RESCUE ONE

OFFICIAL JOURNAL

VOLUNTEER MARINE RESCUE HERVEY BAY. INC.

CALL SIGN: VMR466

Spring 2015

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Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

SPRING 2015

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Phone: 07 4128 9666
Fax: 07 4128 9789

MANAGEMENT COMMITTEE

Commodore:	John Smith	**Unit Training Coordinator:**	John Smith
Vice Commodore:	Jill Barclay	**Vessel Group Coordinator:**	Les Czislowski
Secretary:	Maryanne Hudson	**Radio Group Coordinator:**	John Herron
Treasurer:	Wendy Reed		

APPOINTED OFFICERS

Asst. Boat Maintenance Officer: Joe Ognjenovic
Asst. UTC (Crew): Colin Goldsworthy
Marketing/Promotion: Steve Nolan
Asst. UTC (Radio): Jill Barclay
Charts, Navigation: Ross Jensen
Working Group Rep: Vivianne Hillier
Stress Management: Lorraine Goode and Graham Huth
Operations Officers: John Herron and Graham Stanton
Events Co-ordinators/Provedore: Cheryl and Lance Price
Workplace health and safety Officer: Gina Sprenger and Les Czislowski
Zone Delegate: John Smith
Grounds/Building/Vehicle Maintenance: Reg. Treston

Front Cover

Hyne Timber Rescue

New sponsors for VMR Hervey Bay

From the Commodore

Hi all,

Once again it doesn't take long for three months to come around for the magazine to go out again.

As you all know by now the AGM Meeting is on the 14 September 2015. I have decided not to run for the position of commodore this year, as I have done for two years I think it is time for someone else to take on the position.

I would like to thank everyone at VMR Hervey bay for their support for the last 2 years while I was commodore.

I would like to wish all the best to everyone that takes on the management positions for the next year.

I would like to particularly thank the following people

Ronwyn for taking on the temporary position of secretary at the last AGM and for all her support she has given me in the past year.

Helen for filling in for Wendy while she was off on medical leave and training her for the treasurers roll, and for making your self available to help Wendy when she needed help, and I hope you enjoyed your holiday to Scotland.

Sue for taking on the position of office manager, you have done a wonderful job.

Joe for helping me out with the boat maintenance, you have made it a lot easier for me to keep up with all the other things I have to do.

Ron Hansen and Christen White keep up the good work on the sausage sizzle, you both are doing a great job.

A big thank you to our Sponsors for their support this year

Hervey Bay RSL who have sponsored us again for another 3 years

Hyne Timber at Maryborough for their sponsorship for the next 3 years.

P J Burns at Hervey Bay also for their sponsorship for the next 3 years.

CHANNEL 7 Hervey Bay for their sponsorship.

Just a reminder for the boaters if they could please log on with the radio room when they go out and log off when they return. Our working channel is VHF 73 and north of the fairway buoy is VHF 22, we man the radio room from 0600 HRS to 1800 HRS. After that for emergencies contact VTS GLADSON on VHF 16 or 000.

KEVIN HEITMANN

Katie Fowden, Communications Manager from Hynes Timber was presented with flowers for her birthday by Kevin Heitmann at the sausage sizzle.

Training Notes – Col asst UTC

We conducted 2 patrols on 26 June to scatter ashes over the waters off Big Woody Island for two families. All went well and it was much appreciated by the families.

we conducted 1 training run on Saturday 11 July. Leigh took Hyne Timber Rescue and the duty crew of Dan, Gil, Reg and Phil out for vessel handling, buoy recognition and close quarter manoeuvring in UBH. John Rutland was the on duty RO.

For the Blessing of the Fleet we had all three vessels on the water through the afternoon/evening. A photo opportunity with all boats happened in the early afternoon with Steve O and Lyall on 7 Rescue coming home relatively dry while Kevin and Don skippered the other boats with Viv, Alex and Dan on HBRSL Rescue and Dave and Christine on Hyne Timber A big thanks to the ROs who assisted on the day Ray Harris, John Rutland, Cheryl Greer and Geoff Friend.

Congratulations to Reg, Josie and Lyall on their formal attainment of Senior Crew. They were endorsed and recommended by the Skippers and ratified at the July management meeting. Well done.

Congratulations to the following crew members on attaining crew proficiency: Adrian Fairleigh, Dave Marshman, Phil Jordan, Gil Townson, Phil Woodhouse, Juan Periera, Rob Newman and Peter O'Brien.

25 Jul – HTR with Kevin and the duty crew provided the rescue/safety vessel for the annual "Paddling with the Whales" ceremony off Torquay beach. Perhaps you saw HTR in the local media. RO for this cruise was John Rutland

30 Jul – Kevin and Joe took all three boats individually out on the harbour to "swing the compass" after maintenance. If you don't know what this refers to, see the explanation below.

1 Aug – HBRSL Rescue provided five hours of safety watch for the Dragon boat races off the beach at the Surf Club. John was the skipper with Alex, Peter and Brian crew. Iveta and John monitored this event in the Radio room. A good PR exercise

15 Aug – 7 Rescue provided the safety boat for the Outrigger Boat regatta off Torquay Beach. Crew were Gary, Phil and Joe who provided a one-way trip to the beach for one paddler with cramps. Iveta and Barry were the radio ops.

Up to five new crew members will be undertaking their initial training as of this Thursday 20 August.

OPEN DAY 18 July 2015

We had an excellent turn out of members with over 36 members taking part in the festivities of the Day. Pity the numbers didn't reflect the same with the general public.

The Sausage Sizzle crew did a marvellous job, as usual, keeping the hungry bellies at bay. Our members were visible at the gate to encourage passers-by to come on the base. And the smell of Sausages and Onions is always a good draw card. The only thing missing was Dave Marshman physically adducting them, but we didn't encourage him (no encouragement needed).

