

RESCUE ONE



SUMMER 2018



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

marinerescueherveybay.org.au

Volunteer Marine Rescue Hervey Bay Inc.

Rescue One

SUMMER 2018 EDITION

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MANAGEMENT COMMITTEE

Commodore: John Smith

Vice Commodore: Jill Barclay

Secretary: Vicki Vlekkert

Treasurer: Sharon Abell

Unit Training Coordinator: TBA

Vessel Group Coordinator: Les Czislawski

Radio Group Coordinator: Graeme Stanton

Operations Manager: Dave Marshman

APPOINTED OFFICERS

Assistant Unit Training Coordinator (Crew): Mark Bruem

Assistant Unit Training Coordinator (Radio): Jill Barclay

Assistant Boat Maintenance Officers: Gil Townson, Kevin Lategan

Corporate Liaison Coordinator: Graeme Davies

Charts & Navigation: Ross Jensen

Operations Officers: Geoff Friend, Geoff Drake, Peter Dicker, Graeme Stanton

Base Provided: TBA

Workplace Health and Safety Officer: Les Czislawski

Working Members Rep: Phil Woodhouse

VMRAQ Zone Delegate: John Smith

Grounds/Building/Vehicle Maintenance: Reg Treston

Editor of Rescue One: Harry Spink



STORM SEASON IS HERE ARE YOU READY?

Maritime Safety Queensland (MSQ) has identified the need for awareness and vigilance to the risks of extreme weather events during this time of the year and is reissuing its contingency plans as one way of ensuring stronger resilience within the maritime community. Timely awareness and adequate preparation will reduce the impact of such events.

The extreme weather event contingency plan for the Gladstone region sets out the particular arrangements for our area. The Gladstone region encompasses the area of the coast and waterways from St Lawrence in the North to Double Island Point in the South and includes Hervey Bay. The region includes the Ports of Gladstone, Port Alma and Bundaberg, all boat harbours and marinas, all navigable rivers, creeks and streams, as well as off shore islands within the Queensland jurisdiction.

Marine Rescue Hervey Bay strongly recommends that all mariners download this free publication from the MSQ website and read it thoroughly:

<https://www.msq.qld.gov.au/Safety/Preparing-for-severe-weather>

Read this page and then Scroll down and Click on the Gladstone Region link to download our region specific plan.

MARINE RESCUE HERVEY BAY VESSELS

RESCUE I (Proposed)

