



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

marinerescueherveybay.org.au

Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

SPRING 2018 EDITION

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MANAGEMENT COMMITTEE

Commodore: John Smith

Unit Training Coordinator: TBA

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, 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

MARINE RESCUE HERVEY BAY VESSELS

HYNE TIMBER RESCUE

Length - 8m

Builder - Noosacat

Build Year - 2012

Cruising Speed - 28 knots

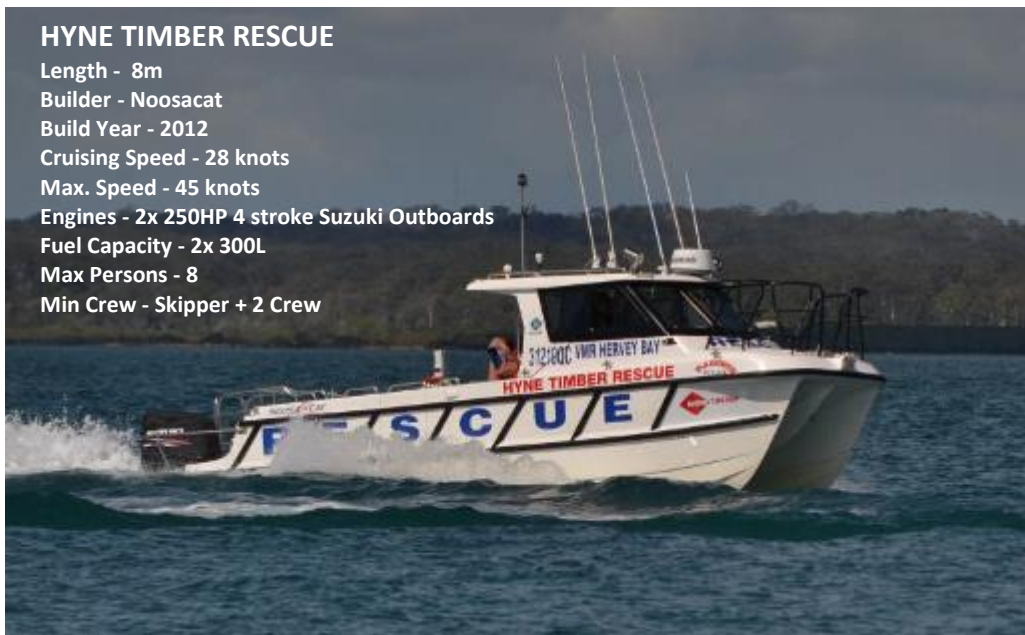
Max. Speed - 45 knots

Engines - 2x 250HP 4 stroke Suzuki Outboards

Fuel Capacity - 2x 300L

Max Persons - 8

Min Crew - Skipper + 2 Crew



RESCUE III

Length - 7.3m

Builder - Swift Marine

Build Year - 2010

Cruising Speed - 25 knots

Max. Speed - 37 knots

Engines - 2x 140HP 4 stroke Suzuki Outboards

Fuel Capacity - 400L

Max Persons - 6

Min Crew - Skipper + 1 Crew



FROM THE COMMODORE



**JOHN SMITH -
COMMODORE**

This period has gone by so quickly; we have certainly been involved in a lot of activities as well as our core tasks. There has been a lot of work also behind the scenes with the end of this financial year, and also the approaching end of another MRHB year. We will, hopefully, have a new look management committee on the 12th of September.

The current committee has faced a lot of challenges and has been involved in progressing our squadron not only in line with our strategy plan but also for the betterment of the squadron. Thank you very much to not only the management committee but also all those members that have filled appointed positions and those that just get in and help. We have had a few set backs with getting *Rescue I* funded however at the time

of writing this article we are very close to achieving that reality. Fingers crossed. We are about to get a purpose built sausage sizzle trailer and take delivery of a Yamaha FXHO jet ski. Both of these have been funded through grants. On that note we have a couple of new sizzles coming along so talk to Gil and the team to get into the action with these new venues. I think they hold a lot of promise but will only work if we get the people to help.



The jet ski (*Rescue IV*) has created some excitement, especially with the Vice Commodore who is keen to take it for a spin!!! It's use will mainly be involved in providing a safety vessel presence at the community water sports events that we are involved with, as well as enhancing our search and rescue capabilities. It is possible to also be used for rapid deployment of our First Responders. I haven't told them yet, so keep that one quiet.

Two members of our Research and Development sub committee have put their hands up to develop Policy, SOPs and an SMS for the use of *Rescue IV*.



The First Responder group is now operational. It has been a long process. The benefits to our community and the local Ambulance service should be apparent immediately after they start operating.

The four senior crew completing their helmsman training have had some interesting experiences as they progress through the MRHB Helmsman's training package. Early days yet, as there is still a lot of practical skill training to complete as well as coastal bar crossing. These guys have really surpassed my expectations of their desire to learn and improve their knowledge and skills. It is a pleasure to say I have the utmost confidence that these guys will excel at being MRHB Helmsmen and become an outstanding asset to the squadron.

As you will read in this issue, during the last quarter we have also been busy with the annual events of our Open Day, The Working Members Dinner, the Blessing of the Fleet, and the Hervey Bay Seafood Festival. The success of each of these events is due to the effort and involvement of our working members. They are too numerous to name but they know who they are and that they are very much appreciated.

Stay Safe On the Water!

On Sunday 19th August, we provided safety cover for the Paddle Out For Whales event.



FROM THE VICE COMMODORE



**JILL BARCLAY -
VICE COMMODORE**

PLEASE PLEASE SLOW DOWN OUT THERE WHILE THE WHALES ARE ABOUT.

We have already had two boats hit whales this year (that we know about). One, during the day time, had people on board that were injured and the second one, at night, sunk the boat.

