

2021-22

Marine Rescue Hervey Bay

ANNUAL REPORT



Volunteer Marine Rescue Hervey Bay Inc.
ABN 92 424 635 054
2021-2022

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Welcome and Commodore's Message

WELCOME

In this, our 50th year of operations, and on behalf of all Marine Rescue Hervey Bay members, I wish to acknowledge the Butchulla People who are the Traditional Custodians of the land upon which we meet and the seas upon which we operate. I would also like to pay respect to the Elders both past, present and emerging, and extend that respect to other Aboriginal and Torres Strait Islander people present.

I do need to acknowledge the tragic loss of two of our members. Ross Dwyer (Grants Officer) passed away shortly before the 2020/21 AGM but his loss remains tangible. Senior Crew Rory Armstrong and his wife Crystal were involved in a road accident on 12 August 2022 and did not survive.

We also acknowledge our Patron, Mr Rod Love, our Life Members and, of course, the family members of our volunteers.

As a necessary element of governance for businesses and Incorporated Associations, an Annual Report is also an opportunity for the Management Committee to speak directly and formally to those for whom the committee work. The members of Marine Rescue Hervey Bay (MRHB), whether Volunteer Working Members or those holding other types of membership, are both the stakeholders, the workforce, and the beneficiaries of MRHB's purpose in being: the Saving Of Lives At Sea (SOLAS). This annual report is offered for consideration by members.

GOVERNANCE AND FINANCIAL MANAGEMENT

Leading up to the 2021 AGM, I determined that, should I be selected to be Commodore, my 'Commodore's Intent' would be to offer open and inclusive leadership. I saw this to mean:

- Open leadership to provide accountability and transparency to the members for whom I and the management team work, and
- Inclusive leadership to empower people, help break down barriers, build relationships and engender team spirit across our squadron.

I hope that I have at least started to meet these goals for some of you.

In the last 12 months, we have had some changes within the Management Committee, with resignations from the positions of Secretary, Treasurer, Unit Training Co-ordinator and Operations Manager. I thank each of those members who held these positions for their commitment and efforts toward maintaining MRHB as an effective community rescue service. As an indication of the commitment within our membership, we have had members quickly step-up to the vacated positions; in some instances, doing so for the greater good at personal expense. Each time this occurred I was both humbled and strengthened by their actions taking on the roles and quickly learning their way into the responsibilities.

Even with this disruption, the Management Committee has remained solid and effective; has supported me ... and kept me in check when needed, and ably represented the memberships' needs as well as that of our SOLAS capability.

These last 12 months have been no different than any other year since our formation in 1972, where we have been supported by local businesses, governments (Local, State and Federal) and our community as a whole. Our stalwart benefactors, Hervey Bay RSL and Hyne Timber, have continued to provide substantial and essential funds that go toward our training and vessel maintenance. We also appreciate the support from Richers Transport, Adrian Tantari MP, and countless individual donors who have either slipped

some change into a donation box or walked through our door to quietly offer a more substantial donation. Each instance is important in keeping us going and each benefactor is appreciated for their generosity. Throughout the year we have been ably supported by VMRAQ and our Central Zone, building on relationships and benefiting from their experience and guidance. I am most pleased to add that VMRAQ have recently approved the final instalment of a vessel replacement subsidy grant to MRHB, bringing the total to \$160,000. These funds will replace those used in the purchase of Rescue 1 and are very much appreciated.

In undertaking my role as Commodore, I approached 2022 as a year of stabilisation. The build and delivery of Rescue 1 was a visionary and monumental task, as was the substantial re-profiling of our waterfront in preparation for the new vessel. I take this opportunity to acknowledge the time and effort of former Commodore John Smith in delivering these projects. The delivery of Rescue 1, while being the project's final deliverable, was also a starting point for us to learn about our new vessel, and to make those necessary adjustments and changes that refined her to being our new primary response vessel. Hence 2022 did not have any other major projects or transformational goals so we might better stabilise and build our organisational foundations.

Those organisational foundations included reviewing the MRHB constitution (identified as being needed in the 2021 Annual Report), better capturing our cash flow and cost of operations so that our operating budget has a firm basis, and ensuring our operational guidelines (Standard Operating Procedures, vessel Safety Management Systems), and our training systems are robust and meet requirements. Moving forward beyond the 2022 AGM and into 2023, there remains much to do; with MRHB governance policies (by-laws and other policies) deserving review, further refinement of our budget, followed by review of our Strategic Plan.

Once the 2022/23 Management Committee is in place, I am sure they will seek to develop a progression plan for the next 12 months.

OPERATING CHALLENGES / HIGHLIGHTS

As with any volunteer organisation, 2022 has been a busy year. Rescue 1 quickly became arguably one of the best on-water medical evacuation assets in Queensland waters, while Rescue III was off the water for an extended time due to a fuel tank failure. The venerable Hyne Timber Rescue has remained a workhorse throughout the year and will have earned her new outboard engines and Sea Pen once delivered. Our Fundraisers continued to 'spin snags', but also expanded their repertoire by offering exceptionally tasty burgers and started selling their wares at the River Heads Markets. Our Radio Operators continued to maintain a solid Coastal Radio Service for our community and transiting cruisers, and consistently kept overwatch each time our rescue vessels were out, no matter what the time of night. The Admin Team has modernised, simplified, and better documented our administrative and financial processes, and have cross-trained on administrative services to ensure a strong team ethic pervades. Lastly, the Maintenance Team have brought energy to each Tuesday morning to undertake what seems to be a boundless list of maintenance activities in the most uplifting of ways. To quote the Team Leader: 'come in to get the jobs done and leave with a smile on our faces'. Whether it was grinding rust on the generator panels, conducting vessel and equipment maintenance and checks, cleaning up after others, replacing landings on the stairs or formulating a rejuvenation plan for the HTR trailer...it got done.

While we have met every activation challenge throughout the year, the filling of crew DutyMan rostering remains the same challenge that it has been in previous years. Longer-term absences seem to have meshed with other personal life commitments and other drivers to mean that our Radio Operators are frequently chasing for crew at the time an activation is called. We can expect five or more new crew to

become available before the end of year, and possibly an additional crew course to also start before then. These people will quickly assist in making the crew roster more readily populated.

While we have engaged with external agencies in regard to possible options for our building, the original intent that we would be able to deliver a new building by ourselves has been stymied. The need for our lease to be extended to a minimum of 20 years duration has our landlord, QLD Transport & Main Roads (TMR), requiring us to already have the necessary funds for the building (estimated at \$2M). Without one, we cannot get the other. In parallel with this, however, we have continued discussions with TMR and Maritime Safety Queensland regarding a possible shared precinct.

