



Autumn 2018 | QF17 Tin Can Bay Edition

RESCUE

Sunshine Coast

The Official Magazine of AVCGA Sunshine Coast Squadron

QF4 Caloundra / QF6 Mooloolaba / QF5 Noosa / QF17 Tin Can Bay / QF21 Sandy Strait



QF17 News

Coast Guard's Got You Covered

Container Lines

What Value a Donation?

UAVs & SAR Operations

In Memory Of ...

Snapper Creek



Google Earth

Crab Creek



Google Earth

High resolution imagery courtesy of Google Earth Pro



PUBLISHING INFORMATION

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For advertising enquiries, please contact the flotilla representative for your area

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Welcome to the Autumn edition of *Coast Guard Rescue Sunshine Coast*. The magazine reaches a special milestone with this 21st issue.

Back in 2012, I was Publications Editor at QF17. I had first come on board early in 2010 and revamped the flotilla newsletter into a full-blown magazine. It was the quality of this publication which caught the eye of then Sunshine Coast Squadron Commodore, Robin Hood.

Back then, the five flotillas of the Sunshine Coast Squadron each had their own flotilla publications - QF4 had *Quarterdeck News*; QF6 had *The Compass*; QF5 had *BarWatch*; QF17 had *Bay Tidings* and QF21 had *Strait Talk*. Each publication had its own format, style and content and nothing drew the flotillas together as a squadron.

Robin first approached me in mid-2012 about taking on the task of drawing the Squadron's "mish-mash" of publications into one Squadron magazine which delivered the same quality production as the QF17 magazine.

It took six months of discussions with representatives from the flotillas to nut out the format the new magazine would take and to ensure that it would meet the specific requirements of each flotilla. I was provided with a computer and the software to produce the magazine and Issue 1 of *Coast Guard Rescue Sunshine Coast* was published in the Autumn of 2013.

Only three of the five flotillas contributed to that first issue, but after seeing the positive response it received, all five were on board for Issue 2. Since then, the magazine has gone from strength to strength. I am extremely fortunate to have a great team of sub-editors - one from each flotilla - providing an eclectic selection of boating-related stories and all the news and views from their flotilla's activities.

The format has proven so successful that here we are 21 editions later and still going strong. To recognise the milestone, the cover of this issue features some of my favourite cover photos from the past five years.

As usual, we have a really interesting mix of hopefully thought-provoking stories in this edition, so find a quiet place, indulge a while and enjoy the read.

Safety by all Means.

Julie Hartwig

Editor, Vice Captain Publications, Sunshine Coast Squadron

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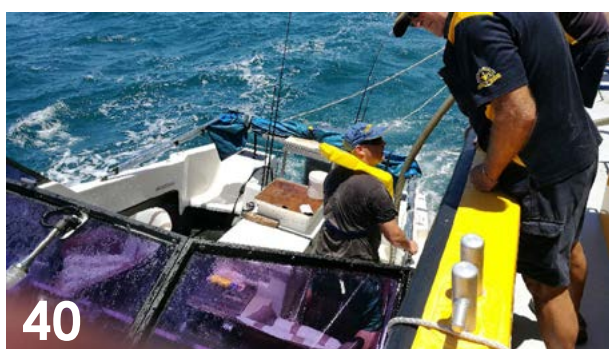
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RESCUE ONLINE

It's easy to stay connected with your local Coast Guard flotilla. If you're on the go and you want to read **Rescue** magazine on your portable device, simply visit Coast Guard's national website and download your local flotilla's edition straight to your smart phone or tablet. You can even get back issues - just click on the issue you'd like to read. Visit www.coastguard.com.au, click on Queensland on the map, choose your local flotilla from the list and download. While you're there, check out all the info about your local flotilla and catch up on the latest news from Coast Guard flotillas across Queensland, Victoria, South Australia and the Northern Territory.

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GET SOCIAL WITH COAST GUARD

QF4 Caloundra: <https://www.facebook.com/qf4.th>

QF5 Noosa: <https://www.facebook.com/coastguardnoosaQF5/>

QF6 Mooloolaba: <https://www.facebook.com/coastguardmooloolabaQF6>

QF17 Tin Can Bay: <https://www.facebook.com/coastguard.tincanbay>

QF21 Sandy Strait: <https://www.facebook.com/coastguard.sandystraits.qf21/>



HOLIDAY RAFFLE RESULTS

The Holiday Raffle was drawn at the Open Day on Sunday 18 March.

First prize was a 1 week family holiday at Ramada Tea Tree Resort at Coffs Harbour (to be taken during the April/Easter school holidays). The Book Buyer's Prize was \$250 cash.

Results:

1st Prize: Dale Coomber.

Book Buyer's Prize: Dale Coomber.



Above: QF17 Commander Phil Feldman with a happy raffle winner Dale Coomber.

MOUNT RESCUE II REPOWERED

QF17's secondary rescue vessel, *Mount Rescue II*, has recently been repowered with two 100hp 4-stroke Suzukis replacing the previous 175hp Suzuki and 15hp auxiliary. The reasons for the repowering included:

- Better compliance with survey requirements to have two engines when operating offshore;
- Engine hours made it financially viable to trade the 175+15 in at this time;
- Two 100hp engines have improved the vessel's handling characteristics and performance.



Above: Mount Rescue II with new Suzuki engines

QF17 Coast Guard Tin Can Bay Memorial Stone & Garden

QF17's Memorial Stone and Garden are located at our Base at Norman Point. The garden faces Snapper Creek and has seating to enable quiet reflection about loved ones. Plaques can be placed on the memorial stone in memory of loved ones. Ashes Scattering services can be performed within the Great Sandy Strait, Tin Can Inlet and East of the Wide Bay Bar (weather conditions permitting). A Chaplain is available for ceremonies.

Enquiries and information: Please contact the Base on 5486 4290



FLOTILLA OPEN DAY - SUNDAY 18 MARCH 2018

Photos from the Flotilla's recent Open Day by Julie Hartwig. Read the full story on page 13).



Clockwise from left: Stephen Donnelly demonstrates how to tie a Truckie's Hitch on a Sampson Post; Daryl Williams demonstrates an orange smoke flare and a red (night) flare; FTO Keven Hufschmid gives Linda, Shirley and David a tour of the Base; Annie and Olaf at the Visitor Sign In tent with Kathleen Wardhaugh; Alex, Ella, Ian and Liam during their tour of Cooloola Rescue III; Young Alex tries his hand at throwing a heaving line while brother Liam looks on.

QF17 TO HOLD BASIC BOATING SAFETY COURSES

Here's a couple of scenarios ...

Scenario 1: *Husband and wife go out for a day's fishing. They have done this activity together for many years without a problem. Despite that, the wife knows nothing about operating the boat; she has always done as her husband has told her with regards its operation. On this occasion, the husband has a fall and is rendered unconscious. The husband has not logged on with Coast Guard.*

The wife panics. She needs to call for help, but does not know how to use the boat's VHF radio and has no idea where they are because she does not know how to operate the boat's GPS or even read the latitude and longitude displayed on the GPS screen. She does not know how to drive the boat and has no idea of what First Aid to provide for her husband. All she has is her mobile phone. She calls 000, which activates the emergency services - Ambulance, Water Police and Coast Guard - but without knowing where she is, no one can help her.

This scenario could be even worse if the boat is in offshore waters or the casualty has suffered a heart attack (QF17 has actually experienced an assist in this situation), broken limbs or some other life-threatening, incapacitating medical emergency.

Scenario 2: *Two kids (aged 7 and 10) go out fishing with their Dad. Like the previous scenario, they do this a lot. But one day, Dad falls overboard while they are on their way to their favourite fishing spot. He isn't wearing a life jacket, is a poor swimmer and hasn't logged on with Coast Guard.*

Dad has never allowed the kids to touch anything on the boat (radio, GPS, engine controls, etc), so suddenly finding themselves alone on the boat with no one at the helm is a frightening experience. The older child has often watched his Dad driving the boat and knows that to stop the boat, he has to move the throttle to neutral. He does this, but by then their Dad is a long way behind them and they have no idea how to get back to him. They don't even have a mobile phone to call for help because that went overboard with their Dad. The older child has seen his Dad talking on the radio to his fishing mates, but he doesn't know how to operate the radio. In desperation, he picks up the microphone, presses a button and asks if anyone can help them ...

A discussion about such scenarios saw the idea to run a Basic Boating Safety Course evolve. The course is aimed at the partners, wives, girlfriends, kids and friends of boat owners and in general, people who go out on boats with more experienced operators but have minimal experience in handling small power boats and the associated safety and operating requirements. Topics to be covered will include basic operation of small power boats (starting and stopping the engine, driving, etc), anchoring, what safety equipment the boat carries and how to use it, how to read a GPS (latitude and longitude to obtain a position), using marine radio in emergencies, who to call for help in an emergency, how to manage an emergency until help arrives, and more.

To date, the response to the concept has been extremely positive, with excellent feedback reporting that such a course is a "brilliant idea". Providing people with basic self-help boating information could help prevent a situation deteriorating into a major rescue situation. In a worst case scenario, knowing what to do and having the confidence to do it could be the difference between saving and losing loved ones.

The course will cost \$10.00 per person and \$15.00 per family. These fees will be deducted or waived for course participants who take out Marine Assist subscriptions. The first course is being scheduled for June. The actual date and time will be advised when known - watch our Facebook page. Interested persons may contact QF17 on 5486 4290 to register their interest. Course group size will be limited. Additional courses will be scheduled as required to meet demand.



OUT & ABOUT WITH QF17 ...



Above: Brian Morris on the job at BCF. Photo by Chris Morris.



Above: SAREX raft up. L-R Mount Rescue, QF21's Jupiter One, Hervey Bay Water Police vessel S.W. Gill and Cooloola Rescue III in Teebar Creek. Photo by Lynn Milnes.



Above: Our training tinnie, The Bathtub living up to its name. Photo by Lynn Milnes.



Above: SAREX MOB exercises. A Water Police officer jumps in to "rescue" a man overboard. Photo by Lynn Milnes.



Above: Radio Officer Jon Jones on duty in the Radio Room. Photo by Julie Hartwig.



Above: Casualty recovery exercise with the Water Police. Photo by Lynn Milnes.



Squadron News

ACCC ISSUES PRODUCT RECALLS FOR INEFFECTIVE LIFE JACKETS

In recent weeks a number of product recall notices have been circulated in the boating media. The recalls are as follows:

JETPILOT LIFE JACKET RECALL

On 16 January 2018, the ACCC announced a Product Safety Recall on JETPILOT THE CAUSE KIDS NEO VEST PFD Model HD211, sizes 3-4, 4-6 and 8-10. The PFDs were sold online and by major water sports retailers from August 2016 to the date of recall in January 2018.

Defect

The product does not comply with the minimum buoyancy requirements of the Australian Standard AS4758:1:2015 for Life jackets. The flotation material provides insufficient buoyancy.

Hazard

In an emergency situation where the user enters the water, the product may not provide the required flotation for the user to stay above the waterline. As this product is a children's PFD, this is a particularly hazardous fault.

Consumer Action

Consumers should immediately stop using the vest and return it to the place of purchase for a full refund.

For more information, consumers can contact Jetpilot Australia on 07 5665 8333 or email Jetpilot Australia on customerservice@jetpilot.com

For more information on this product recall, visit the ACCC website at <https://www.productsafety.gov.au/recall/jetpilot-australia-pty-ltd-the-cause-kids-neo-vest-personal-flotation-device-pfd>



Julie Hartwig

JARVIS WALKER LIFE JACKET RECALL

As a result of a Maritime Safety Victoria (MSV) investigation, on 19 January 2018, the Jarvis Walker company submitted a voluntary product recall notification to the Australian Competition and Consumer Commission (ACCC) for faulty block-style lifejackets or personal flotation devices.

MSV tested a single life jacket batch and model number for a particular design fault. Other life

jackets with the same fault have since been identified. The recall includes adult life jackets nationally in the order of 40,000 products sold in single and twin packs. Some of the life jackets have also been sold in New Zealand.

Affected life jackets

Adult Block PFD Type 1. Sold under two brands as three separate codes (all have single unit marking of PFD TYPE 1).

- Single unit code 241050 Platinum brand: Sold from Jul 2011 – Dec 2015
 - Single unit code 56000 JW Brand: Sold from Jan 2012 – Dec 2015
 - Twin pack code 241300 JW Brand: Sold from Aug 2014 – Oct 2017
- (See the ACCC product recall notice *Jarvis Walker Pty Ltd — Adult Personal Flotation Device (PFD) Type 1.*)

This is a common life jacket type, often provided free of charge to boat buyers within sales deals. MSV is working diligently with the supplier to have the faulty batch removed from retail outlets and to alert the public to avoid buying/relying on the identified life jacket.

Defect

MSV undertook its own testing of the Jarvis Walker block-style life jacket model Type1 PFD of batch number WD-15-0588 (Date of manufacture: October 2015). The life jacket was constructed with a suspected design fault of having the waistband affixed to one side only. In testing, it was found that the unsecured side of the life jacket slipped free of the waistband when test subjects entered the water.

