



RESCUE ONE

Winter 2018



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

marinerescueherveybay.org.au

Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

WINTER 2018 EDITION

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MANAGEMENT COMMITTEE

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

APPOINTED OFFICERS

Asst. Boat Maintenance Officer: Gil Townson & Kevin Lategan

Asst. UTC (Crew): Mark Bruem

Corporate Liaison Coordinator: Graeme Davies

Asst. UTC (Radio): Jill Barclay

Charts & Navigation: Ross Jensen

Working Members Rep: TBA

Operations Officers: 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

GOLD MEMBERSHIP

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- ▶ **Membership can be transferred once during the 15 years**
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- ▶ **No limitation on the number of vessels owned or part owned by you and attached to the membership.**
- ▶ **Assists are covered for the boat/s on your gold membership regardless of who is on board.**
- ▶ **For Existing members –
Gold membership can start at current expiry date
Or
When paid before 30th June 2018. Your Choice**
- ▶ **Reciprocal rights from Gladstone to Tweed Heads
(excludes the Sunshine Coast)**
- ▶ **\$1000.00 (incl GST) for 15-year membership**

Remember this is a Limited time offer until 30th June 2018

T&Cs apply

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1 vessel – savings in excess of \$350.

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3 vessels – savings in excess of \$1,550 in total

Marine Rescue Hervey Bay

PH. 4128 9666 marinerescueherveybay.org.au

FROM THE COMMODORE



**JOHN SMITH -
COMMODORE**

We were invited to send a boat and crew to Gladstone to participate in a SAREX for our zone. Rescue III impressed all who sailed on her and our crew came back with knowledge about the operation of a large commercial harbour and the numerous navigation lights and vessels that ply the harbour throughout the night.

Rescue III was again used very successfully as a safety vessel for the national windsurfing titles held for the third year at Burrum Heads. For the second time, we also used a jet ski to operate with Rescue III and again this combination worked very successfully. We do a lot of safety boat assists throughout the year and after evaluating this jet ski, the Research and Development sub committee recommended that we apply for a grant for one.

Through grants, we have just replaced all our wet weather clothing with top of the range Burke gear. We now have a Go Pro camera which is producing some great footage for training, PR, and a segment in a television advertisement we have put together with channel 7. A new stretcher that is able to be immersed in water and a “sea scoop” are some new kit that has now had SOP’s written up and is ready to be demonstrated to crew to be aids for them in their job.

Three tough book style iPads will soon replace vessel log books, activation sheets, indemnity forms and boat checks forms with all these documents on the iPad and all info synchronized to the base system. Crews will also be able to photograph vessels for identification and indemnity if required and attach the photo to that activation. Some better quality towline has been acquired by our grants team which should be easier to handle and last longer.

A group of Senior Crew will soon start a Helmsman course. This course has been developed in house to enable a more co ordinated approach to working on our rescue vessels. It has been designed to allow the vessel skipper to oversee the whole operation of the vessel and task being undertaken much easier by having another person on the boat that can operate the boat while the skipper controls the operation. Although this course is in house and as yet untried, there is interest from other marine rescue units as to its operation and value.

RECIPROCAL RIGHTS FOR MARINE RESCUE HERVEY BAY So\$ MEMBERS

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

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

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

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

FROM THE VICE COMMODORE



**JILL BARCLAY -
VICE COMMODORE**

Marine Rescue Hervey Bay, like all Marine Rescue organisations, is a non-profit, volunteer organisation. In 2017, our volunteers gave 25,918 hours, in support of the boating public of the Fraser Coast. We are available on call 24 hours a day, seven days a week, 365 days a year. We currently have about 100 working volunteers.

In 2017, Marine Rescue Hervey Bay's rescue vessels spent 782 hours on the water, returning 329 people to safety from 184 assistance requests. We undertook 34 medical evacuations (medivacs) at the request of the Queensland Ambulance Service and provided the primary vessels in 11 search and rescue missions for the Water Police. Our radio staff logged 17,400 radio calls this year.

The volunteers that crew our vessels are well trained in what they do and are willing to put their lives at risk to help others in difficulty and ultimately save lives at sea. That is why it is important that we design and build a new vessel that will provide the crew with a safe & stable work platform for all conditions.



WHY WE NEED A NEW BOAT



The new vessel is expected to enhance and improve the current rescue service in a number of ways:

- By extending the range of our coverage area to include outside of Fraser Island. The new vessel has been designed to provide a stable, maneuverable platform in rougher conditions with a fuel capacity which would allow many hours search time at sea, anywhere along the outside of Fraser Island.
- In many local search and rescue operations, Water Police prefer to coordinate the search from on land. Marine Rescue and Coastguard crews are trained to take the role of the On-Scene Coordinator out on the water. The new vessel has been designed with good workspaces for on-site coordination of search and rescue activities.
- Tourist numbers on Fraser Island continue to increase which inevitably means more accidents or medical incidents. The new vessel has been designed with facilities for at least 2 stretchers, but the ability to carry multiple casualties if the need arises e.g. tourist bus accident on Fraser Island, sinking of a tourist whale watching vessel or a plane crash in the area.

