew a rescue boat. Some of our tasks are straight forward and mundane but some are quite involved and carry a degree of risk. Jobs can take an hour or all day and into the night. Boat crews are called out in all weather and 24 hours a day.



If this gets you excited and you are reasonably fit, volunteer and have a go.





# VOLUNTEERING AT MARINE RESCUE HERVEY BAY



Fundraisers are also welcome and play an important part in keeping our organisation functioning. We require a lot of money each year to maintain our base and vessels so that we are always ready when needed. We all play a role in this area and every bit helps.

Whether you wish to donate 4 or 40 hours a week of your time, you will be rewarded in the knowledge that you may have saved a life. Please get involved and if you can't spare the time, think about joining as a member as this also helps to provide us with necessary funds. There are some 10,000 boats registered on the Fraser Coast and only 1,200 are members of Marine Rescue Hervey Bay. If all of these boaties joined as a \$90.00 member, we would not need to chase sponsors, donors, sell sausages, raffle tickets, or chase government for funds.

**Consider volunteering with us or just join and help protect our boating community.**

## USEFUL WEB SITES

### Volunteer Marine Rescue Hervey Bay

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

### Tide Times

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

### BoM Hervey Bay Waters Forecast (Boating Forecast & Warnings)

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

### Weather Conditions & Forecasts

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

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

### BoM Weather Radar

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



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## QUARTERLY OPERATIONS STATS

1st DECEMBER 2017 TO  
28th FEBRUARY 2018

TOTAL VESSELS LOGGED:	769
RADIO CALLS:	3,488
ACTIVATIONS (ex training):	53
TRAINING/CEREMONIAL ACTIVATIONS:	33

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# RESCUE ONE TRIVIA

1. Where would you find an “angel” on an old sailing ship?
  - a) The angel is always on the bowsprit to guide the ship through stormy waters.
  - b) It was the name given to the sailor who scaled the mast and whose job it was to spot submerged rocks. He was the angel looking over the ship.
  - c) The angel would be found on the rode.
  - d) The angel was a bird kept on ship and which, when released, knew the direction where the closest land would be found .
2. If you suffer from Ancraophobia, you wouldn't enjoy sailing. Why not?
  - a) Ancraophobia is a fear of large waves.
  - b) Ancraophobia is a fear of not being able to see land.
  - c) Ancraophobia is a fear of the wind.
3. If a sailor says to you “The rabbit comes out of the hole, around the tree, and back into the hole”. What is he telling you?
  - a) The sailor has been out in the sun too long.
  - b) He is telling you in code that it is time you made him coffee.
  - c) He wants you to help him catch a rabbit.
  - d) You are being shown how to tie a useful boating knot.
4. What is “Footloose”?
  - a) Sailors who had consumed too much rum would often do a wild and excited dance and were referred to as “footloose”.
  - b) When a contracted sailor went ashore and didn't return to ship he was said to be loose on foot ashore or “footloose”.
  - c) The bottom of a sail is termed the foot and if it broke free, it did a wild dance in the wind and was referred to as footloose.
  - d) Another name for Long John Silver who had a wooden leg.
5. What is a “Kamal”?
  - a) A tall four-legged animal that is known as the ship of the desert.
  - b) The water bags made of hide placed around a ship for the crew.
  - c) A ship with a raised hump in the middle for the area called the bridge.
  - d) A navigational instrument comprised of a piece of wood and a string.



## THE ANSWERS ARE A FEW PAGES ON

6. What was the Bitter End?
  - a) Fruit and vegetables aboard old sailing ships became spoiled and almost inedible due to the bitter taste it developed, however hungry sailors would still eat it until the bitter end forced them to dispose of it.
  - b) The bitter end was the last of the rode to be released overboard.
  - c) Oranges & lemons were used to prevent Scurvy and when ships were on long voyages, sailors were made to eat them daily. When stocks finally ran out, it was called the bitter end.
7. Who said “Waves are not measured in feet and inches, they are measured in increments of fear” ?
  - a) Buzzy Trent
  - b) Tony Bullimore when describing the Great Southern Ocean crossing.
  - c) Ted Turner
  - d) Christopher Columbus as he sailed across the stormy Atlantic Ocean.
8. What term was first used for the left side of a vessel instead of “Port” side?
  - a) Larboard.
  - b) Leftboard.
  - c) Leeboard.
9. The term “Slush Fund” originated from:
  - a) The meagre budget allocated to a ships cook to purchase food for a voyage.
  - b) It was a secret fund held by the cook through buying poor quality food.
  - c) The secret money raised by saving the fat from cooking meat and later selling it.
10. Who said “If a man is to be obsessed by something, then I guess a boat is as good as anything, perhaps a bit better than most” ?
  - a) Sir Francis Chichester
  - b) E.B. White
  - c) Captain Jack Sparrow
  - d) Dennis Connor

# ACTIVATIONS: 1st December to 28th February

## **Monday 4<sup>th</sup> December 0600 :**

A 16.7m trawler with 4 PoB experienced fuel problems 11Nm north of the Fairway Buoy and required a tow to Urangan Boat Harbour.