So if you are heading north of Coongul in your boat please keep speeds down...that doesn't mean you have to only go 6 knots, but we would suggest less than 20 knots, not 30 or 40 knots!! And...obey the rules...if you can physically see the shape of a whale in the water....then you WILL be within the 300metre zone, and are required to slow down to 6 knots.

Last weekend was a huge weekend for me in that I was in Brisbane for a conference on the Saturday, before being woken at 3.30am Sunday to be advised that a boat had hit a whale and subsequently sunk. The one person on board was in the water.

This started a search and rescue for us. Luckily the person had a GPS enabled EPIRB that gave us a location report within 20 minutes of the call. He also had his lifejacket on and was able to turn on the small light which improved his chances of being found in the dark by the rescue helicopter. After just over 2 hours in the water, he was picked up by the Water Police and returned to Hervey Bay hospital for treatment for his injuries and hypothermia. One very lucky guy!!

Lesson: Get a GPS enabled Float Free EPIRB. Float Free EPIRBs self release when the vessel is capsized and under water. The EPIRB self activates through a water operated switch.....This device might save your life one day!

It's been a particularly busy last couple of months for us with Open Day, Blessing of the Fleet, Seafood Festival, Paddle out for the Whales, Golf Day etc. A big thank you to all our many supporters for these events and the huge effort from our volunteers to bring all of these events together.

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BOAT REGISTRATION :

DON'T LEAVE YOURS IN THE DARK

- FROM MARITIME SAFETY QLD

Registration.

Yes, we know – it's one of the longest four-letter words!

No-one enjoys filling out registration forms or paying registration fees. Most of us only grudgingly register our vehicles, trailers and vessels and pay the renewal fees. After all, add up the fees and they impact on the household budget.

But registration of vessels is important – for a number of reasons – and as a safety regulator Maritime Safety Queensland is responsible for administering, articulating and enforcing the legislated requirement for certain boat owners to register their vessels.

If you own a recreational vessel powered by a motor of 3 kilowatts or more and your principal place of residence is in Queensland, or you are a Queensland - based school, surf lifesaving club or community group that owns a vessel with such a motor, then you are required to take out Queensland registration for that vessel. Owners of vessels not used recreationally or by one of the above groups must take out commercial registration.

Once you have registered your recreational vessel you are required to clearly display the registration numbers allocated to it, AND its registration label, in accordance with the display requirements outlined here <https://www.qld.gov.au/transport/boating/registration/recreational>



In Queensland, vessel registration fees are put to good use for a variety of purposes ranging from construction and maintenance of boat ramps to provision of navigation aids, delivery of maritime safety and pollution education, tidal predictions, and charts.

For volunteer rescue agencies, too, it is helpful for administrative efficiencies, for the keeping of accurate callout records and, on occasions, to quickly identify vessels needing assistance if a registration number can be readily identified.

So it is disappointing when Maritime Safety Queensland's compliance officers and those of our enforcement partners, Queensland Boating and Fisheries Patrol and Queensland Water Police, routinely find boat owners and operators either not registering their vessels or not correctly displaying evidence of registration.

MARITIME SAFETY QLD

The following are some of the registration “bloopers” compliance officers encounter. Perhaps you know of someone yourself who has slipped up along similar lines:

- Owners who tell us they “thought” they had renewed their registration or had “forgotten” to do so. There is a need for boat owners to accept responsibility for keeping their boats’ registrations current. Unfortunately, blaming your partner for not having done so, or your own faulty memory, are not sufficient reasons to avoid an unnecessary fine. In the eyes of the law an unregistered vessel is simply an unregistered vessel.
- Owners who purchase their registration letters and numbers, but in the wrong size or in colours that do not contrast sufficiently with the hull of their vessel to be read from a distance by compliance officers. Similarly for the registration label, which might be faded and illegible, or torn or not displayed at all. It is worth remembering that the Department of Transport and Main Roads will issue replacement registration labels for those damaged, worn or lost – for free – if asked!
- Owners who have purchased a vessel from a previous owner who had allowed their vessel’s registration to lapse. The new owners have then re-registered the vessel and taken it out on the water without realising the new registration label they were provided with has different registration numbers to those already on the vessel, which should have been replaced with the new ones. So the vessel displays lapsed registration numbers which catch the attention of enforcement officers leading to an on-water visit, a puzzling line of questioning and some confused or embarrassed answers. The bottom line here is that new registration equals new registration numbers. If the new numbers are not displayed on the vessel it is infringing the requirement to properly display its registration, for which the fine is currently \$261.

MARITIME SAFETY QLD

- Owners who 'get creative' with their numbering and lettering – displaying the required letters and numbers but doing so in a way that makes them difficult to read or for compliance officers to be sure about. Again, this amounts to not properly displaying registration. It's best to stick to the script – even if the script might seem a bit boring!

In providing services for boaties, the government starts from the proposition that every boatie who owns a registrable vessel receives a benefit from those services, so every registrable boat should pay its way. Out of respect for the legitimate expectations of those boat owners who *do* pay their way, our compliance officers are really not in a position to turn a blind eye if they suspect a vessel is unregistered.

The onus is on boat owners not to expect them to do so, and to keep their registration shipshape.

Have you checked yours recently?

John Fallon

Acting General Manager

Maritime Safety Queensland



QUARTERLY OPERATIONS STATS

1st JUNE TO 31st AUGUST 2018

TOTAL VESSELS LOGGED:	1,106
RADIO CALLS:	4,299
ASSISTS (ex training):	46
TRAINING/CEREMONIAL ASSISTS:	42

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MARINE RESCUE HERVEY BAY GOLF DAY 2018





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A BUSY SATURDAY AT MARINE RESCUE HERVEY BAY

On Saturday 21st July, it was a very busy day at Marine Rescue Hervey Bay.

This day was our annual Open Day where the public is invited to come along during the afternoon and inspect our facilities, boats, equipment, and to get a better understanding of what is involved in a volunteer marine rescue organisation.