Length - 11.94m

Design - Naval Architects Australia

Builder - Allweld Manufacturing

Survey Class - 2C & 2D

Beam - 5m

Depth - 1.3m

Fuel Capacity - 2 x 810L



HYNE TIMBER RESCUE

Length - 8m

Builder - Noosacat

Build Year - 2012

Cruising Speed - 28 knots

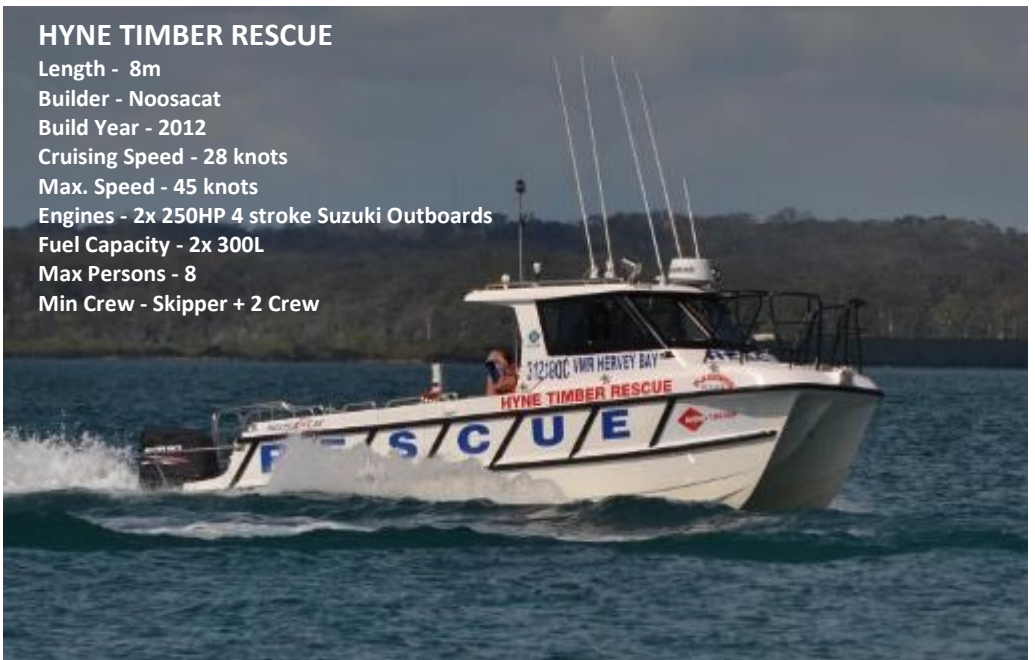
Max. Speed - 45 knots

Engines - 2x 250HP 4 stroke Suzuki Outboards

Fuel Capacity - 2x 300L

Max Persons - 8

Min Crew - Skipper + 2 Crew



MARINE RESCUE HERVEY BAY VESSELS

RESCUE III

Length - 7.3m
Builder - Swift Marine
Build Year - 2010
Cruising Speed - 25 knots
Max. Speed - 37 knots
Engines - 2x 140HP 4 stroke Suzuki Outboards
Fuel Capacity - 400L
Max Persons - 6
Min Crew - Skipper + 1 Crew



RESCUE IV

Vessel Model - FX Cruiser HO
Manufacturer - Yamaha
Engine - 4 Litre 4 stroke DOHC 132 kW
Length - 3.56m
Fuel Capacity - 70L
Max Persons - 3



FROM THE COMMODORE



**JOHN SMITH -
COMMODORE**

This year has seen a huge increase in the number of grants that we have been successful in obtaining. We have certainly gained a lot of very good equipment through these grants to support our cause of Saving Lives at Sea.

Some of these are:

Rescue IV: This is our new Jet-Ski which is a great example of how the grants schemes assists us in equipment purchase. It has had a depth sounder/chart plotter fitted as well as a buoyance/buffer tube which has needed to be modified for use in rougher weather. The photos show these and how they have been fitted around the exterior.



RESCUE IV

The Sausage Sizzle Trailer: This is another project made possible through a grant. We rely on our sausage sizzles to raise the much needed funds to keep us operational. The trailer is being built by All Weld in Maryborough and will support our hard working team of sausage-sizzling members who always put the onions on first!!

Rescue I: We are so close to being able to sign the contract to start this build. The hope is to sign off on this before Christmas to freeze the price on motors, jets, electronics and material. If we can't do this then it will probably mean another price increase of up to \$50,000. There is a lot of interest in this boat from other agencies and most are impressed with the amount of research that has gone into the design. The infrastructure to house *Rescue I* has been reworked to the very basics. This should mean minimal costs to redevelop our foreshore access.

Hyne Timber Rescue has had new motors fitted. They are the same horsepower but the lean burn variant which has made quite a big difference to fuel economy, top end speed and engine torque.

Rescue III continues to demonstrate that it was a very worthwhile purchase. The engines on this vessel should be replaced after Christmas and we will upgrade to the 150 HP model which is fly by wire, has better performance specifications, and from the Water Police experience is a better match for *Rescue III*. We will be going to a 4 blade propeller for better towing ability and possibly better fuel economy.

The Queensland Fire and Emergency Services has appointed Cameron Darby DSC AM to head a review into Queensland's volunteer marine rescue organisations. Mr Darby has already visited us here at Hervey Bay for discussions. The first stage of the review is for Mr Darby to "identify key policies impacting service delivery and volunteer based maritime search and rescue capability". Whether there will be more consultation or a direction paper to be developed is really unknown at this time until the government decides what will happen after the first stage report from Mr Darby.

We have completed a lot of medivacs in this period, some using our First Responders and have provided safety vessels to both National and International A Class Catamaran sailing titles with both *Rescue III* and *Rescue IV* providing assistance to sailors and officials with the recovery of damaged vessels and also injured sailors requiring medical evacuation by ambulance to Hervey Bay Hospital.

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TASKFORCE TACKLES WRECKS

- FROM MARITIME SAFETY QLD



Over a long period of time Maritime Safety Queensland and the boating public have kept a watchful eye on a growing problem plaguing our rivers, creeks and bays.

It's a problem that, at best, is an ugly blight on our waterways and, at worst, a risk to the safety of responsible mariners and to the environment.

I am referring to the growing number of unseaworthy vessels left by their owners to decay on the water and potentially pollute it with oil, diesel or other toxic substances.



Where Maritime Safety Queensland has been legally empowered to do so, and only when owners have failed to accept their responsibilities for their vessels, we have acted to remove some of these vessels from Queensland's waterways. We've done this if we deemed the safety or pollution risks they posed to be unacceptable, and where practical, pursued their owners through the courts for reimbursement of the costs we incurred.

Let's be clear – the ultimate responsibility for maintaining a vessel lies with the owner. That applies to the whole lifecycle of a vessel, including disposal of it at the end of its life.

However, for a variety of reasons, the evidence is that a growing number of owners are failing in that responsibility. In July of this year the State Government reacted to this reality by announcing a "War on Wrecks" and the creation of a government and industry taskforce backed by a \$20 million fighting fund to tackle the issue.