Hazard

Subsequent loss of integrity in the life jacket meant the wearer's head would likely not be held securely out of the water, posing a serious risk of drowning in the event of a marine incident. The results of the testing found the life jacket did not conform with the 'Ability to withstand impact' and 'In-water performance' sections of Australian Standard AS-1512.

It is understood by MSV that there may be other batches of varying dates of manufacture that also have this design fault. Subsequent designs from Jarvis Walker include fixtures of the waistband on both sides of the block-type life jacket by way of affixed loops.

Consumer Action

Boaters are advised to watch the Australian Competition and Consumer Commission ACCC product safety website for any product recall advice.

All boaters are advised to:

- Check your own Jarvis Walker and other branded block-style life jackets for a similar design fault. If a fault is found, cease using the block PFD immediately and return it to your supplier for replacement with a design that has the waistband secured on each side, either by stitching or through secured loops on each side.
- Check that other branded life jackets of any style have a waistband that is securely affixed on both sides. For children's life jackets, a crotch strap is recommended for extra security.
- Be aware that life jackets bought online from international suppliers may not meet Australian Standards.
- Ensure life jackets are stored so that they are visible and therefore accessible by all passengers during an emergency.
- Review life jacket safety information. Visit the Maritime Safety Queensland website at <https://www.msq.qld.gov.au/Safety/Life-jackets.aspx>. You can also view MSQ's Life Jacket Safety campaign at <https://www.msq.qld.gov.au/About-us/Maritime-safety-campaigns/Life-jacket-wear-it>.

Jon Colless, QF21



Above: A Jarvis Walker life jacket with waistband only affixed on one side. Model: Type 1 PFD, Batch: WD-15-0588 (October 2015).



Above: A subsequent batch of the same model Jarvis Walker life jacket with a loop on each side of the jacket to better secure the waistband and both foam blocks. Model: Adult PFD 1, Batch: Multiple batches.

More Information Consumers can contact Jarvis Walker on 03 8787 6900, email recalls@jarviswalker.com.au or go to <http://www.jarviswalker.com.au>.

The product recall notice on the ACCC website includes a list of retailers who sold these products - <https://www.productsafety.gov.au/recall/jarvis-walker-pty-ltd-adult-personal-flotation-device-pfd-type-1>

SOS ... DO I NEED AN SMS?

Who needs an SMS?

If you own or operate any type of boat that is used for any kind of commercial purpose, you will almost certainly need to have a written Safety Management System (**SMS**) in place. This includes charter fishing boats, hire and drive jet skis, jet boats with passengers, trawlers, ferries, water taxis, sunset cruise gondolas, para-sailing vessels, dive tenders – the works. If a boat is used in connection with a money-earning activity, it is likely that it must have an SMS (**SOS!**).

If you own or operate such a boat and you do not have an SMS in place right now, you must act immediately.

The owner is either the legal owner of the boat or the party whose name appears on the Certificate of Operation. The owner has the duty to 'implement and maintain' an SMS which ensures the operations of the vessel are safe (i). The master or person operating a boat in any kind of commercial application must 'implement and comply with' the vessel's SMS (ii).

Heavy penalties can result from an owner or master's failure to comply with the necessary SMS requirements. More importantly, a failure to have a properly considered SMS in place could lead to the death or injury of a person.

In practical terms, it is more likely that the failure to have a proper SMS in place will result in the regulator issuing you a Prohibition Notice – meaning that you will be unable to use the vessel subject of the notice until an appropriate SMS is in place.

The period of downtime resulting from a Prohibition Notice could be very costly to a business operation.

How do I prepare an SMS?

Fortunately, Part E of the National Standards for Commercial Vessels (NSCV) describes quite clearly what needs to be in an SMS. Basically, your SMS must contain:

- Vessel details

- Owners and designated person's contact details
- Risk assessment
- Statements of owner's and master's responsibility
- An assessment and determination of appropriate crew levels
- Procedures for all onboard operations
- Emergency procedures.

There are many components to the above items, and it is easy to end up with a very long SMS which doesn't really do its job – which is to make your commercial boating activity safer for crew and passengers.

In order to maximise the usefulness of your SMS, we have found it is best to construct the document in the following stages:

Stage 1: Do a skeleton of all the headings required by Part E, NSCV and fill out all the basic contact information and vessel details.

Stage 2: Go straight to a risk assessment.

Consider all of the day to day operations of your boat when used in its commercial setting, and all of the things that could go wrong - 'risks'. For each 'risk' identified, think about how likely it is to occur, and about how severe the consequences would be if it occurred. Finally, think about all the things that can be done in order to minimise the chances of the identified risks occurring (called controls).

Stage 3: All of the controls identified at Stage 2 become the basis of your operating and emergency procedures. Make sure your procedures are simple, in bullet points and kept readily accessible for your crew. Ensure that drills are conducted regularly to ensure procedures are being followed.

Stage 4: With the procedures completed, you will have a good feeling for the manning requirements of the boat, which will enable you to complete the appropriate crew assessment. Remember, a boat cannot be used for a

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commercial purpose if only the *minimum crew* is carried. The boat must have *appropriate crew* for commercial use, and that is what your SMS appropriate crewing assessment is for.

Ensure you have a system for recording incidents and improving the SMS in response to the causes of those incidents. The SMS must also be reviewed each year. This ensures it is a 'living' document.

As an owner and master, you should also ensure that all new crew are familiar with the SMS and have a section where crew can certify that they have been inducted and have carried out drills as appropriate.

There is your new SMS!

Once the document has been created, make sure it is handy and in a form that is easily presented to Marine Safety Inspectors (MSI) if they visit to conduct a monitoring activity. The inspectors

will ensure that you, the master and crew are familiar with the contents of the SMS, and that the operation is actually conducted in accordance with the words in the document.

The completed SMS is a very important document to a maritime business. No matter the size of your commercial boat or the scope and scale of your business operation, this is a document that forms the basis of a safe and compliant operation. In the event of an incident, the first question you will be asked by an investigator may well be ... 'Show me your SMS'

*Anthony Stanton
Pacific Maritime Lawyers*

References:

- (i) *Marine Safety (Domestic Commercial Vessel) National Law Act 2012, Section 12 (2)(b)*
- (ii) *Ibid Section 16(2)*

QF17 OPEN DAY

QF17 held the first of several planned Open Days on Sunday 18 March. Over forty people visited the base to gain an inside look at how a marine rescue flotilla operates.

A number of demonstrations and interactive activities were on offer, including flare demonstrations, throwing heaving lines, using tow lines, rescue boat tours, base and radio room tours, handling ropes and learning how to tie common knots. There was also a large amount of information available about the services offered by QF17 and the AVCGA, including volunteer membership, Marine Assist subscriptions, ashes scattering and the Memorial Garden, boating and safety information, and public education courses (including LROCP/SROCP, First Aid/CPR, Bar Crossing, Coastal Navigation, Basic Boating Safety).

A Sausage Sizzle - which always improves every Australian community function - was a big hit with visitors and volunteers alike. The Open Day also provided a final opportunity to purchase tickets in the Ramada Coffs Harbour Holiday Raffle, which had been running since Christmas. The winner was drawn at the end of the day.

QF17 would like to thank all members of the public who visited and our volunteers for putting in the hard work to make the day a success.

Julie Hartwig



Top right: Ian Reid sizzling sausages. **Centre right:** Flare demonstration; **Left:** Max Van Dorssen and Dianne Reid at the Raffle Ticket/Sausage Sizzle tent. **Above centre:** Visitors line up for tours of the rescue vessels; **Above right:** Radio Operator Wayne Hanson shows cruising yachties Doug and Sue how AIS is used to track vessels crossing the Wide Bay Bar.



We've Got You Covered

Sunshine Coast Squadron: Providing Coverage of the Greater Sunshine Coast Waterways

Words Julie Hartwig - Editor

If you go to sea in the waterways of the greater Sunshine Coast, the five Flotillas of the Sunshine Coast Squadron have got you covered.

Our Area

The area covered by the five Flotillas of the Sunshine Coast Squadron includes over 120 nautical miles of coastline, including Bribie Island and Fraser Island, and inland waterways including Pumicestone Passage, rivers, lakes and canal systems around Mooloolaba and Noosa, the inshore waters and adjacent creeks of Tin Can Inlet, and the Great Sandy Strait from the entrance to Wide Bay Harbour north to McKenzie's Jetty on Fraser Island, including the Mary River up to the Barrage. These locations include some of the most popular recreational boating and fishing destinations on the south east Queensland coast.

Furthermore, the operational area also extends 50 nautical miles into offshore waters. In certain circumstances, our rescue vessels even venture south into Moreton Bay and into the offshore waters east of Moreton Island.

Our Flotillas

The Sunshine Coast Squadron is comprised of five Flotillas - QF4 Caloundra, QF6 Mooloolaba, QF5 Noosa, QF17 Tin Can Bay and QF21 Sandy Straits. Each Flotilla is managed by a Flotilla Commander, who is supported by a Deputy Flotilla Commander, an Administration Officer, a Purser and a Training Officer. This Executive team is further backed up by section officers who manage the various areas of operation including Communications (Radio), Fundraising, Maintenance, IT, Special Projects, Workplace Health and Safety, to name but a few.

While we are a volunteer organisation, we are still required to maintain compliance with a wide range of local, state and federal government legislation, including MSQ, AMSA, ASQA, Council By-laws, as well as in-house AVCGA Constitution, By-laws, National Training Orders (NTOs), Standing Orders (SOs), Standard Operating Procedures (SOPs) and Ship Management Systems (SMS).

Our Volunteers

The members of the Coast Guard Flotillas who provide the maritime rescue coverage are all volunteers. They're a unique bunch who come from a variety of professions and often provide their specialist skills and knowledge to their Flotilla free of charge. While these specialist skills may set them apart from each other, the one thing they all have in common is a love of the sea and all things nautical.

AVCGA provides its volunteers with a range of training courses, including boat qualifications from Competent Crew (deck hand) all the way to Commercial Coxswain, marine radio operations, and First Aid/CPR. AVCGA is a registered training



Right: QF4 volunteers.

organisation (RTO), so regardless of the course, the training provides our volunteers with competence in a wide range of marine-related skills and knowledge. This gives confidence to the boating public that when calls for assistance are received, the assistance rendered is "top shelf". This in turn gives our volunteers a real sense of pride in what they do and achievement when they do it - we enjoy our work!

Our Rescue Vessels

The five Flotillas of the Sunshine Coast Squadron have 15 rescue vessels (three at each Flotilla) equipped with the latest technology in electronics and navigation at their disposal for performing rescue operations. Each Flotilla has a primary rescue vessel (usually used for offshore and some inshore operations), a secondary rescue vessel (for use primarily in inshore waters), and a third vessel (used for shallow inshore waters and training activities).

These vessels are expensive to purchase and costly to maintain due to the nature of the environment they operate in and the regulatory compliance this requires, and while some the secondary and training vessels are reconfigured recreational powerboats, most primary rescue vessels and many secondary rescue vessels are designed and custom-built or configured specifically for use in marine rescue operations.

Our Services

AVCGA is not a 9-5 agency. While our bases may have "office hours", our rescue service is available 24 hours a day, seven days a week, 365 days a year. If you're on the water and get into trouble, help is just a radio or phone call away (or in a worst-case scenario, an EPIRB activation away!).

Our Communications Rooms - it's no longer all done by radio - operate seven days a week, 365 days a year, providing communications coverage that includes radio, mobile phone, landline and email points of contact.

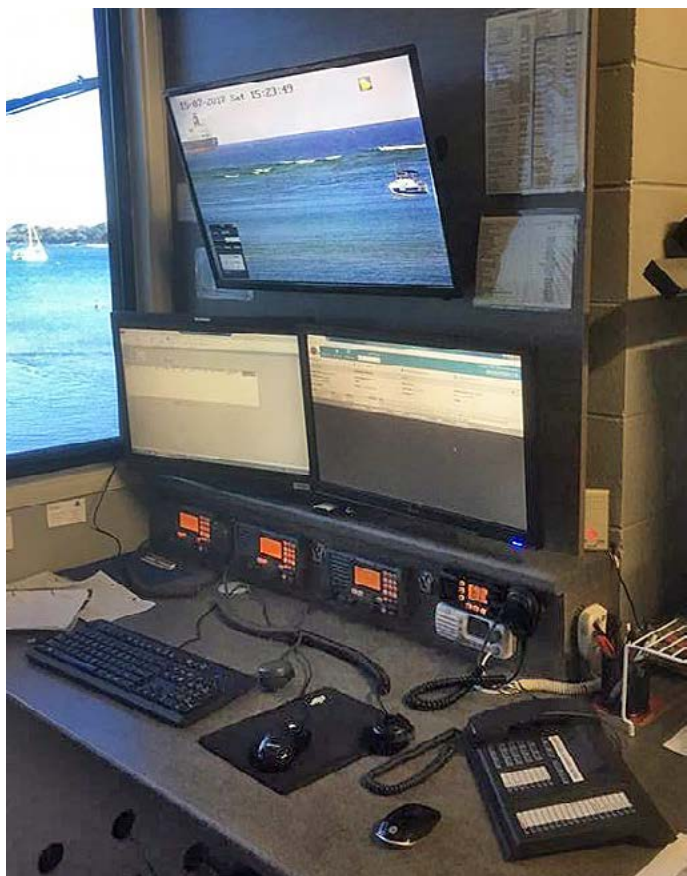
The important message we give to boaties is to LOG ON BEFORE YOU LEAVE. Our radio coverage is a free safety net service offered to all mariners. Logging on before you leave can save valuable time in the event of an emergency and can be the difference between life and death or serious injury. Not only that, but knowing you are "on our log" provides peace of mind for families and friends.