We had an information area, and either guided or self-guided tours of the premises including our vessels, the radio room, and training facilities.

There was a constant stream of visitors with a good mix of local residents and many interstate visitors. MRHB volunteers were kept busy all afternoon answering questions and demonstrating procedures. There was a wide diversity of ages so we achieved a good cross section of the community. A clear winner with the kids was Brian Stumer and his CPR dummy. And he didn't even have to become a ventriloquist for the afternoon.

The Open Day concluded at 5pm and then it was time for our Working Members Thank You BBQ. This is a get together for our working members as many are like passing ships in the night and only see each other very infrequently during the year due to the nature of the operation being akin to working shift hours.



2018 OPEN DAY



2018 WORKING MEMBERS DINNER

In all, about 80 volunteers and their families, and special guests attended. Dinner consisted of an entrée of roast pumpkin soup, and a main course choice of spit roast lamb or pork with salads and breads. Dessert consisted of a four layer parfait sundae. As is always the way on a limited budget, the meal was prepared by our volunteers and paid for by the same volunteers.



2018 WORKING MEMBERS DINNER



This year, MRHB invited key corporate supporters to meet and become part of our volunteer family. Local business and community leaders including families from the Hervey Bay RSL, Hyne Timber, Barney's Marine, All Weld, and the Fraser Coast Regional Council were welcomed with hearty applause and VIP status.



2018 BLESSING OF THE FLEET



True to form, some members of MRHB were unable to attend as duty had called that afternoon and they were required to assist a 12m yacht that was grounded and stranded at Rooney's Point near the northern end of Fraser Island. In the midst of the evening, another call for assistance was received for a 6m half cabin vessel with four people on board near Big Woody Island. The vessel had experienced engine failure and required a tow back into Urangan Boat Harbour. But that's why we are here and no one complained.

The evening concluded with the Blessing of the Fleet ceremony and the fireworks display to mark the beginning of the whale season.

The verdict was that it was another very successful day and it was enjoyed by all who attended. Those who looked after our visitors did a fantastic job. Those who prepared the food for dinner and served it (they are too numerous to mention but they know who they are), and those that helped to clean up afterwards all did a wonderful job and deserve our thanks.

2018 HERVEY BAY SEAFOOD FESTIVAL



On Sunday 12th August, the 2018 Hervey Bay Seafood Festival was held at Fisherman's park in Urangan. As in previous years, Marine Rescue Hervey Bay featured a display of our *Rescue III* vessel. We sold supporter merchandise and provided information on what we do. There was a good crowd in attendance and many visitors showed a keen interest in our activities.



A SATURDAY NIGHT TO REMEMBER FOR A DAD AND HIS THREE SONS

It was to be a long, dark, and cold evening on a moonless Saturday night in the Great Sandy Straits for a Dad and his three sons. One of the boys was a teenager and the younger two were most likely under ten years of age.

The family had recently relocated to Hervey Bay from Sydney and were probably somewhat unfamiliar with the area, and maybe did not appreciate why it is appropriately called the Great Sandy Straits. The family had purchased a ski boat and on that Saturday, the father decided to take his boys skiing out from River Heads. The vessel was launched during the day, however the vessel became grounded sometime during the afternoon low tide period which occurred around 1530 (3.30pm).

At 1940 (7.40pm), Marine Rescue Hervey Bay received a call from the Water Police requesting assistance for a vessel. The Water Police advised that the vessel had broadcast a Mayday and this was received by VTS Gladstone who had alerted the Water Police. The vessel had run aground on a sand bank. The incoming flood tide had swamped their motor and electrical system and they were stranded on the sand bank. Their mobile phone battery was now flat, and they were trying to communicate using a very weak handheld VHF radio on channel 16.

Marine Rescue Hervey Bay quickly scrambled a crew and launched *Hyne Timber Rescue* on the water. At 2000 (8pm), the Water Police provided further advice that the vessel had broken down at an estimated location south of a line between River Heads and Wanggoolba Creek on Fraser Island, and requested that the Marine Rescue Hervey Bay vessel commence a search in that area. With a favourable tide, *Hyne Timber Rescue* was able to save time by navigating along the western side of Big Woody Island before commencing the search for the vessel in distress.

Hyne Timber Rescue began a visual and electronic (Radar) search for the vessel however it was without success. On route, *Hyne Timber Rescue* was advised that the vessel in distress had already deployed one of its flares and only had one remaining.

Hyne Timber Rescue was finally able to establish weak and noisy radio communications with the vessel, however the vessel could not provide any further clue to their location. The *Kingfisher Bay Barge* contacted *Hyne Timber Rescue* and offered assistance as they could monitor both sides of the weak radio communication attempts. *Hyne Timber Rescue* activated their yellow strobe light to try to get a fix on the distress vessel. The *Kingfisher Bay Barge* assisted by deploying a blue flashing light and the vessel in distress reported that it could see the blue light only however this placed their location somewhere between River Heads and Big Woody Island. This was a long way north of their reported location.

A decision was taken to request the vessel in distress to activate their remaining flare in the hope that this would provide a visual confirmation of their location. The crew aboard *Hyne Timber Rescue* were posted to observe the four quadrants but unfortunately the flare was not sighted. The *Kingfisher Bay Barge* reported that they had not sighted a flare either.

At this point, the crew of *Hyne Timber Rescue* became aware that the vessel in distress had an EPIRB on board. With the Water Police in contact with the Rescue Coordination Centre in Canberra, the vessel owner was requested to activate the beacon and it's location was provided by the Rescue Coordination Centre in about 15 minutes. The location of the vessel was quite a distance to the north of the search area and a good reason why the flare was not sighted. The coordinates positioned the vessel about half way between River Heads and the Urangan Boat Harbour in an area known as the Dog Leg.