We had a few Dignitaries visit during the day with Keith Pitt MP and representatives from Ted Sorensen's office Peter Carey in attendance. Keith Pitt was going to add us to his facebook page, so let's hope we can get some good response from his site.

Channel 9 came to interview members and a reluctant Christine White, was interviewed about why she joined and the benefits of joining VMR. Well done Christine, I got out of that one (Maryanne)

Hyne Timber CEO Jon Kleinschmidt and Katie Fowden Communications Manager were in attendance for the Blessing of "Hyne Timber Rescue". Katie was relegated to camera duties, with Jon coming out on Hyne Timber Rescue for the official Blessing. Kevin (Skipper) took us out prior to the Blessing, to show Jon the capabilities of the Vessel. Jon was impressed with its manoeuvrability and handling.

Financially we did much better with the Sausage Sizzle making $170 and the raffle bringing in $124.00.

Again we would like to thank ALL members who donated their time and effort, to make the Open Day the success it was.

Maryanne Hudson Events/Grants Co-Ordinator

Membership.....Renewals

Membership information

Volunteer Marine Rescue Hervey bay has several membership types available— all with benefits for you whilst out on the water or back on dry land. The SO$ Membership option was introduced in 2002 and has proven to be by far the most popular choice of local boat owners.

The membership year runs from 1st April through to 31st March and we offer a pro-rata coverage if you join during the year.

SO$ Membership—$75.00 per year

You are entitled to your first two tows or assists free of charge, each membership year, within our area of operations. Each additional tow or assist is charged at the cost of fuel used, at the bowser rate, with a minimum charge of $50.00 per additional tow or assist.

Ordinary Membership– $42.00 per year

You pay for each tow or assist at the cost of the fuel used, at the bowser rate, with a minimum charge of $50.00 per tow or assist.

Ordinary Membership Without a boat- $11.00

To support Volunteer Marine Rescue Hervey Bay you can become a non-boat owning member. You will assist us financially with your support, receive this quarterly magazine and have access to our radio courses.

Membership application forms are available from our office Monday to Friday 0830—1630 hours.

The Radio Room also has membership forms available from 06:00 to 18:00 but note that applications can only be processed during office hours .

Membership contd.....

For those of you who aren't members of VMR Hervey Bay, here are some examples of what you are likely to pay for your assistance.

1. Double the price of the fuel at the bowser with a minimum fee of $100.00 is the minimum charge

2. An assist (tow) of a 6.25m half cabin from just south of Wathumba back to the Boat Harbour $930.00

3. A tow from north of Coongal Creek back to the Marina $276.36

4. A tow (insufficient fuel) from the south end of Big Woody Island back to the Boat harbour of an 11m yacht $398.08

To coin a well used phrase "IT PAYS TO BELONG".

For further news and information, checkout our new website www.vmrherveybay.com.au

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To Sign On or Not To Sign On???

When VMR Hervey Bay did their Radio Survey last year, 80% of you told us that you sign on when you go out on the water. That means 20% of you don't….that's up to 200 members who for a variety of reasons choose not to provide details of their trip. There are also a multitude of non-members who leave the harbour without logging their details.

Signing-on is like an insurance policy – if something happens, we volunteers and the authorities know where to start looking, how many people on board and their contact details etc.

Wide Bay and the Sandy Straits are not busy waterways, but they can be unforgiving with their multitude of sand bars and tidal runs as evidenced by the many beacons and navigation marks. Many vessels are not perhaps maintained as well as they could be or the unfortunate happens - run out of fuel – water in the fuel – flat battery – no electrics – broken shaft – or so many other possibilities.

At VMR Hervey Bay, we are about the Safety Of Life At Sea. We rescue people – and if those people happen to be in a boat then we will tow that back also.

Simply signing on when you leave and signing off when you return provides a safety net if the inevitable should happen.

As a member of VMR Hervey Bay we will have your vessel details registered such as vessel type, length and hull colour plus your mobile telephone number. However we do need some information about your current voyage. Our system is driven by your boat registration number, so give us that first.

Here's a Sign On example

Dolphin: Marine Rescue Hervey Bay, This is "Dolphin", "Dolphin". Over.

VMRHB: **"**Dolphin", "Dolphin", This is Marine Rescue Hervey Bay. Over.

Dolphin: Marine Rescue Hervey Bay, I wish to log on. My vessel registration is Alpha, Alpha, 9-9-9 Quebec, Alpha, Alpha, 9-9-9 Quebec, (AA999Q)
Over

Information MRHB will collect is: departure point and destination, people on board and estimated time of return. We will ask you for this information. We will also check you have your mobile.

VMRHB: Do you have a mobile phone on board with a number ending in 789?
Over.

Dolphin: We do have that mobile on board.
Over.

VMRHB: Romeo "Dolphin". Enjoy your day…..

Please let us know if you change position.

This is Marine Rescue Hervey Bay standing by.

Dolphin: "Dolphin". Out.

Do not turn your radio off - It uses less than 1 watt in standby mode.

Enjoy your boating knowing that by signing on VMR Hervey Bay has your safety in hand!

Hyne Timber Press Release

Blessing of the Fleet—July 18th 2015

During the 'Blessing of the Fleet' held at Hervey Bay Marina this evening, the newly named, 'Hyne Timber Rescue' took pride of place in the sail past of the vessels. The traditional sail past and blessing is a centuries old Mediterranean tradition adopted in Hervey Bay for the safe passage of the whale watching and rescue vessels, their crew, visitors and the whales themselves.

With Hyne Timbers recent commitment to a three year sponsorship agreement, 'Hyne Timber Rescue' is Hervey Bay's Volunteer Marine Rescue primary response vessel. It is 8 metres in length, built in 2012 and can hold up to 8 people.