## **Thursday 7<sup>th</sup> December 0400 :**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour. MRHB First Responder accompanied the patient.

## **Thursday 7<sup>th</sup> December 0930 :**

MRHB was requested to provide assistance for a relocation of a vessel inside Urangan Boat Harbour.

## **Friday 8<sup>th</sup> December 1100 :**

A 10m sail catamaran with 2 PoB just outside Urangan Boat Harbour experienced engine problems and requested assistance to a berth in Urangan Boat Harbour.

## **Wednesday 13<sup>th</sup> December 1015:**

A Jetski with 2 PoB was grounded north of the Urangan Pier. The vessel decided to wait until the next high tide.

## **Wednesday 13<sup>th</sup> December 1524:**

MRHB was requested to provide assistance for a relocation of a vessel inside Fisherman's Wharf marina.

## **Thursday 14<sup>th</sup> December 1015 :**

A 7m motor cruiser with 2 PoB at Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

## **Sunday 17<sup>th</sup> December 1130 :**

A 10m yacht with 1 PoB off Torquay was taking water and required a tow to Urangan Boat Harbour.

## **Friday 22<sup>nd</sup> December 1740 :**

A 4m runabout with 2 PoB between River Heads and Kingfisher Bay experienced engine problems and required a tow to River Heads.

# ACTIVATIONS: 1st December to 28th February

## **Saturday 23<sup>rd</sup> December 0900:**

A jetski with 2 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

## **Saturday 23<sup>rd</sup> December 1045:**

A 5.5m half cabin with 2 PoB at the 25 fathom hole experienced engine problems and required a tow to Urangan Boat Harbour.

## **Saturday 23<sup>rd</sup> December 1420:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Sunday 24<sup>th</sup> December 1150:**

A 6.6m half cabin with 5 PoB near Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

## **Monday 25<sup>th</sup> December 2300:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Tuesday 26<sup>th</sup> December 1120:**

A 8m motor cruiser with 4 PoB just outside UBH experienced engine problems and required a tow to Urangan Boat Harbour.

## **Wednesday 27<sup>th</sup> December 0900:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Wednesday 27<sup>th</sup> December 1250:**

A 4m tinny with 2 PoB at Boges Hole experienced engine problems and required a tow to Urangan Boat Harbour.

## **Wednesday 27<sup>th</sup> December 1500:**

A 5m centre console with 2 PoB at Wathumba experienced engine problems and required a tow to Urangan Boat Harbour.

## **Wednesday 27<sup>th</sup> December 1630:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

# ACTIVATIONS: 1st December to 28th February

## **Friday 29<sup>th</sup> December 1000:**

A 4m tinny with 2 PoB at Arch Cliffs experienced engine problems and required a tow to Urangan Boat Harbour.

## **Saturday 30<sup>th</sup> December 1800:**

A 5.7m runabout with 3 PoB at the Roy Rufus Artificial Reef experienced engine problems and required a tow to Urangan Boat Harbour.

## **Saturday 30<sup>th</sup> December 1930:**

A 9.7m ketch with 1 PoB in the Burrum River ran aground on a sandbar. Advised to wait until the next high tide to refloat.

## **Wednesday 3<sup>rd</sup> January 0850 :**

A 6m centre/side console with 1 PoB east of Middle Bank experienced engine problems and required a tow to Urangan Boat Harbour.

## **Wednesday 3<sup>rd</sup> January 1130 :**

An 8m catamaran with 2 PoB near Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

## **Wednesday 3<sup>rd</sup> January 1750 :**

A 5.5m runabout with 3 PoB near Moon Point experienced engine problems and required a tow to Urangan Boat Harbour.

## **Thursday 4<sup>th</sup> January 1300:**

A 4.5m tinny with 2 PoB near the Urangan Pier experienced engine problems and required a tow to Urangan Boat Harbour.

