



Winter 2018 | QF21 Sandy Strait 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



QF21 News

Drowning in a Sea of Plastic

All Tied Up

Bay to Bay Yacht Race

Centaur Remembered

Coast Guard Assist Stories

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Welcome to the Winter edition of *Coast Guard Rescue Sunshine Coast*. Winter is upon us and the season has kicked off with ideal - if not a little chilly - boating conditions. If you're heading out on the water this winter, remember to take all the usual precautions and most importantly, remember to log on when you leave and log off to let us know you've returned safely.

This issue, we have another eclectic mix of hopefully thought-provoking stories. I have delved into the world of marine - and specifically plastic - pollution and hope that readers will take the time to read the article and take on board the salient points of an issue that should concern all persons who participate in recreational boating and fishing activities along our coastline.

My article only scratches the surface of what is a massive global problem, but I would like to think that those who use our waterways can play your part in maintaining them for all to enjoy. My message to all is that if you see rubbish - especially plastic rubbish - along our coastline, please pick it up and dispose of it where it can be properly managed. The sand dunes at the beach or the marina basin or the canal out the front of your house are not the correct place for disposal of rubbish by anyone.

Another article of interest is one that was held over from the Autumn issue and concerns the different types of knots and hitches you need to tie up a boat. You would be amazed at the sights I see at my local boat ramp - one of the most common is boats coming alongside the dock without a line in sight. If the consequences weren't so serious, they would make very funny comedy skits!

In addition, we have all the usual stories of Coast Guard activities and news from your local flotilla.

So make a cuppa, find a quiet spot in the sun and enjoy the read.

Safety by all Means.

Julie Hartwig

Editor, Vice Captain Publications, Sunshine Coast Squadron

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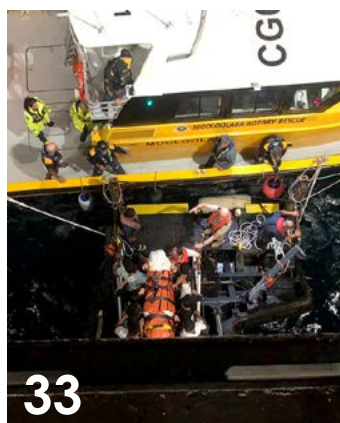
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RESCUE ONLINE

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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QF21 has a new Commander, Murray Longland, elected in place of Commander Green, who had to step down for family reasons. With the assistance of the existing Executive, he has set the flotilla on a slightly different course than previous Executives, whilst maintaining status quo in a lot of areas.

We found that the trailer for our venerable secondary vessel, Jupiter One, was succumbing to age and corrosion, so a minor rebuild was carried out to get it back to possible best condition. We're also considering the vessel's replacement as it is getting long in the tooth for a GRP secondary vessel. Our primary vessel, Pride of Maryborough, should last another decade, given that it is stored under cover most of the time. Our latest acquisition, Maryborough RSL Rescue, is also in excellent condition.

The Bay to Bay classic has been run and won, with QF21 providing safety backup for the fleet for both days. This activity gave new crew members the chance to get some sea time in and see a lot of the area we are responsible for. As it turned out, they also experienced most of the weather conditions they could expect to encounter, from almost mirror calm in bright sunshine to squally conditions with considerable visibility restrictions. Given the bucketing they got on the way home on day 2, it was a good thing only PoM was in attendance. Jupiter One was at sea on day 1 but managed to get home before the



Above: Jupiter One on safety boat duty during the Bay to Bay Yacht Race.

Saturday afternoon squall that chased the last of the fleet into Garry's Anchorage and gave PoM a rough, wet trip home.

Negotiations continue with the Fraser Coast Council concerning the removal of some gum trees on the block that are getting to the widow maker stage. For those who don't know, grey gums reach a certain age and then large branches can snap off in dead calm weather without any prior warning. The situation is even worse when they've been lopped, as the regrowth doesn't integrate fully into the main trunk and when large and heavy enough, peels off, again without any warning. They therefore constitute a serious WHS problem.

A plan is in progress to upgrade the radio room to improve the workability of the radio workstation. Part of the plan goes into effect Monday June 4th with the installation of an AIS receiver, which will give unbroken coverage of the Great Sandy Strait from Tin Can Bay to Urangan.

We have appointed a PR and Social Media officer, Dianne Pryor, to look after this important facet of flotilla operation. She has also volunteered to shoulder at least part of the responsibility of magazine contributor/editor. The Bay to Bay report is a combination of my input (day 1) and Stuart Pryor's (day 2). Stuart was a crew member on one of the competitors, so his input from a different viewpoint is thoroughly welcome.

Jon Colless, FTO QF21

QF21 SANDY STRAIT

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Post: PO Box 341, Maryborough, QLD 4650

Base 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

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

Weather Broadcast Information: Daily at 0735, 1035, 1235, 1735 on 27.90 MHz and VHF 82

QF21 Coast Guard Sandy Strait Seaman's Memorial

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 and your name
and contact number with the duty radio operator
and Chaplain Gerry will call as soon as he can).





Squadron News

THE WHALES ARE BACK!

If you have been viewing the "Coast Guard Mooloolaba QF6" Facebook page, you would have seen that one a QF6 member photographed a whale heading North off Moreton Island at the beginning of May. We are now into June and the whale season is well and truly upon us until the end of November, which means that skippers need to be on the lookout for these "mobile reefs" when boating offshore, or in areas where the whales come to breed (eg Hervey Bay).

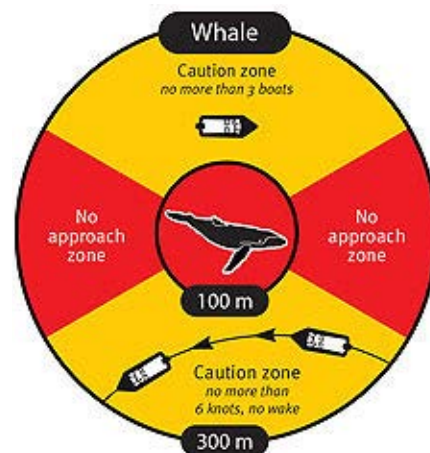
Apart from watching out for these behemoths of the deep when heading to your favourite fishing spot, there are also some rules that skippers must obey around whales to avoid a fine. The key points to remember are:

- Keep a sharp lookout for whales and whale watchers.
- Slow down or stop to see which direction the whales are travelling.
- Do NOT approach from directly in front or behind.
- Stay at least 100 metres away (jetskis 300 metres).
- If there are three or more boats at 100 metres, stay 300 metres away.
- A person cannot be in, or enter the water, within 100 metres of a whale.
- If possible stay on the landward side of the whale(s).

In addition to these rules, skippers need to be aware that a permanent declaration has been put in place for the white humpback whale known as "Migaloo" and any humpback whales that are greater than 90% white in colour. For these whales the no approach zone extends to 500 metres for boats.

If a whale shows signs of disturbance, for example by acting in an aggressive manner or changing its breathing patterns, a boat must withdraw beyond the caution zone at a speed that is not more than 6 knots and does not create a wake.

The Queensland Department of Environment and Heritage Protection advises to report an injured, sick or dead whale to RSPCA Qld on 1300 ANIMAL (1300 264 625).