By knowing the location coordinates, *Hyne Timber Rescue* rapidly located the vessel in distress and observed it aground on the sand and mud. The father and his three cold, tired, and hungry sons were relieved to see *Hyne Timber Rescue*.

The two younger boys were taken aboard *Hyne Timber Rescue*, wrapped in blankets, and given muesli bars. A tow rope was attached to the grounded vessel and it was pulled free of the sand and *Hyne Timber Rescue* made a rapid exit to beat the falling tide.

The tow to River Heads was uneventful however the winds had picked up and by then were at 10-15knots+. With the kind assistance of some local fishermen, the ski vessel was quickly secured at the River Heads pontoon.

Hyne Timber Rescue returned to Urangan Boat Harbour just after midnight.

A SATURDAY NIGHT TO REMEMBER.... BECAUSE WE DIDN'T KNOW WHERE THEY WERE

There are a few important points we can learn from this rescue:

- Always plan your time out on the water. Purchase a chart so you can estimate where you are and be aware of the marine hazards in the area.
- Ask for local advice and understand why it is called the Great Sandy Strait.
- Plan to be home before it gets dark if you aren't familiar with the area.
- Buy a quality in-vessel marine VHF radio and antenna so that when you need it, it has the power to give you reliable communications.
- Don't rely on your mobile phone or a cheap handheld VHF radio. They are good backups but they should not be your primary communications device. Both have a serious issue in that they are low power and battery operated and batteries go flat. Purchase one of the cheap power banks that will recharge your phone. Charge them all before you go.
- If you don't have a GPS or chartplotter, there are Apps available for most smartphones to provide your location coordinates.
- Join Marine Rescue Hervey Bay as a member and do the SROCP radio course so that you can competently operate your VHF radio and know how to log on with us.
- Purchase an EPIRB with an inbuilt GPS. Check it regularly to ensure the battery is not due for a replacement. Register the beacon with AMSA. It's free and if you need to use it, they will have all your personal details on file already. The types that have an inbuilt GPS can have your location coordinates available at the Rescue Coordination Centre in about 15 minutes. The cheaper non-GPS models can take up to 5 hours.
- Don't be afraid to use your EPIRB in serious circumstances.

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IT'S WHALE SEASON AGAIN!

With whale season in Hervey Bay waters from July to October, please be aware of these graceful creatures particularly in the northern bay, but also around Moon Point and even at Kingfisher Bay. There are a number of rules to make sure whales can live naturally in Queensland waters without being disturbed, while at the same time allowing us to watch them in safety.



A brief explanation of these rules is provided here. A full description of these regulations can be found on the [Office of Queensland Parliamentary Counsel website](https://www.legislation.qld.gov.au/LEGISLTN/SLS/2013/13SL061.pdf) (PDF)

(<https://www.legislation.qld.gov.au/LEGISLTN/SLS/2013/13SL061.pdf>).

Penalties apply for non-compliance with these regulations.

There is a 'caution' zone when you are within 300 metres of a whale, where boats cannot travel at speeds of more than six knots or speeds that create a wake.

A boat cannot enter a caution zone if three boats are already present within the caution zone of a whale. See the diagram at right which explains this zone. If there are boats waiting to enter a caution zone, boats inside the zone should 'share the water' by moving away after they have had an opportunity to watch a whale.

WHALE SAFETY

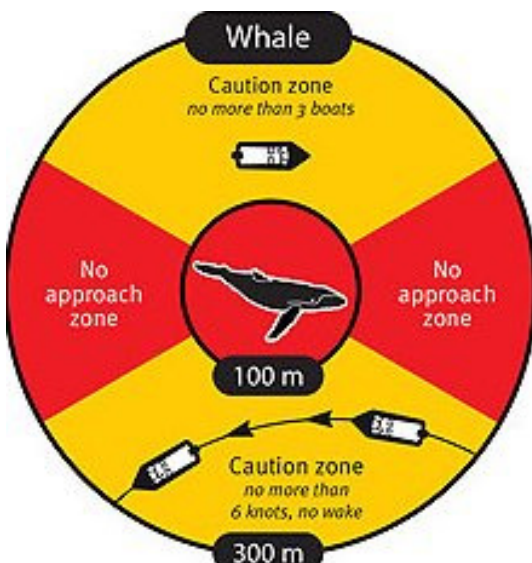
Within a caution zone there are areas designated as 'no approach' zones that boats cannot enter. These are the areas closest to a whale and directly in front of and behind an animal. For a whale, the no approach zone surrounds the animal for 100 metres and extends 300 metres in front of and behind the animal.

If a whale approaches your boat, you should turn the engines off or disengage the gears, or move away at a speed less than six knots, not creating a wake.

If a whale shows signs of disturbance (e.g. acting in an aggressive manner, changing its breathing patterns) a boat must withdraw beyond the 300 metre zone at a speed less than six knots so as to not create a wake.

For more information see: <https://www.ehp.qld.gov.au/wildlife/watching/marine-mammals/rules.html>

We are very lucky in Hervey Bay to have the whales visit us every year. Enjoy your time with the whales, stay safe and look after their well-being.



LOG ON BEFORE YOU GO SO WE KNOW WHERE TO START LOOKING FOR YOU



DAVE MARSHMAN
- OPERATIONS
MANAGER

Recently, Marine Rescue Hervey Bay was requested to provide assistance to a vessel, however the owners were not really sure where they were. They had a rough idea but could not provide enough accurate information for us to be able to provide a quick response.