## **Thursday 4<sup>th</sup> January 2140:**

QAS requested the medivac of three patients & two paramedics from Kingfisher Bay to Urangan Boat Harbour.

## **Friday 5<sup>th</sup> January 0900:**

A 4.5m runabout with 3 PoB at Wathumba experienced engine problems and required a jump start.

## **Sunday 7<sup>th</sup> January 0920 :**

A 4.5m half cabin with 3 PoB at Shell Gutter near River Heads experienced engine



# ACTIVATIONS: 1st December to 28th February

## **Sunday 7<sup>th</sup> January 1700:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Monday 8<sup>th</sup> January 2000:**

A 7m half cabin in the Moon Ledge area requested oil be brought out.

## **Tuesday 9<sup>th</sup> January 1745:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Tuesday 9<sup>th</sup> January 1230:**

A 4.5m runabout with 1 PoB became grounded near Pelican Bank and assistance was provided to re-float the vessel.

## **Saturday 13<sup>th</sup> January 1930:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Tuesday 16<sup>th</sup> January 2030:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

## **Saturday 20<sup>th</sup> January 1350:**

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

## **Saturday 20<sup>th</sup> January 1440:**

A 6.8m powerboat with 2 PoB at Coongul experienced engine problems and required a tow to Urangan Boat Harbour.

## **Sunday 21<sup>st</sup> January 1020:**

A 4m runabout with 1 PoB at Eagles Nest experienced engine problems and required a tow to Gatakers ramp.

## **Sunday 21<sup>st</sup> January 1400:**

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

# ACTIVATIONS: 1st December to 28th February

## **Sunday 21<sup>st</sup> January 1400:**

A 5.2m yacht with 2/1 PoB at Moon Point experienced rudder failure and required a tow to Urangan Boat Harbour.

## **Sunday 21<sup>st</sup> January 1600 :**

A 17m sailing vessel with 5 PoB experience mechanical problems and required a tow to Urangan Boat Harbour.

## **Sunday 28<sup>th</sup> January 1250 :**

An 8.5m sailing sloop with 2 PoB experience engine problems near Kingfisher Bay and required a tow to Urangan Boat Harbour.

## **Saturday 10<sup>th</sup> February 1430:**

A 6.8m half cabin with 1/1 PoB off Station Hill experienced engine problems and required a tow to Urangan Boat Harbour.

## **Sunday 11<sup>th</sup> February 0930:**

A 5.3m half cabin with 3 PoB south of Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

## **Friday 16<sup>th</sup> February 1400:**

A 4.75m centre console with 2 PoB in the vicinity of Urangan experienced engine problems and required a tow to Urangan Boat Harbour.

## **Monday 19<sup>th</sup> February 1600:**

A 5.3m half cabin with 2 PoB at Samy's Reef near Moon Point experienced a flat battery and required a jump start.

## **Monday 19<sup>th</sup> February 1800:**

Qld Police requested a Search and Rescue be conducted of Yankee Jack Creek for a missing ketch. The vessel was not found.

## **Tuesday 20<sup>th</sup> February 0800:**

Qld Police requested a Search and Rescue be conducted from Kingfisher Bay to Garry's Anchorage for a missing ketch. The vessel was not found.

# ACTIVATIONS: 1st December to 28th February

## **Tuesday 20<sup>th</sup> February 1100:**

Qld Police requested a Search and Rescue be conducted again of the Mary River for a missing ketch. The vessel was not found.

## **Tuesday 20<sup>th</sup> February 1400:**

Qld Police requested a Search and Rescue be conducted again of the Burrum River for a missing ketch. The vessel was not found.

**Note: This list of activations does not include the occasions where requests for assistance are cancelled nor does it include ceremonial duties such as scattering of ashes, or being on the water and available for specific events. It also does not include the many training exercises that are regularly undertaken. During this period, MRHB also provided on water assistance to SLSQ for stinger research on 13 occasions.**

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

### **\$55.00     Ordinary Member**

Any tows, in that membership year, are charged at the cost of the fuel (based on the bowser price at the time of the activation), with a minimum fee of \$50.