Ian Hunt, QF6

ORDER OF AUSTRALIA MEDAL AWARDED

QF5 Member and National Training Commodore Robin Hood was one of 856 people recognised in the 2018 Queen's Birthday Honours with the awarding of the Order of Australia Medal (AOM) in the General Division for his service to the community through marine rescue organisations.

Robin has been a member of AVCGA since 1996. During his 21 years of membership, he has served as Commander at QF5 Noosa from 2004-2009 and Sunshine Coast Squadron Commodore from 2010-2015. Robin was appointed National Training Commodore in 2013.

In 2016, Robin received the AVCGA 20 Years Long Service Award. Other awards and recognition include a Certificate of Recognition for Gallant and Distinguished Service from the Queensland State Government in 2013 and an Australia Day Achievement Medallion from the Sunshine Coast Regional Council in 2007.

Congratulations Robin on receiving the OAM.

Julie Hartwig, Editor



BRISBANE WATER POLICE VISIT QF17

On Sunday 17th June, QF17 received a visit from the "Men in Black", aka, the new police boat from Brisbane Water Police. QF17's weekend duty Crew 1 were invited on board for a look around and were impressed with what they saw. Valued at over \$1 million, the sinister-looking black RIB (devoid of Police markings) looks like something out of a James Bond movie. Needless to say, technical details were a bit thin on the ground, but there were three 350hp outboards hanging off the back of the 40ft vessel and it was tricked out with an impressive array of electronic gadgetry. It would appear that if you're going to stray into the murky side of life on the water, you're going to need a bigger boat to get away from these guys!

Julie Hartwig, QF17



Above right: The new police RHIB tied up alongside Cooloola Rescue III.

Right: Coxswain Dieter Voss checks out the helm.

WIDE BAY BAR UPDATE

In March 2018, the Wide Bay Bar was resurveyed by Maritime Safety Queensland (MSQ). The findings indicate that there is extensive shoaling and migration of the outer bank in both northerly and southerly directions between QF17 CG Ref.1 and QF17 CG Ref 2, on the centre line bearing for the Hook Point light (white, fixed by day) which is the recommended navigational aid for crossing the Wide Bay Bar. MSQ NtM 164 indicates a minimum depth of 3.7 metres LAT on the outer edge. However, the latest survey indicates that the depth on the outer edge has reduced to less than 2.5 metres at LAT, thereby creating far from ideal conditions for crossing the bar on this track.

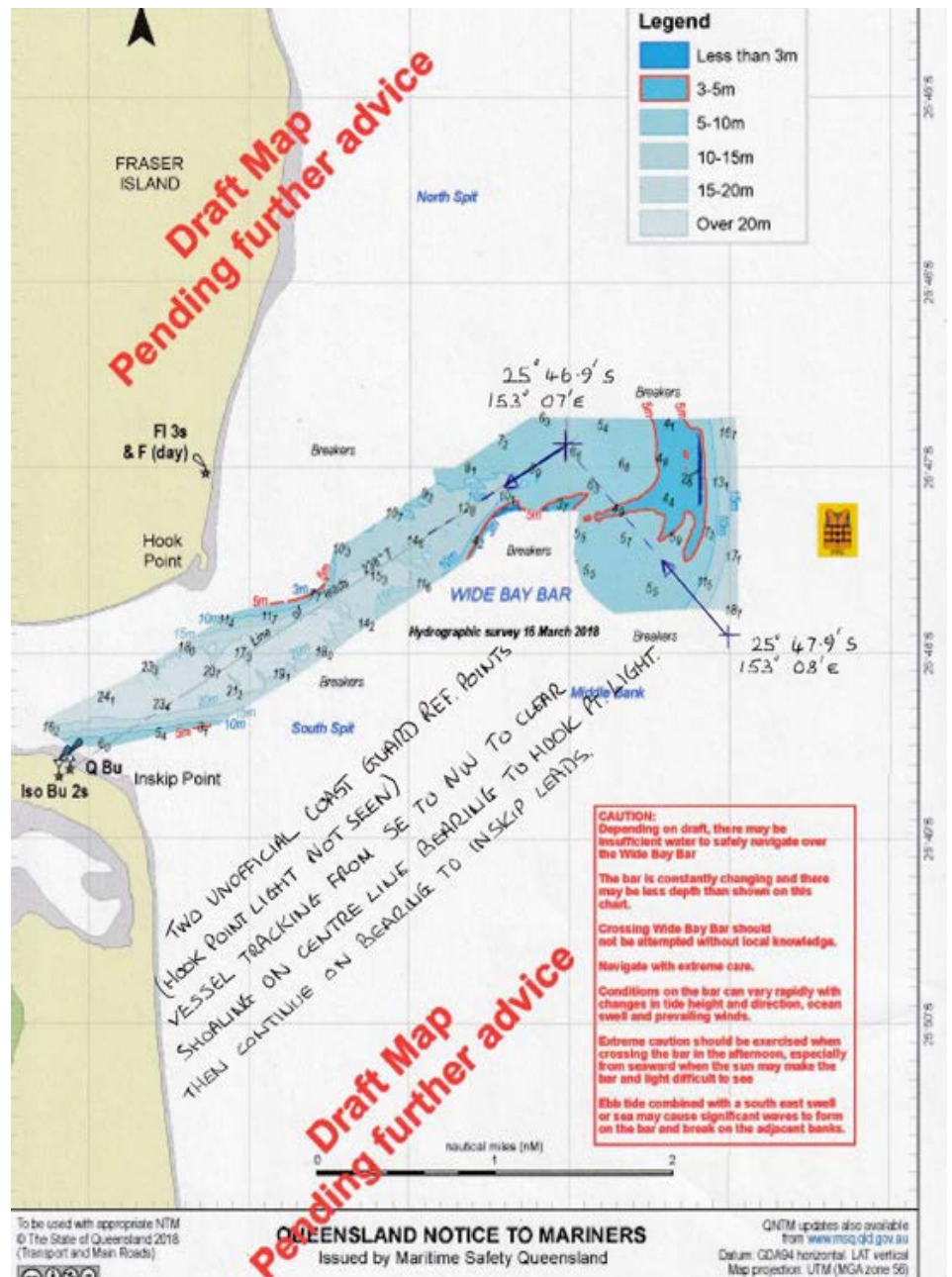
It is believed that the current Navionics and GPS cards show this track for crossing the bar. All the paper charts for the WBB crossing, including the Beacon to Beacon, are out of date and should not be used to cross WBB. At this time, QF17 Coast Guard Tin Can Bay is awaiting the issuing of a revised NtM from MSQ.

On Friday, 4th May, 2018, the WBB reportedly had 1 to 1.5 m swells breaking on the shallowest part at the outer edge, on the centreline to Hook Point light. In the afternoon on this day in these conditions, a vessel capsized on the WBB. The Police are investigating the incident. Our current advice to mariners is that these seas and heavier seas than those experienced on that day would make the crossing hazardous.