LOOKING AHEAD

In the next 12 months we can expect to see delivery of more elements of the 'Bluewater' Marine Rescue Queensland Implementation Project. As with any project of this size and complexity, we should realistically expect some turbulence as we transition from the old arrangements to those that will move us forward to the future capability. In parallel with these state-wide changes, we can rightly expect MRHB to continue to provide an essential on-water rescue service into 2023 and beyond. Governance and financial changes put in place during 2022 will assist in ensuring that we remain financially viable and operationally capable.

50th ANNIVERSARY

2022 is the 50th anniversary of volunteer marine rescue services in Hervey Bay. Originally known as Hervey Bay Air Sea Rescue, the capability grew and was subsequently renamed Volunteer Marine Rescue Hervey Bay. A lot has changed in those 50 years, but the involvement and commitment of our volunteers has remained consistent. A team came together early in the year to plan and execute opportunities to mark this major milestone in our history. Design and creation of 50th Anniversary merchandise, and detailed planning quickly eventuated, and I must thank each of those people involved in this project for the huge amount of work they have put in. The leadership, research, collection, collation, drafting, editing and printing of the 50th Anniversary book that will soon be available has been phenomenal and will be evident in the quality of the resultant publication. We can look forward to the Book Launch function to be held at the Hervey Bay RSL on 23rd October.

2021-2022 MANAGEMENT TEAM AND VOLUNTEERS

The strongest element underpinning our success in the past and into the future is the commitment, time, and effort provided by each of our Volunteer Working Members. I thank each and every volunteer for what they have done throughout 2021/22 for our squadron, and for our community. In the last 12 months, when speaking with community leaders, local, state and federal government officials, and the general public, the consistent message is that your efforts are appreciated and that you are seen as a dedicated and professional team. This is something I feel we can all be rightly proud of.

I take this opportunity to thank each of those members who held elected or appointed Management Committee positions throughout the year, as well as those members who held appointed squadron positions within MRHB. Each of you have done so much.

Our Management Committee members have had to deal with difficult, complex, and sometimes painful, issues in the last 12 months and I thank each of you for your commitment and resilience. You have ably represented the membership and the capability. Those who have held squadron appointed positions, thank you also for your efforts. Often these roles are frustrating and possibly feel to be thankless, but please know that your efforts are seen, and are appreciated.

I also need to acknowledge the partners and family of our Volunteer Working Members. Your support keeps our members doing what they do. Without such support, MRHB would be less than it is.

Lastly, and given the recent historical research for our 50th anniversary, I think it is apt to paraphrase a few words from the annual report of the former Commodore in 1987: The year has been one of consolidation. Heartfelt thanks to the families of the men and women who are working members...these families put up with the frequent and sudden absences which seem to be part of involvement with the organisation...their tolerance is appreciated. I also want to thank the MRHB membership as a whole for giving me the opportunity, and honour, of holding the Commodore position in 2021/22.

Graeme Davies
Commodore

Vice Commodore's Message

It has been a busy time since being appointed as Vice Commodore. A lot of work has been done by the Commodore and Management Committee to update a lot of the documentation involved in the operations of MRHB. Part of this work was understanding the finances involved in our operations. There was no real understanding of the cost of running our vessels and our base. I have been working with Ian Beattie from the office Admin team to put together a comprehensive overview of the cost of running each of the vessels owned by MRHB. This work led to the need for a complete overhaul of our charges and membership fees to recover the costs of running our vessels. This work will be ongoing and will assist the Treasurer in setting budgets and any future work to ensure we remain viable as a volunteer rescue group going forward.

We have had Rescue1 on the water now since September 2021. During this time, we have experienced a steep learning curve in understanding all of the little idiosyncrasies of this highly technical vessel. We have worked closely with Allweld to find solutions to all issues that have arisen and added items needed to make Rescue1 the vessel we need it to be to meet our operational needs. We have had some teething problems since the launch, but this is standard for any new vessel at the start of their working life. Rescue1 was lifted out of the water recently to inspect the hull and antifouling and we were very happy with the state of the vessel. Maintenance schedules are currently being written for Rescue1 to ensure we keep the vessel and equipment up to a high standard of readiness for any activations into the future.

Hyne Timber Rescue has been left permanently afloat at our pontoon since the removal of the ramp which pulled her out after each activation. This greatly reduces the time to be ready for activations but has also led to some issues. We have antifouled the hull to stop marine growth, which has removed the costly necessity of having to slip the vessel every month. Antifouling has reduced the growth on the hull, but we have an issue with growth on the motors and especially the tilt rams on the motors. We have 2 new motors on order and should receive these around October 2022. We have researched ways of trying to fix the marine growth issues before we get our new motors and Management have decided after much consultation that a SEA Pen is the best answer. This will stop marine growth and protect the hull and motors. It will also reduce greatly the need for expensive repairs and slipping of the vessel. We believe that with the new motors, antifouling and the SEA Pen we will extend the life and serviceability of Hyne Timber Rescue.

When I took on the role of Vice Commodore, I also took on the role of Operations Manager. This has proved to be a bigger task than expected and has led the management team to review the tasks and job descriptions of some Squadron roles, resulting in a clearer division of some roles and a clearer and better division of duties.

During my time as Vice Commodore, I have worked with great people who volunteer their time in various roles within MRHB. Without these volunteers we would not have an effective and operational unit. I would like to thank everyone for their support, help and advice. I would especially like to acknowledge the huge amount of work done by our Commodore. The work that has been done behind the scenes by our Commodore to update our documentation has amounted to hundreds of hours. The Management Committee have worked extremely well together to support our Commodore and each other in what has been a very busy year. Lastly, I wish to thank the partners of the Management Committee for their support in putting up with us spending many hours at MRHB and working at home to complete the many tasks we have had during our time on the Committee.

