

RESCUE ONE

SUMMER 2020



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

marinerescueherveybay.org.au

Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

SUMMER 2020 EDITION

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MANAGEMENT COMMITTEE

Commodore: John W Smith	Unit Training Coordinator: Kevin Bone
Vice Commodore: Jill Barclay	Vessel Group Coordinator: Kevin Lategan
Secretary: Vicki Vlekkert	Radio Group Coordinator: Vacant
Treasurer: Rhonda O'Brien	Operations Manager: Mark Bruem

APPOINTED OFFICERS

Assistant Unit Training Coordinator (Crew): Graeme Davies
Assistant Unit Training Coordinator (Radio): Jill Barclay
Assistant Boat Maintenance Officers: Dave Marshman
Corporate Liaison Coordinator: Graeme Davies
Charts & Navigation: Ross Jensen
Operations Officers: Geoff Friend, Geoff Drake, Peter Dicker, Graeme Stanton
First Responders: Brian Stumer, Andy Clarke, Nick Sennett, Troy Fisher, Garry Reid
Phil Murphy, Kathy Bond, Josie Lategan
Wellness Support Group: Dave Geoghegan, Andy Clarke, Jill Barclay, Sharon Davies,
Rhonda O'Brien, Graeme Davies, Tammy Olsson
Sausage Sizzle Coordinator: Gil Townson
Base Providedore: Doug Knight
Safety and Risk Coordinator: Ralph Hopwood
Working Members Rep: John Gibson
VMRAQ Zone Delegates: John Smith, Jill Barclay
Grounds/Building/Vehicle Maintenance: Mark Bond
Rescue One Editor: Jill Barclay

LAST EDITION

This is the last edition of our Rescue One magazine.

Social media and our website have taken over as a quick way to get information out to members.

I thank all of the Editors and contributors over the many years that Rescue One has been produced. You have all done a fine job!



Our Admin Office will be closed from 2.00pm Fri 18 Dec and will reopen at 9.00am on Mon 4 Jan 2021.

**We wish all of the boating public, our sponsors, partners and volunteers a Merry Christmas and a Happy New Year. Take care out there on the water.
Safe and happy boating to you all.**



MARINE RESCUE HERVEY BAY VESSELS

RESCUE I (Under construction)