The taskforce, chaired by Ms Kim Richards MP, Member for Redlands, is supported by Maritime Safety Queensland. It has been tasked with removing as many wrecks from Queensland's waters as possible, within the limits of the fighting fund, while looking into the causes of the problem with a view to recommending ways of reducing the number of wrecks littering our waterways in the future.



There are presently 288 confirmed unseaworthy vessels dotted around Queensland, with a further 93 regarded as being at risk of becoming unseaworthy. More locally, we were aware of 22 within our “Gladstone South” area – which stretches from Tin Can Bay in the south to Seventeen Seventy in the north – before public response to our “Dob in a Derelict” mailbox (WaronWrecks@msq.qld.gov.au) added a further three located within Tin Can Bay. Getting rid of these vessels is far from an overnight proposition.

Legal avenues to persuade owners to discharge their responsibilities, or to obtain for ourselves the powers to do so, must be travelled down and that takes time. Once it becomes clear we can legally act to manage disposal of a vessel, tendering processes and the engagement of contractors also add to a timeframe that is measured in months rather than days or weeks.

That said, we have already removed two vessels using War on Wrecks funding from our Gladstone South area and are well advanced with plans to remove a further nine. The owner of another has done the right thing and removed it himself following our approaches.

We expect to be really ramping up our removal activities in early 2019 while, in the meantime, the War on Wrecks Taskforce is working through a public consultation program that has already included meetings in Port Douglas, Yeppoon and Southport. The taskforce is considering submissions and comments it has received at those meetings and via its mailbox. It will continue doing so until it finalises a report to the state government due in February 2019.



Further public consultation meetings will be held by the Taskforce over the next couple of months. Details are yet to be finalised, but they will be announced on Maritime Safety Queensland's website (<https://www.msq.qld.gov.au>).

If you would like to make a contribution to winning the War on Wrecks – either by reporting a derelict vessel or one at risk of becoming derelict, or by contributing your ideas to the taskforce for long term solutions, please contact us at WaronWrecks@msq.qld.gov.au.

Similarly, we invite you to contact us at that mailbox if you own a vessel in the water that you can no longer maintain. While you will be responsible for the costs of remedying the problem, we might be able to discuss ways to keep those costs down.

Let's work together to keep Queensland's coastline free of wrecks!

John Hale

Acting General Manager

Maritime Safety Queensland

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“ROMEO....THIS IS MARINE RESCUE HERVEY BAY STANDING BY ON CHANNEL 22”



DAVE MARSHMAN
- OPERATIONS
MANAGER

Those of you who have ventured to the northern end of Fraser Island or across Break Sea Spit to fish the shoals, or who are travelling north or south through Hervey Bay, will have used VHF Channel 22 to communicate with Marine Rescue Hervey Bay and/or Bundaberg.

As a general guide, vessels north of 25 degrees south, or Triangle Cliffs, should switch to Channel 22. The coverage of this channel extends almost to Bundaberg and both Marine Rescue Hervey Bay and Bundaberg Marine Rescue share the same channel for vessel traffic in the area. This channel is monitored by both MR Hervey Bay and MR Bundaberg during normal operating hours. Vessels travelling north should switch to Channel 22 at the Fairway Buoy and when 10 nautical miles past the buoy, log off with

MR Hervey Bay and Log On with MR Bundaberg while remaining on channel 22. MR Bundaberg will advise when to change channel to their local channels. Similarly, vessels travelling south should Log Off with MR Bundaberg 10 nautical miles north of the buoy and Log On with MR Hervey Bay.

The Channel 22 radio equipment that enables this coverage is a repeater located near the Lighthouse at Sandy Cape. A 30 metre tower adjacent to the lighthouse supports a variety of communication services including the antenna for the Channel 22 equipment.

The Channel 22 Repeater equipment was installed at Sandy Cape in about 1982 and over the past 36 years has proved a vital component of marine radio coverage in the northern bay area.

The Sandy Cape tower is positioned on a point 116 metres above sea level and the radio tower is approximately 25 metres in height. This combined elevation of 141 metres above sea level is responsible for the extended range provided by the Channel 22 repeater.

THE RADIO TOWER AT SANDY CAPE, FRASER ISLAND



Above: This image shows the busy top section of the radio tower at Sandy Cape. As can be seen, there are a number of services that share the same tower.



Above: The view from the Sandy Cape lighthouse is quite spectacular .

The Sandy Cape lighthouse was constructed in 1870 and was one of the first to be built from prefabricated cast iron segments that were bolted together. The materials were brought from England via Sydney by ship and then transferred by barge to Sandy Cape. They were then drawn by teams of horses to the site. The structure stands 26 metres high and contains a spiral staircase. The original apparatus had a light characteristic of one white flash every 2 minutes. The lamp was imported from England and used either colza or rapeseed oil. A clockwork mechanism had to be hand wound regularly and this rotated the apparatus to generate the 2 minute flash. The lighthouse flash was visible for 20 nautical miles (37 kilometres).