John Gibson
Vice Commodore

2021-22 Committee and Appointees

ELECTED OFFICERS

Commodore – Graeme Davies

Vice Commodore – John Gibson

Secretary – Vikki Vlekkert/Irene Serrat

Treasurer – Rhonda O'Brien/ Julie Streatfield/Janelle McCleod

RGC – Graham Young

UTC (Appointed by VMRAQ) – Kevin Bone/Les Czislawski

VGC – David Smith

APPOINTED OFFICERS

Zone Delegates – Graeme Davies & John Gibson

Office Manager – Deb Danton

Charts/Nav Officer – Ross Jensen and Peter Gallagher

Base Providedore – Doug Knight

Sausage Sizzles – Gil Townson

Radio Ops Officers – Graeme Stanton, Peter Dicker, Geoff Friend, Geoff Drake

Grounds/Building Maintenance – Mark Bond/Chris Watson



Financial Statement

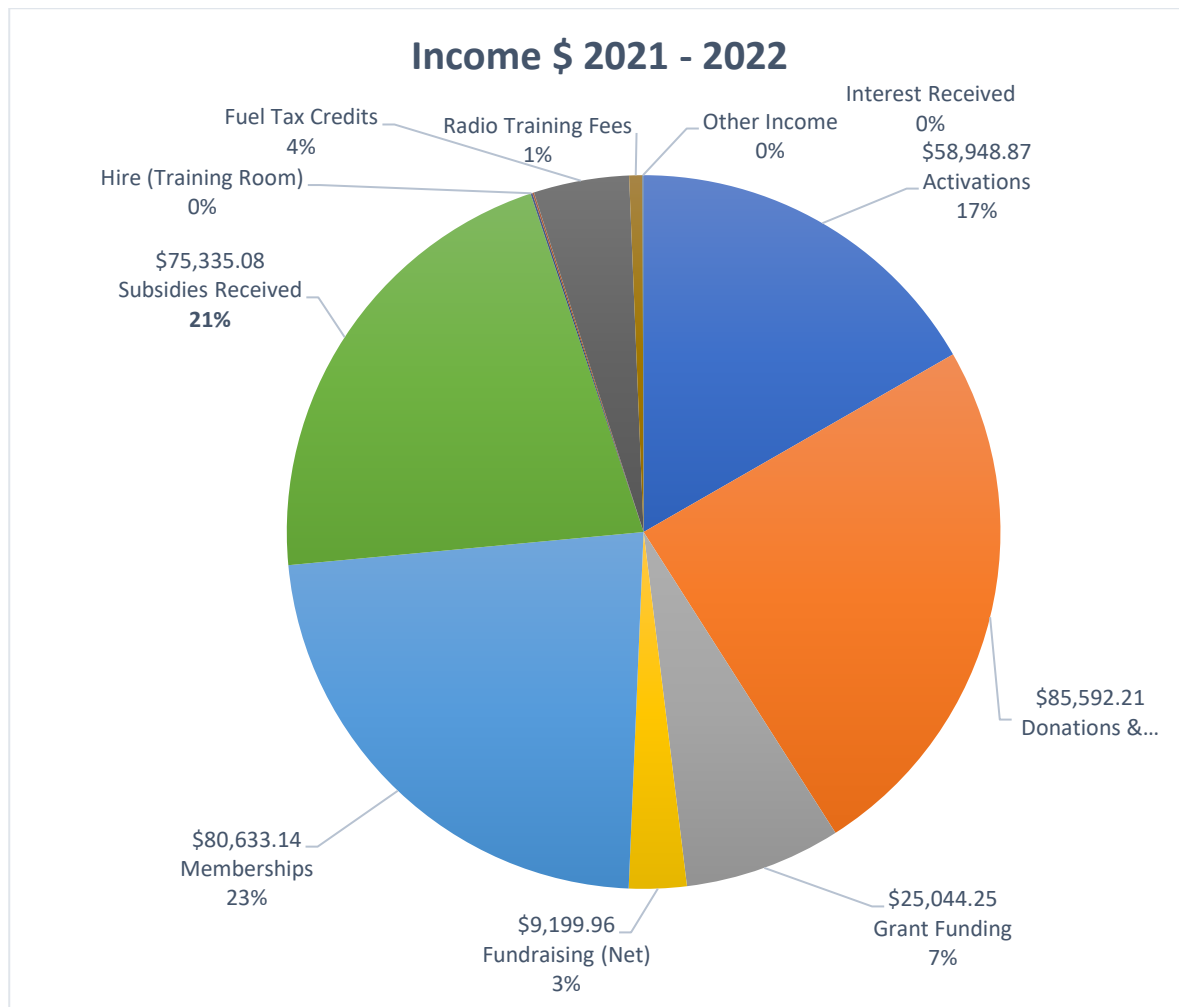
Presenting the relevant parts of the Independent Auditor's Financial Report to members for the financial year 2021/2022. The Auditors full report is available if required.

MAJOR INCOME SOURCES

The major income sources for the 2021/2022 Financial Year were as follows:

| | |
|--------------------------|-------------|
| Activations | \$58,948.87 |
| Donations & Sponsorships | \$85,592.21 |
| Grant Funding | \$25,044.25 |
| Fundraising (Net) | \$9,199.96 |
| Memberships | \$80,633.14 |
| Subsidies Received | \$75,335.08 |

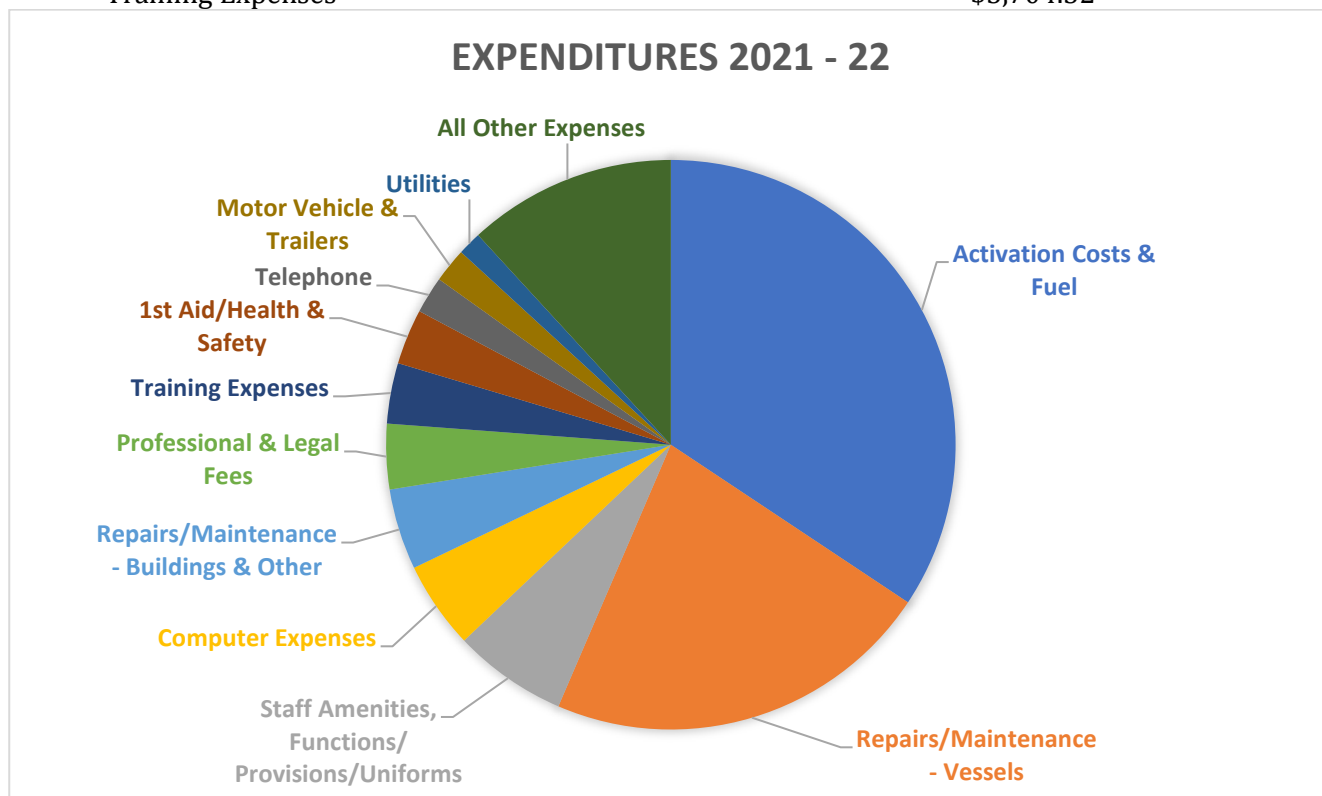
Total income for the 2021/2022 Financial Year was \$353,775.03.