WHY WE NEED A NEW BOAT

- The number of medical evacuations from Fraser Island more than doubled in 2015 and this number has remained consistent since, with between 30 and 40 medical evacuations per year. This number is expected to increase with the training of Marine Rescue Hervey Bay personnel as First Responders. In the past, we have taken Queensland Ambulance paramedics on board the vessel to accompany the patient back. Paramedics will now be replaced with our First Responders in the less traumatic cases.
- The HMAS Tobruk is to be sunk in our local waters as a dive attraction, in mid 2018. This will attract locals and visitors to the region, but with that comes diving incidents where people will need to be transported to hospitals for medical attention. The new rescue vessel will be the only rescue vessel in the area able to service any casualties many of which are expected to be stretcher cases.
- The new vessel has been designed with a limited draft (approx. 0.5m) for access to beaches, sand dunes, shallow waterways, creeks and rivers. The waters of the Great Sandy Strait are riddled with sandbanks and shallow waterways. This will allow us to improve our assistance to those who need our help in these shallow areas, many of which we can't get to currently.
- The increased size and stability of the new vessel will provide a safer working platform for Marine Rescue Hervey Bay volunteers in all weather conditions. It will also improve the comfort of patients and those passengers that we transport back to Hervey Bay.



QUARTERLY OPERATIONS STATS

1ST MARCH TO 31ST MAY 2018

TOTAL VESSELS LOGGED:	605
RADIO CALLS:	3,062
ASSISTS (ex training):	60
TRAINING/CEREMONIAL ASSISTS:	30

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PARKING THE DREAMBOAT— BUOY MOORINGS

FROM MARITIME SAFETY QLD

For Queenslanders who've found themselves sufficiently 'economically advantaged', and perhaps those approaching retirement age and anticipating that superannuation payout, the thought of investing in a large boat and whiling away some leisure time on the Sunshine State's waterways can be an enticing one.

If that describes you, and the boat you are dreaming about happens to be non-trailerable, one of the things you will need to think about is where you are going to store it between voyages. A buoy mooring is one possibility. But that's not always as simple as it sounds. With the exception of the Gold Coast's waterways (which are managed by the Gold Coast Waterways Authority), buoy moorings in Queensland are managed and controlled by Maritime Safety Queensland.

As a safety regulator, Maritime Safety Queensland needs to be sure that boats moored in our waterways:

- are located safely outside of navigation channels
- are moored in areas of seabed with suitable 'holding' characteristics
- are secured on adequate and well-maintained mooring equipment that keeps moored vessels secure in all tides and weathers, and
- are appropriately lit between sunset and sunrise.

Essentially, our concerns are about making sure that moored vessels don't interfere with the navigational and personal safety of others.

Maritime Safety Queensland groups buoy mooring areas into three categories under the *Transport Operations (Marine Safety) Regulation 2016*:

Category 1 buoy mooring areas are managed by third parties, such as mooring managers, through arrangements with us. Fees and conditions in these areas are set by the mooring manager.

Category 2 areas are those considered by us to be located in areas of a higher level of risk to marine safety – where control of navigation is a significant ongoing concern.

All other areas are **Category 3** unless upgraded by us.

Within Category 2 and Category 3 areas we issue two types of buoy mooring authorities – **restricted** (to be painted yellow) or **unrestricted** (painted bright pink, or orange if this is unavailable).

MARITIME SAFETY QLD



Restricted buoy mooring authorities are generally issued for *recreational* use by only one nominated and approved ship. Only that ship, registered or owned by the authority holder, is permitted to use a restricted buoy mooring.

Unrestricted buoy mooring authorities are issued to support the business activities of established marine service providers and legitimate businesses

and must be used *solely* to support those businesses activities. More than one ship may use an approved unrestricted buoy mooring.

Buoy moorings are keenly sought and waiting lists apply in some areas. A phone call or email to the Regional Harbour Master's office in either Gladstone (4971 5200, Gladstone.Maritime@msq.qld.gov.au) or Bundaberg (4132 6600, Bundaberg.Maritime@msq.qld.gov.au) is strongly advised before you make any assumptions about the immediate availability of a buoy mooring.

Maritime Safety Queensland splits its Gladstone Region on a north and south basis for buoy moorings management. So, for the area from St Lawrence to north of Round Hill Creek, you should contact our Gladstone office. For the area from 1770 to Double Island Point, including Tin Can Bay, the advice of our Bundaberg office should be sought. Our staff can then advise you of your options and step you through the application process (which includes completion of the form found [here](#) and payment of a fee) and any conditions that might apply to your buoy mooring, such as a cultural heritage search, a State Marine Park Permit or a Great Barrier Reef Marine Park Permit.

After that, it should be plain sailing!

Patrick Quirk

General Manager

Maritime Safety Queensland



Note: The Buoy Mooring Authority Application can be found at:

<https://www.support.transport.qld.gov.au/qt/formsdat.nsf/Forms/QF3213>

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FOUR IS THE ANSWER

So by now, you are probably wondering what the question is if the answer is FOUR. The question to that answer is: **How many strikes with a knife does it take to cut through a 35mm diameter tow line?**



Since undergoing crew training, I'd often wondered just how much effort and time would be needed to cut a tow line. I now know, having been part of the crew providing a safety patrol for the Bay-to-Bay yacht race. Surprisingly not much effort is required to cut a tow line, and not much time.