The hours of operation at each Flotilla do vary, so check with your local Flotilla. A list of radio frequencies monitored, operating hours and base contact details can be found at the back of this issue.

We also offer maritime and safety-related courses to the general public. These courses include CPR and



Right, from top: Primary rescue vessels from QF4 (Caloundra Rescue); QF5 (John Waddams); QF6 (Mooloolaba Rotary Rescue); QF17 (Cooloolo Rescue III) and QF21 (Pride of Maryborough).



Above: The Communications Room at QF4 Caloundra.
Right: We provide First Aid/CPR training to members of the public and community service organisations.



First Aid, marine radio (LROCP, SROCP and AWQ), Bar Crossing and navigation. Check with your local Flotilla to see what courses they offer and when their next courses are being held.

Our Flotillas also offer the boating public a program called Marine Assist. This is like RACQ membership for boaties. Some Flotillas offer different levels of coverage, depending on your area of operation. Payment of an annual subscription provides a generous range of benefits, with most Flotillas offering at least one free tow per year, depending on the type of Marine Assist subscription taken out. For more information, contact your local Flotilla.

Our Funding

As a wholly volunteer organisation that is a registered charity, our Constitution does not allow us to charge for the rescue services we provide to the boating public. To cover the cost of providing this service, we rely on donations from the assisted mariners. If you ever have the misfortune to end up on the end of one of our tow lines or requiring other assistance, please consider the cost involved in bringing that tow line or assistance to you - wherever you are - to bring you home safe to your family. (Ed: See the article "What Value a Donation?" elsewhere in this issue.)

Our Flotillas receive only a small proportion of our funding from local, state and federal governments. This funding includes operational grants and special funding towards the purchase of new rescue vessels and the refit of existing rescue vessels.

A large portion of our funding comes from the general public. We rely heavily on good old-fashioned raffles, sausage sizzles, donation tins, market stalls, and special fundraising events such as fishing competitions and roadside collections. It's hard work - it takes an awful lot of \$2.00 raffle tickets, sausages, time and effort to raise enough money to buy a \$1 million rescue boat!

As demand for our services increases, so do our costs. To fill the gap, we are grateful for the corporate support that our Flotillas receive from the small businesses which operate in our local communities. These businesses provide tremendous support through monetary donations, sponsorships and providing goods - often by donation - for our other fundraising activities. We could not continue without their support, so we ask our supporters to please support the local businesses which support us - what goes around, comes around!

Our Communities

As part of our commitment to our local communities, we offer a range of services to the community. All Flotillas are able to perform Ashes Scattering/Memorial services and each has a Memorial Wall. For more information about these services, see the article elsewhere in this issue.

Our volunteers also get out and about in our local communities making promotional and information visits to schools and community groups. If your organisation is interested in finding out more about Coast Guard, contact your local Flotilla to arrange a visit.

All Flotillas in the Sunshine Coast Squadron have a presence on social media through Facebook pages. If you're on Facebook and are not connected with your local Flotilla, search Facebook, then "like" your local Flotilla to keep up to date with all their latest news and activities. You can find links (web addresses) to all the Flotillas' Facebook pages on the Contents page of this issue.

Inter-Agency Liaisons

As a marine rescue organisation, we work closely with other emergency service agencies including the Volunteer Marine Rescue Queensland (VMRQ), Water Police (and land Police from QPS), the Rescue Coordination Centre (RCC) in Canberra, Queensland Ambulance Service, Queensland Fire & Rescue Service, various helicopter rescue services, SES, and Surf Life Saving Australia through local surf clubs. Other agencies with which we liaise include Maritime Safety Queensland (MSQ), Australian Maritime Safety Authority (AMSA), and Vessel Transit System (VTS) operators at major ports in Brisbane and Gladstone who provide after-hours radio coverage on the VHF emergency channel 16. Occasionally there is also interaction with the armed forces (RAN and Army).

Our Squadron's Statistics - March 2017 to March 2018

- Number of vessels assisted: 515
- Value of vessels assisted: over \$20 million
- Fuel costs: over \$60,000



Top: QF6's Mooloolaba Rotary Rescue towing a trawler from east of Moreton Island.

Centre: QF5 volunteers at the Flotilla's information and fundraising stall at Eumundi Markets.

Above: Crew members from a Royal Australian Navy patrol boat provided assistance to this sinking runabout until Mooloolaba Rotary Rescue arrived on the scene.

More Information

Contact information for each Flotilla in the Sunshine Coast Squadron can be found on the Squadron Contacts page in this issue.

For more information about AVCGA and your local Flotilla, visit the Coast Guard website at www.coastguard.com.au



Container Lines

Compiled by Julie Hartwig - Editor, QF17

Shipping containers. We've all seen them, most commonly stacked up in container ports or on flat-bed trailers on freight trains and trucks. Some of us have purchased old ones to use as back yard storage. People are even building architect-designed homes out of them. But their primary use remains as a means of shipping cargo around the world, and for the most part, these large metal, stackable boxes are the most cost-effective way to move large amounts of manufactured goods from one place to another. But what happens if a container falls off its designated mode of transport, especially when that mode of transport is a ship at sea?

No Treasure Here

Boaties and beach combers on Queensland's southern coast recently had their own encounter with a shipping container. Crusted with barnacles and peeling paint, the Maersk container was spotted floating in waters off the southern Queensland coast, before finally washing ashore on Moreton Island in the early hours of Tuesday 6 March.

Earlier this year, the Australian Maritime Safety Authority (AMSA) confirmed it had received reports of a container drifting off the Queensland coast.

An AMSA spokesman said, 'On 22 January, AMSA received a report of a container with similar markings to the one which washed up on Moreton Island, drifting approximately 650km off the Queensland coast.'

The next container sighting was reported approximated 30 nautical miles north east of Mooloolaba over the weekend of the 3rd and 4th of March. A Facebook post by a passing boatie warning of the container's location went viral with close to 2,000 shares.

However, an AMSA spokesman said, 'Given the distance offshore and the time between the two container sightings, AMSA cannot confirm that the container sighted in January is the same container that washed up on Moreton Island.'

The white container, adorned with the Maersk shipping company's name and logo, has had red and



Above: The Maersk shipping container spotted adrift off the southern Queensland coast.



Left: The Maersk container washed up on Moreton Island.
Above: This damage to Thomas Ruyant's boat "Le Souffle du Nord pour le Projet Imagine" occurred after hitting a shipping container in the Southern Ocean somewhere between Tasmania and New Zealand in the Vendee Globe Yacht Race.

white tape placed across the door and the words "Keep Out" spray painted on it. The container became something of an attraction, but if visitors were looking for treasure, they were out of luck.

A Maersk spokeswoman confirmed the reports that one of the company's containers had washed up on Moreton Island. She also confirmed the container was empty. Maersk, the world's largest shipping company, moves 17 million containers around the world each year, and loses very few of those.

'In 2016, Maersk lost only five containers overboard,' the spokeswoman said. 'Between 2000 and 2016, we lost an average of 57 containers per year and most were single incident losses.' The biggest loss in a single incident occurred in the Bay of Biscay in 2013 when the *Svendborg Maersk* lost 517 containers during a hurricane.

The spokeswoman was unable to confirm where or when the Moreton Island container was lost.

'Maersk Line takes our commitment to the environment extremely seriously and will bear full responsibility for removing the container,' she said. 'AMSA is currently working with Maritime Safety Queensland and the Queensland Parks and Wildlife Service to ensure the container is removed safely.' The container will be removed by barge to the Maersk container depot at Fisherman's Island.

Collisions with Unidentified Floating Objects (UFO's)

Coast Guard Mooloolaba Commander Bill Asher said, 'Shipping containers lost at sea pose a huge risk to mariners. Yachts have been known to collide with them. They can tear the hull out of a boat and capsize or sink it.'

Solo yachtsman Paul Lutus survived one such encounter one night while sailing around the world on his 31-foot shoal draft Pacific Seacraft double-ender *Mariah*. One night while sailing in the Indian Ocean, Lutus was jarred awake.

'My boat lurched in a way I had never experienced before,' he recalled. 'I went topside with a flashlight and saw a large, rectangular, object floating just at water level. It was massive ... much bigger than my boat. I later realized it was a waterlogged container.'

Fortunately for Lutus, *Mariah* was a sturdy boat with a three-inch-thick fiberglass hull below the waterline. As a result, its hull remained watertight, but had he struck one of the container's four sharp corners, he might not have been so lucky.

Sink or Swim?

While most containers lost overboard simply sink to the bottom of the ocean floor, never to be recovered, empty containers can float for a considerable time, posing a hazard to mariners large and small, commercial and recreational.

Evidence indicates that a 40-foot container with 30 tonnes of cargo rolling around inside it will lose its structural integrity, but just how quickly it sinks depends on the cargo itself. A container filled with electronic components wrapped in Styrofoam will float longer than a cargo that is easily waterlogged. Refrigerated containers - known as "reefers" - are inherently more buoyant due to their insulated foam interior, as are tank containers. They generally remain afloat for a long, long time.

According to Vero Marina, a 20-foot container can remain afloat for up to 57 days, while a 40-foot container will remain afloat for more than 160 days. That is sufficient time to collide with something, especially since a fully-loaded container will generally float only 18 inches (45cm) about the water surface. Furthermore, they don't always show up on radar and can be especially hard to spot at night.

While this may not be much of a problem for large ships, it is a major problem for small

recreational cruising yachts (i.e., under 100ft). A Google search reveals a plethora of stories by yachties relating their hits and near misses with partially submerged “unidentified floating objects” such as shipping containers. Some are just glancing blows resulting in minor damage to the vessel (and major damage to the yachtsman’s mental health), while others cause catastrophic damage, resulting - as Commander Asher related - in capsizing, sinking and total loss of the vessel, and in turn a major search and rescue mission (provided the yacht’s crew survive the impact and immediate aftermath).

What Happens to Container Cargo Lost at Sea?

Hundreds of ships are losing random containers on a continuing basis. Contents from containers nobody knows are lost wash up on shore all the time. In 2006, a beach on North Carolina’s Outer Banks was blanketed with bags of Doritos corn chips, most of them unopened.

While working on a 2,000-ton icebreaker and assisting a ship which had lost containers overboard, Richard Laporte remembers running over a container.

‘These things kept popping up,’ Laporte said, referring to the containers. ‘We split one open after hitting it head on at 12 knots. It was full of Cheez Whiz.’ (Ed: A creamed cheese dip popular in the USA).

While on the subject of flotsam and jetsam washing up on beaches and wandering the world’s ocean currents, Donovan Hohn recently wrote an amusing book, *Moby-Duck*, which tells the story of tracking a container full of rubber ducky bath toys washed overboard from the *Evergreen Ever Laurel* in 1992. The ducks drifted all over the world and are still being found!

Shipping Container Losses at Sea

So what is the true story about shipping container losses at sea? How many containers are actually lost each year at sea?

This frequently asked question is difficult to answer. Firstly, there are a number of reasons why shipping containers are lost off ships at sea. These reasons include everything from severe weather and storms to human-related mishaps such as ship groundings and collisions.

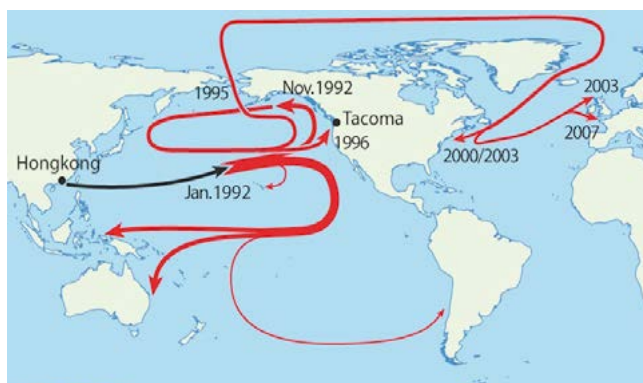
A Google search throws up a wide variety of figures from a couple of hundred a year to five-digit numbers, but most are unsubstantiated. This is mainly because surveys of the shipping companies to hang a figure on this question are few and far between. The best estimate came when the World Shipping Council conducted a poll of its member companies, which make up approximately 90% of the world’s containership capacity. The companies were polled on shipping container losses at sea for the years 2008 to 2010 and again in 2014.

Combined 2011 and 2014 Survey Results

For the combined six-year period from 2008 to 2013, the World Shipping Council estimates that an average of 546 containers were lost each year (excluding catastrophic events). When catastrophic events were included, the average annual lost was 1,679 containers.

2011 Survey of Container Losses - 2008 to 2010

During this three-year period, an estimated average of 350 containers were lost each year (excluding catastrophic events). When catastrophic events were included, the average rose to 675 containers lost each year of the period.