SANDY CAPE VHF CHANNEL 22 FEATURE

Radios can be a very handy tool but sometimes even the best systems can play up and will let you down at the most inconvenient time. This was recently the case with our Channel 22 repeater that is located at the Sandy Cape lighthouse on the very northern tip of Fraser Island.

Just as the Game Fishing tournament that is held each November was about to get under way, the Channel 22 radio repeater decided it was time to take a holiday. It was felt that the problem was most likely to be the batteries that had failed and a mad rush began to organise replacements.

A quick search of some old photos showed the type of batteries that were in the equipment room. This was followed by a drive to our local battery store where they were able to supply two new 110 amp-hour batteries to hopefully fix the problem. Each battery weighs about 20kg and the lighthouse is 1.5 kilometres from the beach.

We contacted National Parks on Fraser Island and they were busy working on a project up at Wathumba Creek but organised a ranger to meet us at the bottom of the track with a 4WD.

After a 90-minute boat ride to Sandy Cape and a quick beach landing, we arrived on scene with all our gear and proceeded to load up the 4WD for the trip up the dune to the lighthouse. This is a little scary as the track has been cut into the side of the dune and there is a 33 metre drop off the side if you take your eyes off the track.

It was soon obvious that the twin battery bank we thought was ours, was in fact feeding another system as there are multiple radio systems located on the site.

We quickly located our battery bank and assessed the situation. Our batteries were in a poor state of charge and due to their age, we decided to replace them. We figured out that the existing three battery 120Amp-hour system that was powering the Channel 22 repeater could be replaced with the two new batteries if we could get them to fit into the rack. It was a squeeze to get the new batteries to fit the available space but with a lot of coaxing, they were eventually manipulated into position.

Within a few hours, we had it back working and Channel 22 was operable again to vessels operating around the top end of Fraser Island.

The game fishing boats could also now talk back to their Base on the *Tasman Venture*.

SANDY CAPE VHF CHANNEL 22 FEATURE



KEVIN HARD AT WORK IN THE
CONFINES OF THE EQUIPMENT
SHELTER AT SANDY CAPE

Radio checks completed and another 90 minute boat ride home to Hervey Bay Marine Rescue followed. It had been a seven hour round trip and after refuelling, packing the gear away and the usual debrief, Commodore John came in and told us that we had an assistance request at Rooney's Point which is where we had just come from! Fortunately it was cancelled at the last moment.

If you ever get up to Sandy Cape on Fraser Island, take a walk up to the lighthouse and have a look as the view is worth the effort. The climb is steep and requires at least a moderate level of fitness.

The radio equipment is owned and funded jointly by Marine Rescue Hervey Bay and Marine Rescue Bundaberg. The radio repeater equipment provides for Boaties safety at the northern end of Fraser Island. This is not funded by government and is paid for out of monies raised by our squadrons.

The Batteries cost \$800 and the fuel around \$300. Plus four volunteers time for the day as well as National Parks time and fuel.

So, please become a member of Marine Rescue Hervey Bay and help support the facilities such as Channel 22, that we provide.

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TRAINING FOR MARINE RESCUE DUTIES

Marine Rescue Hervey Bay is always looking for new volunteers for their ranks. There are a couple of roles that require significant training. These are Crew and Radio. For each of these roles, we have regular intakes during the year and both take about 8 weeks training, plus assessments, before volunteers can be placed on our rosters.



RADIO TRAINING:

To work on the radio, an LROCP (Long Range Radio Operators Certificate of Proficiency) is required. MRHB runs regular courses and exams for the Public and MRHB volunteers for LROCP and SROCP (Short Range Radio Operators Certificate of Proficiency – VHF). Details are provided later in this edition.

During the radio training the following topics are covered in the training room sessions over the first four weeks:

- Radio Protocol (including answering radio calls and broadcasting the weather)
- SOPs (Standard Operating Procedures)
- Entering information in the computer radio log
- Search and Rescue protocols, Basic Navigation, and more.

Once these topics are completed in the training room, then the radio trainees undertake supervised shifts with other senior radio operators for a few weeks.

CREW TRAINING:

To work as a crew member, a number of marine industry qualifications are required, including LROCP and ESS (Elements of Shipboard Safety). These courses are provided 'in house' for MRHB volunteers.

Crew trainees at MRHB undertake an extensive course one night per week for 8 weeks, covering the following topics:

- ◆ Knots, Hitches, Splices, Whippings & the Tow Hitch
- ◆ Familiarisation of our vessels – boat checks – refuelling – launch and retrieval – GPS, Radar, Sounder
- ◆ Local Knowledge – Buoys and Beacons
- ◆ Basic Seamanship Skills

The course covers theory presentations, assessments, and practicals.