Hervey Bay RSL Rescue was providing a safety patrol during the 2018 Bay-to-Bay trailerable yacht race. The second day of the race saw the southerly winds build to over 20 knots and the sea state also increase. Shortly after departing the Urangan Boat Harbour, we were tasked to render assistance to a yacht which had struck bottom with its dagger board.

On impact, the top of the dagger board pitched forward and ruptured the dagger board sleeve. At any speed under about six knots, they were taking on water and were concerned if the wind picked up, the resultant heel would increase the in-flow of water. Aboard the yacht were Four PoB: Dad, Mum, and two little girls.

Having found them in the middle of the pack, Coast Guard Sandy Straits vessel 'Spirit of Maryborough' was already tailing the yacht that was taking on water to ensure they were OK. Before we were able take over from Spirit of Maryborough, there was a radio call advising of another boat on its side on or near the beach near White Cliffs. Having confirmed Spirit of Maryborough could remain with the yacht, HB RSL Rescue expedited to the second vessel only to find that the beached boat was fine, with the crew having purposefully careened to fix a centreboard problem.

FOUR

We returned to the yacht taking on water and took over from Spirit of Maryborough. As we neared Duck Island, the decision was made to take the yacht under tow to ensure she got to Urangan safely. Along the way there were calls of other vessels in the race becoming dismasted. We rafted-up with our yacht and safely entered Urangan in time to be tasked to another vessel that had capsized. The crew of three had already been picked out of the water by a nearby boat, but now the capsized boat was drifting east of Big Woody Island.

We began a search having rounded the southern end of Big Woody Island and within 10-15 minutes the upturned hull was spotted between the waves. We manoeuvred along side the vessel and after some effort Crewmen Mark and John got the tow-line extension hooked onto the bow winch loop on the upturned semi-submerged vessel.



FOUR

Once the crew paid out the tow line, Skipper John took up the slack and attempted the tow in quite unfavourable conditions. As we motored forward the capsized vessel pitched bow-down and raised her transom in the air. To add to it, we had the threat of Hervey Bay RSL Rescue becoming 'pooped' by the increasing seas coming at our stern. It was clear this was not going to play out as we had hoped. Given the sea state, the incident vessel's inverted state, and our inability to rectify either, Skipper John decided that we needed to cut the tow line.



Cutting the tow line reduced the risk to our vessel, and was clearly the right and safest decision; particularly as we were later advised that the incident vessel sank about 20 minutes after the line was cut. On receiving the command to 'cut the tow', I withdrew the deck knife from its scabbard, but paused long enough to confirm Skipper John actually meant for me to cut the line, and not simply terminate the tow!

FOUR

That “pause” I mention inadvertently raised the skipper's concerns further. The Skipper's view from the helm was a capsized yacht tethered to his boat being unable to move due to its sails still being set, causing huge drag and 1.5 to 2 metre waves coming at our stern.

Cut confirmed, and four knife strikes later, the tow was definitely terminated.

Lessons learnt by me:

1. A bright yellow hull can be difficult to see in an unfavourable sea state, even when quite close.
2. An incident boat might respond very unpredictably when stability and buoyancy are compromised.
3. A line under tension responds quite differently to when not under tension.
4. Marine Rescue on-water operations are about decisiveness, responsiveness, safety, safety, and safety.

I guess I already knew this last one, but I'll identify it as a lesson learnt in a time-compressed critical situation:

5. Severing a towline in error is far better than potentially jeopardising the safety of our vessel. Cut and seek forgiveness later if proven to be in error. Had it been a larger boat under tow, or more severe sea conditions, the time taken to confirm the order and then cut the line could have seen us 'pooped'.

And I had my answer to the question that had puzzled me for so long. The answer was FOUR!

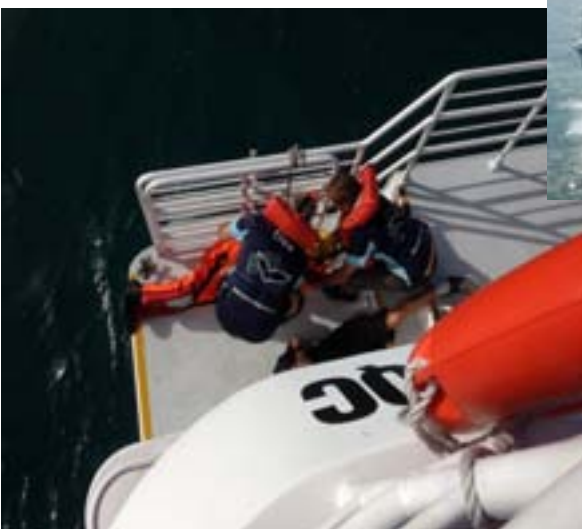
Graeme Davies

Corporate Liaison Co-ordination

Marine Rescue Hervey Bay

Editor's Note: The stern of a vessel was referred to as the “poop deck” from the French word for stern, “la poupe”. The poop deck was a raised structure on old sailing ships and the position from where the helmsman steered the vessel. When a wave comes from behind the vessel and over the stern, it is said to be “pooped”.

MARINE RESCUE HERVEY BAY & WHALESONG JOINT TRAINING EXERCISES





VOLUNTEERS: BEHIND THE SCENES AT MARINE RESCUE HERVEY BAY



**DAVE MARSHMAN -
OPERATIONS
MANAGER**

Continuing from my last article on Volunteering with Marine Rescue Hervey Bay, I thought I would give you an insight into what goes on behind the scenes of a typical Volunteer Marine Rescue Base.