Top: Damage to a steel-hulled yacht after a collision with a shipping container.

Centre: 29,000 plastic ducks set sail on the world’s ocean currents after the container carrying them fell overboard from the *Evergreen Ever Laurel* in 1992.

Above: A diagram of the journey of the plastic ducks showing how they travelled around the world on ocean currents and where and when they washed up.

2014 Survey of Container Losses - 2011 to 2013

During this three-year period, an estimated average of 733 containers were lost each year (excluding catastrophic events). When catastrophic events were included, the average rose to 2,638 containers lost each year of the period. This represented a massive 297% increase, so it is fair to say that losses are increasing.

Rare Catastrophic Events

The increase in losses factoring in catastrophic events for the 2011 to 2013 period came as a result of two rare catastrophic events: the 2011 grounding of the *MV Rena* off New Zealand, and the 2013 sinking of the *MOL Comfort* in the Indian Ocean.

Reports into these incidents show that the *MOL Comfort* alone resulted in the loss of all 4,293 containers, marking this incident as the worst containership loss in maritime history. The *MV Rena* lost approximately 900 containers overboard when it ran aground and consequently broke up on a reef off the coast of New Zealand in 2011.

Facts and Fiction - The Big Picture

Now these numbers may seem like a lot, but put them into perspective and they are a far cry from the 10,000 figure some commentators are broadcasting. In fact, the WSC called the five-digit figure "unsupported and grossly inaccurate" in its report into the problem.

The other factor that must be included in the equation is the comparison of losses to the volume of containers actually carried by the industry. In 2013 alone, the international shipping industry carried approximately 120 million containers packed with an estimated \$4 trillion worth of cargo. Taken in that context, the losses are minimal.

Regardless of the figures, containers lost at sea pose a number of dangers to the maritime industry, including environmental hazards, safety of navigation, economic loss of cargo, and recovery costs.

Chris Kock, World Shipping Council President said, 'Every container loss is one the industry would like to avoid. The industry is supporting a number of initiatives to increase container safety and reduce such losses. While nobody can eliminate the risks caused by bad weather or vessel casualties at sea, care and cooperation amongst those who pack, handle, weigh, stow and secure containers on ships is needed to improve safety.'

Sources:

Maersk Container: Patrick Williams (ABC); Collisions with UFO's: John Geoghegan (Ocean Navigator); Shipping Container Losses at Sea: Mike Schuler (gcaptain.com)



Above: The *MV Rena* lost an estimated 900 containers when it ran aground, broke up, and later sank off the coast of New Zealand in October 2011. Photo courtesy Maritime New Zealand

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What Value a Donation?



Words Julie Hartwig - Editor

Here's the scenario: You're out boating. You're having a great day on the water, but when it comes time to head home, you find there's a problem with your boat - your outboard won't start, your battery is flat, you've run out of fuel. It doesn't really matter what the problem is, you're not going anywhere under your own power. Who do you call? Coast Guard.

Without hesitation, they send a rescue boat to tow you home. Several hours later, you're back at the ramp. You tell the Coast Guard crew who rescued you that you're just going to put your boat on its trailer, then you'll come over to the Base and make a donation. This "promise" is taken at face value by the Coast Guard crew. You can imagine their disappointment when the boatie they've just spend several hours assisting is last seen driving out of the car park, boat in tow, having never come near the base to make the promised donation.

You may think this is an exceptional scenario, but sadly, it's a common and very frustrating sight. Why? Because there still remains a public perception that the flotillas of the AVCGA are fully government funded, when the reality is that the hard-working Coast Guard volunteers now have to go out and sell more raffle tickets and sausages to cover the cost of the fuel the rescue vessel expended assisting the now acknowledged "ungrateful" boatie.

So, what value do you put on Coast Guard assistance? Let's face it, unless another boatie happened to come by and was willing to tow you home, who would come to your assistance? If you couldn't call on Coast Guard, you would be at the mercy of the sea and the instigator of a far greater calamity than you initially thought possible or probable.

Due to the constraints of its Constitution, the AVCGA does not issue invoices or demand payment for services rendered. A donation is all that can be requested, and this is only to cover the cost of the fuel used to provide you with assistance. Coast Guard flotillas do not make money out of towing broken down boats back to ramps and marinas.

Coast Guard flotillas receive approximately 25% of their annual budgets from state government



funding programs. The remaining 75% is raised by flotilla fundraising activities. This comprises public donations (raffle ticket sales, sausage sizzles, donations for assists) and corporate donations and sponsorship packages. Some flotillas are fortunate enough to receive local government funding, but this is the exception rather than the rule - local Council budgets are just as tight as those of Coast Guard flotillas! In these days where operating costs are increasing faster than income, flotillas are constantly struggling to keep their heads above water (pun intended!). This is where we rely on public support, whether through supporting our fundraising activities or by making donations for assistance rendered.

All five flotillas in the Sunshine Coast Squadron have Facebook pages and there's lots of support out there in social media land for Coast Guard. "You guys do a great job!" is an often seen comment. Unfortunately, social media comments do not pay the expenses incurred when assistance is rendered and no donation from the assisted boatie is forthcoming. Nor do promises.

In situations like the scenario described earlier, Coast Guard asks only that assisted boaties consider the cost - and value - of the assistance rendered. We encourage boaties to make donations, not just give promises to donate.

The Cashless Society

One of the major fundraising problems not-for-profit organisations come hard up against is the "Cashless Society" we now live in. It's all well and good to rattle a bucket or a donation tin, but these "devices" do not accept PayWave. This kind of "bread-and-butter" fundraising is strictly cash and therein lies the problem. The Cashless Society makes it extremely difficult for flotillas to raise cash in the public arena.

For example, QF17 Tin Can Bay hold their annual Roadside Collection every Easter. Five years ago, this collection raised over \$14,000 - people had ash trays, centre consoles and gloveboxes full of "shrapnel" and they were happy to throw it in the donation buckets. Fast forward to 2017 and the same collection raised just over \$11,000. As one of the "bucket brigade", shaking a bucket on the side of the road, the reduction in available cash was notable and often accompanied with an apology of "sorry, that's all I've got".



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While this \$3,000 reduction in funds does not appear to be a large sum of money, when every dollar counts and the fuel bills are rolling in for assists that have not received donations to cover costs, it's the difference between being able to pay the bill or subject another area of operations to "short commons".

Donating in the Cashless Society

So how do we address this issue and include the Cashless Society in our fundraising activities?

One of the easiest ways is for rescue vessels to be equipped with mobile EFTPOS terminals that operate via the mobile phone networks. Assisted boats can donate either at the point of assistance or at the ramp or marina before the boatie can make his "getaway".

Using the same technology, all flotilla bases have EFTPOS terminals, so even if you don't have cash, you can still make your donation using "plastic" - all you have to do is visit the Base. Donations using cards can also be done over the phone - just call the flotilla which assisted you.

If you're lagging behind the Cashless Society times and still use a cheque book, all flotillas have postal addresses - put a cheque in the post.

Tap Tins - the way forward in a Cashless Society?

One new solution to the problem of maintaining donations in the changing payment landscape is Tap Tins. A Tap Tin is like an EFTPOS terminal. The "tins" are fully self-serve allowing customers to make contactless donations via card. The terminals are PayWave-equipped and can be set up so customers can make set value donations or nominate an amount. Receipts for donations can be sent by SMS. The terminals operate on the 4G network and donated funds are paid out weekly, thereby providing a regular income stream.

Top and right: Selling raffle tickets and hosting sausage sizzles are two of Coast Guard's main fundraising activities, but volunteers have to sell a lot of these to pay for \$1 million dollar boats.





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There are costs involved - terminal rental fees and commissions deducted - but some large charities are already on board, including the RSPCA. These terminals are ideal for fixed location fundraising activities such as market stalls, and would even be suitable for use for point of assistance donations.

For more information, visit the Tap Tin website at <https://taptins.com/>.

Marine Assist

Finally, a word about the Marine Assist programs run by all flotillas in the Squadron. This program works like RACQ Roadside Assistance except it's for boats. Boaties pay an annual fee for a subscription to the service, which includes a number of benefits, including a limited number of free tows. In the vast majority of cases, and provided your boat is well maintained and does not break down every time you venture out on the water, the cost of this subscription will pay for itself on the rare occasion when you do break down.

For information about the Marine Assist program, contact the Marine Assist Officer at your local flotilla (details on the Marine Assist information page in this issue).



Above: Tap Tins ... could these be the way forward for fundraising in a cashless society?



Above: Marine Assist - your safety net on the water.





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SAREX Tin Can Bay

Words Julie Hartwig - Editor QF17

After lengthy negotiations between QF17 and the Hervey Bay Water Police, the long-awaited SAREX was finally conducted at Tin Can Bay on Saturday 3 March. Assets involved in the exercise included two rescue vessels from QF17 (*Cooloola Rescue III* and *Mount Rescue*), two rescue vessels from QF21 Sandy Straits (*Pride of Maryborough* and *Jupiter One*), and the Hervey Bay Water Police vessel *S.W. Gill*, which had three POB (two police officers and one MOB dummy) and acted as the "vessel in distress".

The QF17 Base served as the SAR Incident Room and was manned by three police officers (including a SARMC - Search and Rescue Mission Coordinator), and QF17 Base Radio operators (including the Flotilla Radio Officer, a SAR Coordinator and four duty radio operators).

Prior to the commencement of the exercise, the WP SARMC conducted a briefing for all personnel involved, including an outline of the SAR scenario.

The exercise kicked off at 0908 with the receipt of a call for assistance from a 40-foot power cat, *S.W. Gill*, which reported that the vessel, with three POB, had a fire on board and the crew had sustained superficial burns. The vessel was unable to provide detailed information about their position, only that they were in a creek to the left of the main channel and had anchored there the previous evening to shelter from the weather.

The Flotilla Commander (FC) was informed and the SARMC requested the duty radio operator obtain more detailed information about the situation on the vessel. It then became apparent that one of the three crew was missing overboard. This added a further dimension to the exercise and escalated the scenario.

Unable to provide a lat/long for their position, the SARMC requested the RO ascertain the vessel's position by observations of the local environment made by the crew. They provided the information that they had followed three red marker poles into the anchorage. Unfortunately, there are a number of creeks in the vicinity



Above: Hervey Bay Water Police SARMC (standing) and his team (left) in the "Incident Room" at the QF17 Base.

which have red marker poles. The FRO demonstrated the value of “local knowledge” by asking if the red markers were in a straight line or a dog-leg. The crew confirmed the red markers had been in a dog-leg configuration, which immediately identified that the most probable creek was Teebar Creek.

At 0915, *Mount Rescue* and *Jupiter One*, each with two crew and two observers on board, were tasked to proceed to Teebar Creek to search for the distressed vessel. At 0940, *Cooloola Rescue III* and *Pride of Maryborough* departed base, tasked to search Tin Can Inlet for the MOB, with *CR11* searching to the south of Teebar Creek and *PoM* to the north as far as Inskip Point. It was assumed that as the tide was ebbing, the MOB would be carried out of Teebar towards the main channel.

Jupiter One located the *S.W. Gill* in Teebar Creek and reported that due to the fire on board, all of the vessel’s electronics and propulsion systems were disabled. Comms were established and maintained through a VHF radio.

The fire had been extinguished. With the crew of *Jupiter One* treating the two injured crew for burns, the exercise then turned to the search for the missing third crew member, who was last seen floating away from the boat an hour earlier. *Mount Rescue* was tasked to search upstream when it was realised that when the crew fell overboard, the tide in the upper reaches of the creek had not yet begun to ebb. The MOB was eventually located in mangroves south west of Bird Rock. He was recovered, returned to the *S.W. Gill* and treated for burns and a head wound. Management of the casualties included discussion regarding evacuation, but it was deemed that their conditions were not serious and they were later returned to Tin Can Bay for further treatment by ambulance.

This concluded the exercise. However, in the opinion of the SARMC, the RV crews found the distressed vessel and MOB “too quickly”, so all on task (including the Water Police officers) took the opportunity to conduct MOB drills and practice expanding search patterns commencing at different locations by lat/long.

The exercise was officially terminated by the SARMC and all vessels and personnel returned to Base by 1140. SARMC conducted a debriefing, which was followed by a BBQ lunch.

While search and rescue operations are the exception in Coast Guard operations, exercises like this are vital to enable our volunteers to train for “real life” SAROPs.

Many thanks to the officers from Hervey Bay Water Police for organising and coordinating the exercise.



Above: Hervey Bay Water Police vessel *S.W. Gill* served as the vessel in distress.



Above: The crews of *S.W. Gill* and Coast Guard vessels participate in MOB drills in Teebar Creek.



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Maintenance ... Same Old, Same Old

Words Ian Cranney - Skipper & Vessel Maintenance Officer, QF6

Well, another Christmas/New Year break is done and dusted. The weather over the holiday period was generally pretty good with the boat ramps in the Mooloolah River getting a good bit of use (although I'm not sure the fishing was that good). Parking was a bit of an issue on some days and as I wandered through the trailer park towards QF6 to start my duty day, I couldn't help but notice the condition of some of the trailers. I thought to myself "if the trailer is in such a bad way, what is the boat like?" How some of the rigs got as far as the ramp, I'll never know! Rusty axles, rusted out springs, cracked and worn out tyres, and obviously faulty lights were a fairly common sight. I shudder to think of the condition of the wheel bearings.