Jon Kleinschmidt, CEO of Hyne Timber said enjoying the region's waterways is a popular recreational activity for both locals and visitors and having a skilled rescue team on hand is an essential service, "The hard working and dedicated team safely return hundreds of boats and people every year in addition to providing a medical transfer service from the islands as required. I look forward to Hyne Timber Rescue now forming a part of this dedicated team."

"Safety is a key Value of ours at Hyne Timber so the opportunity to support this volunteer organisation to help keep people safe on our water is a volunteer initiative we are proud

to align ourselves with and fully support. I was very honoured to have had the opportunity to join the crew this evening during the vessels blessing." Mr Kleinschmidt said.

Kevin Heitmann, Commodore of Hervey Bay Volunteer Marine Rescue said the operation cannot exist without the substantial support from the business sector. "Volunteer Marine Rescue relies on corporate support such as the recent sponsorship agreement with Hyne Timber in order to keep membership costs down and run an adequate service in order to meet the region's marine rescue requirements.

"It was a pleasure to have Jon on board the newly named 'Hyne Timber Rescue' vessel during its blessing and may it have a successful year ahead, keeping people safe on the water and ensuring everyone enjoys what this region has to offer safely." Mr Heitmann concluded.

http://www.hyne.com.au/blessing-of-hyne-timber-rescue/

Hyne Timber Rescue in Hervey Bay Marina Preparing for the Blessing.

Photo credit: Hyne Timber

A thankyou to our Suppliers

VMR Hervey Bay would like to thank the following suppliers and contractors, for the Facelift on the base.

Inspirations Paint

For their generous donation of the paint.

Sign Doctor

For the Hyne signs and decals on Hyne Timber Rescue.

Stewart Crane

For his very reasonable quote to paint the roller doors, and a special thanks to “Brad” his very capable offsider, who did the painting, job well done!

Doesn't the base look good!

Fraser Coast fm 107.5
Boating Weather on the hour every hour

The funding for **HB RSL Rescue Vessel** was provided by VMR Hervey Bay and sponsored by RSL Hervey Bay. The vessel is 8.2m in length and built in 2003. It can carry up to 10 people

The funding for **Hyne Timber Rescue Vessel** was provided by VMR Hervey Bay and sponsored by Hyne Timber. It is 8m long and built in 2012
It can carry up to 8 people.

The funding for **7 Rescue Vessel** was provided by VMR Hervey Bay and signage by channel 7.
It is 5.99m and built in 2014 and can hold up to 7 people

Flares

Flares are an important part of your safety kit. Just as importantly when they are misused they result in an enormous amount of wasted resources for the Marine Rescue operations.

Flares have a 3 year lifetime – for safety reasons. They must be disposed by taking them to the Marine Safety Queensland office next to the Volunteer Marine Rescue base at Urangan. Do not place them in rubbish bins.

However – we have two situations. The first is where flares are used to genuinely attract attention – day or night. The second is where people have expired flares and for some reason decide that they will go to some remote beach and let them off at night. Invariably this results in a call to the police and the activation of the rescue boats to search for the vessel in trouble. The authorities must act on a flare sighting and it is taken as someone genuinely in trouble.

Firing flares for fun is plainly irresponsible. It happens a couple of times a year - quite often on Saturday evenings which tends to indicate this situation. BUT – the authorities cannot ignore the event just in case it is genuine. Your actions also "destroy" someone else's Saturday night – meaning they get home about 1:30 on Sunday morning.

There is a second scenario which will have unintended consequences. Recently, an incoming aircraft reported a red flare at the Mary River mouth just after 6:00 pm. A second sighting was reported five minutes later from the same area. A crew was called in - rescue boat was launched – and because of a flooding tide the search was conducted up river past Devil's Elbow at Dundathu. Four hours and 200 litres of fuel plus six personnel were involved on a very cold evening – for what turned out to be a complete wasted effort.

Quite likely, this may have been a genuine situation and other people may have assisted and returned the vessel to the ramp. However, they failed to notify authorities that they had fired flares and that things were now resolved. That $300 worth of fuel came from fund-raising efforts by members and the community.

Act responsibly! When you fire flares then inform the police communications centre whether it is accidental or deliberate. When it is a genuine situation and it is resolved before rescue services arrive then also advise. It can then be confirmed that there is no immediate emergency and rescue services can stand down.

It takes 30 mins to call in crew and get the rescue boat on the water – then add the time to travel to the area. It can be at least 60 minutes before help arrives. If it is not a genuine situation then it can possibly cause another rescue to be delayed.

Be Flare Responsible! If you believe that you are using your old flares to practice just in case a genuine situation then consider the costs and the consequences on Volunteer Marine Rescue personnel and services.

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Weather

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

07:15 12:15 17:15

on **VHF Channel 67** followed by **27.91MHz**

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

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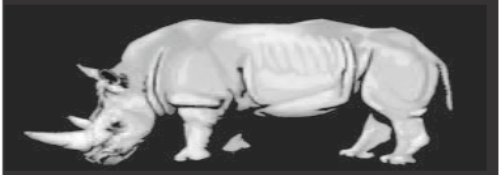

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The Queensland Recreational Boating and Fishing Guide

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

QUARTERLY OPERATIONS STATS

TOTAL VESSELS LOGGED -	1520
RADIO CALLS -	5260
ACTIVATIONS -	79
FUEL USED -	6436 Lts
VESSELS RETURNED TO SAFETY -	36
PERSONS RETURNED TO SAFETY -	69

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THERE'S A FIRST TIME FOR EVERY THINGING.....