Normally our organisations administration area is the first contact people have who walk in off the street. They can assist the general public who wish to join or are seeking information. The Admin area operates from 0900hrs to 1400hrs Monday to Friday excluding public holidays.

The staff in the admin area handle customer enquiries, membership, working membership enquiries, radio course applications and handbook sales. They also have a lot of free information & pamphlets that they are happy to hand out and explain. This team processes all our members information into a data base that is linked to the radio room. The admin staff handle payments (membership, assists, advertising and donations) that go towards funding our organisation so that we are there to help when needed. They look after all our office supply needs for the base as well as managing funding and a hundred other little day to day items that have to be done to keep us running. Yes, we do make a few errors along the way but please be patient as we are volunteers that donate our time for a few hours every week. Without our admin staff, we would not function as an organisation.

The radio room is the next area that people contact us by and we would like a lot more people to use this service. All vessels should log on with Marine Rescue when heading out from shore. Unfortunately not all boaties utilise this service and we estimate that probably only about 10% of the boats that come and go from the boat ramps in our area utilise this free service. Our radio operators are there to take your calls on VHF channels 73,22,16 and 67 and also 27.91 and 27.88 MHz. We are open to take your calls from 0600hrs to 1800hrs every day of the year. Radio operators record all boats that log on with us and monitor their return to harbour. They also raise the alarm on overdue vessels and report these to the police. After a few checks have been made, our radio staff then organise a crew to search for you under the direction of the water police.

VOLUNTEERING AT MARINE RESCUE HERVEY BAY

A lot happens in the back ground that the average person is not aware of. Boaties that need assistance outside of these hours can contact the water police who will authorise us to launch a vessel to assist. Our radio operators also handle enquiries outside of normal admin hours and are a very knowledgeable group. These volunteers come in at all hours of the night when our crews are called out and we cannot perform our job without them. They are our, and every boaties, safety line back to our loved ones.

Marine Rescue Hervey Bay present radio courses for short and long range certificates of proficiency every 3 months. You do not need a licence for your radio but you do need a certificate of proficiency in how to correctly operate your VHF or HF radio. The course is usually run on a Saturday morning and is followed by an exam to gain your certificate of proficiency. Details are available on our web site.

When a call comes in to the radio room that a vessel needs assistance, the radio operator organises a crew to go out and assist. A lot of people think that we keep a crew at the base waiting around for an assist to come in. Sorry, but they all come from home and this can take some time. We do have a rostered crew that come into the base on weekends to do boat checks and a bit of training. They are there for about 3 hours before heading home if not required for an assist.

Our crews do a lot of training to be able to work safely in all conditions. These volunteers do an initial 8 weeks of training before getting onto a rescue vessel. They need to be signed off on all aspects of seamanship to show their ability to work safely, complete all tasks and follow instruction from skippers and senior crew. They gain experience from working with all types of vessels and working with skippers that have a lot of knowledge to pass on to those willing to learn. A lot of jobs are straight forward but all must be done safely and require training, knowledge and expertise to be done correctly. These volunteers put themselves in harms way to help, and all for a simple thank you.

For the past few years, we have had people working on applying for various grants to support and maintain our organisation. There is a lot of work goes into applying for a grant with no guarantee of success. Our team has been successful on several occasions allowing us to purchase valuable equipment that we could not afford out of our normal operating funds.

VOLUNTEERING AT MARINE RESCUE HERVEY BAY

Fundraising is a crucial part of any organisation and we now have a committee to come up with ideas to raise funds. This is a new concept, in its early stages, but a Corporate Golf Day has been organised and a few other ideas are in the pipe line. Gold membership is available now and is a bargain, 15 years for the price of 10 years, as well as a few other benefits. Well worth looking into. The details are on our web site. And then there is our dedicated sausage sizzlers who do a marvellous job a couple of times a month to bring in funds that are a great help to our organisation.

Maintenance at the base is a never ending task and is carried out every day on vessels, equipment and the property. Our volunteers perform a lot of this work but we also have to pay private companies to service our motors, fix electronics on vessels, computers, service life jackets, replace damaged equipment, buy uniforms and wet weather gear. This is all done at our expense through the funds that we raise through memberships, grants, donations, sausage sizzles, raffles and by what other means that funds come our way.

Our management team are also all volunteers. They are a very hard working group of people that are dedicated to keeping MR Hervey Bay operating. They are elected by the members and put their hand up sometimes year after year to do a thankless job that must be done. Very few people are prepared to perform this role as I think they realise how much hard work is involved. Countless hours of meetings at a base level, zone and state as well as with government organisations, councillors, businesses, local groups and private individuals. They organise, investigate, approve, source, enquire, reject, console, attend, debate, help, frustrate, and work hard not just in their individual roles but as a group while filling other roles within the organisation at the same time.