Well, back to the boats. I am pleased to report that with the increase in boating traffic in our area, the number of call outs doesn't seem to have markedly increased over the years. A lot of this I put down to better design and proper maintenance. I think we are lucky that most current engine systems don't lend themselves to home servicing.

Most of our assist requests can be put under the categories of run out of fuel (bad passage planning), electrical (usually flat batteries), or blocked filters (usually caused by lack of vessel use and rough water stirring up the sludge from the bottom of the fuel tank). The rest are usually just plain bad luck.

With maintenance being my thing, I can't get too excited about the skipper who doesn't allow for the need of extra fuel. Know your boat and the amount of fuel you think you will need for the trip. The rule of thumb is to put an extra 20% in your tank. With my own boat, I get nervous if I set out without full tanks (and yes, I'm lucky my two little tanks



Above: Would you trust this rusty piece of chain to hold your pride and joy on it's trailer?



Above: Ensure you have plenty of fuel to not only get you to your destination, but to get you home again.

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only hold 40 litres, not 400). You would be surprised at the number of vessels we have to assist within five nautical miles of the harbour that have just come back from the Barwon Banks or Caloundra Wide with fuel problems. Maybe I'm getting cynical in my old age.

Flat batteries can be more than a minor inconvenience. A flat battery when you are out wide means not only no start but, unless your vessel has a dedicated house battery, no communications. Several times, I have had to go out after dark to assist a flat battery breakdown from in amongst the shipping lanes off Mooloolaba. Without a radio you can't tell the container ship bearing down on your position that you are in his path. Your mobile phone backup is useless in this situation. If you are lucky, he will be maintaining a good lookout and can see your faint little lights or flashing torch, but if we know your approximate position, we can contact him to tell him you are there. Good luck. Make sure have a proper marine deep cycle battery and not an automotive type that is not designed to take the pounding of a fast hull.

Fuel tank contamination and blocked filters are not so common, but cannot be dismissed lightly. Can you imagine the end result of negotiating our river mouth at the moment and suddenly your engine cuts out? Rock walls, sand bars and a big swell! Not exactly a match made in heaven. If you survive, imagine the paperwork from the insurance company and MSQ. Most of this problem can be avoided by keeping your fuel tanks full, which reduces the build-up of condensation from the atmosphere and using biocide additive to kill the growth of fungus on the fuel/water interface. Don't think this is just a diesel problem. I have seen it with motor spirit as well.

Anyway, back to the holiday break. I'll just touch on a couple of incidents that I was directly involved in as the rescue vessel skipper. The first was just outside the river mouth and luckily enough, on our duty day. We were heading back in for lunch when one of the crew spotted a fibreglass runabout just outside the western breakwater. The people on board were trying to attract our attention and it was fairly obvious things were not going well. When we got up alongside we could see the boat was not in good condition. The waves were starting to break, so a quick hook-up with the towline and into the river. Four people on board, no safety gear, no anchor. The owner had purchased the boat for the princely sum of \$1,500 and decided to take his mates out for a run.

The second was a call from a ketch enroute from Tangalooma to Mooloolaba. He'd been staying over at Tangalooma for the holiday break and then headed for home. Flat battery at Tangalooma, so Redcliffe Coast Guard gave him a jump start. With NNW winds between 10 to 15 knots, he decided to motor all the way. You guessed it - blocked filters. We picked him about five miles from the harbour. Luckily, we got him in on the top of tide just after dark. Just a little bit of fun as we rafted him up to Lawries Marina. A couple of small tinnies decided to try to go between us and the ketch being towed. Fortunately for them, at the last minute they realised they weren't going to fit between us.

Anyway, I'm glad the holiday break is over and we can get back to relatively normal operations.



Above: Ensure your battery is fully charged and of a type that is "fit for purpose" - i.e. a marine battery. Automotive batteries are not suitable for use in boats.



UAVs: A New Generation of SAR



Words Julie Hartwig - Editor QF17

Search and Rescue. It's an emergency activity with two distinct and very different phases. The Rescue part normally sees the culmination of a SAR operation, with the person/persons in grave and imminent danger being retrieved to a place of safety. But to get to that point, one must complete the Search phase. By its very nature, this can be a long, tedious, time sensitive operation in which every second counts. SAROPS often require the deployment of many valuable - and expensive - assets including fixed and rotary wing aircraft, boats and ships, two and four-wheeled motor vehicles, and animal (i.e., dogs and horses) and human resources.

These days, modern technology has seen the practices used in Search and Rescue evolve into a specialist area of emergency service operations. But there is one piece of technology which is revolutionising SAR: Unmanned Aerial Vehicles, otherwise known as UAVs or in layman's terms, Drones.

The use of UAV's in SAR operations is still in its infancy, but these devices can provide critical support to SAROPS. In a typical SAR scenario, UAVs can be deployed in the target area to perform sensory and information gathering operations, detect signs of presence of human life, and send data and imagery to on-scene rescue teams or remote command stations.

UAV SAR missions also enable search teams to avoid unnecessarily entering hazardous areas and to search a wider area quickly and for less cost than using traditional search assets.

The potential uses for UAVs in SAR situations are extensive and include:

- Remote area searching
- Remote/dangerous/inaccessible scene assessments



- Monitoring areas affected by natural disasters such as cyclones, floods, earthquakes, tsunamis, bushfires, avalanche, where normal access has been prevented due to damage to road, rail, air and maritime infrastructure
- Monitoring and searching flooded areas after major weather and rain events to locate victims as quickly as possible
- Remote monitoring of gas, chemical and nuclear-related accidents
- Gathering data at accident scenes including motor vehicle, train or plane crashes.
- Reducing search times due to the ability to fly at lower altitudes where conventional aircraft cannot operate.



Above: UAVs can provide visual monitoring of rescues in difficult to access locations.

Drones used for SAR purposes are fitted with high definition (HD) video and photographic cameras and provide SAR personnel with the ability to monitor SAR target areas in real time and in fine detail before committing to a rescue plan.

UAV's can also be fitted with FLIR (Forward Looking Infrared Radar). This technology provides an effective way of scanning a target area by detecting heat sources such as body heat given off by humans and animals in both day and night conditions.

Furthermore, additional sensors can alert rescuers of other dangers such as gas leaks or radiation before entering a rescue scene.

The latest advances in UAV technology are seeing the deployment of a "command" drone which controls a number of other drones by WiFi. Controlled by just one operator, this configuration of drones allows large areas to be searched quickly and efficiently without the requirement to expend traditional resources, not to mention the cost effectiveness of using unmanned assets.

Some of the benefits of using UAVs for SAR include:

- Quickly ready for use. Aircraft and helicopters take a certain amount of time until they are ready for use, and have operational limitations which require leaving the task theatre to refuel and change crews. UAVs can be used directly and without delay.
- UAVs are weatherproof. Constructed with carbon fibre housings, SAR drones work reliably in difficult weather conditions such as rain, snow, wind, dust, heat and extreme cold.
- UAVs are not affected by extreme heat and cold, making them ideal for use in bushfire monitoring and severe winter storm conditions.
- UAVs designed specifically for SAR operations have extended flight times, thereby reducing downtime due to recharging/replacing batteries.
- Improve rescuer safety with remote assessment. With data transfer to incident rooms and control/command posts taking place in real time, the deployment of UAVs removes the necessity for firefighters and other support personnel to enter danger zones to assess situations.
- SAR UAVs have payload capabilities further extending their range of functionality. UAVs fitted with modular payload systems can have various devices attached, such as a conventional video camera, a

Mount Pleasant Social Club



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gas measuring device, a thermal imaging camera. While the payload capacity is limited to loads of around 5kg and under, they can also be used to deliver emergency supplies such as food and water and medical supplies to people in remote or inaccessible areas.

- In maritime situations, UAVs can be deployed from land or from seaborne assets to deliver EPIRBs, life rafts and floatation devices, thereby extending survival times until traditional rescue assets arrive on the scene.

Many of the SAR deployment scenarios for UAVs are evolving from use by military and law enforcement operations which use drones extensively for aerial surveillance. As the technology continues to develop, these capabilities will gradually filter down into civilian SAR applications.

UAV Use by Volunteer Marine Rescue Organisations

The use of UAV's in this theatre has the potential to drastically reduce the reliance on volunteer resources when conducting the search phase of a SAROP. This is especially the case when the SAROP is being conducted in severe weather conditions which pose considerable risk to volunteer boat crews.

In certain situations, it is entirely feasible that on water assets may not need to be deployed at all. For example, if the UAV is able to locate persons in the water, which can then be retrieved by helicopter rescue.

Other benefits include:

- Technology such as UAVs will attract the younger generations to VMR organisations which are traditionally viewed as "grey Navies".
- In many areas of VMR operations, the use of UAVs will reduce operational costs. Compared to the purchase and maintenance of maritime equipment (e.g., rescue vessels, electronics, etc), drones are inexpensive to purchase, operate and maintain.
- Use of UAVs in many operational activations may assist in reducing time on task. For example, by sending a drone out ahead of a rescue vessel, it can pin-point the target location and stream real time data and film footage back to the rescue vessel, thereby enabling response preparation to be made before the RV arrives on task.

Case Study - Caister Lifeboat

The independent lifeboat service at Caister, near Great Yarmouth, Norfolk in the UK, is trialling a fleet of drones fitted with lights and cameras for use in sea search and rescue operations. The cameras feed live video footage to screens on the lifeboat, giving the lifeboat crew a better view of the water, and helping them to find a person in the water more quickly. In the frigid waters of the North Sea, this could potentially be the difference between life and death.

The drones are launched from the front of the lifeboat and perform an automatic box search around the boat. The drones' floodlights also provide a better view at night.

The drones use the prototype Fleetlights technology, which was developed by the Direct Line Insurance Company in 2016 in a bid to solve a lack of street lighting. It was donated to the lifeboat service. Fleetlights are drones fitted with a floodlight and controlled by an app which follows a person home at night, lighting up their journey. The concept was not widely accepted due to regulations, but drone expert Peter King of Total UAV is helping the Caister Lifeboat team develop the technology for use in maritime SAR operations.



Above: UAV's utilised in maritime SAR situations.



Above: Caister Life Boat is trialling a drone to assist with SAR operations.

Asked about the benefit of using drones to rescue a person at sea, Peter King said: 'Normally you're at sea level trying to look out from the lifeboat. The swell is above the boat so you have to wait until you're on the crest of a wave, and the person you're searching for might be in a trough. They might be 20m away and you still can't find them. Using the drones as an eye in the sky is like having multiple Coastguard helicopters up there at the same time.'

While the use of the drones is still undergoing extensive testing, discussions are ongoing with Britain's Civil Aviation Authority about bringing the UAV's into regular use in sea search and rescue operations. Current CAA regulations cap the maximum legal range of a drone at 500 metres, but Mr King said he hoped to put forward a 'safety case' for permission for the lifeboat drones to go further.

A CAA spokesman said permission could be granted in 'certain circumstances for certain people', but that drones could not sense and avoid other things to a high degree of accuracy so there were safety issues that needed to be worked through.

'If a drone collided with a search and rescue helicopter the result could be catastrophic,' the spokesman said, adding, 'We absolutely want to support the use of drones so we're an enabler for people using drones as long as they're done safely, so the risk of harming people in the air is controlled.'

Paul Garrod, chairman of Caister Lifeboat, said, 'In the past, there have been instances where we have been unsuccessful when searching for someone in need of help. Perhaps if we had been equipped with the drone technology, these searches would have had a positive outcome. Improving visibility above and around boats, especially at night, will help us to locate those in danger much faster, meaning more lives could be saved.'

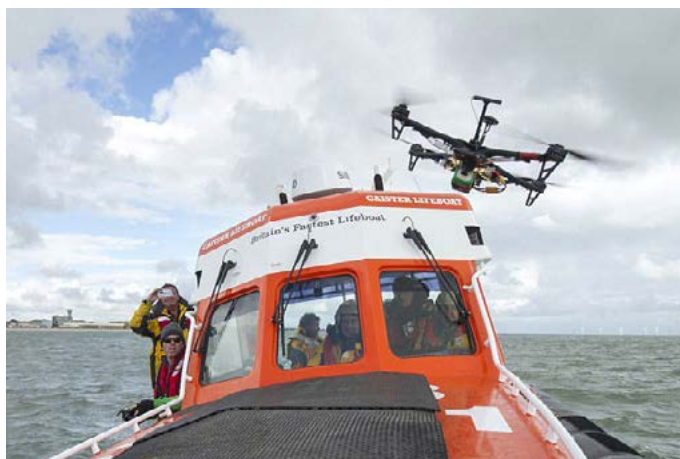
A Direct Line spokesman said the drones donated to the Caister team would be used in searches and as a proof of concept ahead of a meeting with HM Coastguard and the Department for Transport, where a national roll-out would be discussed.