Length - 11.94m

Design - Naval Architects Australia

Builder - Allweld Manufacturing

Survey Class - 2C & 2D

Beam - 5m

Draft - 0.5m

Fuel Capacity - 2 x 810L



HYNE TIMBER RESCUE

Length - 8m

Builder - Noosacat

Build Year - 2012

Cruising Speed - 28 knots

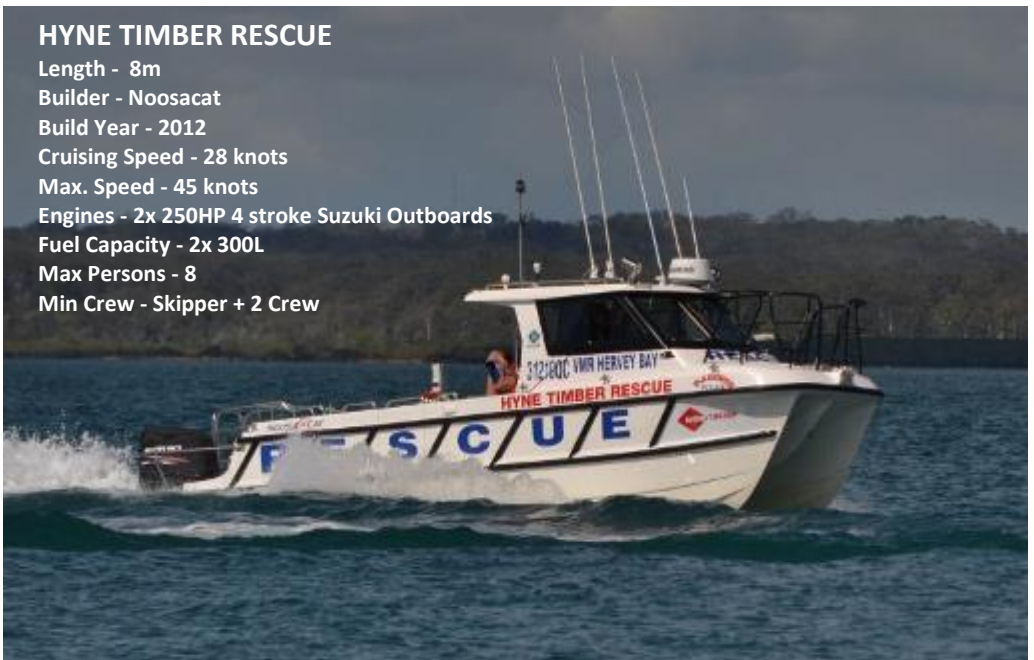
Max. Speed - 45 knots

Engines - 2x 250HP 4 stroke Suzuki Outboards

Fuel Capacity - 2x 300L

Max Persons - 8

Min Crew - Skipper + 2 Crew



MARINE RESCUE HERVEY BAY VESSELS

RESCUE III

Length - 7.3m

Builder - Swift Marine

Build Year - 2010

Cruising Speed - 25 knots

Max. Speed - 37 knots

Engines - 2x 150HP 4 stroke Suzuki Outboards

Fuel Capacity - 400L

Max Persons - 6

Min Crew - Skipper + 1 Crew



RESCUE IV

Vessel Model - FX Cruiser HO

Manufacturer - Yamaha

Engine - 4 Litre 4 stroke DOHC 132 kW

Length - 3.56m

Fuel Capacity - 70L

Max Persons - 3

FROM THE COMMODORE



This year can only be described as 'different'!

Due to COVID early in the year, the base was closed to the public for a number of months, with only essential working members on-site. In July things started getting back to some form of normality with crew training recommencing, the office re-opening and sausage sizzles starting again.

Despite all of this upheaval, we have still managed to achieve a great deal in 2020.

1. Major changes to the grounds, saw the new pontoon and rock wall construction take place during August and September. The old boat ramps, railway lines and trolleys were removed as part of this work. A new grassed area looks great. The new pontoon is ready to go for the launch of the our new rescue vessel in Jan 2021.



2. We received a certificate of appreciation from the Water Police following our part in the search for missing fisherman, Paul Brazier, the end of May.
3. Management appointed a Risk and Safety Coordinator for the squadron. The safety of our operations and our volunteers is imperative and something we should all strive to maintain. Ralph is working to review and update risk profiles and safety management in all areas of the base.
4. New First Responders completed their training in August and October. This has boosted our numbers of First Responders to seven, helping QAS return medical patients to Hervey Bay.



FROM THE COMMODORE

5. In July, about half way through the build process of our new rescue vessel - Rescue I, we were able to have an open day at Allweld for working members and the local Freemasons groups, who played such a large part in helping get the funding for the vessel. About 30 Freemasons and 15 working members attended the day.
6. The build of Rescue I continues with the end of January the predicted launch time. This will be followed by extensive sea trials for about three weeks. Once the vessel has been shown to meet all specifications, she will be handed over to MRHB. Skipper and crew training will be required before the new vessel can be used on activations. A full commissioning ceremony is being planned for March 2021.
7. In the last few months of the year new crew, radio operators and Wellness Support Group members have completed training. Training is a major part of keeping the skills of existing and new volunteers up to speed in readiness to respond to whatever comes our way.



Lastly, I would like to thank all volunteers, their partners and families for their extra effort this year in trying times.

A very Merry Christmas and a happy and safe New Year to the working members, our partners, sponsors and the boating public in general. Safe boating to you all.

John W Smith
Commodore



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ACTIVATION - TOW TURNS INTO A MEDICAL EMERGENCY

26 October 2020

At around 8.15am, the radio room had a call from a 7.6m trailer sailer, that was on our radio log. The call indicated that they were endeavouring to move from the Susan River to Urangan, but were having some engine problems and the keel was not operational. At that stage they were drifting/sailing towards Kingfisher Bay where they would endeavour to anchor and assess the situation, stating they may require a tow.

An hour and a half later the call for assistance came in to the Radio Room.

Conditions were far from favourable with a strong northerly wind making the sea uncomfortable. The crew managed to get the vessel connected and under tow.

Shortly after getting the anchor up and departing Kingfisher, there was a very serious fall on board the yacht. The Hyne Timber Rescue crew decided, due to the rough conditions, to tow the vessel to shelter at the southern end of Big Woody Island to assess the injured person on board the yacht.

As assessment was quickly made that QAS support would be required due to the patient's very high pain level due to a possible spinal injury. Rescue III was dispatched with two paramedics and a First Responder on board.



ACTIVATION - TOW TURNS INTO A MEDICAL EMERGENCY

Once the patient was given some pain relief and stabilised, the decision was made that it was best not to move them from the deck of the yacht. Luckily the wind had changed direction somewhat however, there was now a thunderstorm and rain accompanying us back to the harbour. Not pleasant for anyone, let alone someone with a spinal injury.

Some five and a half hours after the initial call for assistance, the patient was loaded in to a waiting ambulance in Urangan.

A very challenging activation for all concerned.

Post Script—29 November 2020

It's not often we get to meet up with those who we've rendered assistance to in challenging circumstances. Sunday, 29 November 2020 was one of those rare times, as Jo and Michael dropped in to MRHB to say thanks and offer a donation that was very much appreciated.