Tuesday 7 July looked like it would be a good fishing day. Low tide was a few minutes before 7am and BoM had forecast a sunny day with light winds less than 10 knots. So just on dawn, my fishing friend Tony and I launched my Polycraft runabout at the Urangan Boat Harbour ramp.

My 50 HP Mercury usually started on the first attempt, but this morning it took four attempts. That's strange, maybe it's time to have it serviced, I thought. Soon after leaving the ramp, Ray Harris in the radio room at Marine Rescue Hervey Bay had taken my call to log me on, and UBH was soon in our wake as we headed for our destination of Moon Ledge. In calm water we were soon up on the plane and travelling at just over 40 kph. The outboard wasn't missing a beat, so it wasn't long before we had reached our destination. Down went the anchor, and within 10 minutes two keepers had come over the side from the first two yabbies. Things were looking good! But after the tide turned, the fish went off the bite, so we decided to relocate into Moon Creek, hoping to catch some flathead, whiting or bream.

A few juvenile flathead and whiting tested our baits while we drifted and bumped over the sand bars at the mouth of Moon Creek. Eventually we had enough water to lower the outboard into the water, so further in we went. But there were no bites so we started hunting for them, moving often. Each time we arrived at a new spot, when the outboard was put in neutral, it stalled. That's strange, maybe it's time to have it serviced, I thought – again. There was obviously a fuel problem, so I started checking the fuel connections – all were tight. And then I noticed it - there was fuel on the outside of the grey fuel line exiting the fuel filter where fuel shouldn't be. I ran my finger around the fuel line and felt a small split about 30mm from the filter. A small amount of fuel had leaked out, but also air

could leak in. This would explain the below-par performance of the outboard noted earlier. Being an amateur home mechanic, I thought I could do a running repair out there.

By this time it was getting close to high tide. I decided to go to the mouth of Moon Creek and anchor before starting the repair. All I needed to do was to remove the fuel line from the filter, cut out the split, reconnect the fuel line to the filter, and away we would go. Wrong. To remove the fuel line from the filter, I had to cut it. It was while I was doing this that I noticed how inflexible the fuel line had become. In about six years, the fuel line had hardened until it felt like a piece of steel pipe. There was no way it would fit back over the male coupling from the fuel filter - not even after scraping away some of the inside of the fuel line with a knife to increase the diameter. After being a VMR member for some fifteen years, twelve in Gladstone and three in Hervey Bay, it dawned on me that this was going to be a first for me - I needed a tow.

At 1.05pm I called VMR466 Marine Rescue Hervey Bay and requested a tow back to UBH. Geoff Drake took my call in the radio room, and the activation swung into action. There was nothing else to do in my boat then but fish, so we did. Hyne Timber Rescue was launched at 1.36pm, and departed UBH at 1.50pm, skippered by Gary Brown, and crewed by Adrian Fairleigh, Josie Faulkner and David Marshman.

In 3 years as a volunteer with VMR466 Marine Rescue Hervey Bay, I had been involved in my fair share of activations, but only from the radio room activating and monitoring their progress. At last, I was to be given the opportunity of assessing the performance of a rescue crew at the pointy end – being towed myself.

Hyne Timber Rescue arrived at Moon Creek at 2.03pm and had my boat connected to a tow line seven minutes later (refer photo 1). Away we went. The tow commenced at 2.10pm (refer photo 2) and was quite exhilarating but uneventful. After a short stop just outside UBH where the

length of the tow line was shortened, we were back in UBH and being towed to the ramp at 2.32pm. The towing speed recorded by my plotter was just over 40kph (my normal max speed), and I learnt afterwards that Hyne Timber Rescue was travelling at about half throttle, and if any slower they would have come off the plane. My vessel was back on its trailer by 3.06pm when I logged off. Hyne Timber Rescue was back on her trolley and logged off at 3.09pm.

Back home, the entire fuel line system from tank to filter and filter to engine has been replaced. I now carry a metre length of brand new fuel line and 4 x stainless steel clamps in my maintenance kit, in case this happens again.

This was one of the two free tows that I was entitled to by being a SOS member. Thank you to Skipper Gary, Crew Adrian, Josie and David and Radio Operator Geoff Drake for a job well done. I was so impressed by the performance of Hyne Timber Rescue and the well-drilled rescue crew that I had no hesitation in making a donation to Marine Rescue Hervey Bay the

lessons that I learnt from this day's outing were: things can, and probably will, go wrong at some stage (Murphy's Law); check the fuel lines regularly and replace them at the first signs of leaks, cracks and loss of flexibility.

Also, it goes without saying that it pays to be a SOS member of VMR, and be assured that you are in safe hands when you call VMR for assistance, because we all train for such an occurrence. Logging on and logging off with VMR is a quick procedure, is for your own personal safety, and is a good in-situ check that both of your radio functions (transmitting and receiving) are working efficiently.

Safe boating

GEOFF FRIEND (Member 6136 & Radio Operator)

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Whale Watching Tours:	www.whalefree.com.au
VMR Hervey Bay:	www.marinerescueherveybay.com.au
VMR HB News & Rescues:	www.marinerescueherveybay.com.au/news-events
VMR Queensland:	www.marinerescueqld.org.au
Coastguard Sandy Straits:	www.coastguard.com.au/flotillaqld/7-qf21
Coastguard Tin Can Bay:	www.coastguard.com.au/flotillaqld/40-qf17

VMR Hervey Bay Radio Frequencies

VMR Hervey Bay Call Sign - VMR466

Urangan Boat Harbour and surrounding areas - VHF 73 or 27.91
North of Latitude 25º 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

Radio Courses

If you have a VHF radio on your boat, someone on board must have licence to use it. At VMR Hervey Bay, we hold regular training courses and supervise the exam necessary for you to gain your radio qualification.