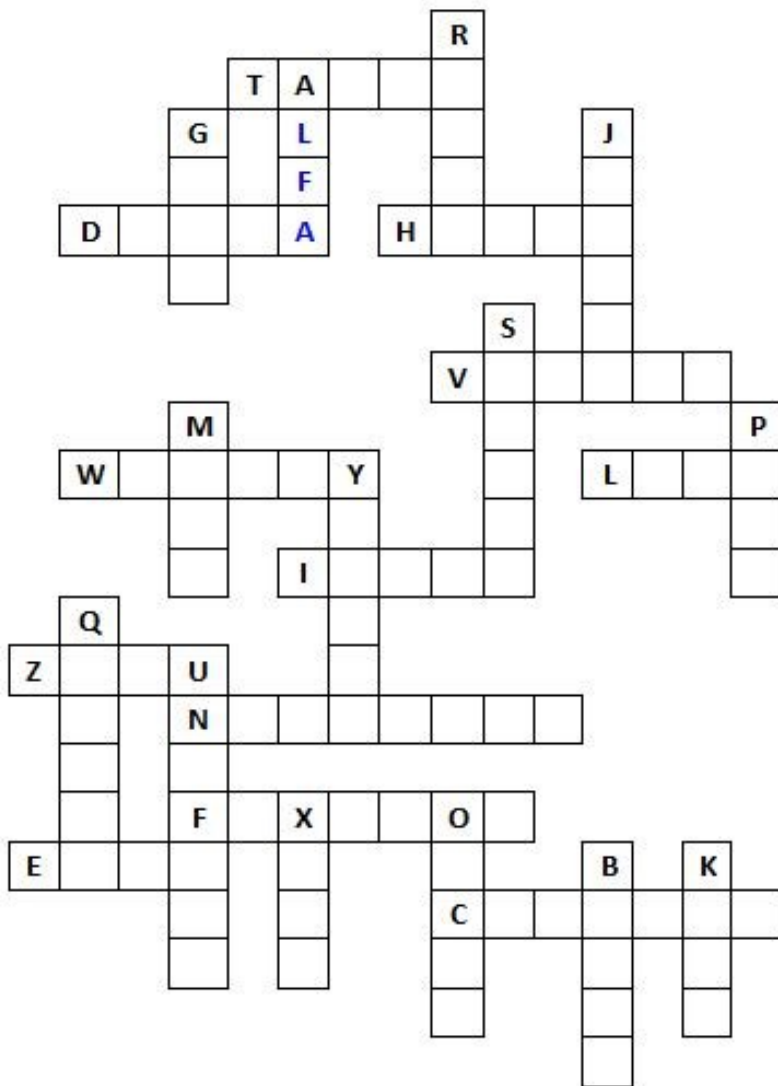
As with all of these roles, there is so much to do in so little time.

So if you have time to spare and want to join a great bunch of people protecting our boating community, consider volunteering with us .

Just drop into our admin office Monday to Friday 9am until 2pm for a chat.

HOW IS YOUR KNOWLEDGE OF THE PHONETIC ALPHABET?

HERE IS A LITTLE PUZZLE TO TEST IF YOU REALLY DO KNOW IT. ENTER THE SPELLING FOR EACH LETTER OF THE PHONETIC ALPHABET. THE LETTER "A" HAS BEEN DONE TO GET YOU STARTED. THE SOLUTION IS A FEW PAGES ON.



VESSEL REGISTRATION

For some time now, recreational boat registrations in Queensland have been issued as two letters, three numbers and a Q eg AB123Q. NEW registrations in Queensland have now changed to three letters, two numbers and a Q e.g. EFG89Q. Our radio operators and office staff are trained to enter Regos in these formats, and will always query you in cases where the Rego is in a different format. Be particularly careful of 0s and Os and 5s and Ss. These can look similar on your Rego papers.

Did you also know, that you can provide us with a photo of your boat? This will be stored with your membership and be available for radio operators and crew to help in identifying your vessel if you were to require our assistance. Always keep a copy of your boat registration number in the phonetic alphabet written down near your radio. When you want to log on with us, this is the first question that we will ask as our database is constructed around the rego number since there can be a number of vessels on the water on the same day with the same name.

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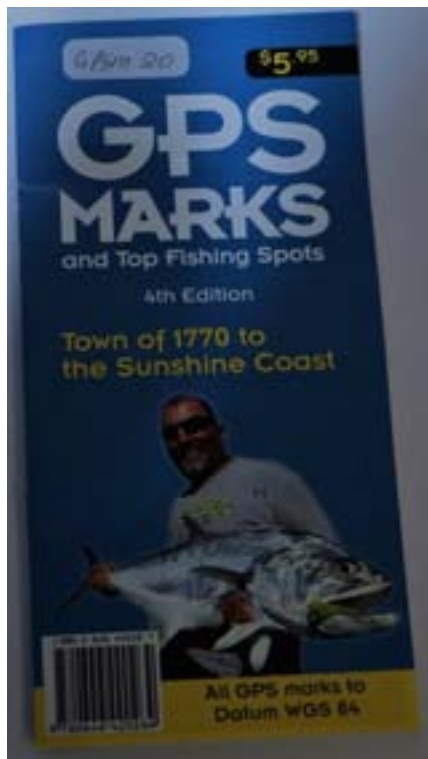
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RESCUE ONE TRIVIA