NOTABLE ACTIVATIONS

What do you do when COVID interrupts plans?



In March, we had an email from a skipper in the America, who's yacht, which he had been living aboard, was still anchored at Kingfisher Bay.

Unfortunately due to COVID, he was unable to return. He requested our help in moving his yacht to a safe anchorage. Although we did not undertake this move for him we kept in touch and checked on his vessel when we were in the safe anchorage area.

Unfortunately, as COVID has continued throughout the year, the owner decided the best action was to sell his yacht. I believe she has been sold.

9/10 June - Retrieve vessel

On 9 June, we were called by the wife of a single person on board a 37FT concrete hulled yacht. She advised that the skipper was unable to raise the anchor, the engine wasn't working and his phone was flat. Could we assist?

As the yacht was anchored at Stewart Island, and required a high tide to make passage in the Great Sandy Strait, a tow was organised for the next day.



The yacht was towed safely to the Susan River.

NOTABLE ACTIVATIONS

2 Aug - Safety Vessel - Paddle out for the Whales

Paddle Out for Whales is an annual event held in Hervey Bay as part of National Whale Day celebrations. The event is held to help raise awareness of the many issues whales face today, including the continuation of whaling.

Each year MRHB is asked to assist during the event, as a safety vessel, in case any emergency assistance is required.

National Whale Day was inspired by Fraser Coast local Vicki Neville, who held the first National Whale Day event in Hervey Bay 2012.



7 Nov - Flare sighting and EPIRB activation

At about 5.30pm, we received a call from the Police that there had been a flare sighting, with subsequent EPIRB activation off Wathumba. Coordinates were given from the EPIRB activation.

Our Duty crew were called and were soon on their way to Wathumba to assist.

In the meantime, Police also activated the RACQ Lifeflight helicopter, who found the overturned vessel with four persons nearby. The four men were winched to safety by the helicopter. The MRHB crew were then stood down.



BASE ACTIVITIES



During COVID, training of new crew was halted. On 23 Aug, the new crew in-training were able to complete their Shipboard Safety Skill Set practical session in the pool. This training ensures our crews have the necessary safety and survival skills and knowledge to work safely on a rescue vessel.

Meanwhile other crew training continues on a regular basis.



Cleaning Hyne Timber Rescue

With the completion of the new pontoon structure, our vessels now reside on the water. As we have no anti-fouling on Hyne Timber Rescue, we have to undertake regular slipping and hull cleaning. Luckily with help from the maintenance team, we can do this in one day.



Before



After

BASE ACTIVITIES

Over the last few months there have been major changes completed at the base. The new pontoon is now completed, in readiness for the arrival of the new Rescue I in early 2021. Thanks to Keith Pitt and the Federal Govt for the funding of this new infrastructure.



Old boat shed area, concreted to a level surface, thanks to a grant from the FCRC.



New fender fitted to new pontoon—funded by a substantial donation from the public.

New Life Member - Tom Hudson



Tom joined VMR Hervey Bay in 2004, coming in as crew. After a number of years Tom worked his way up to become a skipper in 2010. Over Tom's 16 years he has completed over 230 activations as crew and over 250 jobs as a skipper.

Tom stepped up to a management role during his early years at MRHB, taking on Commodore in 2008. Surrounded by a strong management team Tom took the squadron forward. During his control as Commodore, one vessel was refurbished and a new vessel was designed and built by Noosa Cat. This new vessel (now known as Hyne Timber Rescue) we still have at MRHB today. Work on the pontoon structure was also achieved during Tom's reign as Commodore.

After 5 years as Commodore, Tom stepped down in 2013.

Since late 2013, Tom has worked as part of VMRAQ as a state trainer, regularly travelling around Queensland (and beyond) to train and assess volunteers in the national marine qualifications.

In 2019, Tom received this National Medal for his volunteer services. The National Medal recognises long and diligent service by members that risk their lives or safety to protect or assist the community in times of emergency.

Although we don't see Tom on the base as regular as we used to, he is still providing services to the squadron in his home base of Hervey Bay, as the state trainer and assessor of our crews.

Congratulations Tom and thanks for your dedication.

New Life Member - Reg Treston



Reg joined VMR Hervey Bay in 2003. He started out keeping the base grounds and maintenance work for the squadron, which he continued to do until a couple of years ago. He would regularly be seen mowing the lawns or gurneying the boat ramp, at low tide.

Reg trained as crew and over his 13 years as crew undertook 270 activations, stepping up to Senior Crew in his last few years.

At the age of 75, Reg decided he had done enough of crew work, but remains involved around the base with some maintenance. Reg's other love is the sausage sizzles. He loves the comradery and smell of a good sausage!