EXPENDITURE

The main expenses incurred during the 2021/2022 Financial Year were as follows:

| | |
|--|-------------|
| Activations Expenses | \$56,988.04 |
| Depreciation on Assets | \$97,738.71 |
| Repairs & Maintenance – Vessels | \$36,718.73 |
| Repairs & Maintenance – Buildings & Other | \$13,864.29 |
| Volunteers' Provisions, Uniforms, Amenities, Functions | \$10,734.39 |
| Computer Expenses | \$8,226.72 |
| Electricity Costs | \$2,231.15 |
| Telephone Costs | \$3,480.94 |
| Training Expenses | \$5,704.32 |



Total expenditure for the 2021/2022 Financial Year was \$263,698.91, which includes \$97,738.71 in depreciation on assets (a non-cash item).

ASSETS

| | |
|--------------------|----------------|
| Current Assets | \$357,503.60 |
| Non-Current Assets | \$2,109,357.92 |

MRHB had total assets of \$2,466,861.52 at 30 June 2022.

2021/2022 FINANCIAL YEAR POSITION

The 2021/2022 Financial Year result was a Net Surplus of \$52,347.64. Volunteer Marine Rescue Hervey Bay Inc. is in a sound financial position.

Notes to Financial Statement

ACCOUNTS

The Financial Reports have been and will continue to be prepared in accordance with financial reporting requirements of the Associations Incorporations Act Queensland and to meet MRHB's ongoing need.

MRHB continued to use MYOB Account Right and MYOB Retail Manager which is a Point of Sale software. Our Treasurer is continually monitoring the programs' performance and will continue to discuss performance with CLM Chartered Accountants, the Auditor, to ensure our financial recording works for both MRHB and them.

TRADE RECEIVABLES / DEBTORS

Trade receivables / debtors reported at 30 June 2022 were \$2,110.44, mainly reflecting unpaid fees for activations, the majority of which has been received soon after close of books for the financial year. Trade receivables are followed up internally before being referred to our Solicitor as and when required in attempt to recover amounts owed to MRHB.

During the 2021/2022 financial year, bad debts of \$156.16 were written off reflecting aged debtors of 12 months or older where recovery was deemed unlikely by the Management Committee. This is a significant decrease to the previous year when \$4176.84 was written off.

MEMBERSHIPS

Income from memberships has again increased slightly from the 2020/2021 financial year. This reflects a slight annual increase over the last 2 financial year. Total membership income for the 2021/2022 financial year was \$80,633.14.

GRANT FUNDING

New Grant funding received during the 2021/2022 financial year decreased from \$213,439.00 the previous year to \$25,044.25. This does not include a significant "Minister's Grant" which is accounted for as a subsidy, as it is notified to us without application via MRAQ Subsidy notifications. However, significant Grants that were obtained in the previous financial year were acquitted during this financial year. The combined total for Grants and Subsidies received during the 2021/2022 financial year is \$100,379.33 (compared to \$273,673.80 for the 2020/2021 financial year).

INTEREST RECEIVED

Interest received for the 2021/2022 financial year totalled \$256.75. Negligible interest rates prevailing for most of the financial year again played a major role in the significant decrease of interest received as well as completion of progress payments on Rescue I.

COMPLETION OF CONTRACT PAYMENTS – NEW VESSEL "RESCUE 1"

During the 2021/2022 financial year, the last progress payment prescribed in the build contract for Rescue 1 was made, in addition to agreed Addenda as described in the 2020/21 AGM Report. Rescue 1 is now listed as a Non-Current Asset.

CHALLENGES –

- transitioning through 3 Treasurers during the last Financial Year has presented challenges, with little time and exposure between Treasurers to hand over historical knowledge of the accounting processes and working knowledge of MYOB categorisations and procedures. This resulted in a significant bank of queries and unreconciled transactions in the months prior to end of financial year, all of which were resolved before the end of June 2022 to the satisfaction of our auditors. All systems are now progressing smoothly into the current Financial Year and Treasurer is pleased to report that bookkeeping is up to date with no unreconciled transactions or queries.
- Rapidly escalating fuel and vessel maintenance costs emphasized the recent tendency of our Activations to cost more than monies recovered and prompted a decision by the Management Committee to restructure charges for Activations, with non-members moving to a time-based charge calculated to account for vessel running costs. As a result of this, the Admin team have reported a cessation of fund leakage due to Activations during July and August of the current Financial Year. Further review and remediation of Activation charges is planned and should ensure that MRHB remains in a strong viable financial position throughout the new financial year.
- Difficulties were encountered with Commonwealth Bank of Australia (CBA) regarding sufficient access to online banking for the 2021/2022 Management Committee and new Treasurers. CBA proved extremely difficult to communicate our needs with. As a result, all banking was changed to Bank of Queensland (BOQ) towards the end of the financial year. This enabled our bookkeeper (First Class Accounts), who runs our online MYOB access, to obtain automatic bank feeds from BOQ into our MYOB account. This in turn enables easy access for reconciliations and the Treasurer has now assumed this duty, which was being performed by First Class Accounts during the 2nd half of 2022. Difficulties were encountered in getting CBA to agree to close the Corporate Credit Cards account but this has now been resolved and that account is now closed and replaced with a Debit Cards account with BOQ.