A number of vessels have crossed the WBB by an alternative track from the SE which avoids the shoaling on the outer edge. If the bar conditions on the outside edge (on the bearing to Hook Point) are anything but calm, Coast Guard Tin Can Bay advises that mariners should make an inbound crossing from the SE, starting at CG Temporary Ref 1 located at 25 47.8 S / 153 08 E to CG Temporary Ref 1a located at 25 46.9 S / 153 07 E. On 3rd May 2018, a vessel crossed the WBB outbound on this track and reported seeing depths not less than 5 metres.

If using this south east track, mariners are advised that the Hook Point light will NOT be visible until the vessel crosses the centre line bearing between CG Ref 1 and CG Ref 2. Vessels making inbound crossings from the SE may experience swells on the beam or aft quarter and in rough conditions, heavy, breaking seas will be observed on the South Spit. Mariners are advised to keep well clear of these breaking swells.

For mariners intending to cross the WBB (inbound and outbound), it is advised that the above



information should be plotted on navigation equipment (both electronic and paper) before any attempt is made to cross the WBB. The advice that the best time to cross the WBB is slack water at high tide remains current.

Coast Guard Tin Can Bay continue to issue amended reference points for crossing the WBB. However, all mariners are advised that any reference points issued by Coast Guard Tin Can Bay are unofficial and are issued for guidance only. The decision to cross the WBB lies with a vessel's master, who is ultimately responsible for the safe navigation of the vessel.

Mariners are also advised to obtain the latest bar condition information BEFORE attempting any crossing. It remains best practice to log on with Coast Guard Tin Can Bay on VHF 80 or VHF 16, or phone 5486 4290 between 0600 -1800 daily for safety coverage whilst making bar crossings.

Jon Jones, Radio Section Officer, QF17



NOTICES TO MARINERS - MOOLOOLAH RIVER BAR

For those boaties going in and out of Mooloolaba through the Mooloolah River entrance, a topic of great interest recently has been the conditions at the river entrance caused by the northerly movement of sand, especially during bad weather.

Mooloolaba is a State Boat Harbour, used by commercial and recreational vessels and it is also the Pilot Station for ships entering and leaving the Port of Brisbane, meaning that it is essential to keep the entrance navigable. There are certain gazetted parameters for the port, including a minimum depth of 2.5 metres at the Lowest Astronomical Tide (LAT) on "The Leads" and in the main channel. The LAT for Mooloolaba is generally considered as being zero, which means that at the lowest predicted tide for the year there should be at least 2.5 metres of water to enter/leave Mooloolaba.

If the sand builds up and a Hydrographic Survey by Maritime Safety Queensland (MSQ) identifies less than the required 2.5 metres, they issue a Notice to Mariners (NtM) to warn of the less than stated depths. Just as skippers should update their charts to account for navigation changes, they should also regularly check the MSQ website (<https://www.qld.gov.au/transport/boating/notices>) to see if there are NtMs current for their area of operation. NtMs for local Sunshine Coast waters are broadcast regularly by the respective Coast Guard Flotilla.

The following text explaining NtMs is taken from the MSQ website:

About Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties as Notices to Mariners.

Notices to Mariners are updated overnight for: Central Queensland, Far North Queensland, North Queensland, South East Queensland, and Multiple areas in Queensland

Queensland Notices to Mariners are now in line with the Australian Hydrographic Service in regards to the type of notice being reported.

A Notice to Mariners is issued for the purpose of providing permanent navigation information—generally this information will result in a chart correction.

A notice may be marked as Temporary (T) if the information will remain valid only for a limited time.

Advice notices will cover short term navigation advice and may include information on fireworks displays, aquatic events or similar.

The Australian Hydrographic Office of the Royal Australian Navy is the Commonwealth authority responsible for national chart production known as AUS Charts and the circulation of Australian Notices to Mariners that are distributed nationally and internationally. Information contained in the Queensland Notices is regularly reproduced in the Australian Notices. These notices are recognised as being an authoritative, accurate guide on marine charts.

Hopefully this information has removed the mystery about NtMs and will prompt you to check for new NtMs for your area of operation before proceeding out onto the water.

Ian Hunt, QF6

Drowning in a Sea of Plastic



Compiled by Julie Hartwig - Editor

According to the Australian Marine Conservation Society, there's a silent killer lurking throughout the world's oceans. It's called Plastic and "it's on a beach and floating in an ocean near you". This may sound melodramatic, but plastic is woven into the fabric of modern life and you don't have to scratch too deeply to uncover a wealth of evidence supporting the AMCS's claim.

According to Professor Andrew Holmes, an emeritus professor at the University of Melbourne and a polymer chemist who has developed special plastics for flat screen TVs and solar cells, "No one in their daily life within a period of 10 minutes isn't touching something made of plastic."

That's an alarming, but true fact. Plastic is used in everything from computer keyboards, to pens, glasses and contact lenses, the Teflon on frying pans, and bank notes. It's in your clothes, phone, car, mattress, furniture and TV screen. But for all the benefits plastic has given us, disposing of plastic products - especially those designed for single-use such as food packaging - has become a major environmental issue.

Let's face it. We live in a single-use society and our consumption of these items is closely aligned with the attitude that if it's broken, we don't fix it anymore, we buy new stuff. The downside of this is that the items we throw away often end up in landfill ... which ultimately ends up in the oceans that surround our island continent. According to Professor Holmes, "The oceans are full of waste because humans have disposed of it carelessly."

According to the website 4Ocean, poor rubbish management by the Waste Management Department in many regions of the world is why such large quantities of waste end up in the oceans.

In Ghana, a state in Africa, the Waste Management Department is currently capable of collecting only 60% of the waste generated daily. The rest is dumped in open spaces, surface drains,



***Left:** Plastic consumerism ... most of this plastic will end up in landfill, or worse, in the ocean.*

and into bodies of water. This is a prime example of how even when rubbish is properly disposed in appropriate containers and it is collected and brought to a landfill, waste still finds its way, whether directly or indirectly, into the oceans.

Another cause is the human race's love affair with plastic. In 2017, 5 trillion plastic bags were produced worldwide, of which 5 million made their way into the ocean either indirectly due to poor waste management, or directly by human littering. Additionally, less than 1% of these used plastic bags are properly recycled. This is why plastic is the number one and most serious source of pollution in the ocean.

My social media news feeds have recently seen a notable increase in posts about waste management and in particular, global marine pollution caused by single-use plastic waste. But just how big is the problem? What happens once plastic goes into the ocean? What can we - as individuals - do about such a far-reaching, global problem?

How Much Plastic Goes into the Oceans?

According to the most comprehensive study of plastic pollution conducted to date, around 8 million tonnes of plastic went into the ocean in 2010. The international study calculated that 192 nations produced a total of 275 million tons of plastic waste, most of which was produced by China (3.52 million tons), followed by Indonesia, the Philippines, Sri Lanka and Vietnam.

Australia, which didn't rate in the top 20 polluters, contributed less than 0.01 million tons. But according to a study conducted by Dr Chris Wilcox from the CSIRO's Ocean and Atmosphere Flagship, that still added up to 13,888 tons of litter per year and a quarter of that found its way into Australia's waterways. With global plastic production increasing exponentially, the amount of plastic finding its way into the ocean will get much bigger. According to Dr Wilcox, "Current estimates are that plastic production doubles every 11 years. In other words, between now and 2028, we will produce as much plastic as we produced from the 1950's until now."