When asked what keeps him still coming to MRHB, Reg is quick to respond: "MRHB provides a vital role in our region. Every job at the base is important and they are all critical to making VMR the success that it is".

In 2018, Keith Pitt, Member for Hinkler, asked for nominations for volunteers who keeps an organisation running. MRHB were pleased to nominate Reg for this award. Reg was presented with the Australian Government Volunteer Award in May 2018.

Reg says "he has seen 5 commodores in his time and expects to still be with us to see another one"!

Congratulations Reg and thanks for your dedication.

FACEBOOK

Who would have thought that this post on Facebook would have attracted so much attention? Over 2,100 shares, 173 comments and 318 reactions.



332,765

People reached

37,017

Engagements

Boost Post



318

173 comments 2.1K shares

If you haven't already you can 'Like' our Facebook page at facebook.com/VMR466
This will keep you up to date with all of the happenings at Marine Rescue Hervey Bay.



We are looking for a new Treasurer

If you have some experience in Accounting or Book Keeping and would like to help out in your community, we would like to hear from you.

The Treasurer is responsible for overseeing the management and reporting of the squadron's finances.

Qualifications & Experience

- *Computer experience with MYOB and Excel.*
- *Experience with accounting and bank reconciliation.*
- *Development and presentation of financial reports.*
- *Familiar with the principals of GST.*
- *Ability to prepare documents for the Auditor.*
- *Development of procedures for debtor & credit control.*
- *A keen eye for detail.*

The position is a member of the Marine Rescue Hervey Bay Executive.

This is a volunteer role - you will not get paid.

For more information, please contact the Secretary on secretary@mrhb.org.au

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HISTORY SECTION - ROY RUFUS ARTIFICIAL REEF

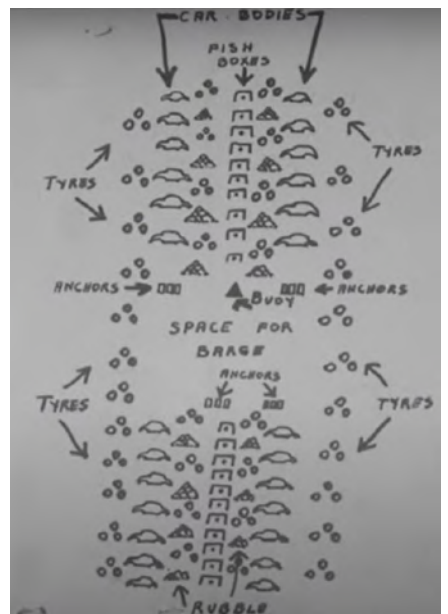
Roy Rufus Artificial Reef is located off the eastern side of Big Woody Island.

In 1967 the Maryborough Skin Divers Club employed three marine biologist from the University of Queensland to investigate the best place to establish an artificial reef and enrich a major fish nursery.

In 1968 the permit was granted by the Department of Harbour and Marines.

Business people from all over the Maryborough and Hervey Bay area rallied to support this wonderful man-made structure. Over 63 drops were made between 1968 and 1987.

Ships, barges, car bodies, tyres and heaps more form the structure. Old barges (Otter, Pelican, Lass O'Growie, Kgari, Goori) used in the timber industry on Fraser Island were refloated and sunk on the reef site.



HISTORY SECTION - ROY RUFUS ARTIFICIAL REEF

The reef was named after Maryborough electrical engineer and dive enthusiast Roy Rufus. Roy was instrumental in the early days of the Artificial Reef, ultimately influencing the final design and assisting with the drops themselves. Roy helped to ensure that the final layout of the Artificial Reef caused the least impact on the environment, avoided shipping issues, and created a world class diving site while maintaining a balance between nature and all water users.

Sadly, Roy lost his life whilst diving on the artificial reef. A plaque in honour of Roy Rufus now rests on the Goori, near the site where Roy's life tragically ended.



In May 2015, the Queensland Government established Simpson Artificial Reef and Hardie Artificial Reef in the Great Sandy Marine Park.

Simpson Artificial Reef is located in waters near the Outer Banks. It is named after Woody Island's first head lighthouse keeper Mr John Simpson.

Hardie Artificial Reef is located 2nm north-east of Little Woody Island. It is named after Woody Island's longest serving head lighthouse keeper, Mr Peter Hardie.



Thanks to: (Hervey Bay Downunder, 2009-2017) and Dept of Env and Science.

MAINTENANCE CHECKLIST

You're having friends or family come to stay for Christmas/New Year. You know they are going to want to head out onto our beautiful waterways. You haven't used your boat for a while. Here's a few things for you to check out **BEFORE** you head out on the water.