Into the Future

The possibilities of UAV technology in SAR and marine rescue operations is almost endless. The limiting factor is the willingness of organisations to embrace it. The wheel does not have to be reinvented; the technology is out there and in use already. All that remains is for marine rescue organisations in Australia to get on board.

Caister Lifeboat Photos by Rob Todd

Caister Lifeboat Drones - Source: <http://www.dailymail.co.uk/sciencetech/article-4899386/Lifeboats-Norfolk-trialling-DRONES-search-rescue.html>



Above: Caister Life Boat is trialling a drone to assist with SAR operations.



In Memory Of ...

Compiled by Julie Hartwig - Editor

Did you know that all five flotillas in the Sunshine Coast Squadron each have their own Memorial Wall (or garden) and offer Ashes Scattering services to their local communities? Each of the walls has been designed to suit the local landscape and the services provided can be tailored to the specific requirements of the bereaved families. You do not have to be a Coast Guard member to utilise any of the following services - we offer them as a service to our local communities.

Ashes Scattering Services

The scattering of a loved ones ashes at sea is a deeply moving experience. It can be another step towards closure or simply carrying out the last wishes of the deceased, making the scattering of ashes a memorable and satisfying experience.

For those who had a deep connection to the sea, Memorial Services at sea allow loved ones to bid a final farewell, knowing the ashes of those they cared for most are in the care of the sea. You may wish to say a few words as the ashes are scattered or a Coast Guard Chaplain can say a few on your behalf. A limited number of immediate family members can be accommodated on our rescue vessels.

All five flotillas in the Sunshine Coast Squadron offer Ashes Scattering services to the community in their local waters. To discuss a Memorial Ashes Scattering Service, contact your local flotilla.

Memorial Walls

Memorial Walls are community installations where families can place a named plaque in memory of a departed loved one. These lasting Memorials are maintained by the flotillas to ensure that all souls who have gone before will be honoured and remembered.

With most flotillas, you are also able to pre-purchase a spot for your own plaque to ensure your memorial is displayed in your preferred location. Most Memorial Wall sites also include seating so families and friends may sit in peace and quiet to honour and remember departed loved ones.

Bequests

As entirely volunteer organisations, the Coast Guard flotillas of the Sunshine Coast rely solely on donations to fund the valuable service we provide to the community. Making a bequest to your local Coast Guard flotilla in your will ensures that Coast Guard can continue to provide its important emergency maritime service to their local boating community

If you are interested in making a bequest to your local Coast Guard flotilla, talk to the Executor of your will or your legal representative who will guide you through the steps to make the bequest.

SERVICES OFFERED BY YOUR LOCAL FLOTILLA

QF4 Caloundra

Coast Guard Caloundra's Memorial Wall is located on Caloundra Headland. It offers relatives and friends of those commemorated on the Wall an opportunity for peaceful reflection.

The volunteers at Coast Guard Caloundra are committed to maintaining the Wall forever. Plaques are available from Coast Guard Caloundra. Ashes scattering services can be performed in Pumicestone Passage or out at sea. All enquiries are welcome.

Enquiries and information: John Steel - 0439 913 333



QF5 Noosa

Coast Guard Noosa was established in 1973 and is located on the banks of the Lower Noosa River at Munna Point. QF5's Memorial Wall is located on a landscaped site beside the flotilla's Base and is Noosa's only waterfront memorial site. The flotilla offers flexible plaque configurations and a simple stress-free application process to ensure that the memorial of your loved one provides a place for peaceful remembrance. Memorial Services at Sea take place in the Noosa River or Laguna Bay.

Enquiries and information: David Gillies - 0477 014 598 or email david.gillies@coastguard.com.au



QF6 Mooloolaba

Coast Guard Mooloolaba is situated in Parkyn Parade, Mooloolaba, beside the boat ramp and car park. The QF6 Memorial Wall is located in Penny Lane Park, adjacent to the QF6 Base. The plaques on the QF6 Memorial Wall are made of brass and are engraved and highlighted with black enamel. Plaques have the option of either 4 or 5 lines of text to display the requested tribute. Memorial Wall plaques are \$950.

For Ashes Scattering services, Coast Guard Mooloolaba use their 13.8 metre vessel *Mooloolaba Rotary Rescue*. The vessel can accommodate up to 8 visitors (including a Chaplain). If required, our secondary rescue vessel, *Rotary III*, can accommodate an additional 4 visitors. You may use the QF6 Chaplain, your own Chaplain or use your own words. An Order of Service is provided, showing the exact location of the ceremony.

The normal location for scattering ashes is off Alexandra Headland or within 1 nautical mile of Point Cartwright. However, other locations can be arranged. An Ashes Scattering service (Alexandra Headland) usually takes about 1 hour. This service can be arranged for any day of the week. Visitors need to wear enclosed footwear and be able to board the vessel without assistance. Ashes Scattering services are \$250.

QF6 Chaplain Sue Clark says of the service offered by QF6, 'I spend time prior to the Ashes Scatterings getting to know about the deceased so we can personalize our Service sheet with favorite poems or sayings - we don't use a one size fits all service.'

Where larger groups are attending Ashes Scattering services, QF6 can also provide a phone conference call to those on the beach or headlands if requested. Photos of the service are also taken and made available at no extra cost. Arrangements can also be made with a local florist for rose petals (Cost: \$20.00).

'Last year, one funeral service was attended by more than 80 people who gathered on the beach for the Ashes Scattering service, then attended the wake at the Surf Club afterwards,' said Sue.

Unveiling Ceremonies can also be performed if requested. In the past, these services have been used as the funeral service, with the wake being a luncheon held at the nearby Yacht Club.

'Some are rather large gatherings,' said Chaplain Sue, 'while other times, the families, friends and guests will go up silently with personal reflections happening afterwards.'

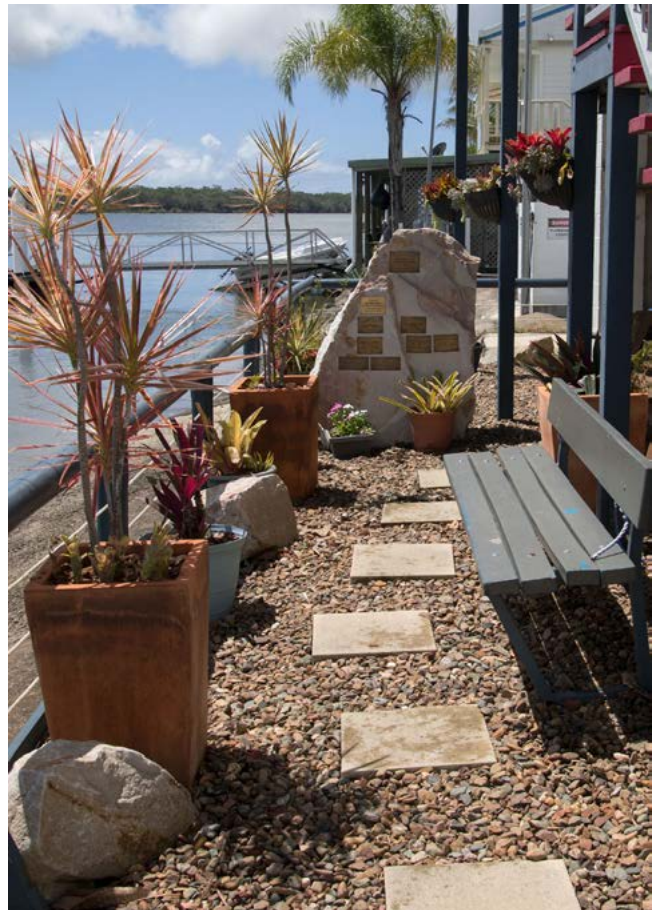
Enquiries and information: Chaplain Sue Clarke - 5444 3222 during office hours or email operations.qf6@coastguard.com.au



QF17 Tin Can Bay

Coast Guard Tin Can Bay was established in 1976 and is located in the car park at Norman Point, adjacent to the boat ramp. The QF17 Memorial Stone is located in the flotilla's Memorial Garden at the Base. Ashes Scattering services are conducted in Tin Can Inlet, the Great Sandy Strait or east of the Wide Bay Bar (weather conditions permitting).

QF17 gratefully accept donations in lieu of a set fee for Ashes Scattering services. There is a cost for the placement of plaques. Enquiries and information: Phone 5486 4290.



QF21 Sandy Straits

QF21's Seaman's Memorial is located on the seafront about 150 metres north of the Big Tuan launch ramp. The site is accessible from the Tuan Esplanade. Plaques can be placed on the memorial in memory of those who had an affinity with the waters of the Great Sandy Strait. Flotilla members' plaques are provided at flotilla cost.

Enquiries and information: QF21 Chaplain Gerard Donoghue - 4129 8141 (leave a message with the duty radio operator, including name and contact number - and Chaplain Gerry will call as soon as he can).



Sailing4Handicaps

Words Mick Venner - QF6

An insight into the world of a special team trying to help one country at a time.

My wife Julie and I had the opportunity to sail in the West Indies (Windward Islands) last year, visiting my parents' birth place. While we were staying at St.Vincent Marina (Blue Lagoon) for a few days after our nine-day sail through the Islands, we noticed the catamaran docked at a berth. The flag we could see said "Sailing4Handicaps". Our initial thought was the vessel was geared up for people with disability to sail open waters. We went down to the boat and as we approached we heard machinery working, so I thought they were working on fixing something for the boat.

We got talking to a lady called Elena and she set us straight. Basically, the catamaran is a floating workshop that designs, builds and fits prosthetic legs.

Elena Brambilla-Czyz and her husband Wojtek Czyz started the program after he lost his own leg in an accident. They were both world-class athletes in their own field and throughout their career have come across many talented disabled athletes. But they also saw that in poorer countries, there was nothing set up to help the less fortunate. After setting out a plan, they approached companies for sponsorship. Little did they know how well it would take off.

The main sponsor is Xquisite Yachts from South Africa who donated a fully equipped X5 vessel called *Imagine*, and then numerous sponsors joined in. They now sail around the world stopping for two weeks at a time to manufacture and



Above: Sailing4Handicaps' X5 catamaran *Imagine* built by South African boat builder Xquisite Yachts.



Top: Moulding prosthetic legs in the deck workshop.

Above: The boat deck and cabin is a fully equipped workshop.




fit the limbs in consultation with local government and doctors. Unfortunately, not everyone is a good candidate, but they try to fit as many as they can in the time frame.


Sailing4Handicaps supports people

The aid organization wants to open up new perspectives for people with disabilities. In developing countries, a specialized crew will work with leg amputees on site. On the catamaran *Imagine*, all conditions were made for it. With the help of a modern 3D printer, new leg systems made of plastic can be manufactured and adjusted.

Wojtek and Elena do not just want to build prostheses. The *Imagine* crew also wants to continue working with the affected people afterwards- for example with a running school.

SAILING4HANDICAPS can be followed on Facebook using their program name.





David Brown - Manager

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A Questionable Christmas Gift

Words John Burge - *White Sunday Skipper, QF6*

On 24th December 2017, Christmas Eve, QF6 Coast Guard Mooloolaba's White Sunday crew were undertaking a training activity about two miles off Alexandra Headland and about a mile or so north of Point Cartwright. The training involved a drift analysis using the flotilla dummy 'Fred', followed by some practice throwing the heaving line at a floating target. We were interested in checking what effect the 15 to 20 knot northerly and big flood tide would have on the drift patterns that day.

At about five minutes to midday, we had just begun to make our way back to Base for a lunch break when a call from our radio operator informed us that he had a report of a boat off Kawana which was taking water quickly and sinking, with four people on board. A 'black-hulled runabout' was our only description at that time.

We immediately changed helmsman and course and ran *Mooloolaba Rotary Rescue* at best speed south past Point Cartwright to the Kawana area keeping a close watch for a black-hulled boat which might be our target. It was not difficult to find. We saw a black hulled runabout about half a mile off Kawana Beach still under power, making poor headway into the now 20 knots of northerly chop, white-capping on a moderate easterly swell. The boat's very high bow running angle was also a confirmation that there may be water in the stern.

We ran straight to it and pulled up about 20 meters off, upwind. Our target vessel immediately came to us, albeit at almost a right angle to our hull. We could immediately see there was urgency. The crew were in water half way to their knees and the water was lapping the transom. We had prepared lines for bow and stern and readied some fenders on the seven-minute high-speed journey down, and with some difficulty in the sloppy conditions, secured the boat bow and stern on our starboard side.

As soon as possible, and with great care in the lumpy conditions, we took off the three middle-aged men who were crewing the fishing trip and brought them through our starboard side door to the safety of our deck. The skipper was asked whether he wanted to come aboard or stay, while we got a pump going, and he opted to stay and bail with a bucket while we set up, primed and started the pump. We did get the pump primed and started and pumped some water from the hull, which was now quickly settling. The ocean was winning this race.

Our next decision was made for us as the pump prime faulted, possibly because the intake hose could not be kept vertical and the foot valve was most likely opening and closing in the slop. At this stage the boat was clearly sinking. We literally pulled the skipper from his now submerging vessel and used the lifting strop to get him in through the side hatchway. He was understandably very distressed and shocked and had muscle cramp, with a possible hand/finger injury. The three others were shocked and fatigued but seemed OK.