In January 2017, research indicated that every minute one garbage truck of plastic waste was emptied into the ocean. Is this the right way to treat a resource that covers 70% of the Earth's surface and is the backbone of human existence on the planet?

Researchers believe there is already more plastic waste in the oceans than plankton - the primary food source for many marine animals - and they estimate that by 2050, the world's oceans will contain more plastic than fish. If you're a recreational fisher, this should concern you.





How Long Does Plastic Last?

Plastic is leaving a long legacy. Traditional petrochemical plastics are made to be strong and durable so it takes a long time to break down. The rate at which this occurs depends on the type of plastic and the conditions it is exposed to. In the natural environment, the main things that break down plastics are sunlight, oxygen and water.

According to Dr Wilcox, "Plastic exposed to physical abrasion and sunlight will break down faster than plastic buried in sediment in an estuary. You also have to consider the thickness and density of the plastic, and whether it has UV stabilisers. For example, dense monofilament fishing line could last for up to 600 years, whereas a thin plastic bag getting bashed around in the surf could last just a few months. However, even if that bag breaks down over six months or a year, it could still have a significant environmental impact during that time."

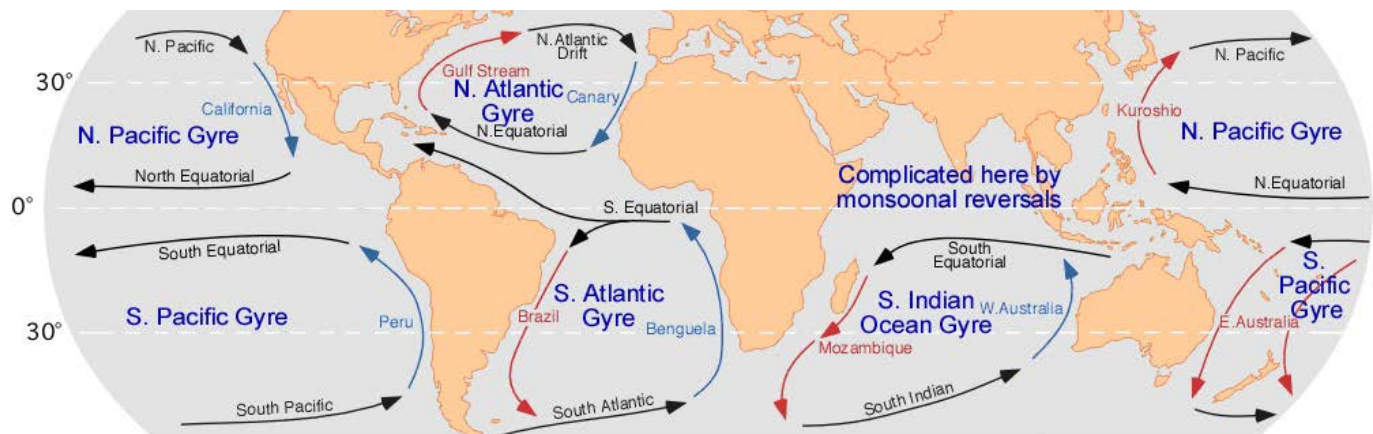
Where Does Plastic Go Once in the Ocean?

While on land, facilities are available to dispose of plastic waste, which to a certain degree contains the problem. But once plastic is in the ocean, there are no rubbish bins, no garbage trucks, no recycling plants. The latest figures estimate that there is around 275,000 tons of plastic in the ocean. That's equivalent to the weight of 1,300 Blue Whales, the largest animal on Earth. This amount is nowhere near the estimated 8 billion tonnes that went into the oceans in 2010 alone, but what happens to the "missing" plastic is a puzzle that researchers are grappling with. According to Dr Wilcox, "The figures indicate that around 40 times the plastic that's in the ocean is going in every year, so there's a lot of plastic that has to be going somewhere else."

Plastic is widespread in the open ocean, but it is particularly concentrated in rotating currents of water called Gyres. These gyres rotate clockwise in the Northern hemisphere and anticlockwise in the Southern hemisphere - and tend to concentrate debris in specific locations (think of the vortex that appears in the middle of your cup when you stir your coffee).

There are five main ocean gyres located in the Pacific, Atlantic and Indian Oceans. It is estimated that 70% of the debris found in gyres is plastic and they're growing ever larger by the day. The largest and best known of these is the North Pacific Gyre, otherwise known as the Great Pacific Garbage Patch.

Located between the Hawaiian Islands and the west coast of the United States, there is nothing "great" about this swirling mass of rubbish that covers 2.7 million square kilometres and is growing in



2 gyres in the northern hemisphere - right deflection - clockwise
3 gyres in the southern hemisphere - left deflection - counterclockwise

size by the day. This ocean gyre has become so filled with waste that it is visible from space. Why here? The Great Pacific Patch has the strongest currents of all the five ocean gyres. Unfortunately, most of the marine waste from around the world travels here through currents and gets sucked into the swirling mass where it remains. And the most common type of waste found in this swirling vortex? You guessed it - plastic.

As for the "missing" plastic, there's evidence that some of these particles settle on the sea floor. Scientists have found evidence of microplastics in deep sea sediment samples taken from the Atlantic Ocean, the Mediterranean Sea and the Indian Ocean. Missing plastic could also be located in coastal regions.

"The gyres may have a fair bit of plastic in them," says Dr Wilcox, "but the coastal margin probably has much more."

An analysis of waters around Australia found that on average, they contained around 4,000 microplastic fragments per square kilometre. Some hotspots had concentrations of around 15,000 to 23,000 fragments. The majority of these fragments came from plastic packaging such as cups, bottles, bags and notably, fishing gear. These findings suggest that coastal pollution is an even greater problem than open ocean pollution because the number of marine species in the coastal margin is much higher than out in the ocean gyres.

Plastic and Marine Animals

Once plastic enters the world's oceans, the biggest sufferers of its presence are marine animals - whales, dolphins, fish, turtles, seals, penguins, seabirds, etc.

"Research shows that getting entangled in plastic is the biggest issue," said Dr Wilcox. "Animals get wrapped up in monofilament fishing lines and fishing nets, plastic bags, balloons and plastic straps." His research estimates that each year, between 5,000 and 15,000 sea turtles are entangled in derelict fishing gear washing ashore in Northern Australia alone. Entrapment of this nature leads to suffocation and starvation and without human intervention, usually death.

The second biggest issue is the impact of eating plastic. It is estimated that 90% of seabirds consume plastic in their diets. Like entrapment, ingesting plastic also leads to starvation and without human intervention, eventually death because the plastics can cause blockages of the gut or perforation of the intestines. The space for normal



Above, top: A seal trapped in a mat of plastic pollution. Photo credit: Nels Israelson/Flickr.

Above: Turtles often mistake plastic bags for jellyfish, a mistake that can be life-threatening.

food is reduced, resulting in changed feeding behaviour. The animal's energy levels drop which often results in starvation and death. Plastic ingestion can also cause toxic chemicals such as phthalates - a plasticiser that affects the hormone system - to leach into the animal. Researchers can predict how much plastic is in a seabird's stomach by measuring how much phthalate is in its fat.