☐

Hull - General inspection of hull and equipment

☐

Batteries - Check water levels, terminals and leads
Check charge on batteries - charge as necessary

☐

Fuel - Check fuel lines not perished
Change fuel if more than 6 months old

☐

Engine - Inspect and replace oil and fuel filters, if necessary
Inspect and clean spark plugs
General inspection of propellers, shafts and brackets

☐

Radio - Check cables for perishing, antennas - check corrosion
Turn on radio and undertake a radio check

☐

Other - Check GPS and Chart Plotter working
Check navigation lights working
Check gauges working
Check bilge pumps working

☐

Safety gear - Lifejackets / PFDs - check in date, worn stitching or tears
Flares - at least one set in date
Anchor - check line or chain for wear
EPIRB - in date and registered

☐

Trailer - Brakes working
Trailer Hitch / Electrics working

'ON THE DAY' CHECKLIST

Here's a few things to make sure you have sorted on the day you head out with friends and family.

- ☐ Check the BOM weather forecast
Is it safe to go out in the conditions - boat, skipper, crew capabilities?
- ☐ Plan your trip - know where you are going, check tides times
Plan your route around sand banks and navigation marks
- ☐ Calculate fuel requirements - rule of thirds
1/3 for trip out, 1/3 for trip back, 1/3 in reserve
- ☐ Check you have lifejackets for everyone (adults and children)
We recommend you wear them!
- ☐ Log on with Marine Rescue Hervey Bay
(People on board, leaving from, going to, expected return time)
Log off on your return
- ☐ Keep your marine radio on while out on the water
Listen for updated weather alerts eg strong winds or thunderstorms
(Seek shelter or head home early, if necessary)

Have an awesome day on the water.



Stay safe.

**We'll be there
if you need us!**

Be Safe. Boat Safe

If you aren't sure of what safety equipment you should have available on your boat, try visiting the MSQ webpage at <https://www.msq.qld.gov.au/>

To comply with your General Safety Obligation you should carry the appropriate safety equipment for the waters where you will be boating. This will ensure you are prepared for an emergency or any unexpected events.

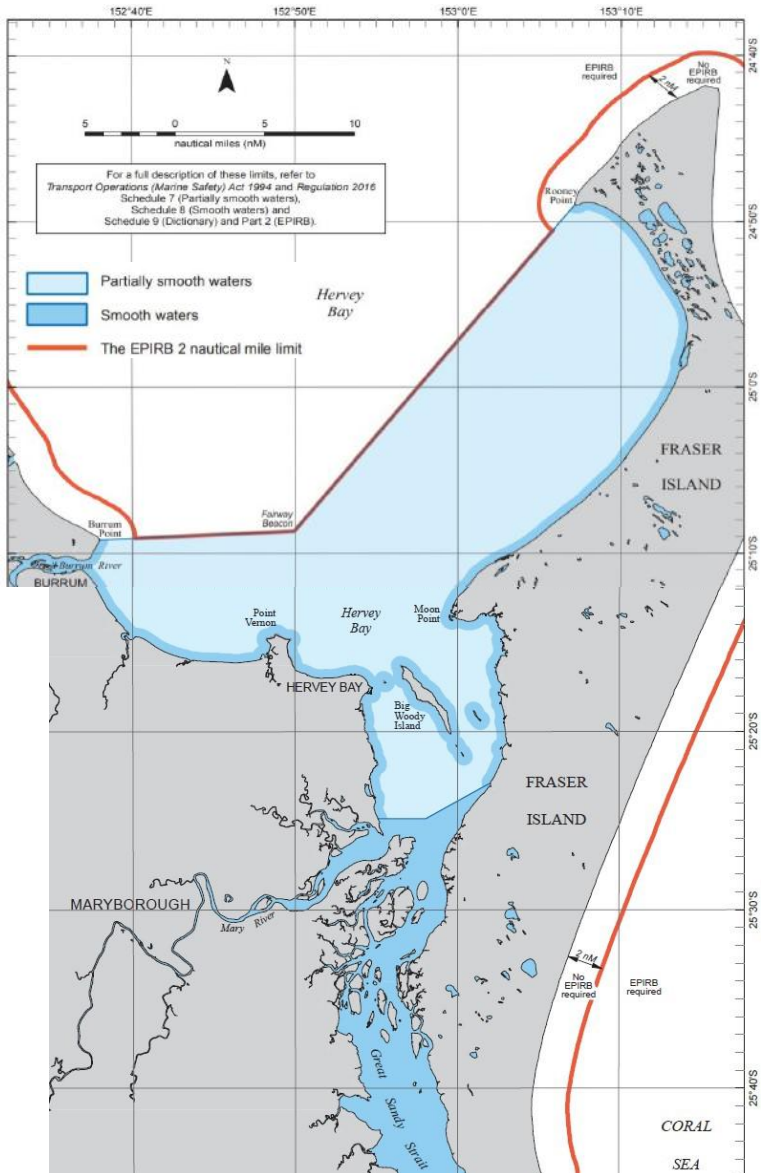
Standard safety equipment for registered boats