One very common error skipper's make is with the new digital touch screen chart plotters/sounders. These are a great piece of equipment but in choppy water can have a problem. The issue arises when trying to give the GPS co-ordinates from the screen. Placing one hand on the body of the unit and accidentally touching the screen then gives the GPS reading of the curser and not the vessel location. We could be looking for you in the Stockland Shopping centre car park or up at Rooney's when you are sitting off

Moon Point. If the screen message says **CLEAR CURSER**, then you have touched the screen and you should follow the instruction and start again. If the situation is critical, or if you would prefer assistance as soon as possible, learn how to correctly use your chart plotter. Be able to correctly and quickly give your exact coordinates. If you were sinking, you might be very thankful you took the time to learn this. If you log on with us before you leave shore, it makes it a lot easier for us to notice an error rather than wasting time searching for you at incorrect coordinates. **Log On so we know where to start looking for you.**

Another example is that you think you are about 15 kilometres from the Urangan Marina and you have engine failure. You didn't log on when you went out and never do, and you assumed that your radio was working however it never gets used so can you be sure it will when you need it? The message received by our Radio Operator is very hard to understand due to static and broken reception, so we must guess where you are. You have a mobile phone on board, except that you have been on it all day sending MMS messages to friends of the fish that you caught, and the battery is now almost flat. Just enough battery for a call to say you are out near a yellow flashing beacon. Buy yourself one of the battery power banks so you can recharge your phone anywhere without power. They are quite cheap. Always Log On with us to test that your radio is working and **Log On before you go so we know where to start looking for you.**



Looks beautiful, but when the sun sets, it gets very lonely out there in the dark.

And then there is the Jet-ski racing along at speed on a falling tide showing a new friend a good time and it suddenly comes to a halt. Just hit a sand bank but it's ok as no one is hurt, and you can push it off. Tide dropping faster than you can walk and you are now aground in the middle of a sand bank. Two hundred metres to the water so you call on Marine Rescue Hervey Bay for help to get you off. We call them boats for the reason being that they float on water which is no where near you. Don't worry, the tide will come back in another 6 hours, but the friend might not be back after being eaten alive by the sand flies. Make sure you familiarise yourself with the area so if you breakdown you can accurately tell us where you are and check the tide before you go out. **Log on before you go so we know where to start looking for you.**

You are having a great day fishing for flathead over a sandbank that dries on a low tide but it is getting late and the tide has been running out for a while. Let's start the motor and head for home. Oops it won't start, and the tide is running out, so you call Marine Rescue Hervey Bay for help. Forty-five minutes later the crew arrives but cannot get to you because by now there is only 0.6m (600mm or 2 feet) of water where you are. MRHB need 1.8m of water to get to you in Hyne Timber Rescue or 1.2m in Rescue III. It would have been a lot wiser to have shifted to deeper water earlier and fished the edge. It could be a long night coming up while you wait for the tide. Keep an eye on the tide and plan your move before you are trapped on the sand. And don't forget, **Log on before you go so we know where to start looking for you.**

LOG ON BEFORE YOU GO OUT ON THE WATER

You consider yourself are a responsible boat owner and you have all the correct safety gear. You regularly check it all for wear and tear and to ensure it is in the condition that if you need it to save your life, it is ready to go. You have spent the \$\$ and purchased a VHF radio because you are aware that it is the best investment in safety that any boat owner can make. You have even fitted dual batteries for that extra protection to know you won't get stuck with a flat battery which won't start your engine or won't power your radio when you need to call for help. It's a beautiful spring day on Hervey Bay and you head out as the sun peaks it's face over Fraser Island. You head up to Wathumba looking forward to a big day fishing. Just as you get there, your engine stops and repeated attempts to get it started fail.

You anchor up and decide to call Marine Rescue Hervey Bay for assistance. So you turn on the VHF radio except that you are unsure of how to drive it or what to say. What channel should I be on? You've never bothered to really understand that radio stuff because how hard can a radio be to operate? You have used a CB before so this is just the same isn't it? Well, yes it is and no it's not. It is easy to operate but if you were familiar with it, you would be talking to Marine Rescue Hervey Bay on channel 22 within seconds. Consider if you had just hit a large floating log, something not unusual to be found in the bay. You are sinking quickly and need to send an emergency Mayday call. There are other boats you can see in the distance and at least one is likely to be monitoring the distress channel 16 and could have you on board their boat within minutes. If only you knew how to work the radio and what channel to use.

There is an easy way to acquire this knowledge. Marine Rescue Hervey Bay run radio courses every few months on a Saturday morning. And afterwards you can do the Short or Long Range Operator Certificate of Proficiency exam. By law, you should have either the SROCP or LROCP certificate if you operate a VHF radio. This ensures that you are competent in marine radio operation. During the course, you will learn what channel to be on and all about distress calling. You will also understand what VHF channel to use for what part of the bay you are located. And we will teach you how to log on with MRHB and practise what to say. You will then be competent to use your VHF radio, and you can then **Log on before you go so we know where to start looking for you.**

You've had a great afternoon fishing and are headed for home when the engine stops and won't start again. You drop the anchor but the line breaks and you are now adrift. You did not log on with MRHB and your family assumes everything is fine and you are still fishing. You don't have a radio only a phone, so you call 000 and ask for help. When asked for your location you don't know where you are but you can see a jetty in the distance. It is getting dark quickly and you are drifting. The Water Police request MRHB to begin a search for you but It takes about forty-five minutes to get a rescue vessel crewed and on the water. If you are not at anchor, you will drift approximately 4nm before MRHB can begin searching for you. This makes you a lot harder to find in the dark. You get a call on your phone from the Marine Rescue crew who are looking for you and you say that you are now not sure where you are as it is dark. The Marine Rescue crew begin a search of the area for you and eventually locate you after about another hour. They tow you back to the boat ramp where, your family is anxiously waiting for you. If you had logged on with MRHB on your phone before you went, and updated your location regularly, MRHB would have had an indication of your course home and where you might have drifted to. This means they might have been able to locate you much sooner. **Log on before you go so we know where to start looking for you.**

The moral of the story here is, be prepared. Plan your trip out on the water and know what you are going to do if a problem such as engine failure occurs. And be aware that it does happen. Read the lists of the assists at the back of this Rescue One to see how often it does happen. Make sure you are familiar with the area and have charts as a backup as electronics have a habit of failing. Be sure you know how to read your charts and how to use your GPS chartplotter. Check your fuel, oil, batteries, water, food and mobile phone battery. Invest in a power bank if you rely on a mobile phone, but even better, invest in a VHF radio. Purchase a dual battery system and make sure batteries are maintained and fully charged. Leave a trip plan at home and tell someone responsible of your expected time of return (ETR). Advise them what to do if you don't return by this time and give them the Marine Rescue Hervey Bay phone number of 41289666. Tell them the base is manned 0600-1800 daily. Outside of these hours, advise them to call 000.