GOING CONCERN

In the opinion of the Treasurer at 22 September 2022, there are reasonable grounds to believe that Volunteer Marine Rescue Hervey Bay Inc will be able to pay its debts as and when they fall due and will continue to be a viable going concern.



Grant Funding

Mark Bond took up the role of the Grants Officer in August 2021.

Grants activity during 2021/22 financial year:

Fraser Coast Regional Council (FCRC)

2020/21 Rapid Response (RR) Grant Round 5 – \$3,504.60 Acquitted (finalised)

Office Equipment

2021/22 RR Grant Round 4 - \$3,949.91 Acquitted (finalised)

Rescue 3 Upholstery replaced

New Safety Equipment (various)

2021/22 RR Grant Round 5 - \$10,000 Approved

50th Anniversary Book

VMRAQ/QFES

Squadron Relief Grant - \$10,000 Acquitted (finalised)

SAR Radio and Computer

Base Security Screens

Personal EPIRBS

Gambling and Community Benefit Fund (GCBF)

Round 113 – \$96,800 Application unsuccessful

(HTR new motors, R1 Electronics, R3 fuel tank repairs)



Vessel Group Coordinator Report

2021 – 2022 has been an exciting journey. The following is a brief overview.

VESSELS

Rescue One

During this period, we have taken Rescue 1 through its initial shake down, and as we continued through the year, we have made several modifications and upgrades.

She has been a great asset in Medivacs, Search and Rescue, and general support to the squadron. The journey of refining her capabilities is an ongoing one and one that we should all be proud of.

With the maintenance team, she is always in top condition and in full readiness. So I thank every one of this team.

Hyne Timber Rescue

Our workhorse has again taken the brunt of the tough jobs; she has taken on some big jobs and big seas, and she never lets us down. As we come to October, she will receive much-needed new engines (250HP Suzukis). We are replacing like for like.

You will notice her trailer in the Boathouse; the trailer is being renewed and, once done, will save us a lot of money when she needs to come out of the water.

Although we have had some issues of late with trim and tilt motors, this will soon (hopefully) become a thing of the past. With Management approving the purchase of a new SeaPen for her, she will not sit in water 24/7; the pen is designed to float her in a membrane and pump out the water she sits in, which is a great design. Just like pulling her out of the water without the effort. Yes, we have applied for a grant to pay for the SeaPen.

Rescue III

Rescue III encountered a fuel leak earlier in the year, which was repaired, and she received a new trailer (thanks to the grants team); she remains our only trailerable vessel and one the Water Police will rely on when needed. She is sitting on her trailer in full readiness, as we have a space issue on our pontoon. Her positioning may take extra time to get her activated, but she is useable whenever we need her.

Rescue IV

Our 130HP Yamaha jetski, which sits idle in the boathouse, still has her uses. But in saying this, as Management are the custodian of all assets, her longevity with us is under review.

CREW

The year has proven fruitful in new crew joining the squadron with a third group of new trainees about to begin their journey to Competent Crew and valuable assets on our vessel, and some noteworthy promotions.

New VMR Skippers – Kathy Bond and John Gibson- are extraordinarily hard-working and conscientious members who both hold our trust in their abilities.

New Senior Crew –Tony Core & Colin Gilchrist; these crew have earned their stripes and are valuable and extremely competent team members.

I must acknowledge the work and friendship of Rory Armstrong (Senior Crew), who recently lost his life with his wife Crystal. Both will be sadly missed.

ROSTERS

A huge thank you to Kathy Bond for all her thankless hours keeping our roster system going. It is a tough job but altogether necessary.

CHARTS

Peter Gallagher and Ross Jensen are the men behind keeping us in a state of readiness, and their hard work is acknowledged in keeping all the Charts and Notices To Mariners up to date so our Skippers and crew are fully informed. Thank you, men.

TRAINING

This year has seen many varied training days/evenings, from new crew training to weekend and monthly training.

We took part in a full-blown Search and Rescue exercise with Water Police, SES, CoastGuard and other VMR squadrons, with the Rescue Helicopter from Bundaberg making an appearance. Our squadron did a sterling job on the day and needs commending.

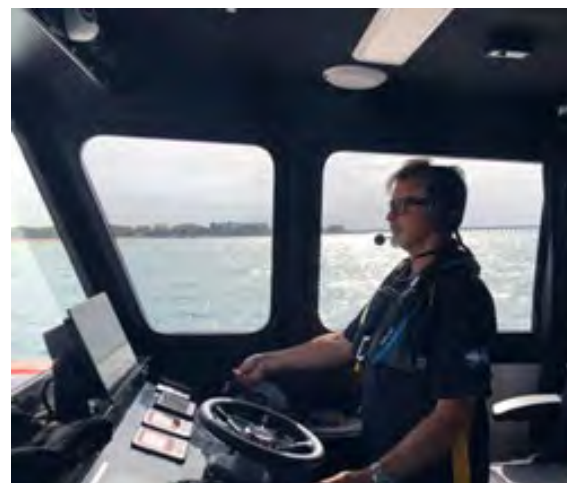
Training has been a joint effort across the squadron, and now that we have a full-time Unit Training Coordinator UTC (Les Czislawski), we are full steam ahead for the coming year.

THE TEAM

I will not be contesting any positions this coming year, but I wish to thank the capable Management team led by Graeme Davies. There has been much to do, and the team, like Secretary Irene, VC John and the management team, didn't waiver. So thank you for everything you have done for me and the Squadron, and I wish the new team a great year ahead.

David Smith

VGC



50th Anniversary (1972-2022)

2022 is the 50th anniversary of a volunteer marine rescue organisation in Hervey Bay. Originally known as Hervey Bay Air Sea Rescue, the squadron grew and was subsequently renamed Volunteer Marine Rescue Hervey Bay in 1996. A lot has changed in those 50 years, but the involvement and commitment of our volunteers has remained consistent.

Earlier this year a small team of MRHB working members was formed to plan and coordinate celebration activities for our 50th Anniversary. Initiatives include:

- Design and creation of 50th Anniversary merchandise – Caps, Keyrings and Pins
- 50th Anniversary Book – titled “The First 50 Years” the book captures the general history, significant achievements and major events of the squadron over the past 50 years. It will be officially launched at the function in October 2022.



- 50th Anniversary Function – To be held on 23 October 2022, planning for this celebration function is well underway.