Equipment	Smooth waters	Partially smooth waters	Beyond partially smooth waters
Must carry the following equipment			
<u>EPIRB</u> or PLB*			✓ #
<u>Flares</u> (2 red hand-held and 2 orange smoke)		✓	✓
<u>Fire fighting equipment</u>	✓	✓	✓
Signalling device if operating at between sunset and sunrise (e.g. torch, lantern, glow stick)	✓	✓	✓
<u>V sheet</u>		✓	✓
<u>Lifejacket</u>	✓ Lifejacket level 50, 100, 150, 275 or level 50 special purpose	✓ Lifejacket level 100, 150, 275 or level 50	✓ Lifejacket level 100, 150, 275
Should carry the following equipment			
Anchor	✓ (with cable appropriate for size of vessel)	✓ (with cable appropriate for size of vessel)	✓ (with cable appropriate for size of vessel)
Chart		✓	✓
Compass		✓	✓
Drinking water	✓	✓	✓
Handheld electronic navigation device (if not equipped with a chart and compass)		✓	✓
Oars or paddles (for boats under 6m)	✓	✓	✓
Pumping or bailing equipment	✓	✓	✓

Be Safe. Boat Safe

Where are the boundaries of Smooth , Partially Smooth and Open Waters?

Smooth Waters are: within rivers, creeks, streams and lakes and water within 0.5 nautical miles from land.



VHF RADIO CHANNEL STICKER

At Marine Rescue Hervey Bay, we have produced a localised VHF radio channel sticker. If you have a VHF radio, you need one of these. The best place to put it is beside your radio in your boat.

We have created a space for you to write you Rego on the sticker, so if /when you call Marine Rescue Hervey Bay, you have your Rego in front of you. You could even do some research and write your Rego using the Phonetic alphabet eg Alpha Bravo 1 2 3 Quebec! Grab one from the office today!



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67	Supplementary Distress / Calling Channel. Weather Reports. Mary and Burrum Rivers.
73	Urangan Boat Harbour region. Between Fairway Beacon/Arch Cliff and Garry's Anchorage.
22	North of Fairway Beacon/Arch Cliff, Sandy Cape, Waddy Point (Hervey Bay & Bundaberg)
81	Burrum Heads to Round Hill (Bundaberg)
82	Great Sandy Strait (Sandy Strait & Tin Can Bay)
80	Southern Great Sandy Strait, Wide Bay Bar and south (Tin Can Bay)
72, 77	Vessel to Vessel general calls

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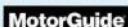
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TRIVIA - Nautical Expressions

Freeze the balls off a brass monkey

In days of old, cannonballs were piled on deck beside the cannon in pyramid fashion and retained in a ring called a brass monkey. If the weather was very cold, the brass ring would contract faster than the iron cannonballs, causing some of them to topple.

As the crow flies

It's the most direct route from one place to another without detours. Before modern navigational systems existed, British vessels customarily carried a cage of crows. These birds fly straight to the nearest land when released at sea, indicating where the nearest land is.

Aboveboard

Pirates would often hide much of their crew below the deck. Ships that displayed crew openly on the deck were thought to be honest merchant ships, known as "above board."

In the doldrums

Sailors named the area of the ocean on either side of the equator the Doldrums. This area is known to have unstable, light wind conditions, so sailing ships caught in the Doldrums could be stranded. Today it describes someone in low spirits, stagnated or depressed.

Mind your p's and q's

When in port, sailors would get credit at the taverns until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "p" for pint or "q" for quart. On payday, a sailor was liable for each mark next to his name and forced to "mind his p's and q's." Today the term means to remain well behaved.

Letting the cat out of the bag

This term comes from the old naval punishment of being whipped with a "cat-o'-nine-tails." The whip was kept in a leather bag, and when the sailors "let the cat out of the bag" they had usually done something that would result in punishment. The term today means someone has said something that was not to be said or revealed a secret.

TRIVIA - Nautical Expressions

Limey

It originally was a term that referred to a British sailor. Now it's used generally to indicate someone who is British. But the term came from the 17th- and 18th-century practice of issuing lime juice to British sailors to combat scurvy.

Square meal

This is an expression synonymous with a proper or substantial meal. It originated from the square platters that were used to serve meals aboard sailing ships.