We train and examine two courses:

Short Range Certificate of Proficiency - MROVCP (VHF use only)

Long Range Certificate of Proficiency - MROCP (Long distance MF/HF, working on commercial vessels, volunteering at VMR)

Date for the course and exam (for both of the above) are as follows in 2015:

Sat 31st October

The course starts at 08:30am and takes approx. 3½ hours to complete. You then sit the exam which takes up to an hour.

The course is free for VMR members, but for non-members we charge a $60 admin fee.

The Office of Maritime Communications charges an examination fee of $80 which everyone has to pay.

For further information or to register for a course, please call in to our office or phone 4128 9666.

Does everyone on your boat know how to operate the radio and where the safety gear is stored?

In an emergency situation, you may not be able to call for assistance - make sure someone on board can!

It is not a legal requirement that you have a radio onboard your recreational vessel - but we strongly recommend that you do.

Anybody onboard your vessel can operate the radio, provided it is under the control of a person holding the relevant licence.

Like to learn more about V.M.R.'s role in the community, or safety aspects of boating and fishing in our local waterways?

Don't miss our next INFORMATION NIGHT

Tuesday, 6.30 p.m.

3rd November '15

At the VMR Base, next to the Boat Club!

For details or to book, call at the Base during office hours or phone 4128 9666

The Australian Communications and Media Authority website contains information on VHF Marine Radio with many links to ACMA video guides on YouTube. The website is not very user friendly, but you can get to the marine section at:

http://www.acma.gov.au/Citizen/Consumer-info/All-about-spectrum/Marine-and-Amateur-Radio

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Have Time on your hands? Looking for a Challenge? Have we got a job for you!

At VMR466 Marine Rescue Hervey Bay we are always on the lookout for likely candidates to be trained as Radio Operators.

Prior experience, whilst very welcome, is not necessary as full training is given.

What's in it for you?

The pay is lousy (we're all volunteers) ... but the sense of achievement and giving something back to the community is awesome!

And you'll be part of a close-knit professional Marine Rescue team ...

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Call in at the Base weekdays 0830 - 1630 hours
or phone 4128 9666 and leave your details.

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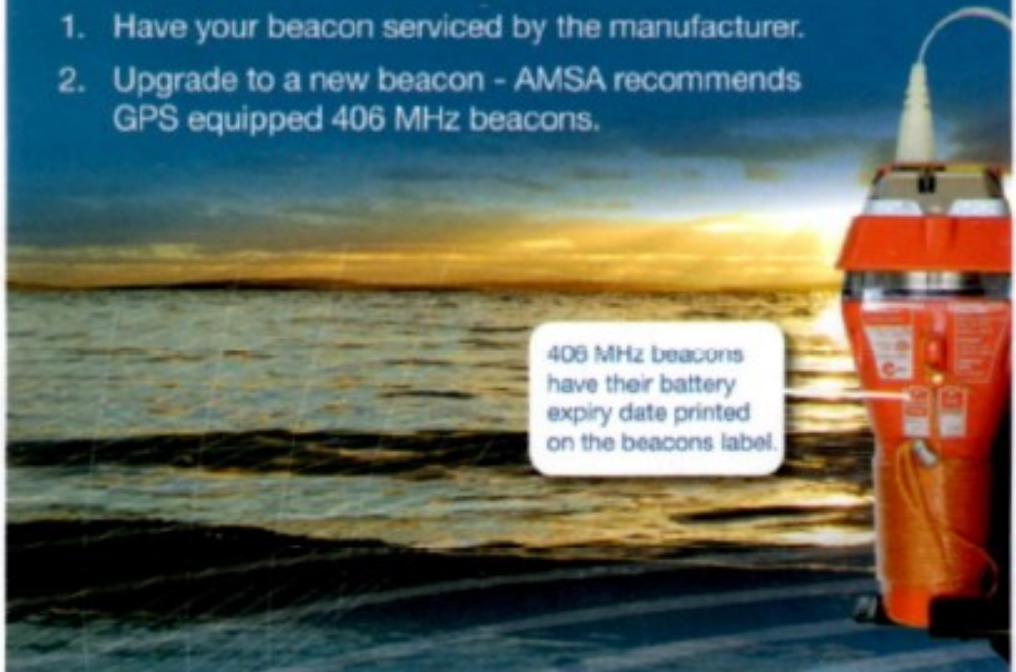
*Available Summer 2005

Do you know when your distress beacon will need a new battery?

If your battery has passed its expiry date you have two options:

1. Have your beacon serviced by the manufacturer.
2. Upgrade to a new beacon - AMSA recommends GPS equipped 406 MHz beacons.



amsa.gov.au/beacons
1800 406 406

Australian Government
Australian Maritime Safety Authority

Please dispose of unwanted beacons responsibly, see your local Battery World store.

Saturday 25th July

The day started normally at 0730 hours with boat checks. We didn't go out that morning because we had planned activities as safety boat for the surf ski paddlers for Save the Whales at Scarness Beach at 1500 hours. Instead we removed the rescue signs from port and starboard on RSL Rescue which will be redone.

Kevin, the skipper Ernie, Tim Rod and myself worked on that and did a bit of cleaning on the ramp. I left about 1130hours to be back at 1400 hours for the planned activities.

Just arrived home when the phone rang and I had to go back for a tinnie which had broken down near the Gables. We picked it up at Gatakers Bay ramp. After we had him safely at the ramp we logged off that job and went to the Scarness Pier. Rod who is a new crew member had a go at all these exercises and was improving by the time we finished.

We just arrived back at the base about 1545 hours. What do you know? A breakdown at Rooney's so off we go to the rescue. Seas were very flat and a good trip up which took about an hour to reach a 5 metre runabout that was broken down.