Join Marine Rescue Hervey Bay and save yourself money as a tow is not free and can get expensive. Also it gives us all your details and home contact in case of an emergency. See the back pages of Rescue One for details of costs and the reciprocal rights we have with other marine rescues in our area. As skipper, the responsibility is yours to make sure you and everyone with you gets home safely.

And always.....**Log on before you go so we know where to start looking for you.**

VALE HERVEY BAY RSL RESCUE

Hervey Bay RSL Rescue was delivered on the back of a truck to Marine Rescue Hervey Bay on April 5th 2002. An 8.2 metre Noosa Cat, she has a top speed of 40 knots. Over the past 16 years, HB RSL Rescue has performed many rescues and saved many lives, as well as the many assists to vessels in need. Due to the changing requirements for our rescue vessels, HB RSL Rescue has now been retired from service with us and sold. These photos show her being placed aboard a trailer for her journey to her new home down south where she will still be involved in marine rescue work. With her goes many years of memories for Marine Rescue Hervey Bay, all those that sailed aboard her, and all of those that she rescued.



VALE HERVEY BAY RSL RESCUE



RESCUE ONE TRIVIA

1. **Where is this quote from: “It is established for a custom of the sea that if a ship is lost by default of the lodesman, the mariners may if they please, bring the lodesman to the windlass and cut off his head without the mariners being bound to answer before any judge, because the lodesman had committed high treason against undertaking of the pilotage, and this is the judgment.”?**
 - a) It is from the Rules of Oleron in the 12th century.
 - b) This is a quote from the British Admiralty circa 1500s.
 - c) This was a rule of the Viking Longships.
2. **What is a horse latitude?**
 - a) A Latitude where sufficient winds blow to allow sailing ships to make the speed of a racehorse.
 - b) A Latitude where sailing ships are often becalmed.
 - c) The horse latitude was the shortest route across the Atlantic from Europe to the Americas.
3. **What is a Goat Locker?**
 - a) Goat was a favourite food aboard early ships as it lasted longer without refrigeration or salting than other meat and the Goat Locker was where it was stored.
 - b) The Goat Locker is a lounge on a naval vessel that is for the exclusive use of Chief Petty Officers.
 - c) Each large port had a Goat Locker which was essentially a jail where drunken sailors were placed until their ship left port.
4. **Who is considered to have first said “A collision at sea can ruin your entire day”?**
 - a) Thucydides.
 - b) Sir Francis Chichester.
 - c) Captain Jack Sparrow.
 - d) John Bertrand.
5. **Why does the word “POSH” come from old nautical terminology ?**
 - a) It refers to the more expensive side of a ship for a passenger cabin.
 - b) It was short for “passengers out sugar home” for ships sailing to the West Indies as only the rich could afford the cost of passage.
 - c) Posh meant “passengers only smoking hours” as only first class passengers were allowed to smoke at certain times.

THE ANSWERS ARE A FEW PAGES ON

6. What is the Plimsoll Line?

- a) A famous old seafaring company.
- b) A line painted on the hull of a ship.
- c) The line that separates the officers quarters from the crew and which crew are forbidden to pass.
- d) The line that was towed behind a ship to calculate the distance travelled.

7. Where would the “Pintle and Gudgeon” be found?

- a) On the mainsail.
- b) On the rudder.
- c) On the forecastle .
- d) On the helm.

8. Why did Bill Tilman write “it is a time honoured principle that one should never go to sea without an onion”?

- a) It was an old seafaring superstition that onions warded off evil spirits such as devils and vampires.
- b) Because they kept well aboard ship.
- c) Onions were known to keep rats and insects away from the food locker.
- d) Because onions made half rotted food edible by changing the flavour.

9. Complete this saying “It’s always better to be onshore wishing you were out there than.....”

- a) Having been out at sea for months or years on end.
- b) Being content to spend your days on dry land.
- c) Never having been out there.
- d) Out there and wishing you were on shore.

10. In nautical terminology, what was a Mae West ?

- a) An early cargo ship design with a broad swell amidships.
- b) Any woman invited to christen the name of a ship at the launching ceremony.
- c) An early name for the catamaran design.
- d) It was the name given to a personal floatation device.

ASSISTS: 1st June to 31st August

Friday 1st June 1206 :

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

Friday 1st June 1444 :

A 7.9m half cabin with 2 PoB experienced engine problems near Middle Bank and required a tow to Urangan Boat Harbour.

Saturday 2nd June 1058 :

A jet-ski with 1 PoB experienced engine problems near Big Woody Island and required a tow to Urangan Boat Harbour.

Sunday 3rd June 1929 :

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

Tuesday 5th June 0739 :

An 11m cabin cruiser with 2 PoB experienced engine problems near Kingfisher Bay and required a tow to Urangan Boat Harbour.

Sunday 10th June 1121 :

A jet-ski with 1 PoB experienced engine problems between Kingfisher Bay and KcKenzies and required a tow to Urangan Boat Harbour.

Tuesday 12th June 0835 :

A 6.1m half cabin with 2 PoB experienced engine problems near NU2 and required a tow to Urangan Boat Harbour.