Footloose and fancy-free

The word comes from the name of the bottom of a sail — the foot — which must be attached to the boom. If it is not properly attached it may become “footloose,” causing the vessel not to sail properly. Footloose and fancy-free have come to mean someone acting without commitment.

Davy Jones' Locker

A nautical term dating from the 1700s. Davy Jones was sailor slang for the devil. To send someone to Davy Jones meant killing him. Being sent to Davy Jones' locker implied that the individual was definitely not going to heaven!

Posh

Today this word means superior or fashionable and expensive. The word originated in Colonial Boston, where the trunks of wealthy passengers would carry the label “POSH,” which stood for “Portside Out Starboard Home.” It told handlers where to place the luggage to avoid intense sun exposure.

Skyscraper

It originates from the term for a small, triangular-shaped sail that was set above the other sails on the old square-rigged vessels. They were so tall that they seemed to scrape the sky.

Pipe down

This original nautical term was an officer's whistle sound denoting the completion of an above-deck work shift and giving permission to go below. This expression is now used to mean “be quiet” or keep quiet.”

NEW VESSEL UPDATE

Thanks to a wonderful donation, mid 2019, by Hand Heart Pocket (the Charity of Freemason's Queensland), the construction of our new rescue vessel at AllWeld Manufacturing in Maryborough, has come to fruition.

The build commenced in January and we expect RESCUE I to be in the water in late Jan 2021. The following photos show the progress from June to November 2020.



June 2020 - hull completion

26 July saw the local Freemasons have an opportunity to view the build of the vessel



July - the back deck goes on



NEW VESSEL UPDATE



August saw the gunwales go on and the start of the cabin



Sept Oct - continued work on the cabin and fit of engines and jet units



Nov - start of the fit out of cabin

WELLNESS SUPPORT GROUP

Marine Rescue Hervey Bay implemented a Wellness Support Group almost 3 years ago. The intention of this group is to provide discreet support for the emotional wellbeing of MRHB working members.

If there is something that is affecting the ability for a volunteer to be an effective team member the group offer 'first line', confidential help for their peers. WSG group members are available anytime of the day or night.

The WSG members have had some basic training with Lifeline and are trained to listen and offer support that will assist with safeguarding the wellbeing of the volunteer.

Over the 3 years, WSG members have spoken to a significant number of volunteers at various times and circumstances. The group have certainly proved their worth to the squadron.

The group recently undertook training for some new members and refresher training for existing members at Lifeline in Maryborough.



50 YEAR CELEBRATIONS 2022

The boating public of the Fraser Coast have been able to call for help for marine breakdowns and other emergencies since the early 70s.

Over the years the number of activations has increased, as the number of boats in the area rise. This increase is also the consequence of a greater number of tourists visiting Fraser Island. The number of medical evacuations have increased significantly from 2014. Prior to 2015, we averaged 12 medivacs per year. Between 2015 and 2017 the average increased to 36 per year. And in the last few years we are now averaging between 50 and 60 medivacs per year. Medivacs now make up between 25 and 30% of our callouts each year.

In 2022, Marine Rescue Hervey Bay will be celebrating 50 years of service.



If you have any old photos, newspaper clippings or stories from over the years, we would love to hear from you.

Or if you are interested in being part of an organising committee for the celebrations, please let the Secretary know at secretary@mrhb.org.au

ACTIVATIONS



OPERATIONAL STATS

1 June - 30 Nov 2020

ASSISTS

Search and Rescue	1	
Medivac	32	
Breakdown	57	
Insufficient fuel	9	
Drifting	0	
Grounding	6	
Sinking/Sunk	3	
General/Urgent Assist	8	
Community Support	2	
Scattering of Ashes	0	
Training Run	66	
Total	184	
Persons assisted		242

RADIO

Radio Calls	7,851
Total vessels logged	1,844

MARINE INCIDENTS

ALL marine incidents involving Queensland regulated ships, which includes recreational ships, **must be reported within the required time** even if there are no injuries and the boat does not sustain any material damage. **If in doubt about whether an incident is reportable, report it.**

Under the *Transport Operations (Marine Safety) Act 1994* (TOMSA), a marine incident is classified as an event causing or involving:

- the loss of a person from a ship
- the death of, or grievous bodily harm to, a person caused by a ship's operations
- the loss or presumed loss or abandonment of a ship
- a collision with a ship
- the stranding of a ship
- significant damage, or danger of significant damage, to a ship
- significant damage caused by a ship's operations
- danger of significant damage to a structure caused by a ship's operations
- danger to a person caused by a ship's operations

How do I report a marine incident?