1. What is Coriolis Effect?
 - a) Coriolis Effect is the effect of motion on the human digestive system and causes nausea known as sea sickness.
 - b) It is the wave motion that causes a ship to sway from side to side.
 - c) The effect that determines whether cyclones or hurricanes rotate clockwise or counter clockwise.
 - d) The effect that is noticed in sailors who have been at sea too long.
2. Which famous sailor suffered terribly from sea sickness (mal de mer)?
 - a) Admiral Horatio Nelson.
 - b) Captain James Cook.
 - c) Ferdinand Magellan.
 - d) Sir Francis Drake.
3. What is Tramontana?
 - a) An early pasta similar to modern spaghetti that was a favourite with Italian sailors during the middle ages.
 - b) It is a cold wind from the north of Italy.
 - c) It is a town in Sicily that was frequented by pirates and smugglers.
4. The plow anchor designed by Professor G. I. Taylor of Cambridge University in 1933 is also called the "CQR" anchor. What does "CQR" stand for?
 - a) Constant Quality Rigid anchor.
 - b) Counterweight Quadrangular Rotational anchor.
 - c) CQR is an acronym for the purpose of the device.
 - d) Cambridge Qualified Rhombic anchor.
5. In marine terminology, what is a "Monkey's Fist"?
 - a) A fist like carving usually placed on the bow of a warship.
 - b) A rope knot.
 - c) Small cannon balls shot from a tiny cannon mounted on the gunwale as a warning to another ship to surrender. It began the expression "a shot across the bows".

THE ANSWERS ARE A FEW PAGES ON

6. What fruit was not liked on board a ship as it was thought to bring bad luck?
 - a) Banana.
 - b) Apple.
 - c) Grape.
 - d) Plum.
7. What is considered the unluckiest day to begin a voyage?
 - a) Sunday.
 - b) Tuesday.
 - c) Friday.
 - d) Saturday.
8. Most of us have heard of “Davy Jones’ Locker” meaning the bottom of the ocean. But who was or is Davy Jones?
 - a) A notoriously evil and bloodthirsty pirate.
 - b) The devil.
 - c) A mythical sailor who was drowned because he was in chains in a locker when his ship sank.
9. What was the name of the cat owned by Matthew Flinders?
 - a) Trim.
 - b) Taut.
 - c) Terrific.
10. Who said “The best bilge pump of all is a bucket in the hands of a frightened man” ?
 - a) Ted Turner
 - b) Butch Dalrymple-Smith
 - c) Captain Jack Sparrow
 - d) Dennis Connor

ASSISTS: 1st March to 31st May

Saturday 3rd March 1324 :

A 5.9m half cabin with 5 PoB experienced engine problems at Kingfisher Bay and required a tow to Urangan Boat Harbour.

Saturday 3rd March 1608 :

A Jet Ski with 3 PoB experienced engine problems near Big Woody Island and required a tow to Urangan Boat Harbour. A large log at the same location was also towed to Urangan Boat Harbour.

Saturday 3rd March 1721 :

A 6.1m full cabin with 3/5 PoB experienced engine problems 600m out of the Urangan Boat Harbour and required a tow back to Urangan Boat Harbour.

Sunday 4th March 1444 :

A 4m tinny grounded near Picnic Island was provided with drinking water while they waited for the incoming tide to refloat their vessel.

Sunday 4th March 2140 :

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

Tuesday 6th March 0701 :

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

Saturday 17th March 0551 :

A 10.67m yacht with 5 PoB at Big Woody Island experienced propeller problems and required a tow to Urangan Boat Harbour.

Friday 23rd March 0712 :

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

Tuesday 27th March 0231 :

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

Saturday 31st March 1948:

A 5.5m runabout with 4 PoB near Gatakers experienced electrical problems and required a tow to Gatakers Boat Ramp.

ASSISTS: 1st March to 31st May

Sunday 1st April 0652:

A 9m yacht with 3 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Monday 2nd April 1607:

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

Monday 9th April 0815:

A 10m yacht required a relocation tow inside Urangan Boat Harbour.

Tuesday 10th April 1133:

A 4.5m runabout with 1 PoB just outside UBH experienced engine problems and required a tow to Urangan Boat Harbour.

Thursday 12th April 0441:

A 5m motor cruiser with 4 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 15th April 1114:

An 8m half cabin with 4 PoB north of the 25 fathoms experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 15th April 1251:

An 11m yacht with 1 PoB south of Big Woody Island ran aground and requested assistance. MRHB was unable to assist due to the dropping tide and advised the skipper to wait until the next high tide to refloat the vessel, and to then anchor until daylight before proceeding to Urangan Boat Harbour. The vessel was refloated and moved to anchor however conditions deteriorated and the skipper requested a tow to Urangan Boat Harbour. The anchor chain jammed during retrieval preventing the vessel from being towed. The vessel was left anchored until daylight when it could safely be towed.

Monday 16th April 0838:

Assistance provided to the 11m yacht assisted the previous evening and the anchor released. It was then towed to Urangan Boat Harbour.

ASSISTS: 1st March to 31st May

Wednesday 18th December 1404:

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

Friday 20th April 2255:

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

Sunday 22nd April 1344:

MRHB was requested by Qld Police Service to initiate a search and rescue in response to a possible incident of two persons falling overboard from a vessel around two kilometres offshore from Urangan. No persons were found and the search called off by QPS when QPS became aware that the two people had swam to shore.