Friday 15th June 1420 :

A 4.9m tinny with 1 PoB experienced engine problems near EU2 and required a tow to Urangan Boat Harbour.

Saturday 16th June 2044:

A 6.1m half cabin with 3 PoB near Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 17th June 1124:

A 9.7m ketch with 1 PoB near Burrum Heads experienced engine problems and required a tow to Burrum Heads.

ASSISTS: 1st June to 31st August

Monday 18th June 1813 :

An 10m yacht with 3 PoB experienced engine problems near Big Woody Island and required a tow to Urangan Boat Harbour.

Friday 22nd June 1043 :

A 6m half cabin with 2 PoB experienced engine problems near Big Woody Island and required a tow to Urangan Boat Harbour.

Saturday 23rd June 1208:

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

Monday 25th June 2123:

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

Friday 29th June 0859 :

A 4m Runabout with 2 PoB off Gatakers experienced engine problems and required a tow to Gataker's Boat Ramp.

Friday 29th June 1646 :

An 6.5m half cabin with 2 PoB between Rooneys and Coongul experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 30th June 1142 :

An 6m half cabin with 2 PoB near Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 1st July 1501 :

A 4.8m runabout with 2 PoB experienced engine problems near Arch Cliffs and required a tow to Urangan Boat Harbour.

Friday 6th July 1637 :

A 7m bay boat with 2 PoB experienced engine problems off Gatakers and required a tow to Burrum Heads.

Saturday 7th July 1112 :

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

ASSISTS: 1st June to 31st August

Saturday 7th July 1331 :

A 4.7m runabout with 2+2 PoB experienced engine problems off Big Woody Island and required a tow to Urangan Boat Harbour.

Monday 9th July 0131 :

An 11m power catamaran with 5 PoB about 14nm off Bundaberg experienced failure of both engines and required a tow into the Burnett River.

Monday 9th July 1856 :

The Water Police requested that MRHB investigate a flare sighting off the Urangan Pier. A 3.5m tinny had experienced problems and required a tow back to Urangan Boat Harbour.

Friday 13th July 0130 :

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

Sunday 15th July 0645 :

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

Sunday 15th July 1242 :

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

Sunday 15th July 1433 :

A 15.2m sailing catamaran with 7 PoB near Middle Bank experienced engine problems and required a tow to Urangan Boat Harbour.

Thursday 19th July 2237 :

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

Saturday 21st July 0951:

A 12.49m sailing vessel with 2 PoB at Rooney Point required assistance to refloat.

ASSISTS: 1st June to 31st August

Saturday 21st July`1740:

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

Sunday 22nd July 0843:

A 5m runabout with 1 PoB near the Urangan Pier required a jump start.

Monday 23rd July 1825:

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

Monday 23rd July 2135:

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

Tuesday 24th July 1439:

A 6m cruiser with 2 PoB off Gataker's experienced engine problems and requested a tow Gataker's boat Ramp.

Wednesday 25th July 0853:

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

Saturday 28th July 1204:

A vessel required a relocation tow inside Urangan Boat Harbour.

Wednesday 1st August 1738:

A 5.25m centre console with 3 PoB at Moon Ledge experienced engine problems and required a tow to Urangan Boat Harbour.

Friday 3rd August 1451:

A 5m vessel off Urangan pier with 2 PoB experienced engine problems and required a tow to Urangan Boat Harbour.

Friday 3rd August 1611:

A 14.6m vessel with 7Km north of Urangan with 5 PoB experienced engine problems and required a tow to Urangan Boat Harbour.

ASSISTS: 1st June to 31st August

Saturday 11th August 2005:

A 6m aluminium vessel with 4 PoB between River Heads and Urangan became aground and subsequently experienced engine problems and required a tow to River Heads.

Tuesday 21st August 1326:

A 5.4m half cabin with 4 PoB near Awinya Creek experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 22nd August 1213:

A 5m half cabin with 2 PoB near Kingfisher Bay experienced engine problems and required a tow to River Heads.

Thursday 23rd August 0724:

An 8m vessel required a relocation tow inside Urangan Boat Harbour.

Friday 24th August 1114:

A 7.2m houseboat with 8 PoB south of Arch Cliffs had a broken propeller and required a relocation tow.

Sunday 26th August 0352:

MRHB was called to participate in a Search & Rescue (SAR) when a vessel experienced a collision with a whale near Awinya Creek vicinity and the 1 PoB was thrown overboard. The person was found by the Water Police. MRHB was requested by Maritime Safety Queensland later that morning to assist in retrieving the vessel.

Monday 27th August 1643:

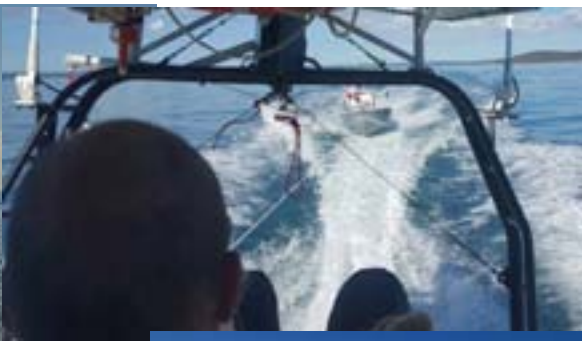
QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour.

Tuesday 28th August 1406:

A 10.4m sloop with 2 PoB experienced engine problems and required a tow through the entrance to Urangan Boat Harbour.

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.