It will be held at the Hervey Bay RSL Club and include guest speakers and the official launch of the 50th Anniversary Book “The First 50 Years”.



Governance and Secretariat

MRHB CONSTITUTION

As reported in the 2020/21 Annual report, a full review of the constitution was deemed to be required and has been completed. A draft Version 4 to the MRHB constitution, which better aligns with the Incorporated Associations Act and Office of Fair Trading Model Rules will be put forward as a Special Resolution for consideration by a Special General Meeting in advance of the 2021/22 AGM.

The MRHB By-Laws were reviewed and amended in 2018 and were also updated with minor changes during the 2020-21 year. However, they are deserving of a more details and fulsome review. This is expected to happen in 2022/23.

MRHB continues to meet its corporate obligations as a fully incorporated, not for profit organisation under the Incorporated Associations Act. As deemed by the MRHB constitution, all positions will be declared vacant at the September 2022 AGM and all positions are expected to be filled at that meeting.

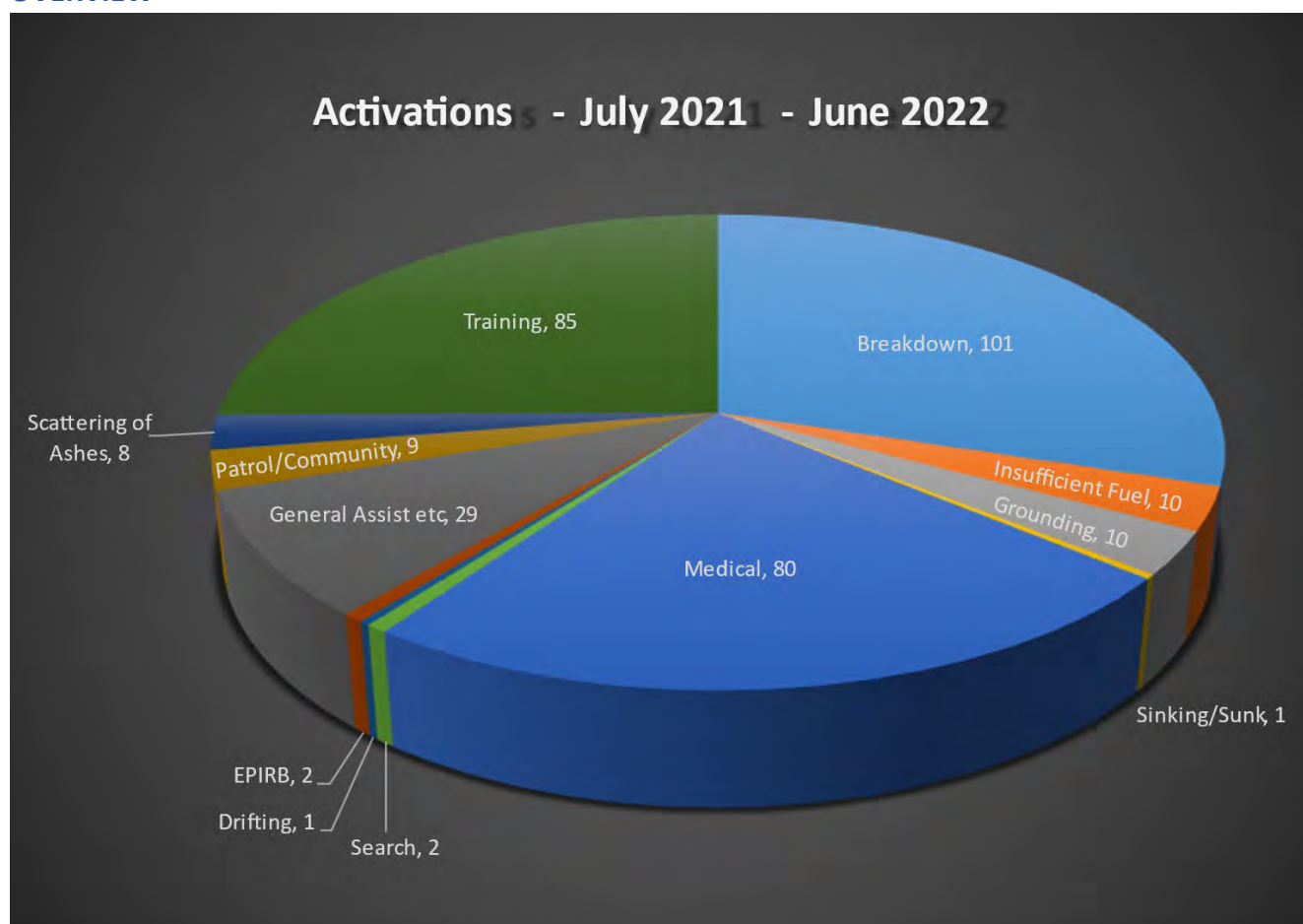
MEMBERSHIP

As recommended in the 2021 Annual Report, membership fees have been reviewed taking into account cost of vessel operations, fuel costs and other overheads and the following changes are recommended and will be considered at the 2022 AGM:

- Non-member rescue costs. Non-members requiring assistance on the water to be charged at a rate of \$360 for the first hour or part thereof. Each half hour, or part thereof, will be charged at a rate of \$180.
- Financial Member rescue costs. The current 'SO\$' and 'Ordinary' Membership categories be replaced with one category, 'On-Water Member' with a single fee of \$110 per annum providing one free tow to a value of \$1,000 per membership year, with \$180 per hour or part thereof after that.
- MEDIVAC costs. MEDIVACs conducted on behalf of Queensland Ambulance Service (QAS) be charged at a rate of \$360 for the first hour or part thereof. Each half hour, or part thereof, will be charged at a rate of \$180.
- Police Initiated Search and Rescue (SAR) costs. Given extant annual funding through QFES in support of MRHB undertaking SAR, the cost to Queensland Police Service (QPS) continue to be charged for fuel used.

Operations: Activations

OVERVIEW



| 2021/2022 | Totals |
|---------------------|--------|
| Breakdown | 101 |
| Insufficient Fuel | 10 |
| Grounding | 10 |
| Sinking/Sunk | 1 |
| Medical | 80 |
| Search | 2 |
| Drifting | 1 |
| EPIRB | 2 |
| General Assist etc | 29 |
| Patrol/Community | 9 |
| Scattering of Ashes | 8 |
| Training | 85 |
| Total | 338 |
| | |
| People Assisted | 457 |

Radio

RADIO HIGHLIGHTS

The Marine Rescue Hervey Bay Radio Group is operational from 6 am to 6 pm 365 days of the year, and also provides after hours' support to the Queensland Ambulance and Queensland Police services. A group of around 24 Radio Operators support 21 shifts per week, as well as the after hours' service. For the past financial year the Radio Group handled a total of 13,876 calls encompassing a total of 9,111 people. Training was also provided to members of the boating community wanting to obtain their VHF and VHF/HR radio operator qualifications.