On the way up everybody had a turn on the wheel. We hooked up the tow and proceeded back to base. We rafted up outside the Boat Harbour and towed the vessel to the ramp, cleaned the boat and were gone by 1930 hours. It ended up being a 12 hour day.

For Rod the new crew member, this was his first two tows and with our instructions, he did a great job.

Reg Treston

Crew Member

19 Jun – A late morning call from a fisherman in a small tinny with a broken outboard 500m off the beach between Toogoom and Burrum Heads saw Don and Josie travel to Burrum to pick up John Z and then launch 7 Rescue to assist. The fisho had tried to row back to shore but the outgoing tide made it extremely difficult. Eventually, they were able to bring him back to the boat ramp safely.

19 Jun – Late on Friday night the Water Police activated us to locate an overdue vessel logged on with Coast Guard Sandy Straits and reported as missing. HB RSL Rescue was on the water tasked to search an area from Moon Point – Bridge Gutter – Sheridan Flat via both sides of Big Woody and Little Woody. While on the water the Police advised that they thought the vessel was located at Walsh Island given this was the status on his Facebook page. Not surprisingly, on arrival at Walsh Island they located the vessel. Special mention should go to Stevie O for jumping on board as crew on a Friday night.

25 Jun –We provided a tow for a 6.5M half cabin vessel with engine problems from Porpoise Shoal (3nm NW of Sandy Cape lighthouse) to UBH. A long way which used around 310 ltrs of fuel but fortunately the skipper was a full O member. To quote a well-known brand "It pays to belong".

26 Jun – We responded to a QAS activation for a mid-morning Medivac from KFB for a young man with chest pains. We returned him to the waiting ambulance here at UBH. All went well.

2 Jul and 6 Jul – Two small jobs to move vessels in and around the Marinas.

6 Jul – A mid-afternoon call to pull a grounded 16.5M yacht off a sandbank just outside of UBH. A masthead tow saw her come away and she was escorted safely to deeper water to continue her voyage.

7 Jul – Another afternoon call to assist a small 4.5M vessel with a broken/cracked fuel line from Moon Point. The vessel was successfully towed back to UBH. If you see a certain radio operator with the initials GF ask him about his trip back.

11 Jul – Along with their early morning training run there was an early evening breakdown with a flat battery NW of Round Island which saw a relatively simple tow back to UBH. The crew were again Leigh Dan, Gil, Reg and Phil while the RO was Jill Barclay.

16 Jul – An 8m yacht ran aground W of mark S7 in the early evening. While the vessel re floated it could not restart its engines. HTR responded with Don, Adrian and Josie towing it back to UBH. A good result all round. Dave Marshman was the RO.

18 Jul – Early on Saturday morning a call came in to assist a drifting vessel with flat batteries near Burrum 8 mile mark. HTR responded with Don, Dan, Alex and Lyall on board and got the vessel underway again

Ray Harris and John Rutland were the rostered ROs.

23 Jul – Steve Ober kindly skippered HBRSL Rescue to provide night experience and orientation as well as buoy recognition in the Bay for eight crew members under training. This was a good learning experience for all crew with Josie providing on-water experience with the FLIR system.

26 Jul – Another weekend crew training run saw HTR with Kevin, John Z, Dave M and Peter take a run up to Arch Cliffs at low tide navigating the sandbanks. The RO for this exercise was our new trainee Keith under the watchful eye of Jill.

27 Jul – An early afternoon adhoc training session with Kevin taking HTR with Josie, Gil and Adrian for close quarter manoeuvring in the harbour and practice at entering and leaving the harbour. The duty RO was Barry.

30 Jul – Thursday night training on the water with John and Leith skippering HBRSLR and HTR respectively with Josie and Vivianne as Senior Crew and eight crew undertaking more night orientation and familiarisation. Vivianne as "Skipper under training" conducted a rendezvous and TOWEX with HTR as the towing vessel and HBRSLR the towed vessel. A good learning experience for all crew although with the almost full moon it was probably close to daylight out there.

1 Aug – Vivianne, under the watchful eye of Leith, skippered HTR up the Mary river to M9 and Beaver Rock with the crew of Tim and Robert for training and familiarisation. Iveta and John Rutland were the duty RO's on the day.

8 Aug – HTR called out for a member breakdown and tow to UBH on completion of the training run around midday. Then a 2.5 hour QAS activation in the afternoon for a patient in the Burrum River returned to UBH followed by another late afternoon activation for a breakdown at Pelican Bank with a tow to UBH. Same crew; hardly worth going home really

10 Aug – A breakdown approx. .half a km E of Round Island. A simple tow for an ex VMR working member Mr Stan Jarosinski. All went well. Crew was Don, Josie, Col and Adrian with Ray H in the radio room.

11 Aug – The vessel Headquarters grounded at Torquay beach late in the afternoon after slipping its mooring and HTR went out to try and assist. Don, Josie, Vivianne and Christine attempted a tow but was unsuccessful. Peter D was in the radio room.

13 Aug – A late evening police activation after 2 red flares were sighted by an aircraft in the Mary River saw HTR activated but after several hours they returned to base without sighting anything amiss. Crew were Don, Christine, Nick and Joe. Dave H and John H were the radio ops.