While we humans easily recognise plastic and would never eat it, sadly our marine animal friends are easily fooled when they're hunting for food. Microplastics and microbeads are often mistaken for fish eggs. Turtles often mistake floating plastic bags for jellyfish. Large marine mammals such as whales scoop up large quantities of ocean water when feeding on plankton. If there's plastic particles, fragments or waste present, it gets scooped up, too, and ends up in the whale's stomach. When a dead whale recently washed up on a beach in Europe, marine biologists performing a post mortem found 80 plastic bags in its stomach.

A study of seabirds on Lord Howe Island revealed that 100% of Flesh-footed Shearwater chicks had plastic in their stomachs. Research into the findings revealed that parent birds are "catching" the plastic floating in the ocean believing it is food and returning to their nests and feeding it to their chicks. One chick was found to have more than 275 pieces of plastic in its stomach - that's the equivalent to an average human ingesting 10kg of plastic!

When we see land animals afflicted by strangulation and starvation, outrage usually results in action. Unfortunately, when it happens to animals in the ocean, it's out of sight and therefore the cause and its consequences are often out of mind.

Research has also shown that fish and even zooplankton - some of the smallest creatures on Earth - are consuming more microplastic. While the full impact of microplastics on the marine environment is not fully understood, the risk to human health has been identified. Research is indicating that there is a real danger that pollutants in marine litter which is readily ingested by species throughout the marine food chain may be passed up to food chain to human consumers. So when you haul in the "catch of the day" on your next fishing trip, spare a thought for what that fish has been eating while it's been swimming around the ocean. You may be getting your RDI of Omega 3 oils, but you could also be getting a "side" of microplastics that you didn't order!

What Can You Do?

Managing plastic waste of the magnitude it has now grown to may seem an insurmountable task. It's not just a household problem. It's a local community problem; it's a state and national problem, it's a global problem and waste management efforts must be made at every level - individuals, communities, retailers, manufacturers and governments.

"The solution to marine pollution is on land," says Dr Wilcox. "It has to do with changing our supply chains around packaging, how we use packaging, and how we dispose of packaging. The main problem is how cheap plastic is. If plastic had a fee or deposit associated with it, we would produce and consume less."

Where container deposit schemes have been implemented, the amount of drink containers in the environment has reduced by 60%. This is a significant outcome because beverage containers make up 40% of waste in the environment.



Above: A Hutton's Shearwater chick suffers the fatal consequences of ingesting a large quantity of plastic.



Above: Cleaning up a beach polluted with plastic waste may appear to be an insurmountable task.

Individuals can also make an impact by assessing their own plastic consumption - develop an awareness for how the food you purchase is packaged and how that packaging is disposed. Where possible, people should be making choices about how plastic impacts their homes and recreation - do a double take on that takeaway coffee and plan ahead so you don't have to buy food and beverages in single-use plastic containers and bottles.

In the meantime, recycling remains the best strategy to combat waste. According to Professor Holmes, "Plastic waste in the oceans is disastrous for marine and bird life. The human race has to avoid disposal of this waste in ways that enable it to enter drains, rivers and eventually the ocean."

Consumer awareness of the issues surrounding waste management and marine pollution is growing. So when you go out boating or fishing, remember to bring your rubbish back with you to dispose of in a responsible manner and leave only footprints (or a boat wake).



Above: Plastic waste on the shore at the ship breakers yard in Myanmar.

Pollution Facts: Did You Know ...

1. Land pollution makes up over 80% of all marine and fresh water pollution in Australia.
2. Almost one third of all plastic marine water pollution in Australia is in the form of drink bottles. Australians consume almost 14 billion plastic soft drink, water and other beverage containers each year. Less than half this number end up in recycling facilities, and the rest ends up in landfill or worse, left as litter in and around the ocean and beaches.
3. Australian households use an estimated 6.9 billion plastic bags each year. Of these bags, almost 37,000 tons ends up in landfill, which works out to around 4,000 bags per minute.
4. The King River in western Tasmania is the most polluted water course in Australia, due largely to the activities of the local mining industry. For decades, this river was used primarily for dumping wastes produced during mining activities around Queenstown. This led to a build-up of copper in the water supply, which in turn made the water too acidic to sustain life. Until 1995, 1.5 million tons of sulphides and metallic water were dumped into the King River every year. The King River flows into the Southern Ocean south of Strahan ... go figure the rest.
5. Upwards of 85% of Australian households contribute to water pollution by improperly disposing of garbage and waste. Batteries, medication and drugs and many different types of chemicals are disposed of in regular garbage collections instead of specialty dumping facilities. This results in these items sitting in landfill, contributing to toxic runoff, which eventually ends up in the ocean.
6. A single square kilometre of ocean surrounding Australia is contaminated with an estimated 4,000 small fragments of microplastic. Combined, these fragments do a lot of environmental damage in a short time by bringing toxicity to ocean water that is already polluted with plastic waste.
7. 85% of all marine birds in Australia are impacted in some way by marine plastic pollution by either entanglement in plastics, poisoning by plastic toxicity or killed by swallowing plastics they believe to be food.

Sources:

Australian Marine Conservation Society: <https://www.marineconservation.org.au/pages/ocean-plastic-pollution.html>

ABC News/Science: <http://www.abc.net.au/news/science/2017-02-27/plastic-and-plastic-waste-explained/8301316>

All About Water Filters: <http://all-about-water-filters.com/australia-water-pollution-problem-marine-coastal/>

4Ocean: <https://4ocean.com/blogs/blog/how-much-trash-is-in-our-ocean>



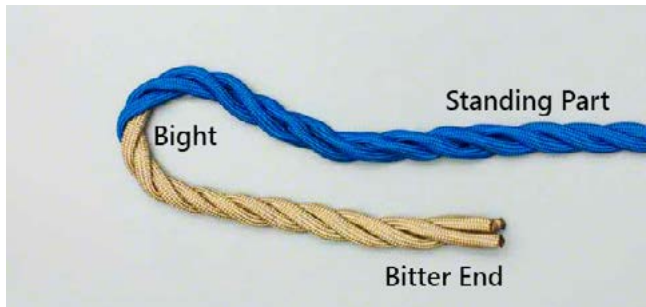
All Tied Up

Words Jon Jones - Leading Coxswain, QF17

Following on from the "how to" pictorial on docking your vessel which was published in the Summer 2017/18 edition, this issue, we look at the knots and spliced ropes used to secure your vessel to the dock.

As we learned in the docking article, a forward spring should be the first rope used when docking your vessel. A forward spring should consist of a length of rope suitable for the length of your vessel, with a soft eye spliced into one end.

How to make an Eye Splice



Step 2: Unlay the bitter end sufficient to enable six tucks to be made into the lay of the standing part.



Step 3: Open up the lay in the standing part for the first tuck.



Step 4: First tuck completed.



Step 5: Second tuck.



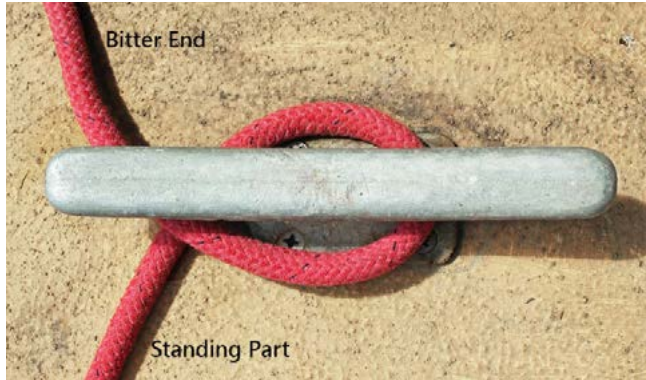
Step 6: Third tuck completed.