In the meantime, the runabout had completely submerged, sinking stern first in the usual manner of outboard-driven boats with only a bit of the bow showing. Lines were cleared and the boat allowed to go. This was to avoid any fouling with *Mooloolaba Rotary Rescue's* drive and steering mechanisms, and to allow us the opportunity to get to medical help quickly. The submerged boat moved about ten meters away and its contents were now well scattered, the buoyant ones beginning to drift inshore towards Kawana Beach.

In the meantime, police, ambulance and MSQ had been alerted, so we made our way at a safe speed back to the Base pontoon to seek ambulance assistance for any injuries or shock. We were joined





by the police RIB on our way upstream to our pontoon.

So what's the questionable Christmas Gift? The best possible gift would have been to have been able to bring both the crew and their boat, back to safety, but in the circumstances that was really not a viable option. We got the people to safety on our vessel and possibly saved lives in doing so. Our training stresses that people's lives are always our first priority and we managed that, so I guess that was our next best, or probably the best Christmas present.

When the ambulance officers and police officers had left the base pontoon, we took *Mooloolaba Rotary Rescue* out to the site of the sinking once more to see whether we could gather any belongings for the owner. The boat was still there, floating with its bow tip just showing above the water this time much closer inshore.

We contemplated the possibility of attaching a buoy but it was already too close to the beach to ensure the safe operation of *Mooloolaba Rotary Rescue*. It was now the responsibility of

MSQ and we would await the instructions of the Harbour Master on whether it was a navigation hazard and they would instruct if they required us to do anything further. There were no floating items; we learned later that they had been collected by the good work of the Kawana Surf Lifesavers and were being held for the owner. Clayton's Towing then did a great job in retrieving the vessel from the beach to reduce any environmental impact.

We can only guess why a vessel which had been safely to 'Caloundra Twelve Mile' that morning would start to take water on the return journey. Perhaps a bung had become dislodged, but that would not have caused the massive water ingress, possibly a crack in the hull opened by punching into the northerly slop on the way home, or a crack or split in the transom. There was certainly no way that the standard bilge pump could cope and the rapid rate of ingress once we got the boat alongside, indicated a serious gap of some sort had opened up.

By the way, the earlier training with 'Fred' did prove useful – we were able to predict quite accurately which way the vessel and debris would drift – a small side learning in a very busy hour of high adrenalin.

Footnote: By Deputy Commander QF6, Steve Bellamy.

At around 1600 hours, I met the owner at Kawana Beach. The vessel was about 75m offshore, drifting south. After a call to the owner's insurance company, they agreed to cover the salvage costs and Clayton's towing was called. If the vessel was left to its own devices, it would have been a mess all over the beach, which is an important turtle hatchery.

Around 1730, Clayton's Towing arrived, assessed the scene and arranged the gear to get the boat from the surf line. After a short briefing with the Coast Guard crew on the QF6 vessel, Clayton's hooked up a line and started to drag the boat ashore. It was all going well until it hit a sand bar and the extra strong plasma rope parted with a loud whistle and crack the line.

The vessel had come close enough inshore for the steel cable to be hooked on and it was dragged up the beach until the suction of the sand held it fast. The bobcat was then used to roll the hull over and as it did, the owner was very happy to get his expensive cooler bag back! The boat was then dragged up the beach to the waiting tilt tray tow truck.

A sad end for the boat but a safe one for all on-board. "There's always another boat."





Regular Membership

QF17 Coast Guard Tin Can Bay

“Join the Team”

The Australian Volunteer Coast Guard is a voluntary organisation committed to saving lives at sea by providing emergency assistance to vessels in need.

QF17's Marine Rescue Services

Each year, Coast Guard Tin Can Bay volunteers respond to numerous calls for assistance at sea. These calls include EPIRB and Mayday activations, search and rescue operations, medical evacuations, assisting sinking and grounded vessels, towing disabled vessels and providing Wide Bay Bar escorts.

Rescue Vessels & Areas of Operation

We operate three fully equipped rescue vessels to cover inshore and offshore operational areas extending from Tin Can Bay to S38 in the Great Sandy Strait and Double Island Point to Indian Head and to 50nm to seaward of the coast.

Rescue Boat Crew

This is the “coal face” of our operations. If you’ve ever had to call for assistance, these are the people you’re glad to see. Rescue boat operations include deck hand duties, radio operations, navigation, helmsman duties and Search and Rescue operations.

Like all activities requiring training, you start at the bottom as a trainee and progress through the ratings starting as a Competent Crewman or woman. The sky’s the limit from there, and with commitment and ongoing training, you can achieve coxswain rating, skippering rescue vessels.

Whatever the rating, our volunteers train continuously to obtain and maintain a high standard of competency, both on and off the water, day and night, in all areas of operation.

Radio Communications

This is our “bread and butter” operation; it’s what we do 7 days a week, 365 days a year. A team of volunteer base radio operators maintain a “listening watch” on marine radio frequencies from 0600 to 1800 daily. If a boatie calls for help, the radio operators are usually the first point of contact. Radio coverage extends to VHF, 27 MHz and phone.

Fundraising Activities

This is the “lifeblood” of our operation for, without funds, we could not continue to provide our rescue service to local boaties.

We receive very little government funding - only \$20,000 per year. The rest of our operating budget (in excess of \$150,000 a year) is earned through fundraising and donations, so the Fundraising Team is a vitally important part of our operations. Fundraising activities include raffles, and special fundraising events like raffle nights at Tin Can Bay Country Club, charity golf days, the Easter Roadside Collection, walk-a-thons and garage sales. It’s often said that “many hands make light work” and this is especially so of fundraising.

Administration

These people are the “backbone” of our team, for without their leadership, guidance and support, the rest of the organisation would find it difficult to function. Administration roles include general administration, operations, financial management, training, data entry, stores and provisioning, repairs and maintenance, Workplace Health and Safety, media relations and flotilla publications ... the list is not quite endless, but there are plenty of tasks for which volunteers are always required.



Are you looking for a new challenge? Would you like to help your community? Would you like to learn new skills? Do you have spare time? If the answer is YES, Coast Guard Tin Can Bay needs YOU!

Being part of a team that saves lives at sea gives our volunteers an immense amount of satisfaction and a real sense of achievement. If you would like to be part of the Coast Guard Tin Can Bay team, call 5485 4290 or visit our Base at Norman Point.



QF17 Coast Guard Tin Can Bay

MARINE ASSIST

The Australian Volunteer Coast Guard is a voluntary organisation providing emergency and other assistance to vessels in need. In order to maintain our vessels and to continue providing this service, it is necessary for our organisation to raise the required funds by conducting fundraising events in the community.

Coast Guard Tin Can Bay operates three fully equipped rescue vessels. Our Aim is to promote safety in the operation of small craft in Tin Can Bay and Wide Bay areas by guarding our coastline in the most effective way—initially by education, example and examination and finally by search and rescue.

Each year Coast Guard Tin Can Bay volunteers make numerous rescues, including assisting sinking vessels, vessels that have run aground, towing broken down vessels, and assisting and escorting vessels across the Wide Bay Bar. Subscribing to Marine Assist for an annual fee of \$65.00 (including GST), will give you peace of mind for not only yourself, but also your family. Subscribing to Marine Assist entitles you to the following benefits:

- A call sign (Tango number) identifying you as a Tin Can Bay-based vessel
- Membership card and sticker for your vessel
- Recorded details of boat/trailer/home contacts
- Radio coverage from all Coast Guard radio bases around Australia
- Support, rescue and assistance, training and information on a wide range of topics
- Opportunities to attend educational courses for VHF radio operation, navigation, bar crossing and First Aid/CPR
- Reciprocal membership with the other Coast Guard flotillas on the Sunshine Coast (QF4, QF5, QF6, QF21)
- *Coast Guard Rescue Sunshine Coast* magazine link emailed to your inbox
- One free assist/tow per year

We look forward to your valued membership. Please contact the Base on **5486 4290** for more information.

We need your support today you may need ours tomorrow

COAST GUARD MEMBERSHIP - REGULAR AND MARINE ASSIST

Upon receipt of your enquiry about membership, an application form for your membership type will be forwarded by post or email as soon as possible.

For Marine Assist subscriptions, upon returning the completed form with the proscribed subscription fee, you will receive a call sign (Tango number) and membership package.

For Regular Membership applications, upon returning the form, you will be contacted to arrange an interview, after which your application will be processed.

We look forward to welcoming new Marine Assist subscribers and Regular members to QF17 and hope it will be the start of a long and mutually satisfying association with a fully volunteer organisation providing a vital service supporting the boating public using our local waterways.



**Coast Guard ...
... Join the Team**

To apply for Regular Membership or subscribe to Marine Assist of Coast Guard Tin Can Bay, please complete the enquiry form below and post to PO Box 35, Tin Can Bay Qld 4580, or drop it in to the Base at Norman Point.

Name: _____

Address: _____

_____ P/Code: _____

Telephone: _____

Email: _____

Please send me an Application Form for:

☐ REGULAR MEMBERSHIP (Operational Volunteer)

☐ MARINE ASSIST (Non-Operational Subscription)

APRIL			TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY	
2018			TIME	HEIGHT	TIME	HEIGHT	TIME	HEIGHT	TIME	HEIGHT	TIME	HEIGHT
DATE	DAY	MOON	LOW	M	HIGH	M	LOW	M	HIGH	M	LOW	M
1	Sun		2:49	0.42	9:51	2.56	15:06	0.42	22:17	2.49		
2	Mon		3:29	0.50	10:27	2.43	15:38	0.49	22:53	2.43		
3	Tues		4:07	0.62	11:02	2.26	16:09	0.58	23:28	2.34		
4	Wed		4:45	0.76	11:36	2.10	16:38	0.70				
5	Thurs				0:03	2.23	5:24	0.90	12:13	1.94	17:10	0.81
6	Fri				0:42	2.13	6:10	1.02	12:56	1.79	17:50	0.93
7	Sat				1:31	2.02	7:12	1.10	13:55	1.69	18:44	1.03
8	Sun	☾			2:40	1.95	8:37	1.11	15:14	1.64	19:59	1.09
9	Mon				4:08	1.95	10:04	1.05	16:46	1.70	21:26	1.06
10	Tues				5:25	2.03	11:02	0.94	17:53	1.82	22:40	0.98
11	Wed				6:17	2.14	11:46	0.82	18:39	1.96	23:34	0.86
12	Thurs				6:58	2.23	12:23	0.71	19:19	2.10		
13	Fri		0:18	0.75	7:34	2.32	12:57	0.62	19:55	2.24		
14	Sat		0:57	0.66	8:09	2.38	13:31	0.53	20:32	2.36		
15	Sun		1:36	0.58	8:43	2.41	14:04	0.46	21:08	2.46		
16	Mon	☉	2:14	0.53	9:18	2.41	14:37	0.42	21:46	2.53		
17	Tues		2:53	0.51	9:55	2.36	15:12	0.90	22:25	2.56		
18	Wed		3:36	0.54	10:34	2.26	15:48	0.46	23:07	2.54		
19	Thurs		4:20	0.62	11:16	2.14	16:28	0.55	23:54	2.46		
20	Fri		5:11	0.72	12:05	1.98	17:15	0.67				
21	Sat				0:49	2.38	6:11	0.83	13:07	1.84	18:12	0.80
22	Sun				1:55	2.29	7:28	0.90	14:27	1.76	19:31	0.89
23	Mon	☾			3:12	2.26	8:58	0.86	16:02	1.80	21:01	0.88
24	Tues				4:31	2.30	10:15	0.76	17:24	1.94	22:21	0.79
25	Wed				5:39	2.38	11:16	0.63	18:26	2.11	23:27	0.67
26	Thurs				6:36	2.45	12:06	0.53	19:17	2.27		
27	Fri		0:22	0.58	7:24	2.48	12:49	0.46	20:00	2.40		
28	Sat		1:09	0.52	8:07	2.47	13:26	0.42	20:40	2.48		
29	Sun		1:51	0.50	8:47	2.42	14:00	0.42	21:17	2.51		
30	Mon	☉	2:31	0.53	9:23	2.34	14:32	0.44	21:52	2.50		