Activations Log

14 Aug – A breakdown at Moon Pt saw HTR activated for a tow to UBH. Crew were Gary, Josie and Joe. Col P was the RO.

15 Aug – A grounding of a yacht 1nm East of S5 saw HTR with Leith, Vivianne, Dan and Nick provide a quick tow to safe water. Graeme and Barry were the ROs

17 Aug – A phone call saw HTR activated for a grounding about 2nm up the Susan River. Luckily it was high tide and the vessel came off the mangroves quite well. The yacht had drifted during the night as the anchor was not well set. He was towed to deeper water and assisted to set

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Sudoku Quiz Time

5	3			7				
6			1	9	5			
	9	8					6	
8				6				3
4			8		3			1
7				2				6
	6					2	8	
			4	1	9			5
				8			7	9

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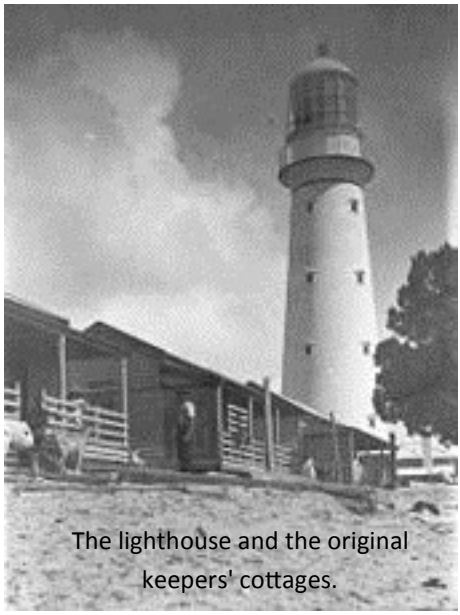
Sandy Cape Light House History

Sandy Cape Light is a heritage-listed active lighthouse located on Sandy Cape, the most northern point on Fraser Island, Queensland, Australia. It stands about 6 kilometres (3.7 mi) southwest of the north-eastern tip of the island. It is the tallest lighthouse in Queensland. Built in 1870, it is the second major lighthouse to be built in Queensland after its formation in 1859.It is one of the first lighthouses in Australia to be constructed using bolted prefabricated segments of cast iron,and one of only two such lighthouses in Queensland, the other being its sibling, Bustard Head Light.

The Government of Queensland was formed in 1859. In 1862, the Queensland government appointed the first Portmaster, Commander George Poynter Heath. However, it was only in 1864 that two committees were appointed to deal with the issue of coastal lighthouses. The only location for which both committees were in clear agreement about the need of a lighthouse was Sandy Cape. The site was also strongly recommended by Joseph Brady, Queensland Engineer for Harbours and Rivers of the time, on a tour of inspection he did in 1865. An order for the prefabricated tower was placed with Kitson & Co. of Leeds, England, the design being done by William Pole of Kitson & Co. The lantern and apparatus were ordered from Chance Brothers of Birmingham, England



The lighthouse and the original keepers' cottages.

and by 1867 all the materials have arrived at Brisbane. The winning tender for the construction of the tower was of £4524 by the brothers John and Jacob Rooney of Maryborough, Sandy Cape Light being the first of several lighthouses they constructed, to be followed by Cape Bowling Green Light, Cowan Cowan Point Light, Cape Capricorn Light, Lady Elliot Island Light and Booby Island Light.

The materials from Brisbane and cement from Sydney were brought by ship, unloaded into barges, and then pulled by horses in trolleys on a 1.2 kilometres (0.75 mi) wooden rail, rising 50 metres (160 ft). Materials were then raised the final 50 metres (160 ft) by a horse powered whim. It was originally planned that the light will be the first to be constructed by the new Queensland government. However, it was beat by Bustard Head Light, constructed in 1868. Sandy Cape light was finally officially lit in May 1870.

In 1875, the light source was changed to Kerosene. In 1915, the station was transferred to the Commonwealth. The light was upgraded in 1917 and again in 1923. In one of these upgrades when the light source was converted to an incandescent mantle using vaporised kerosene.[

In the 1930s the lens was replaced with a 4th order Chance Brothers lens and the light-house was converted to electrical operation. Around that time The keepers' cottages were rebuilt and most of the other buildings at the premises were constructed. Septic tanks were only installed in the 1960s. A boarded roadway was constructed in the 1970s and a brick engine room was built in 1974. The kitchens were renovated in the 1980s

In 1995, the lighthouse was converted to solar power and automated, and the 4th order lens was replaced with a VRB-25 apparatus. In 1997, the station was finally demanned, and was transferred back to the Queensland Government, to be administered by the Queensland Parks and Wildlife Service, which employs a ranger in the premises. A remote area power supply (RAPS) for powering the quarters was installed in 2001, with both solar and wind power sources and a diesel generator for backup, though the wind turbine is unused since October 2002

A workshop and some other associated structures surround the lighthouse. The residences at the station consist of two one-story lighthouse keeper's houses flanking the lighthouse, one for the head keeper and one for the assistant keeper. They are timber framed and fibro clad, with timber cover battens and timber door and window frames. Windows have a fixed upper pane with sliding sash below and louvers. Near the residences are a fowl yard and a shelter.A group of service buildings, including a power house, a garage and bulk fuel store are located about 80 metres (260 ft) southeast of the lighthouse. The workshop, office and garage are timber framed with painted fibro cement and cover battens, and were all built with the residences. The more recent power house and inflammable liquid store are constructed of bricks and have a concrete foundation, a hipped stainless steel roof, with central vent and metal door and window frames.

Also on the premises is a small picket fenced cemetery to the south of the station, with several stone headstones.

The current characteristic is one white flash every ten seconds (Fl.W. 10 s), visible for 21 nautical miles (39 km; 24 mi). The light source is a 100 Watt 10 Volt VRB-25 lantern, with an intensity of 160,000 cd. The power source is a photovoltaic system (a battery charged by solar power).

From Wikipedia, the free encyclopaedia

Drive safely

- Engage 4WD before driving on sand.
- Select low gears for soft, dry sand.
- Avoid sharp turns and sudden braking.
- If you reduce tyre pressure to maintain traction, keep within the manufacturer's specifications.
- Re-inflate your tyres for harder sand or surfaces.
- Use well-established tracks to reach the beach.
- Always bring a reliable tyre gauge and an air pump.