Step 7: Repeat steps 4, 5 and 6 until all tucks are completed - usually 6 - to give a finished eye splice. Note that the size of the initial bight defines the size of the finished eye. For use as a spring line, a large eye is recommended.

Tying a Cleat Hitch

A cleat hitch should be used when tying off to a horn cleat on a vessel or on a dock.



Step 1: Make a round turn around the cleat, ensuring that the bitter end of the rope crosses over the top of the standing part.



Step 2: Loop the bitter end over the cleat starting a "figure eight".



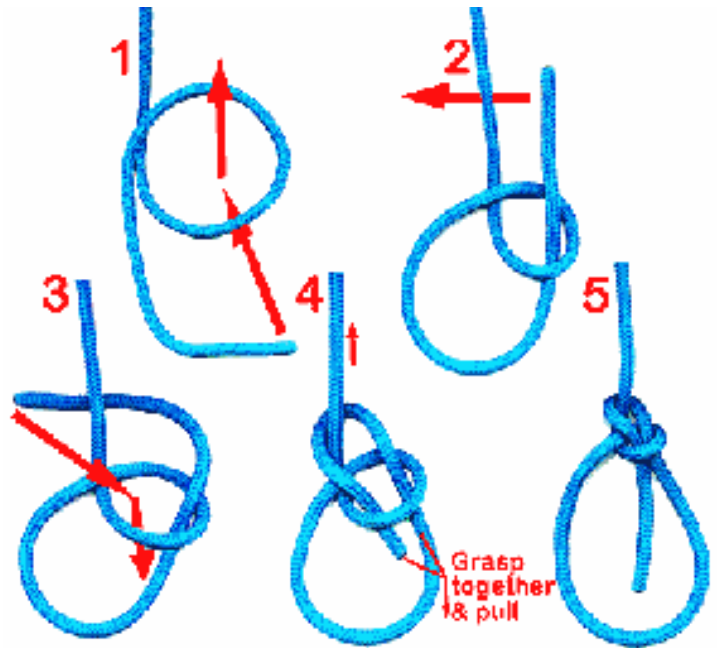
Step 3: Complete the "figure eight" with a half hitch (locking turn).



Cleat hitch without locking turn: Where the cleat hitch may take a heavy load, do not lock off with a half hitch, but loop a second "figure eight" around the cleat horn and finish with a half turn. This is often used on yachts where a halyard is left loaded on a winch.

Tying a Bowline

In instances where a soft eye is not large enough (e.g., tying up to large timber piles), you may need to quickly tie a bowline in the rope to be used for a mooring line.

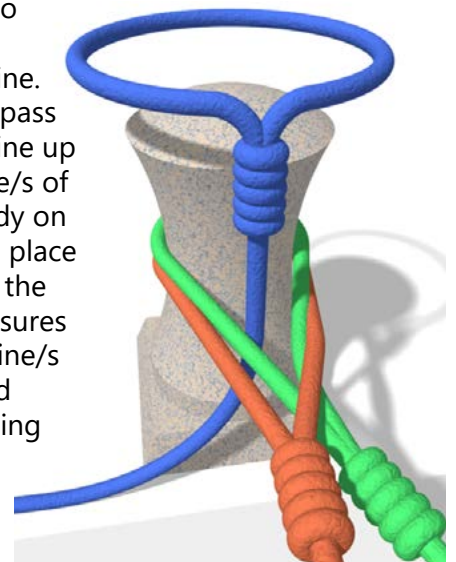


The finished bowline: The bight of the bowline should be large enough to fit over a pile or large bollard.

Dipping the Eye

If there is already a line on a pile or large bollard, you may have to dip the eye of your mooring line.

To dip the eye, pass your mooring line up through the eye/s of the line/s already on the bollard and place over the top of the bollard. This ensures that the other line/s can be removed without disturbing your line.



Bay to Bay Yacht Race



Words Dianne Pryor - Social Media & Marketing Officer, QF21 | Stuart Pryor - Crew Member on RL24 Hartbeat & Volunteer at QF21

The iconic Bay to Bay Trailer Yacht Race was held for the 38th time over the May long weekend. This race starts at Tin Can Bay and ends at Hervey Bay, hence the name. Organised by the Hervey Bay Sailing Club, this race attracts entries from NSW and Victoria as well as from all over Queensland. This year, the event attracted 119 starters, and while numbers are slowly diminishing over the years, it is still one of the largest sailing events in Australia by numbers of entries and participants.

QF21 Coast Guard Sandy Straits, along with QF17 Tin Can Bay and VMR Hervey Bay, were again asked by the event organisers to escort the race participants along the course, to help ensure the safety of all boats and crews. QF21 provided *Pride of Maryborough* and *Jupiter One* keeping watch in the area between Kauri Creek to Garry's Anchorage on Saturday, and *Pride of Maryborough* to track the race from Garry's Anchorage to McKenzies Jetty on Sunday.



Above: The fleet heading north up the Great Sandy Strait towards Garry's Anchorage on Saturday.

The Saturday race started in light conditions, with the wind finally filling out to around 12 knots shortly after the start. Spinnakers were soon set after passing Carlo Creek and a magnificent colourful sight of small yachts made for an enjoyable day. The only incident to note on Saturday, was a lost rudder which was soon found and re-attached.

At the end of Saturday's race the boats retired to Garry's Anchorage for the night. While finding anchorages, the fleet was hit by a squally shower with the wind continuing to build with showers throughout the night which resulted in many of the rafted-up competitors having to break into smaller groups after dragging anchor. However, it takes a lot to dampen the enthusiasm for partying among this lot of racing sailors. This race is held for mere "honour and glory" and while racing is serious, the camaraderie of the Saturday floating party is legendary.

Coast Guard QF21 crew aboard *Pride of Maryborough* were at the ramp at 6:00 am on Sunday morning to head over to Garry's Anchorage for the second day of racing. The race crews were roused after a rough night and headed out to the course for a 7:30 am start. With a dramatic change in the weather, all awoke to a cold morning with a brisk southerly and persistent showers.

The race started in blowy conditions, which saw a few beached vessels and one vessel holed in the bow that required an escort by *Pride of Maryborough* until VMR Hervey Bay could take over and get the vessel safely to Hervey Bay.

As the race progressed, the winds dropped considerably resulting in a slow passage through Sheridan Flats. As VMR Hervey Bay took charge of the race, *Pride of Maryborough* left the fleet at McKenzies Jetty and headed for Tuan. Although the waters were calm heading to Garry Anchorage, the crew had a bumpy and wet trip crossing the Straits from Stewart Island to the Tuan boat ramp.

As the fleet headed past the Picnic Islands, Mother Nature started to do her worst as a frontal system arrived with 30-knot winds and even stronger gusts, causing havoc blowing against the incoming tide and creating 2-metre waves.