FIRST AID:

All MRHB volunteers are required to be qualified in First Aid and CPR. We run these courses in house for volunteers at no cost.

If you are interested in becoming a volunteer at MRHB, be prepared to commit to this up front training. Once trained, MRHB requires a regular commitment on the roster, plus regular refresher training, so that skills are maintained. Training that is undertaken at MRHB is nationally recognised, with MRHB being part of a Registered Training Organisation.



If you are interested in volunteering for MRHB, you can download a volunteer working member application form from the Marine Rescue Hervey Bay website. (Under Membership / Working Member Info.)



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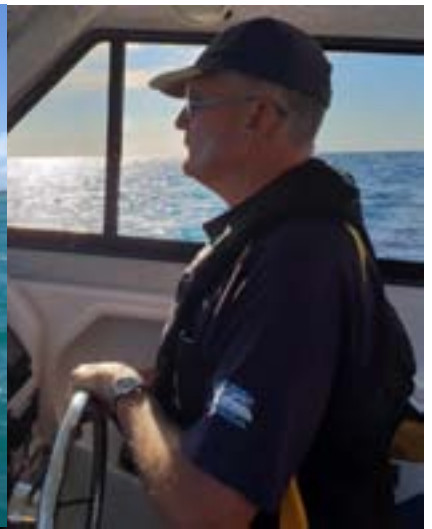
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RECENT HAPPENNINGS AT MARINE RESCUE HERVEY BAY





RESCUE ONE TRIVIA

1. **What would a sailor mean when he said he was paying off the Dead Horse?**
 - a) His horse had died and this was the expensive burial fee due to the large size of the grave needed for a horse.
 - b) Sailors were notorious gamblers and he had borrowed money to wager on a horse that performed as if it was dead.
 - c) This was to pay off debts he had incurred while waiting for his next crew employment contract.
 - d) It was the rum bill accumulated while the sailor was last in port.
2. **What is a Neap tide?**
 - a) The lowest tide of the lunar year.
 - b) A tide whose range is minimal.
 - c) The highest tide of the lunar year.
 - d) A tide which is early due to the alignment of the sun and moon.
3. **A heading of 180 degrees will take you in what direction?**
 - a) North.
 - b) South.
 - c) East.
 - d) West.
4. **Why is a bowline knot considered very useful?**
 - a) Because it is quick to tie and resembles how a shoelace bow is tied.
 - b) One end of a rope (or line) is always tied to the bow of the vessel.
 - c) It is quick to tie and also to release when wet and under tension.
 - d) It can also be used to fix a bow tie on formal occasions.
5. **What causes a sea breeze?**
 - a) A sea breeze is caused by tidal and wave activity, and increases in force during choppy conditions.
 - b) A sea breeze is caused by the temperature of the land being higher than that of the sea.
 - c) A sea breeze is part of the lunar cycle and is caused by the orbit of the moon around the earth.
 - d) A sea breeze is caused by the temperature of the sea being higher than the temperature of the land.

THE ANSWERS ARE A FEW PAGES ON

6. What was a nautical league?

- a) A rugby football variety devised originally by sailors.
- b) A nautical league is a benevolent organisation for old retired sailors.
- c) A nautical league is 3 nautical miles.
- d) A nautical league is an early term for a convoy that consisted of five or more ships.

7. Where do the highest tides occur in Australia?

- a) Derby, Western Australia.
- b) Thursday Island, Queensland.
- c) Bermagui, New South Wales.
- d) Port Lincoln, South Australia.

8. We all know what a “Yacht” is, but where did the word come from?

- a) The word “yacht” is from the old French word “yachat” meaning a sail.
- b) The word “yacht” is from the old Danish word “Yaucht” meaning a sailing vessel. These were prized targets of the Viking raiders.
- c) The word “yacht” is from the Dutch word “jacht” that translates to hunt.
- d) The word “yacht” is from the Latin word “yachit”, which means the power of the wind which describes these vessels.

9. Using the Beaufort scale, what would be the rating of a “gale”?

- a) Force 6.
- b) Force 7.
- c) Force 8.
- d) Force 9.

10. Many of you will know that Americans call a cup of coffee a “Cup of Joe”.

Why did this terminology originate from the maritime environment?

- a) It came from the Secretary of the U.S. Navy during WW1, Josephus Daniels.
- b) Captain Jack Sparrow was a teetotaler whose real name was Joseph. He was renowned for the amount of coffee he consumed.
- c) There was a New York coffee shop popular with sailors named Joe’s.
- d) Joe was a common name in America for any and every sailor. Coffee became the sailor’s drink when rum was not available and so a cup of joe was the ordinary sailor’s drink of choice.