Administration

The Admin office has been kept running during the past 12 months by a group of dedicated volunteers. On-the-job training takes place on a regular basis, with the aim of having all Admin Officers able to work in all areas of Admin. Deb Danton, our Office Manager ensures all things are running smoothly, while at the same time supporting both the Treasurer and Secretary.

The updating and improvement of online membership payments and direct bank deposits has greatly improved the membership system, making it easier for both members and Admin staff to keep up to date with payments.



Recruitment

RECRUITMENT

Volunteer organisations regularly see a turnover over in members for all sorts of reasons, hence it remains essential for recruitment to be an on-going activity. We have had 30 new members either already recruited or undergoing recruitment at the time of this report. This is an increase in numbers compared to 2020/21 and this might be an outcome from either the community's shiny new rescue vessel being seen, or concerted canvassing through local media, or both.

The Fundraising Team numbers have increased and are, at times, bolstered by members from other MRHB groups jumping in for shifts. Radio Operator (RO) and Admin numbers have slowly grown and, while RO rosters remain healthy and readily filled, the Admin team will benefit from some pending recruitment.



Skipper/Senior/Crew numbers have remained around 9/7/10 respectively which has proven to be fragile at times during year when illness and/or availability align unfavourably. Thankfully, during the year we had two new Skippers appointed and two new Senior Crew also appointed. We hope, before the end of the year, to have between five and nine new competent crew authorised and a third crew course started with potentially five trainees on board.

Crew Training

As the new Unit Training Coordinator, (UTC) for MRHB, I would like to thank everyone for the warm welcome back to MRHB after my 2-year Training experience with VMR Bundaberg. I would also like to thank Kevin Bone for his previous work in this role. As the UTC my main focus is to coordinate the overall training of all members of our Unit. This encompasses the coordination of training of Crew, Radio and Admin. MRHB has competent trainers in all these areas.

Our sole purpose is Saving Lives at Sea. This purpose is based on sound training coupled with a team focus across all members of MRHB. This is based on all members being a mentor, and in some cases a Trainer to assist with new members acquiring the desired skills to be a Competent Crew/Radio/Admin member.

To assist with the training, I have enlisted Tom Hudson (VMRAQ State Trainer) and Kevin Bone (VMR Trainer) to be part of my UTC team. Both trainers have this year assisted new MRHB crew in their training. As well as Tom and Kevin, our VMRAQ State trainer Andy Ross is only a phone call away. I now also have a network of trainer contacts due to my experience with Marine Rescue Bundaberg.

Computer Based Training is now well and truly embedded in our training process, and all new recruits are finding this a valid way to give them the content knowledge required to be Competent Crew.

However, the critical COAL FACE TRAINING (Practical Aspects) relies on all our members being mentors to new crew. Whether it be in the area of Radio, Admin or on our vessels, we are all obliged to be a part of this training process. (SOPs are our Point Truth here)

MRHB has 2 new groups of crew trainees progressing at the moment. Group A and Group B. Both Groups are progressing well, and all are now exposing themselves to as much onboard time as possible. This includes attending Rescue 1 VAT mornings and vessel shifts within the harbour.

Thursday evenings, from 1700 hrs to 1900 hrs is our training night. All members are welcome to attend at this time, either to assist or update skills. I am also in the process of ascertaining Skippers and Senior Crew who have a specific area of expertise that they can assist with in the training process. These topics include:-navigation, Rescue 1 induction, vessel electronics, towing and rafting up, radio, medivacs, helicopter rescue, HTR induction, Rescue III induction, SAR skills, vessel safety equipment, helmsman's course and bar crossings.

The two topics I have an interest in are Helicopter Rescue and SAR. I have now completed VMRAQ's SAR course and have had 2 years exposure with VMR Bundaberg, training with Helicopter 522 in simulated rescue situations. As a Marine Rescue Team member, I now hope to share this expertise in both SAR and helicopter interaction to MRHB. Training relevant to the communication process is extremely important in any SAR Situation, this being the case I hope to have Radio Operators more involved in the SAR training and planning process.

MRHB has now also established a relationship with our Coast Guard neighbours at Tin Can Bay and Sandy Straits. This partnership is relevant to our training, when we do our life raft, flare and fire fighting training. It is also beneficial when we do our yearly SAR Exercise (SAREX) training. Radio training and First Aid training have a separate report in this document, however, I would like to thank the trainers in these areas. In my coordination meetings with these areas, it is very easy to see they are progressing well, and all student feedback is of a high level.

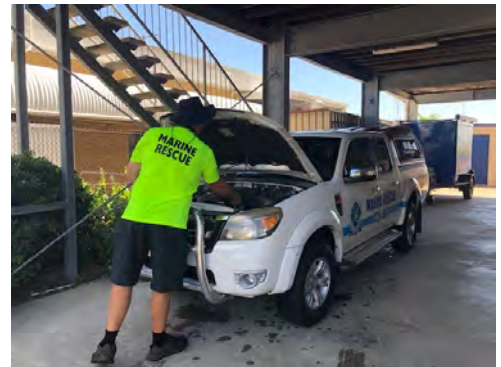
I hope this report gives members a strong overview of how I believe training should be delivered, as a team process. I welcome any feedback, and I also welcome any expertise members may have to improve our training processes.

Les Czislawski
UTC MRHB
Skipper MRHB



Base Maintenance

Our maintenance team, led by Chris Watson, need a special thank you, your dedication is very much appreciated. We know when there is an issue, this team will rise to the occasion and get it sorted.



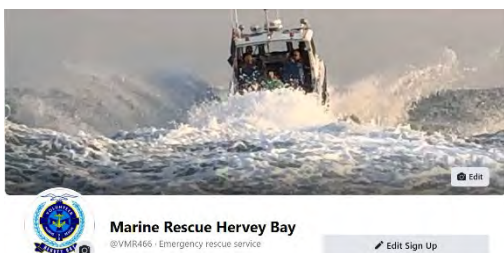
Fundraising

While the Fundraising Team continued to engage with the public, this was severely impacted due to COVID restrictions. As things normalised, the team started regular events at the River Heads Markets in addition to the usual Pialba Aldi weekends. The team also were on hand at the Superboats weekend, feeding hungry competitors and members of the public. Each time the sizzle trailer is out provides an important opportunity for public engagement; so the team raise much needed funds and engage with their customers, thereby promoting the notion of membership, logging-on with VMR and general boating safety.