There were several broken masts, broken booms and other gear failures. A few boats also capsized, or lost crew overboard who were picked up out of the water by the rescue boats. At the end of the day, over 30 competitors retired from the race to head for the shelter of the Hervey Bay marina complex.

The worst of all was the sinking of the Tin Can Bay Yacht Club's training vessel *Tatjana*, a Status 580 which capsized, sank and has not been recovered. Fortunately, the crew were rescued and safely returned to shore.

Sailors are a hardy lot. They will no doubt be back for next year's 39th race. QF21 and the partner rescue organisations will also be there, hoping for a more subdued and sunny event that often typifies the Bay to Bay trailer yacht race.



Above: Racing on Sunday provided plenty of challenging conditions.



Above and right: One of the last sightings of TCBYC's sail training vessel *Tatjana* before it capsized and sank near Little Woody Island.

That Sinking Feeling

Words Nev Collins - *Gold Saturday Crew, QF6*

Our Gold Saturday crew had just settled in for the morning briefing when we received a shout from the radio room that a vessel was sinking with 2 POB. We quickly put to sea with only a vague description of its location of 11 nautical miles south east of Point Cartwright. The target vessel was a 4.2 metre aluminium tinnie vessel, which had no radio and only a mobile phone for communication. This was a small boat to locate in a large ocean, but he was said to be slowly making his way back towards Mooloolaba while bailing at the same time.

While proceeding at best speed to the area, we had all available crew on lookout, as well as using the radar to locate any sign of the vessel. Our efforts to contact him by phone were met with "please leave a message". We now did not know if we were looking for a boat or if it had sunk and we were looking for two persons floating in the water.

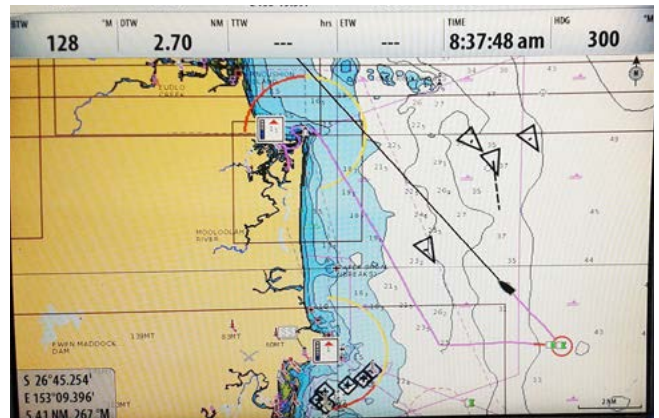
A radio message came through that the police had been able to contact them and that they had been told to activate their EPIRB. Ah that was good news, for we have a radio direction finder on our boat and now we would be able to go straight to them using the EPIRB's transmission. However, this effort proved futile as no signal was being received by us. As it later turned out, no signal was being received by AMSA in Canberra either, even though there were satellites overhead at the time. We continued on our original course.

Sometime later, an orange distress flare was seen at some distance away on our port side. We quickly altered course and made straight for it. The vessel was soon located still afloat much to the relief of both crews. We passed over a bilge pump to help keep them afloat and secured a tow line to start the trip home. The bilge pump was more than able to keep up with the inflow of water and the return trip was uneventful.

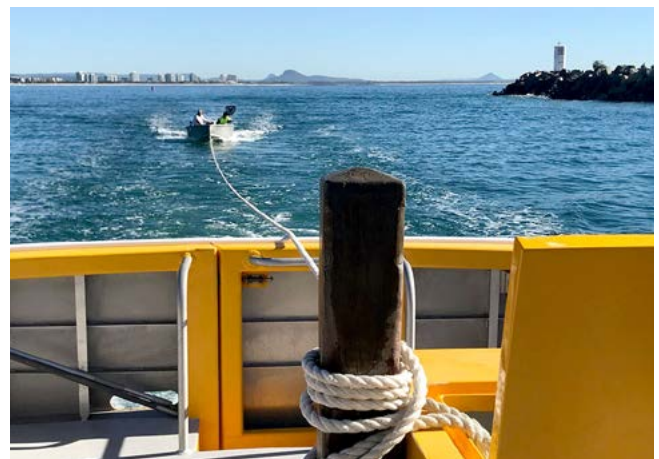
During the time that both vessels were side by side, we noted that their EPIRB aerial had not been deployed and that it had not been floating in the water. It needs the water to act as a signal reflector to the satellite to be wholly effective. However, we subsequently found out a further reason for no signal was that the EPIRB was two years out of date and had a flat battery.

Well, there were a couple of lessons there. Check all your gear for serviceability. Electronic equipment on the water needs special attention. If your mobile phone is your only form of communication, install a free App. that gives your Latitude and Longitude. Should you be the one that needs our assistance, it can make our job so much easier to find you knowing your exact position.

Before proceeding to sea all skippers should check their equipment serviceability, and ensure that all relevant safety equipment such as EPIRBs, flares and inflatable lifejackets are within their expiry dates. It is also vital that EPIRBs are registered with AMSA and are updated every two years.



Above: Mooloolaba Rotary Rescue's track to the sinking tinnie.



Above: Safely home entering the Mooloolah River.

A Difficult Assist

Words Alan Hingston - Coxswain, QF4 | **Photos** Joe Allen - Commander, QF4

At 1600 hours on April 18, QF4 received a call to assist a Caloundra Cruise vessel that had become entangled with mooring lines attached to a dredge vessel moored off Golden Beach, close to the permanent mooring of a local vessel. The cruise vessel had no steerage as the dredge lines had wrapped around their propeller. They had deployed an anchor from their stern, and were holding the stern into a strong outgoing tide. The vessel had been in this position for some time until the call was made to QF4 for assistance.

The call went out to the duty crew, Echo, and they assembled at base. The crew consisted of coxswain Alan Hingston, coxswain 2 Glen Wall, CC Kay Kirwan, CC Maree Lynch and CC Trevor Lynch. As it was the bottom of the tide, the decision was taken to launch *Coast Guard 2*, as it was the most suitable vessel to assist the cruise boat back to its berth at Pelican Waters Tavern.

On arriving on scene, the cruise boat was found to contain its crew and approximately 12 paying passengers, who were happy to see *Coast Guard 2* coming to help them.

With a strong outgoing tide flowing and the vessel was moored stern into this tide, the decision was made to come alongside with *Coast Guard 2*'s bow into the strong tide. When moored alongside, the tow rope was attached, and with lines still attached, *Coast Guard 2* moved forward to allow the crew on the cruise boat to let go their buoyed anchor. As our vessel moved forward, the cruise boat fell astern attached to a short tow line. This tow line was required, due to the close proximity of both the anchored dredge and a permanently moored vessel.

With the tow underway, the decision was made to put the disabled vessel in a beam tow when we reached the vicinity of the Power Boat Club, and the crew made lines ready for this. Unfortunately, when we approached the entrance to the canal, the wind proved too strong to control the disabled vessel, which has a very large cabin with a viewing deck on top that creates a large windage area.