Monday 23rd April 1340 :

A 10m yacht with 1 PoB near Duck Island experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 24th April 1401 :

An 11m motor cruiser with 2 PoB on the eastern side of Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 24th April 1600 :

A 5.3m bowrider with 2 PoB on the southern end of Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 24th April 2148 :

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

Wednesday 25th April 0915:

A jet ski with 1 PoB at Wathumba experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 25th April 1159:

A 4.5m centre console with 2 PoB at Triangle Cliffs experienced engine problems and required a tow to Urangan Boat Harbour.

ASSISTS: 1st March to 31st May

Wednesday 25th April 1335:

A 12.8m multihull vessel at the Urangan Boat Harbour fuel wharf experienced engine problems and required a relocation tow inside Urangan Boat Harbour.

Wednesday 25th April 1636:

A 4.5m centre console with 2 PoB at Bowarrady Creek experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 28th April 0900:

A 6.1m centre console with 3 PoB at Hawkes Nest beach experienced fuel problems. Another vessel provided fuel and the assistance request was cancelled.

Sunday 29th April 1351:

An 8m power catamaran capsized at Wathumba. It was righted by other parties. MRHB was requested to tow the vessel to Urangan Boat Harbour.

Monday 30th April 0522:

An 18m trawler just outside of Urangan Boat Harbour experienced engine problems and requested a tow into Urangan Boat Harbour.

Monday 30th April 1004:

A 9m multihull vessel required a relocation tow inside Urangan Boat Harbour.

Thursday 3rd May 0851:

An 11m sail catamaran with 5 PoB at Kingfisher Bay experienced anchor problems and required a tow to Urangan Boat Harbour.

Friday 4th May 0805:

A vessel required a relocation tow inside Urangan Boat Harbour.

Friday 4th May 1303:

A vessel required a relocation tow inside Urangan Boat Harbour.

Saturday 5th May 0625:

A 5.4m centre console with 1 PoB at Arch Cliffs experienced engine problems and required a tow to Urangan Boat Harbour.

ASSISTS: 1st March to 31st May

Saturday 5th May 1047:

A 6m runabout with 4 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 5th May 1047:

A 6m half cabin with 1 PoB near Garry's Anchorage experienced engine problems and required a tow to River Heads.

Sunday 6th May 2202:

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

Wednesday 9th May 1729:

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

Thursday 10th May 1318:

A vessel required a relocation tow inside Urangan Boat Harbour.

Saturday 12th May 0628:

A 4.2m runabout with 2 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 13th May 1554:

A 6m half cabin with 2 PoB near Big Woody Island experienced a flat battery and required a jump start.

Tuesday 15th May 0943:

A 4.5m half cabin with 3 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 16th May 0634:

A 16m vessel required a relocation tow inside Urangan Boat Harbour.

Friday 18th May 1712:

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

ASSISTS: 1st March to 31st May

Saturday 19th May 1122:

A 17m trailer sailer with 1 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 19th May 1225:

A 4.5m runabout with 2/4 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 20th May 0959:

A 4m tinny with 2 PoB near Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 20th May 1330:

An 8.5m bowrider with 3/2 PoB near Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 22nd May 0742:

An 7.5m centre console with 2 PoB near EU2 experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 26th May 1113:

A 5m half cabin with 3 PoB near EU1 experienced engine problems and required a tow to Urangan Boat Harbour.

Monday 28th May 1356:

A 12.8m yacht with 2 PoB near the Urangan pier experienced engine problems and required a tow to Urangan Boat Harbour.

Tuesday 29th May 0900:

A 10.4m yacht with 1 PoB near Beaver Rock in the Mary River requested oil be brought to it.

Note: This list of assistance requests 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.