LROCP & SROCP MARINE RADIO COURSES



If you have a radio on your boat, Australian Communications and Media Authority (ACMA) regulations require someone on board to have a certificate of proficiency to use it (Note that this does not apply to 27 MHz units). The certificate of proficiency means that person is capable of operating the radio, knows what channels to use where & when, the accepted behaviour when using a marine radio, and how to make a distress call in the event of an emergency.

This is explained further at:

<https://www.acma.gov.au/Citizen/TV-Radio/Radio/Marine-and-Amateur-Radio/marine-radio-qualifications>

To attain proficiency in marine radio use, you are required to sit for a multiple choice examination and achieve a pass mark. This is not difficult if some preparation is carried out. It is also useful to attend a training course as is held by Marine Rescue Hervey Bay.

The Office of Maritime Communications at the Australian Maritime College (AMC) is responsible for the management of marine radio examinations and certification services in Australia.

NEXT COURSE DATE 9th FEBRUARY 2019

At Marine Rescue Hervey Bay, we hold regular training courses and supervise the AMC/OMC examination necessary for you to gain your radio certification.

There are two courses:

Short Range Operator Certificate of Proficiency - SROCP (VHF use only)

Long Range Operator Certificate of Proficiency - LROCP (VHF & Long distance MF/HF, working on commercial vessels, volunteering at Marine Rescue)

During the course, we cover all the material that you need to know to sit for the examination. We also provide a lot of local knowledge on using your radio in Hervey Bay waters including the correct channels for the areas and do hands on training in using a radio.

The next date for the courses and examination (for both of the above) is the 9th February 2019. The course starts at 8.30am and takes approx. 3½ hours to complete. You then sit the exam which takes up to an hour.

The course is free for MRHB members, but for non-members, we charge a \$60 admin fee. Note that the cost of Ordinary Membership of MRHB is only \$55 so it is cheaper to become a member than simply pay for the course. See the back of this booklet for details.

The Office of Maritime Communications charges an examination fee of \$89 for either examination and everyone has to pay this fee.

For further information or to book your place for a course, log onto our website marinerescueherveybay.org.au or drop into to our office in Buccaneer Drive Urangan (beside the Boat Club) between 9am and 2pm on weekdays.

For enquiries and bookings please Phone: 4128 9666.

Course numbers are limited so please book early to ensure your place.

ASSISTS: 1st September to 30th November

Sunday 2nd September 1313 :

A 6.7m half cabin with 2/3 PoB experienced engine problems near Pelican Banks and required a tow to Urangan Boat Harbour.

Monday 3rd September 1140 :

An 11m yacht with 2 PoB experienced battery problems near Fig Tree Creek and required a jump start.

Saturday 8th September 1059 :

A 5.6m centre console with 2 PoB experienced engine problems at Wathumba and required a tow to Urangan Boat Harbour.

Saturday 8th September 2110 :

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

Monday 10th September 0653 :

A 10.6m yacht with 2 PoB experienced engine problems near Moon Point and required a tow to Urangan Boat Harbour.

Monday 10th June 1121 :

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

Monday 10th September 1947 :

A 5.9m poly vessel with 2 PoB experienced engine problems near Mangrove Point. The Water Police requested MRHB provide assistance and the vessel was towed to Urangan Boat Harbour.

Thursday 13th September 0543 :

A vessel required a relocation tow inside Urangan Boat Harbour.

Monday 17th September 1321:

A vessel near Yankee Jack Creek experienced engine problems and required assistance. While the MRHB vessel was attending, a child aboard the vessel became seriously ill and the child and mother were taken aboard the MRHB vessel and transported to Urangan Boat Harbour where they were met by paramedics from QAS.

ASSISTS: 1st September to 30th November

Thursday 20th September 1344 :

A 7.3m sail catamaran with 1 PoB experienced steering problems near Moon Point and required a tow to Urangan Boat Harbour.

Sunday 23rd September 1408 :

A 6.8m half cabin with 2 PoB experienced engine problems near Bowarrady Creek and required a tow to Urangan Boat Harbour.

Sunday 23rd September 1324:

Black smoke was reported seen at an estimated 5—10Kms off Scarness. MRHB investigated and found it to be a trawler with engine issues. No assistance was required.

Sunday 23rd September 1904:

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

Tuesday 25th September 1449:

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

Wednesday 26th September 1240 :

A vessel required a relocation tow inside Urangan Boat Harbour.

Friday 28th September 1601 :

An 6.2m half cabin with 3 PoB near the Fairway Buoy experienced engine problems and required a tow to Urangan Boat Harbour.

Friday 28th September 1823:

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

Saturday 29th September 1746 :

An 4.2m half cabin with 3 PoB near the Artificial Reef experienced engine problems and required a tow to Urangan Boat Harbour.