MAY			TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY	
2018			TIME	HEIGHT	TIME	HEIGHT	TIME	HEIGHT	TIME	HEIGHT	TIME	HEIGHT
DATE	DAY	MOON	LOW	M	HIGH	M	LOW	M	HIGH	M	LOW	M
1	Tues		3:09	0.58	9:58	2.22	15:02	0.50	22:25	2.45		
2	Wed		3:46	0.66	10:32	2.10	15:31	0.57	22:57	2.38		
3	Thur		4:22	0.75	11:07	1.98	16:00	0.66	23:31	2.29		
4	Fri		5:00	0.85	11:42	1.86	16:31	0.76				
5	Sat				0:06	2.18	5:43	0.93	12:24	1.76	17:08	0.86
6	Sun				0:49	2.09	6:34	1.00	13:15	1.68	17:57	0.97
7	Mon				1:46	2.01	7:39	1.02	14:22	1.64	19:02	1.06
8	Tues	☾			2:55	1.97	8:54	1.00	15:42	1.67	20:23	1.07
9	Wed				4:10	1.98	10:00	0.91	16:57	1.78	21:43	1.02
10	Thurs				5:12	2.06	10:51	0.80	17:54	1.94	22:47	0.92
11	Fri				6:03	2.14	11:35	0.68	18:39	2.10	23:39	0.81
12	Sat				6:47	2.21	12:15	0.57	19:22	2.26		
13	Sun		0:27	0.70	7:29	2.26	12:53	0.47	20:03	2.42		
14	Mon		1:11	0.61	8:11	2.29	13:30	0.39	20:44	2.54		
15	Tues	☉	1:56	0.54	8:53	2.28	14:08	0.35	21:25	2.63		
16	Wed		2:41	0.51	9:36	2.23	14:47	0.34	22:09	2.66		
17	Thurs		3:28	0.52	10:22	2.15	15:29	0.39	22:55	2.64		
18	Fri		4:17	0.57	11:12	2.05	16:14	0.48	23:46	2.57		
19	Sat		5:12	0.64	12:06	1.94	17:06	0.60				
20	Sun				0:42	2.47	6:13	0.71	13:10	1.84	18:07	0.73
21	Mon				1:46	2.38	7:23	0.75	14:23	1.81	19:21	0.82
22	Tues	☾			2:54	2.31	8:37	0.73	15:44	1.86	20:44	0.85
23	Wed				4:03	2.29	9:44	0.67	17:00	1.98	22:00	0.80
24	Thurs				5:07	2.29	10:42	0.60	18:02	2.13	23:06	0.74
25	Fri				6:04	2.29	11:32	0.53	18:54	2.27		
26	Sat		0:02	0.67	6:54	2.27	12:16	0.48	19:39	2.38		
27	Sun		0:50	0.63	7:39	2.24	12:54	0.46	20:19	2.45		
28	Mon		1:33	0.61	8:20	2.19	13:28	0.45	20:56	2.48		
29	Tues		2:13	0.62	8:58	2.13	14:00	0.46	21:30	2.47		
30	Wed	☉	2:51	0.64	9:34	2.06	14:30	0.50	22:01	2.44		
31	Thurs		3:27	0.67	10:08	1.98	14:59	0.55	22:31	2.38		

JUNE 2018			TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY	
DATE	DAY	MOON	TIME LOW	HEIGHT M	TIME HIGH	HEIGHT M	TIME LOW	HEIGHT M	TIME HIGH	HEIGHT M	TIME LOW	HEIGHT M
1	Fri		4:02	0.73	10:42	1.91	15:29	0.61	23:03	2.31		
2	Sat		4:38	0.78	11:17	1.84	16:02	0.69	23:37	2.24		
3	Sun		5:16	0.83	11:57	1.78	16:38	0.77				
4	Mon				0:16	2.16	6:00	0.88	12:42	1.73	17:22	0.86
5	Tues				1:02	2.08	6:51	0.91	13:37	1.70	18:16	0.96
6	Wed				1:57	2.02	7:51	0.90	14:43	1.70	19:23	1.02
7	Thurs	☾			3:01	1.99	8:54	0.86	15:56	1.78	20:43	1.02
8	Fri				4:06	2.01	9:52	0.77	17:02	1.92	21:58	0.96
9	Sat				5:07	2.05	10:43	0.66	17:59	2.10	23:01	0.86
10	Sun				6:01	2.09	11:30	0.54	18:49	2.28	23:57	0.74
11	Mon				6:53	2.14	12:15	0.44	19:36	2.46		
12	Tues		0:50	0.63	7:43	2.15	13:00	0.35	20:23	2.60		
13	Wed		1:40	0.54	8:33	2.16	13:44	0.30	21:09	2.70		
14	Thurs	●	2:31	0.48	9:23	2.14	14:30	0.29	21:57	2.74		
15	Fri		3:22	0.46	10:15	2.10	15:17	0.31	22:46	2.73		
16	Sat		4:14	0.47	11:08	2.04	16:07	0.39	23:38	2.66		
17	Sun		5:08	0.51	12:03	1.98	16:59	0.50				
18	Mon				0:31	2.56	6:03	0.57	13:01	1.93	17:57	0.63
19	Tues				1:28	2.43	7:03	0.62	14:05	1.90	19:02	0.75
20	Wed	☾			2:27	2.31	8:04	0.64	15:14	1.91	20:17	0.83
21	Thurs				3:29	2.22	9:05	0.64	16:27	1.98	21:34	0.86
22	Fri				4:31	2.14	10:03	0.61	17:35	2.10	22:43	0.82
23	Sat				5:30	2.09	10:55	0.58	18:32	2.22	23:43	0.77
24	Sun				6:25	2.06	11:42	0.54	19:19	2.31		
25	Mon		0:34	0.72	7:13	2.04	12:23	0.51	20:00	2.38		
26	Tues		1:18	0.68	7:57	2.02	13:00	0.50	20:37	2.42		
27	Wed		1:57	0.65	8:37	1.99	13:34	0.49	21:10	2.43		
28	Thurs	○	2:34	0.64	9:13	1.97	14:05	0.50	21:41	2.42		
29	Fri		3:08	0.65	9:47	1.94	14:36	0.52	22:10	2.38		
30	Sat		3:41	0.67	10:21	1.91	15:08	0.55	22:40	2.34		

JULY 2018			TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY		TIN CAN BAY	
DATE	DAY	MOON	TIME LOW	HEIGHT M	TIME HIGH	HEIGHT M	TIME LOW	HEIGHT M	TIME HIGH	HEIGHT M	TIME LOW	HEIGHT M
1	Sun		4:14	0.70	10:55	1.88	15:41	0.60	23:12	2.29		
2	Mon		4:50	0.73	11:33	1.85	16:16	0.66	23:46	2.22		
3	Tues		5:27	0.76	12:13	1.82	16:55	0.74				
4	Wed				0:25	2.15	6:10	0.79	13:01	1.79	17:41	0.84
5	Thurs				1:10	2.08	6:58	0.80	13:57	1.78	18:38	0.93
6	Fri	☾			2:03	2.01	7:54	0.78	15:03	1.82	19:50	0.98
7	Sat				3:07	1.96	8:56	0.73	16:15	1.92	21:15	0.98
8	Sun				4:17	1.94	9:57	0.65	17:21	2.08	22:31	0.89
9	Mon				5:24	1.96	10:52	0.54	18:21	2.27	23:36	0.76
10	Tues				6:26	1.99	11:46	0.44	19:16	2.46		
11	Wed		0:36	0.63	7:25	2.04	12:37	0.34	20:07	2.62		
12	Thurs		1:31	0.51	8:21	2.08	13:28	0.26	20:57	2.74		
13	Fri	●	2:23	0.42	9:16	2.11	14:18	0.22	21:46	2.80		
14	Sat		3:14	0.37	10:08	2.13	15:08	0.22	22:34	2.79		
15	Sun		4:03	0.36	10:58	2.12	15:57	0.29	23:23	2.72		
16	Mon		4:52	0.39	11:49	2.09	16:47	0.40				
17	Tues				0:11	2.59	5:41	0.46	12:41	2.03	17:39	0.55
18	Wed				1:01	2.42	6:31	0.54	13:36	1.98	18:36	0.72
19	Thurs				1:53	2.24	7:23	0.61	14:38	1.94	19:44	0.86
20	Fri	☾			2:50	2.07	8:20	0.66	15:49	1.95	21:03	0.93
21	Sat				3:51	1.95	9:19	0.67	17:05	2.02	22:22	0.91
22	Sun				4:57	1.88	10:16	0.66	18:08	2.12	23:27	0.85
23	Mon				5:59	1.86	11:10	0.62	18:59	2.23		
24	Tues		0:19	0.76	6:53	1.89	11:57	0.58	19:41	2.31		
25	Wed		1:02	0.69	7:39	1.91	12:38	0.54	20:19	2.37		
26	Thurs		1:41	0.64	8:19	1.94	13:14	0.50	20:52	2.40		
27	Fri		2:16	0.61	8:55	1.95	13:47	0.49	21:22	2.41		
28	Sat	○	2:47	0.59	9:28	1.97	14:19	0.47	21:50	2.40		
29	Sun		3:18	0.59	10:01	1.97	14:50	0.48	22:19	2.38		
30	Mon		3:49	0.60	10:34	1.97	15:23	0.51	22:48	2.34		
31	Tues		4:21	0.62	11:09	1.95	15:57	0.57	23:19	2.28		

Wide Bay Bar Tides

AUSTRALIA, EAST COAST – WADDY POINT (FRASER ISLAND)

LAT 24° 58' S LONG 153° 21' E

Times and Heights of High and Low Waters

2018

Time Zone -1000

APRIL

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Time

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Datum of Predictions is Lowest Astronomical Tide

Moon Phase Symbols ● New Moon ☾ First Quarter ○ Full Moon ☾ Last Quarter

Squadron Contacts



QF21 SANDY STRAIT

QF21 SANDY STRAIT

Commander (Acting): John Scragg - 0458 101 566

Deputy Commander: TBA

Base: Phone 07 4129 8141 | Fax 07 4129 8907

Email: qf21@coastguard.com.au | Operations - operations.qf21@coastguard.com.au

Post: PO Box 341, Maryborough, QLD 4650

Location: 126 Eckert Rd, Boonooroo

Hours of Operation: 0700 - 1800 daily | 1800 - 0700 Duty Skipper on call

Radio Call Sign: VMR421 or Coast Guard Sandy Strait

Radio Frequencies Monitored: VHF 16, 80, 82 | 27MHz 88, 90

Operational Area: Great Sandy Strait south to Kauri Creek and north to McKenzie's Jetty; Mary River up to the Barrage

QF17 TIN CAN BAY

Commander: Phil Feldman - 0414 591 947

Deputy Commander: Terry Murphy - 0447 581 947

Base: Phone - 07 5486 4290 | Fax - 07 5486 4568 | Mob - 0419 798 651

Email: operations.qf17@coastguard.com.au

Post: PO Box 35, Tin Can Bay, QLD 4580

Location: In the boat ramp car park, Norman Point at 25° 54' S / 153° 00' E

Hours of Operation: 0600 - 1800 daily

Radio Call Sign: VMR417 or Coast Guard Tin Can Bay

Frequencies Monitored: VHF 16, 67, 80, 82 | 27MHz 88, 90

Operational Area: Tin Can Inlet & adjacent creeks; Great Sandy Strait north to S38;

Offshore waters north to Indian Head, south to Double Island Point & 50nm to seaward

QF5 NOOSA

Commander: Andrew Leak - 0408 083 252

Deputy Commander: Ian Hutchings - 0432 234 246

Base: Phone - 07 5474 3695 | Emergencies - 07 5449 7670

Email: fao.qf5@coastguard.com.au

Post: PO Box 274, Tewantin, QLD 4565

Location: Russell St, Munna Point in the Noosa River Caravan Park

Hours of Operation: 24/7 | 365 days

Radio Call Sign: VMR405 or Coast Guard Noosa

Radio Frequencies Monitored: VHF 16, 22, 80 | 27MHz 88, 91

Operational Area: The entire Noosa River and its lakes; Offshore waters north to Double Island Point, south to Point Arkwright and 50nm to seaward

QF6 MOOLOOLABA

Commander: Bill Asher - 0477 699 746

Deputy Commander: Steve Bellamy - 0412 385 730

Base: Phone - 07 5444 3222 | **Email:** operations.qf6@coastguard.com.au

Post: 65 Parkyn Parade, Mooloolaba, QLD 4557

Location: In the boat ramp carpark, 65 Parkyn Parade at 26° 41.1' S / 153° 07.6' E

Hours of Operation: 365 days 0600 - 2200 | 2200 - 0600 Night watch (CH 16)

Administration Hours: Monday, Wednesday, Friday 0800 - 1200

Radio Call Sign: VMR406 or Coast Guard Mooloolaba

Radio Frequencies Monitored: VHF 16, 67, 73, 80 | 27MHz 88, 90

Operational Area: North to Point Arkwright, south to Point Cartwright & 50nm to seaward

QF4 CALOUNDRA

Commander: Joe Allen - 0439 913 533

Deputy Commander: Kevin Wager - 0439 913 522

Base: Phone 07 5491 3533 | Fax 07 5491 7516

Email: operations.qf4@coastguard.com.au

Post: PO Box 150, Caloundra, QLD 4551

Location: Tripcony Lane, Caloundra off Maloja Avenue

Hours of Operation: Weekdays 0530 - 1200 | Weekends/Public Holidays 0530 - 1700

Radio Call Sign: VMR404 or Coast Guard Caloundra

Radio Frequencies Monitored: VHF 16, 73 | 27MHz 88, 91

Operational Area: Offshore waters north to Point Cartwright, south to approximately halfway down Bribie Island & 40nm to seaward

QF17 TIN CAN BAY

QF5 NOOSA

QF6 MOOLOOLABA

QF4 CALOUNDRA



QF17 Coast Guard Tin Can Bay



REMEMBER!

Log On BEFORE You Leave

Log Off When You Return

VHF 80 or 82 or Phone 5486 4290