Park carefully

- Park at the top of the beach away from moving traffic.
- Park at an angle so traffic can see you are stationary.
- Don't park on sand dunes—it's illegal, damages the dune plants and harms any birds nesting there.

Give way to wildlife

- Drive around (not through) flocks of birds. Don't disturb them, as they are resting after long, exhausting migration flights.
- Never approach or feed dingoes. Don't encourage their attention. Stay in your vehicle and allow them to pass.

Give way to other vehicles

- Stay alert for oncoming traffic—especially on corners.
- Inland tracks are usually single lane and can be busy.
- Never drive off the track—use passing bays to let others pass.
- Let the closer vehicle to the passing bay, manoeuvre safely off the track.
- Give way to traffic coming downhill.
- Heavy vehicles and vehicles with trailers have right of way because they are more difficult to manoeuvre.
- Show extra courtesy with inexperienced drivers.

Driving conditions

Inland tracks are often rough. Allow plenty of travel time. Go slower than the speed limit. Drive to suit the conditions.

Search online for the Fraser Island Conditions Report at **www.nprsr.qld.gov.au**.

Do you know what to do if bogged? How to safely use recovery gear? Get advice before your trip.

Vehicle permits

You must have a vehicle access permit to drive on Fraser Island. Before arriving, purchase your permits at **www.qld.gov.au/camping** or phone **13 QGOV (13 74 68)**. Mobile phone charges may apply.

In an emergency

In emergency: dial Triple Zero (000). If no mobile reception, try 112. Help can be hours away. Carry a well-stocked first-aid kit and personal medication. There is no pharmacy on the island.

If your driver is taking stupid risks, say something —it could save your life.

For further information

Search for Fraser Island on **www.nprsr.qld.gov.au.**

Photographs courtesy of Tourism Queensland, except where otherwise credited.

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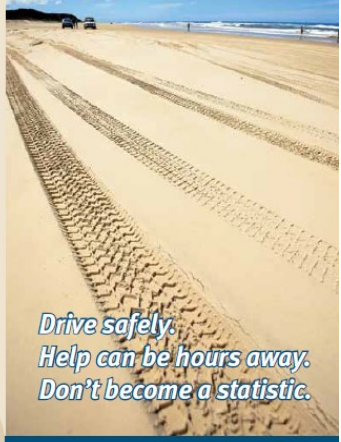
Department of National Parks, Recreation, Sport and Racing

Survive your drive on Fraser Island

Safety guide



Drive safely.
Help can be hours away.
Don't become a statistic.

Great State, Great opportunity

Queensland Government

Fraser Island's beautiful eastern beach is one of Queensland's worst crash hot spots. Between 2006 and 2010, three people were killed and 43 hospitalised in 24 serious crashes.

Rental vehicles and inexperienced drivers are more commonly involved in crashes.

Make sure your visit to Fraser Island is memorable for the right reasons. Follow these guidelines to stay safe.

Slow down

Speed has been a factor in most fatalities on the island. The maximum speed limit is 80km/hr on the beach and 30km/hr on inland tracks. Drive to suit the conditions.

Wear your seat belt

Many people killed or injured on Fraser were NOT wearing seat belts. Don't become a statistic. Belt up or wear a fine! Never allow your passengers to ride unbuckled or outside the vehicle.

Drive carefully

Driving on sand takes skill. Beach conditions change rapidly. Hazards can be difficult to see. Stay alert—be careful. Hitting hazards at speed damages your vehicle, can cause spinal injuries and has caused rollovers and fatal crashes.

Stay clear of the water

Swerving to avoid incoming waves has caused crashes. Drive between the low and high tide marks on firmer sand, staying well clear of incoming waves. Travel at low tide, or within two hours either side of low tide.

Cross creeks carefully

Slow down to cross creeks. Conditions change constantly and can trap the unwary driver. Walk across first to check the depth. Avoid getting stuck—never stop mid-stream.

Load your gear inside

Uneven loads on top of vehicles can cause rollovers. Put your gear inside. It is illegal to load luggage on the roof of a 4WD hire vehicle. Make sure your passengers stay inside too. Skylarking might look like fun but the consequences can be deadly.

Never drive drunk or tired

Alcohol impairs your judgement and contributes to crashes. Never drive after consuming alcohol. If you over-indulged the night before, you may be unsafe to drive.

Tired drivers make mistakes. Pay attention.

Follow normal road rules

It's a beach AND a public road. Keep left. Indicate when overtaking. Pass on the right. Obey all road signs. Slow down!

Remember: police patrol the beach. If you drink and drive or speed, you will be caught. Beach traffic is two-way, so keep left.

Give way to pedestrians

Visitors cannot hear cars approaching over the sound of the wind and waves. Watch out for people fishing and children playing on the beach. Drive around them carefully and slowly. Observe the speed limits in shared zones.

Drive slowly around pedestrians and people playing on the beach.

Photo: Sven Lavender

Watch for beach hazards

Swerving to avoid unexpected hazards has caused crashes.

- **Rocks.** Don't pass if the tide is high. Use an inland bypass.
- **Pools** left by the falling tide hide dangerously soft sand. Pass on the high side, close to the dry sand.
- **Washouts**—ditches in the sand created by the surf and creeks—are dangerous if hit at high speed.
- **Landing aeroplanes.** Obey signs. Drive higher up the beach if necessary. Planes need firm, hard sand to land.

Avoid night driving

Night driving is extremely dangerous.
Reach your destination well before nightfall.

Approach washouts and creeks slowly.

The Queensland Parks and Wildlife Service wants your visit to Fraser Island to be safe and enjoyable. Conditions may require experienced drivers in high clearance vehicles only. **Drive to survive. Stay alive.**

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