RECENT RESCUES



TRIVIA ANSWERS

1. a) A Lodesman is another name for a pilot who guides vessels through unfamiliar waters or those that are close to port and considered dangerous. The practice of taking a Lodesman on board dates back many centuries but is still used today. The Rules of Oleron are about the first recorded set of rules for conduct aboard ship and were developed in Scandinavia. This passage was reportedly from the 23rd Article of the Rules of Oleron which was dated 1190 AD. Who would be a Lodesman?
2. b) The Horse Latitudes are 30° North and 30° South. The northern horse latitude is about where Florida USA is located and the southern about Coffs Harbour in Australia. They are regions known for long periods of no wind or rain. The name came from Spanish ships transporting horses to the Caribbean who would be often becalmed. If they ran very low on drinking water, the horses would be thrown overboard to save their precious drinking water.
3. b) The Goat Locker is a lounge, sleeping area, and galley aboard naval ships reserved only for Chief Petty Officers. All personnel including officers are required to ask permission before entering. In modern times, it refers to any meeting place, either on board or on shore, where petty officers meet in private.
4. a) Thucydides was an Athenian historian and general who wrote the "History of the Peloponnesian War" which was waged between Sparta and Athens during the 5th century BC. Thucydides was blamed for the fall of Amphipolis and exiled. He then devoted his time to recording the history of the war. It is thought he died circa 404 BC. He is remembered for the many quotations in his works and in particular this one which would be expected to be modern day speak.
5. a) Posh was an acronym for "Port Out Starboard Home". It was the preferred cabin side of a passenger ship on the journey from England to India during the period of the British Raj (1858- 1947). The POSH side was considered to have the best scenery and was much more expensive.

TRIVIA ANSWERS

6. b) The Plimsoll line was painted along the hull of ships to indicate when the vessel was loaded to legal capacity as it showed the submersion of the vessel hull due to the cargo weight.
7. b) A pintle is a round pin that is attached to the rudder and the tiller. The gudgeon is a cylindrical fitting into which the pintle fits and is attached to the stern of a vessel. The hinged combination allows the rudder to swivel from side to side for steering the vessel.
8. b) Major Harold William (Bill) Tilman [1898-1977], was an English mountaineer and sailor. He fought in WW1 and was twice awarded the Military Cross for bravery. He wrote many books of his adventures and voyages. This quote is from "Mischief Among the Penguins" published in 1961. The quote comes from a passage where he is saying onions keep well on a boat and the flavour of an onion makes old dry cheese edible again.
9. d) The saying means that it is better to be ashore and wishing you were out on the water as opposed to being out on the water in dangerous and possibly wild weather and wishing you were on shore.
10. d) Mae West was a well endowed 1930s actress and the appearance of this personal floatation device resembled her stature. It was widely used during WW2.



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

Hyne Timber	Chris Marshall
Hervey Bay RSL	John Calder
Specsavers Optometrists	Gary Brown
Saudi Arabia Expats	Bob Gibbs
Ted Sorensen	Tony Zegel
Burrum Heads Blue Water Boat	David and Mark Olds
Apex 40 Group	Mark Weir
Hervey Bay Ukelele Musical	Electrosafe
Bonita and Les Darrow	Greg Schmidt
Rod Love	Russell Snubbers
Bob Young	Westpac Hervey Bay
Bayside Slimmers Club	
Ken Eckert	
Peter Layton	
Sam Steele	

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



MARINE RESCUE HERVEY BAY MEMBERSHIP FEES

\$90.00 So\$ Full Member

First 2 tows, up to a maximum of \$500, within that membership year are free. Any subsequent tows, or once the maximum of \$500 has been reached, in that membership year, are charged at the cost of the fuel (based on the bowser price at the time of the assist), with a minimum fee of \$50.

\$55.00 Ordinary Member

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

2nd & 3rd Vessels for either So\$ or ordinary members are \$40 per vessel

\$11.00 Members with No Boat

Payment Methods

On our website at : marinerescueherveybay.org.au

Payment can also be made over the phone by Credit Card, or in person at the MR Hervey Bay office in Buccaneer Drive (next to the Boat Club).

Alternatively payment can be made by direct deposit to BSB 064492 Account No. 10075748.

RECIPROCAL RIGHTS FOR MARINE RESCUE HERVEY BAY So\$ MEMBERS

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

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

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

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

AREA RADIO CHANNELS

LOCATION	STATION	CALLSIGN	TELEPHONE	VHF CHANNELS	HF SSB	27 MHz
CALOUNDRA	COASTGUARD	VMR404	07 54913533	16 73		27.88 27.91
MOOLOOLABA	COAST GUARD	VMR406	07 54443222	16 67 73 21 80		27.88 27.90
NOOSA	COASTGUARD	VMR405	07 54743695	16 22 80		27.88 27.91
TIN CAN BAY	COAST GUARD	VMR417	07 54864290	16 67 80 82		27.88 27.90
SANDY STRAITS	COAST GUARD	VMR421	07 41298141	16 80 82		27.88 27.90
HERVEY BAY	VOLUNTEER MARINE RESCUE	VMR466	07 41289666	16 67 22 73		27.88 27.91
BUNDABERG	VOLUNTEER MARINE RESCUE A	VMR488	07 41594349	16 67 22 80 81	2524 KHz 4125 KHz 6215 KHz	27.88
ROUND HILL	VOLUNTEER MARINE RESCUE	VMR477	07 49749383	16 81 82	2182 KHz 2524 KHz	27.88 27.91
GLADSTONE	VOLUNTEER MARINE RESCUE	VMR446	07 49723333	16 80 82	2182 KHz 2524 KHz 4125 KHz	27.88

HB RADIO CHANNELS & WEATHER

VMR HERVEY BAY RADIO CHANNELS

VMR Hervey Bay Call Sign: VMR466

Urangan Boat Harbour and surrounding areas: VHF 73 or 27.91

North of Latitude 25° S : VHF 22

South of Garry's Anchorage: VHF 67

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

Distress Calls: All areas VHF 16 or 27.88

Supplementary Distress Channel: All areas VHF 67

WEATHER BROADCASTS

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

07:15

12:15

17:15

on VHF Channel 67

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

RESCUE ONE



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

POSTAGE
PAID
HERVEY BAY
QLD. 4655

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