ASSISTS: 1st September to 30th November

Sunday 30th September 1300 :

Two motor cruisers anchored together on the outside of the rock wall at Urangan Boat Harbour broke free during a storm. Two people aboard were rescued by MRHB and one vessel was able to be towed away.

Sunday 30th September 1353 :

A 9.4m yacht with 4 PoB near the Fairway Buoy experienced engine problems and required a tow to Urangan Boat Harbour.

Monday 1st October 1905 :

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

Tuesday 2nd October 1959 :

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

Wednesday 3rd October 1647 :

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

Saturday 6th October 2148 :

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

Tuesday 9th October 1744 :

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

Friday 12th October 0844:

A 5.1m half cabin with 2 PoB near Big Woody Island experienced engine problems and required assistance.

Friday 12th October 0956:

MRHB was requested to deliver a water pump to a vessel south of Urangan to aid in recovery.

ASSISTS: 1st September to 30th November

Friday 12th October 1548:

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

Saturday 13th October 0907:

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

Tuesday 16th October 1035:

QAS requested the medivac of a patient from Kingfisher Bay to Urangan Boat Harbour. MRHB was requested to provide a First Responder.

Thursday 18th October 1908:

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

Monday 22nd October 1746:

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

Tuesday 23rd October 0725:

A vessel at Rooney Point with 2 PoB experienced battery issues and required a jump start.

Thursday 25th October 1427:

A 7m power boat with 2 PoB near Round Island experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 27th October 0650:

MRHB was requested to tow a 3.5m tinny from Awinya Creek to Urangan Boat Harbour.

Saturday 27th October 0900 > 1400:

MRHB provided a vessel on standby for assistance to the superbos event.

ASSISTS: 1st September to 30th November

Saturday 27th October 1403:

A 5.1m half cabin with 3 PoB near Kingfisher Bay experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 27th October 1524:

A 9.5m power catamaran with 2 PoB near the Fairway Buoy experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 28th October 0900 > 1400:

MRHB provided a vessel on standby for assistance to the superbos event.

Monday 29th October 0052:

An 11.5m yacht near Urangan Boat Harbour dragged its anchor and required a tow into Urangan Boat Harbour.

Monday 29th October 0904 :

A vessel required a relocation tow inside Urangan Boat Harbour.

Friday 2nd November 1147 :

A vessel required a relocation tow inside Urangan Boat Harbour.

Saturday 3rd November 1919:

An 8m power cruiser with 2 PoB east of Big Woody Island experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 7th November 1636:

Two kite surfers in the vicinity of Urangan to Torquay required assistance.

Wednesday 14th November 1022:

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

Thursday 15th November 1409:

A 6.2m half cabin experienced engine problems and required a relocation tow inside Urangan Boat Harbour.

Saturday 17th November 1033:

A 7m half cabin with 2/2 PoB north west of Rooney Point experienced engine problems and required a tow to Urangan Boat Harbour.

ASSISTS: 1st September to 30th November

Sunday 18th November 0953:

A 6.5m motor cruiser with 1 PoB near Coongul Point experienced engine problems and required a tow to Urangan Boat Harbour.

Sunday 18th November 1048:

A 6.8m half cabin with 3 PoB near Wathumba experienced engine problems and required a tow to Urangan Boat Harbour.

Saturday 24th November 1002:

A 6.5m runabout with 4 PoB near Moon Point experienced engine problems and required a tow to Urangan Boat Harbour.

Wednesday 28th November 1415:

A 13m ketch with 2 PoB near Wangoolba Creek experienced engine problems and required a tow to Urangan Boat Harbour.

Note: This list of assistance requests does not include the occasions where requests for assistance are cancelled nor does it include ceremonial duties such as scattering of ashes, or being on the water and available for specific events such as the recent catamaran racing events. It also does not include the many training exercises that are regularly undertaken.



QUARTERLY OPERATIONS STATS

1st Sept TO 30th November 2018

TOTAL VESSELS LOGGED:	825
RADIO CALLS:	3,664
ASSISTS (ex training):	50
TRAINING/CEREMONIAL ASSISTS:	41

TRIVIA ANSWERS

1. c) When a sailor was in port for an extended period between crew duties, they would often spend all they earned aboard ship on rum, food, and lodgings. Innkeepers would then give them credit until their next voyage. It was typical for ship owners to provide a sign on advance of their wages to encourage sailors to accept contracts. The sailors would then use this to pay off their debts and hence the first part of many voyages for sailors was working for money that was already spent and gone. They called this paying off the Dead Horse as they were effectively working for nothing during this period. It is akin to borrowing money to purchase a horse and to have it die before it earned enough to repay the debt.
2. b) Neap tides are those where there is the least change (or range) between high and low water.
3. b) North can be expressed as 000 or 360 degrees, East is 90 degrees, South is 180 degrees, and West is 270 degrees.
4. c) The bowline knot is easy to tie and very useful for quick release under tension compared to many other knots.
5. b) During the day, the sea requires much more sunlight than the land to increase in temperature and so the land heats up quicker. The land then warms the air above it by conduction and this makes it less dense. The air pressure decreases below the pressure over the sea and air flows from the more dense pressure region above the sea to the less dense region above the land creating an onshore or sea breeze.