TRIVIA ANSWERS

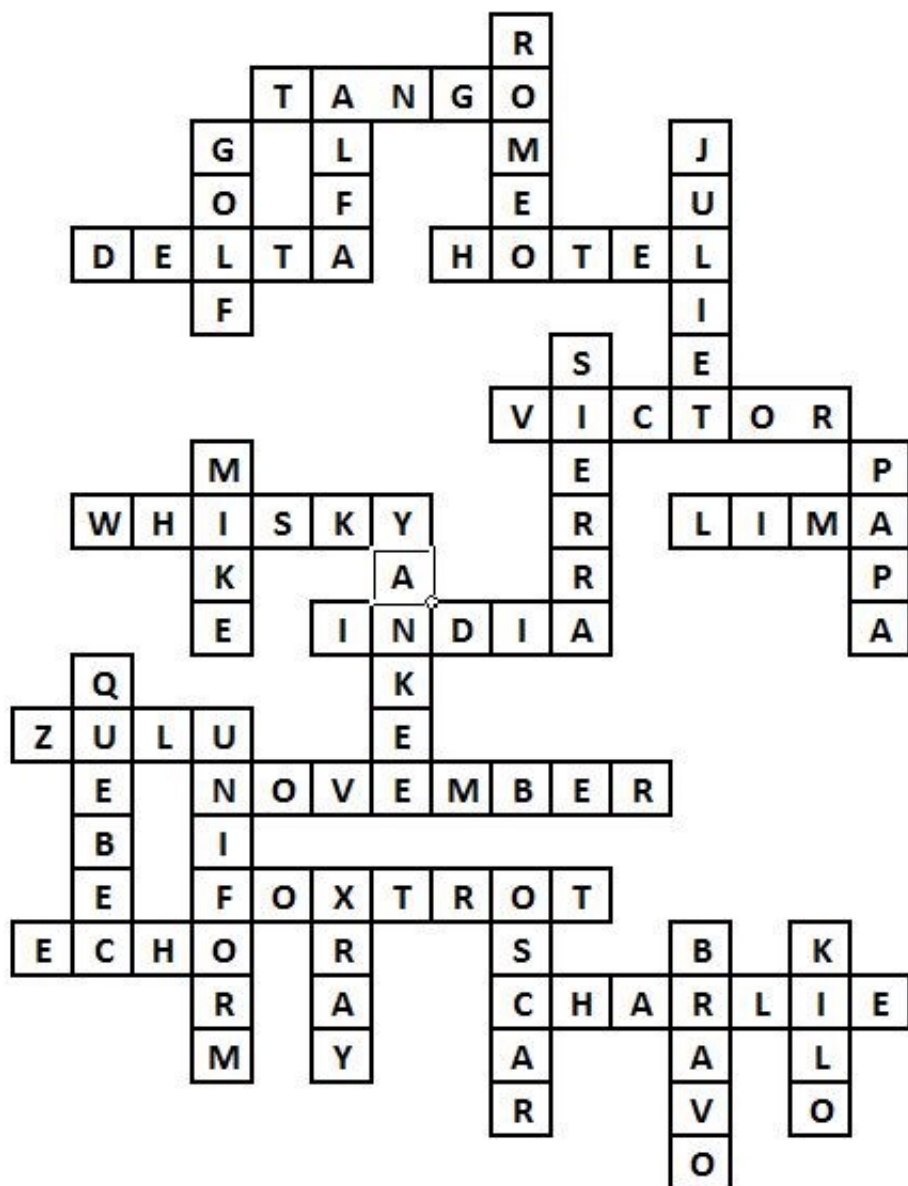
1. c) Coriolis Effect is an inertial force that acts on objects in motion that are located in a rotating reference frame. It was described mathematically by Gaspard-Gustave Coriolis in 1835. This effect is often used to describe phenomena where the rotating reference frame is the earth. The force acts upon low pressure systems in the southern hemisphere causing them to rotate clockwise and to rotate anti-clockwise in the northern hemisphere. These low pressure systems form cyclones, hurricanes, and typhoons. It is also considered to affect ocean currents.
2. a) Vice Admiral Horatio Nelson is remembered for outstanding leadership during the Napoleonic Wars. Nelson wrote that he was ill every time there was a hard blow and that only his love of his profession kept him at sea. Nelson was killed in the Battle of Trafalgar in 1805 .
3. b) The Tramontana is the Italian name for the cold dry wind that blows from the north during winter. In Greece, tramontana was sometimes used instead of the word “north”, and replaced this as a cardinal compass point.
4. c) CQR is an acronym for the word “Secure”. The designer believed the function of the anchor was to secure the vessel. CQR, if said slowly, sounds like “secure”.
5. b) The Monkey Fist or Monkey Paw rope knot looks like a small bunched fist. It is sometimes tied at the end of a rope that is being thrown as a weight. It is also used as an ornamental knot.
6. a) Bananas were considered bad luck however the reasons are obscure. Some explanations involve the fact that bananas had to be rushed to port as they spoilt quickly. Others theorise that bananas released toxic gases while some claim banana bunches were often infested with deadly spiders.
7. c) Friday is an old sailors superstition as it is considered bad luck to begin a voyage on a Friday as this was the day Jesus Christ was put to death. Thursday was also considered bad luck as this was Thor’s day, Thor was the god of storms.

TRIVIA ANSWERS

8. b) There are a number of possible theories to this question, however the most popular is that Davy Jones is the devil, or an evil spirit that lives at the bottom of the ocean. It is also possibly a corruption of the name Jonah. One of the first recorded references is the negative connotation in the book "Four Years of Voyages by Captain George Roberts" written by Daniel Defoe in 1726, before he died in 1731. To be sent to Davy Jones Locker is considered to be drowned and your spirit captured by the devil for eternity. Daniel Defoe, (his real name was Daniel Foe) is best remembered for his work "Robinson Crusoe".
9. c) Trim was born in 1799 aboard Flinders ship, HMS *Reliance* during a voyage from South Africa to Botany Bay. Trim fell overboard but managed to swim back to the boat and rescue itself by climbing up a rope. Flinders was so impressed he kept the cat with him through all his voyages including circumnavigating Australia. Trim was immortalised when a bronze statue of him was cast and displayed in the Mitchell Library in Sydney. Other statues of Flinders in Australia and the United Kingdom include Trim at Flinders' feet. Trim is regarded as a great example of a brave and loyal pet. The celebrated author, Bryce Courtenay, was inspired to title a book he wrote as "Mathew Flinders' Cat"
10. b) Butch Dalrymple-Smith is an experienced round the world sailor, author, and yacht designer. He is credited with this quote by some sources however the accuracy is indeterminate.



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Payment Methods

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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).



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

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

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LOCATION	STATION	CALLSIGN	TELEPHONE	VHF CHANNELS MONITORED	HF SSB	27 MHz
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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 Island Coastal Waters, Sandy Cape to Double Island Point. These are followed by local observations and tides at Urangan Boat Harbour.

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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:
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