**2nd & 3rd Vessels are \$40 per vessel**

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

### **Payment Methods**

**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).**

# TRIVIA ANSWERS

1. c) An angel, sometimes called a kellet or sentinel, is a weight placed on the anchor rode ( or rope) and is used to increase the holding ability of the anchor by reducing dragging.
2. c) Ancarophobia, also called Anemophobia, is an extreme fear of wind or drafts. It is known to cause panic attacks.
3. d) The bowline knot is an old and simple knot and considered one of the four basic maritime knots. The mnemonic is used as a means of remembering the construction of the knot.
4. c) The bottom portion of a sail is called the foot. If it breaks free in a strong wind, it dances wildly and is said to be “loose-footed” or “footloose”.
5. d) The Kamal was a navigation device used in the 9th century to ascertain latitude. It consisted of a piece of wood with a string attached. The string had knots tied in it at equal distances. The string was held in the mouth of the navigator and the piece of wood moved out along the string until the celestial body (usually Polaris, the pole star) and the horizon were coincident. The length of the string was then used to calculate the latitude.
6. b) The Bitt was a post fastened to the bow of a ship to which the anchor rode {or rope} was fastened. When all the rope was played out, it was at the bitter end .
7. a) Goodwin Murray (Buzzy) Trent Jnr. (1929 –2006) was one of the first to attempt big wave surfing. He was born in San Diego before moving to Hawaii. Buzzy was a talented athlete and rose to fame as a football player but also loved diving and hang gliding.
8. a) The original term for the port side of a vessel was Larboard. Larboard was probably a shortened version of loading and boarding since traditionally ships were loaded and boarded from the left hand side. This was also referred to as the “Port” side and it is thought “Port” became more popular to avoid confusion with starboard.



## TRIVIA ANSWERS


9. c) Slush was the term used to describe the fat that floated to the surface when meat was boiled on board a ship. It was scooped off and sold to tallow makers in port. The proceeds formed a secret fund used to purchase small luxuries and medicines for the crew.
10. b) Elwyn Brooks (E. B.) White (1899 – 1985) was an American writer and a contributor to *The New Yorker* magazine. He wrote children's books including *Stuart Little*, *Charlotte's Web*, and *The Trumpet of the Swan*.



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## AREA RADIO CHANNELS

LOCATION	STATION	CALLSIGN	TELEPHONE	VHF CHANNELS MONITORED	HF SSB	27 MHz
MOOLOOLBA	COAST GUARD	VMR406	07 54443222	16 _ 67 _ 73 _ 21 _ 80		27.88 27.90
TIN CAN BAY	COAST GUARD	VMR417	07 54864290	16 _ 67 _ 80 _ 82		27.88 27.90
SANDY STRAITS	COAST GUARD	VMR421	07 41298141	16 _ 80 _ 82		27.88 27.90
HERVEY BAY	VOLUNTEER MARINE RESCUE	VMR466	07 41289666	16 _ 67 _ 22 _ 73		27.88 27.91
BUNDABERG	VOLUNTEER MARINE RESCUE	VMR488	07 41594349	16 _ 67 _ 22 _ 80 _ 81	2524 KHz 4125 KHz 6215 KHz	27.88
ROUND HILL	VOLUNTEER MARINE RESCUE	VMR477	07 49749383	16 _ 81 _ 82	2182 KHz 2524 KHz	27.88 27.91
GLADSTONE	VOLUNTEER MARINE RESCUE	VMR446	07 49723333	16 _ 80 _ 82	2182 KHz 2524 KHz 4125 KHz	27.88

# HB RADIO CHANNELS & WEATHER BROADCASTS

## VMR HERVEY BAY RADIO CHANNELS

VMR Hervey Bay Call Sign: VMR466

Urangan Boat Harbour and surrounding areas: VHF 73 or 27.91

North of Latitude 25° S : VHF 22

South of Garry's Anchorage: VHF 67

If no response on 73 or 22: All areas VHF 16 or 67

**Distress Calls: All areas VHF 16 or 27.88**

**Supplementary Distress Channel: All areas VHF 67**

## WEATHER BROADCASTS

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

**07:15**

**12:15**

**17:15**

**on VHF Channel 67**

Forecasts are given for Hervey Bay Waters and Fraser Coast Waters, Sandy Cape to Double Island Point. These are followed by local observations and tides at Urangan Boat Harbour.

# RESCUE ONE

REGISTERED BY AUSTRALIA POST  
PRINT POST NO 100000275  
IF NOT CLAIMED RETURN TO:  
SECRETARY VMRHB,  
PO BOX 7120 URANGAN HERVEY BAY QLD 4655



VOLUNTEER MARINE RESCUE  
HERVEY BAY. INC.  
CALL SIGN: VMR466

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HERVEY BAY  
QLD. 4655

## 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)

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