**FRASER
COAST FM 107.5**

Boating Weather on the hour every hour

TRIVIA ANSWERS

6. c) One nautical league = 3 nautical miles or 5.556 kilometres. It is an old distance measure that is no longer used. There were a number of variations in the definition of the length by various countries. The league originated from the distance a man could be expected to walk in a day.
7. a) Derby, in Western Australia, experiences tidal variations of more than 11.5 metres (almost 38 feet). These King Tides, as they are called, are due to topographical features on the sea floor. The highest regular tides on earth to be recorded, have been measured in the Bay of Fundy, Nova Scotia, Canada, at 16.3 metres (53.5 feet).
8. c) The word yacht derives from the Dutch word “jacht or jagtschip” which means a hunting ship. These sailing vessels were sleek and fast, and typically were 15 to 20 metres long. They were used by the Dutch Navy to pursue pirates. Yachts became popular for sport and recreation during the 1600s in England.
9. c) The Beaufort Scale is a wind grading scale invented by Rear Admiral Sir Francis Beaufort in 1805. Beaufort was born in Ireland in 1774 and was a distinguished British Naval Officer. A Gale is defined in the Beaufort Scale as a wind level of Force 8 which corresponds to 34-40 knots.
10. a) Secretary of the U.S. Navy Josephus (Joe) Daniels, a teetotaler, is remembered in maritime history for his decision in 1914 to ban all alcohol (particularly rum) from aboard American naval vessels. This caused naval personnel to coin the phrase that they were limited to a “cup of joe”. The expression gradually filtered into mainstream American language. Daniels was actually a newspaper editor who was active in politics before being appointed Secretary of the Navy during WW1. Daniels is also remembered for banning houses of ill repute from operating within five miles of any U.S. naval base.

MARINE RESCUE HERVEY BAY SUPPORTER MERCHANDISE

NOW ON SALE
AT THE ADMIN OFFICE
MONDAY - FRIDAY 9AM > 2PM

- Stubby Coolers - \$6.00
- Peak Caps - \$20.00 (These are strong cotton and not the cheap nylon ones)
- Bucket Hats - \$10.00
- Key Rings with light - \$2.20
- Lanyards - \$3.30
- Sun shirts - \$85.00

We also stock a selection of local charts for the Great Sandy Strait / Fraser Island area.





QBSA Licence
No. 62589

Hervey Bay Design Group

Building Design & Drafting

Steve Gray

Shop 9/12 Nissen St,
Pialba, Qld, 4655
hbdg@bigpond.net.au

Ph: (07) **4124 0600**



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

Hyne Timber	Greg Schmidt
Hervey Bay RSL	Peter Gallagher
Specsavers Optometrists	Bayside Slimmers
Westpac	Point Vernon Cafe
The Bay Op Shop	Aaron Petherbridge
Burrum Heads Blue Water Boat Club	Russell Snubbers
Kevin Stafferton	Harris Scarfe

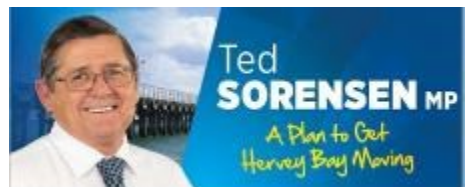
and a number of other donors who wish to remain anonymous.



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MARINE RESCUE HERVEY BAY MEMBERSHIP FEES

\$90.00 So\$ Full Member

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

\$55.00 Ordinary Member

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

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

\$11.00 Members with No Boat

Payment Methods

On our website at : marinerescueherveybay.org.au

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

Alternatively payment can be made by direct deposit to BSB 064492

Account No. 10075748.

RECIPROCAL RIGHTS FOR MARINE RESCUE HERVEY BAY So\$ MEMBERS

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

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

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

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

AREA RADIO CHANNELS

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

HB RADIO CHANNELS & WEATHER

VMR HERVEY BAY RADIO CHANNELS

VMR Hervey Bay Call Sign: VMR466

Urangan Boat Harbour and surrounding areas: VHF 73 or 27.91

North of Latitude 25° S : VHF 22

South of Garry's Anchorage: VHF 67

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

Distress Calls: All areas VHF 16 or 27.88

Supplementary Distress Channel: All areas VHF 67

WEATHER BROADCASTS

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

07:15

12:15

17:15

on VHF Channel 67

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

RESCUE ONE

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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