Communications

SOCIAL MEDIA



Facebook remains our social medium of choice and is immediate in informing followers of events or items of interest at MRHB. We continue to have approximately 5,000 followers on our page, with 62 new 'likes' and 69 new 'followers' in the last month. Our Facebook page 'reach' has been 8,998 in the same time where photos, videos and safety information are popular with the public.

Media outlets are regular users of our page to find out about our activities and local events, often following up with a call for additional information.

Facebook remains a valuable but under-utilised asset for community engagement and recruitment.

Members Welfare

2021/22 had limited social gatherings, however the Christmas party was well attended, as was a 'Fire Pit and Pizza' evening in June. A 50th Anniversary 'Book Launch' is planned for 23 October and squadron and group social functions will also be conducted.

Thanks to the sterling efforts of the Maintenance Team, the usual December Crew Training Day did not have to be a base clean-up day. This was exceptionally fortunate as crew were able to undergo their annual re-validation (normally conducted in January). COVID risks moving into 2022 meant that it was prudent to minimise group gatherings, so crew remaining re-validated from December was a great benefit to our capability.

The Christmas Dinner celebration was held at the RSL in December and was well attended by our volunteer members and their partners. It was an opportunity for the management team to acknowledge and say thank you for all the time and effort that our volunteers tirelessly contribute to help the boating community of the Fraser Coast.



Wellness Support Group

While the Wellness Support Group (WSG) continued to quietly support working members of MRHB, there is clearly some work to be done to bolster the WSG numbers, to better support the WSG members as they support the wider membership, and better advertise the purpose and benefits arising from the WSG.

Sponsors and Supporters

Sponsors and Supporters

Without the great support of various local establishments, companies and institutions MRHB would not be able to survive.

MRHB would like to thank our major partners in Hyne Timber Pty Ltd and the Hervey Bay RSL Incorporated for their ongoing financial assistance to keep our vessels operational and able to assist the public. Hand Heart Pocket, the Charity of Freemasons Queensland, was a major contributor towards the build and delivery of Rescue 1, and their input in 2021/22 remains an amazingly generous gift that resulted in a rescue vessel for the community.

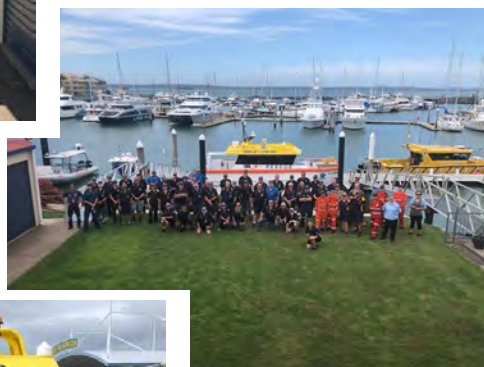
Donations come to us throughout the year in all sizes; be they change dropped in the donation box at a sausage sizzle, or someone who wishes to remain nameless regularly dropping in with a cash donation. Each, no matter what the size or denomination of donation, are appreciated and put to good use. We thank you so much for your kind and generous support. The reality of being a volunteer rescue service is that we totally rely on two priceless commodities: people and money. Without both of these commodities the vessels would be useless and the boating public of the Wide Bay would not have such a well-equipped essential service.



We thank you all



MRHB 2021 – 2022 in Pictures



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Appendix 1 Working Member List 2022

The following MRHB volunteers remain active as at 10 September 2022.

| | |
|--------------------|------------|
| ADAMS | Donald |
| ALAIMO | Domenico |
| AMOS | David |
| BAKER | Lorna |
| BARCLAY | Jill |
| BATES | Dallas |
| BEATTIE | Ian |
| BOND | Mark |
| BOND | Kathy |
| BONE | Kevin |
| BROWN | Gary |
| BUICKSTRA | Hans |
| CAMPBELL | Michael |
| CHAPMAN | David |
| CLARKE | Andrew |
| CONNOLLY | Michael |
| CORE | Tony |
| CRUICKSHANK | Jen |
| CZISLOWSKI | Les |
| DANTON | Deb |
| DAVIES | Graeme |
| DAVIES | Sharon |
| DICKER | Peter |
| DIMMICK | Barry |
| DRAKE | Geoffrey |
| DUNCAN | Lyndon |
| FISHER | Troy |
| FORBES | Rhys |
| FRANCE | Denis |
| FRIEND | Geoffrey |
| GALLAGHER | Peter |
| GALLAGHER | Peter John |
| GARRETT | Wayne |
| GEOGHEGAN | Dave |
| GIBSON | John |
| GILCHRIST | Colin |
| GILLAN | Brian |
| GREENWOOD | Iveta |
| HARRIS | Tony |
| HASEMANN | Bob |
| HAWKINS | Glenn |

| | |
|--------------------|----------|
| HERRON | John |
| HOSWELL | Annette |
| HUDSON | Tom |
| JANKE | Desmond |
| JENSEN | Ross |
| KELLY | Ron |
| KNIGHT | Douglas |
| KOREVAAR | Sue |
| LATEGAN | Josie |
| LATEGAN | Kevin |
| LEA-HEWSON | Brittany |
| LILES | Connor |
| LUBBERS | Hans |
| MACKAY | Rod |
| MASON | Lynne |
| McLEOD | Janelle |
| MILLS | Sandra |
| MOHR | Scott |
| MONTGOMERY | Shane |
| MURPHY | Phil |
| NOLAN | Steve |
| OBER | Stevan |
| O'BRIEN | Rhonda |
| PEREIRA | Juan |
| REES | James |
| REID | Carol |
| REID | Garry |
| SAUNDERS | Clive |
| SEIB | Allana |
| SEIB | Robert |
| SENNETT | Nick |
| SERRAT | Irene |
| SHARPE | Ken |
| SMITH | David |
| SMITH | John A |
| SPINK | Harry |
| STANTON | Graeme |
| STEVENSON | Colleen |
| STREATFIELD | Julie |
| STUMER | Brian |
| SUTCLIFFE | Leigh |

| | |
|------------------|----------|
| TAYLER | Keith |
| THOMAS | Alan |
| THOMSON | Rod |
| TILLEY | Wayne |
| TOWNSON | Gil |
| TRESTON | Reginald |
| UPSTON | Russell |
| WARDROP | Robert |
| WATSON | Karen |
| WATSON | Chris |
| WILKINS | Alan |
| WILSON | Chris |
| WOODHOUSE | Philip |
| WROE | Leslie |
| YOUNG | Graham |
| ZIELKE | John |