A marine incident must be reported using the approved form to a Shipping Inspector within 48 hours of the incident. Form F3071 Marine Incident Report form should be completed. The form can be found online at: [https://www.support.transport.qld.gov.au/qt/formsdat.nsf/forms/QF3071/\\$file/F3071_CFD.pdf](https://www.support.transport.qld.gov.au/qt/formsdat.nsf/forms/QF3071/$file/F3071_CFD.pdf)

Shipping Inspectors are located at:

- Maritime Safety Queensland regional offices
- Queensland Water Police offices
- Queensland Boating and Fisheries Patrol offices

The relevant marine incident report form may be completed with the assistance of a Shipping Inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible.

Why report marine incidents?

The information gathered from marine incident reports helps to develop safety standards, education programs and on-water compliance programs that benefit all waterways users. Some insurance companies may require a marine incident report to validate claims.

MARINE RESCUE HERVEY BAY LAST FEW MONTHS IN PICTURES



Certificate of Appreciation

Awarded to

Volunteer Marine Rescue Hervey Bay

for

Outstanding contribution by your crews in the Search for Missing Fisherman Paul Brazier in Coastal Waters off the Western Side of Fraser Island, and subsequent recovery of his upturned vessel,

27 to 31 May 2020



MARINE RESCUE HERVEY BAY LAST FEW MONTHS IN PICTURES



**TOGETHER
WE CAN**
THROUGH VOLUNTEERING

SCATTERING OF ASHES

Did you know Marine Rescues and Coastguards offer scattering of ashes at sea for loved ones?



Bring family/friends aboard our vessel for your special, memorable service.

Each scattering is customised to your specific requirements....as a couple of examples, you can bring your family priest/minister or you can celebrate the loved one's life with a bottle of wine or beer.

There are a number of different ways that the ashes can be 'delivered' to the sea. The old fashioned method involves tipping the ashes from an urn into the water, however there are now biodegradable 'turtles', where the cremated ashes are placed inside. The 'turtles' are designed to float briefly before sinking. Once the turtle sinks, it will biodegrade naturally over time. Talk to your local crematorium about the type of urn you would like.

Come and talk to our friendly admin staff if you would like to utilize our services. We will work with you on a date, time and place for the scattering to take place.

Cost of our services: A donation of at least \$250.

VOLUNTEERING

If you have ever considered becoming a volunteer at Marine Rescue, we welcome a wide variety of people, with many backgrounds and many age groups. You do however need the following attributes:

- Committed and able to provide a few hours a week
- A desire to help your community
- Able to fit in with others and work as a team
- Good health

Pop in to our admin office weekdays (9.00 - 2.00pm) and pick up a volunteer application form or download one from our website at:

<https://www.marinerescueherveybay.org.au/membership/working-member-info/>

Crew and radio operators only have limited intakes each year.



RADIO COURSES

Marine Rescue Hervey Bay runs radio course and exams for those boaties wishing to gain their marine radio licences - LROCP (Long Range Radio Operators Certificate of Proficiency) or SROCP (Short Range Radio Operators Certificate of Proficiency - VHF radio only).

Expected Course and Exam dates for 2021 are:

Sat 13 February

Sat 8 May

Sat 14 August


Sat 13 November

Restrictions may apply on numbers, due to social distancing requirements.

Call in to the office and ask them all about it or complete an application form online at: <https://www.marinerescueherveybay.org.au/radio-courses/apply-online/>




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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
HERVEY BAY RSL
HAND HEART POCKET
SPECSAVERS
FAMILY OF PAUL BRAZIER
CORAL DEETH
MICHAEL & JOANNE GILBERT
FRASER COAST LIONS
JOEL TAYLOR
VANESSA WILLIAMSON
GREG FINNEY

..... 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.

We also broadcast current navigation hazards at these same times.

VISITING THE FRASER COAST?

Head out on the water with total piece of mind, with a
Marine Rescue Hervey Bay

VISITOR MEMBERSHIP

THE IDEAL GIFT FOR FAMILY
AND FRIENDS

Only

\$40

For a 30 day membership

Join online at : marinerescueherveybay.org.au

VISITOR MEMBERSHIP ENTITLES YOU TO:

- One tow / assist FREE* of charge during your membership — in breakdown or emergency situations
- Choose your start date

Notes:

1. A ceiling of \$200 fuel cost applies
2. Only available to visitors to the Fraser Coast



Get yours today!!

Be boat smart and stay safe on the water.



IT PAYS TO BELONG!

Recently a boat owner from NSW joined as a Visitor Member. Two days later when he went out for the first time in Hervey Bay waters, he lost his propeller. Marine Rescue Hervey Bay returned him to the boat harbour for FREE, as part of his Visitor Membership. The cost if he hadn't been a member would have been in the vicinity of \$300.

A PERFECT GIFT for visiting friends or family — Get yours online or through the Marine Rescue Hervey Bay office.