A decision was taken to proceed with the short tow into the canal and under the road bridge. When reaching the open area in the canal, a beam tow was affected. This operation was difficult to undertake as the wind was still very strong, making it difficult to control the disabled vessel. The lack of suitable cleats onboard the cruise vessel also made it difficult to enable the crew on *Coast Guard 2* tie off on. After some excellent work by our crew, the distressed vessel was eventually maneuvered under the second road bridge and with instructions from our crew, the distressed vessel was returned to its pontoon at the Tavern and safely moored.

After being verbally thanked by both passengers and crew we returned to our base, and our vessel was retrieved, washed down and rehoused ready for service again.

Afterwards, Alan Hingston said, "As the skipper of *Coast Guard 2*, I would like to congratulate all the crew and the radio operator who took part in this assist for their performance and the professional way in which they presented themselves during a very difficult assist; a credit to QF4. All the training has paid off."



Above: Coast Guard 2 towing Caloundra Cruise vessel back to its pontoon..

Adventures with a Superyacht

Words & Photos Chris Appenzeller - Crew 1, QF17

On the afternoon of Sunday 25 March, the superyacht *De Lisle III* was escorted across the Wide Bay Bar after a short stopover in Tin Can Bay. She was heading to Gold Coast City Marina for an extensive refit.

Cooloola Rescue III, with Crew 1 on duty (Coxswain Jon Jones), travelled to Inskip Point where *De Lisle III* lay at anchor. The superyacht's captain and one crew member came on board *CR III* which took them over the bar prior to their crossing so they could get a feel for the bar geography. Conditions on the day were very "average".

Once satisfied with what the bar was offering, *CR III* returned to *De Lisle III* and stood by until the vessel had safely passed reference point 3 and were happy to continue alone through the bar.



Above: QF17's *Cooloola Rescue III* heads out over the Wide Bay Bar with *De Lisle III*'s captain, leaving the superyacht at anchor at Inskip Point.

Left: *De Lisle III* commences the bar crossing.

About *De Lisle III*

Superyachts of this size, luxury and value are a rare sight in Tin Can Bay. While the crew of *CR III* never got the opportunity to go on board *De Lisle III*, the vessel is in commercial survey and regularly cruises the Queensland Coast.

De Lisle III is a 137ft/42m custom motor yacht, built in 2008 by Gulf Craft. She was last refitted in 2014. The luxury superyacht's sophisticated exterior design, styling and engineering are the work of Mulder Design. The yacht's interior was designed by Sam Sorgiovanni and features timeless styling, beautiful furnishings and sumptuous seating throughout, creating an elegant and comfortable atmosphere on board.



De Lisle III has impressive leisure and entertainment facilities and features four levels of six-star luxury, including an open air deck Jacuzzi, two large indoor lounge areas, a gym and exercise equipment, on board Wifi and air conditioning throughout. The interior layout sleeps up to 9 guests in 4 cabins, including a master suite, 1 VIP stateroom, 1 double cabin, 1 double/twin cabin and 1 twin cabin. These features and facilities make *De Lisle III* the ideal charter yacht for socialising and entertaining with family and friends.

Under charter, *De Lisle III* comes with a skilled and attentive crew of 7, including an experienced captain, an engineer, first mate, 2 stewardesses, a deck hand and a chef, all there to ensure passengers have a relaxed luxury superyacht experience.

De Lisle III has a semi-displacement hull, which like the superstructure is built of GRP. She features at anchor stabilisers which work at zero speed, increasing on board comfort at anchor and on rough seas.

De Lisle III's cruising itinerary offers 7 and 10 days cruises around the Whitsundays, Port Douglas and Lizard Island. So, if you're looking for a charter yacht for your next coastal cruising holiday, *De Lisle III* can be yours for \$125,000 per week plus expenses.

More information: <http://www.delisle3.com/>



Specifications

Length: 137ft/42m

Beam: 24ft/7.54m

Draft: 7.22ft/2.2m

Gross Tonnage: 220 Tonnes

Cruising Speed: 10 knots

Top Speed: 15 knots

Fuel Bunkerage: 33,500L

Range: 2,000nm

Builder: Gulf Craft

Built: 2008



Centaur Remembered

Words & Photos John Gasparotto - Editor, QF4

1 4 May 2018 marked the 75th anniversary of the sinking of the Australian Hospital Ship (AHS) *Centaur*. On that day in 1943, *Centaur* was en route from Sydney to Cairns when sunk by a Japanese submarine south of Moreton Island. Of the 332 people on board, only 64 survived.

Coast Guard Caloundra was asked by Caloundra RSL if they would participate in a solemn ceremony to mark that anniversary by placing a wreath at sea near Centaur Park in Caloundra while the on-shore service was conducted.

Caloundra Rescue, crewed by members of Echo crew, took part and the honour of laying the wreath was given to Maree and Trevor Lynch. Maree's family knew one of the victims of the sinking.

Centaur was a merchant vessel built in Scotland on the Clyde River and launched in 1924. She carried a mixed cargo of passengers and freight and was employed on a run between Fremantle, Western Australia, and Singapore. When the war began, she was placed under the government's control. In November 1941, *Centaur* was one of the ships used in the search for HMAS *Sydney*, and found a lifeboat with survivors from the German raider *Kormoran*.

With Japan's entry into the war and the subsequent fighting in Papua during 1942, *Centaur* was converted into a hospital ship with the aim of ferrying patients between Port Moresby and Townsville. Her conversion began in January 1943 and was completed two months later.

Now the 2/3rd AHS *Centaur*, the vessel had a fully equipped operating theatre and dental surgery, and could carry 252 patients.

Top right: While the wreath laying ceremony was taking place on shore at Centaur Park, Caloundra Rescue was preparing to place its wreath at sea.

Right: Trevor and Maree Lynch lay the wreath at sea on board Caloundra Rescue.



She was clearly marked as a hospital ship.

Centaur kept her civilian crew, but her medical staff were all members of the Army: The men were from the Australian Army Medical Corps and the women were from the Australian Army Nursing Service.

Centaur only completed two voyages with patients, before she began her ill-fated third and final voyage.

In the early afternoon of 12 May, *Centaur* steamed from Sydney for Cairns carrying members of the 2/12th Field Ambulance. Shortly after 4 am on 14 May, while most people were asleep, a torpedo struck her port side, hitting the oil fuel tank which ignited in a massive explosion. Many of those on board not killed in the explosion or fire, were trapped as the ship started to go down bow first, and then broke in two. *Centaur* sank in just three minutes.

The survivors were at sea for a day and half before they were rescued. The ship's crew and medical staff suffered heavily, as did the 2/12th Field Ambulance - 178 men, from a total of 193, died. It was the nurses though, who suffered the worst. Of the 12 nurses on board only one, Sister Nell Savage, survived.

Although badly hurt herself, Sister Savage concealed her injuries and gave what help she could to the other survivors. After sharks circled their raft and when ships and planes passed without seeing them, a sing-along was organised to help keep up their spirits. For her "conspicuous gallantry", Sister Savage was awarded a George Medal.

The loss of the *Centaur* deeply shocked Australia, and for many Australians she became a symbol of the determination to win the war. The attack on a clearly marked and illuminated hospital ship was taken as further proof that Australia was fighting against a brutal enemy.



Top: The Hospital ship *Centaur* leaving Sydney.
Photo courtesy Australian War Memorial.

Above: Sister Savage being treated for her injuries.
Photo courtesy Australian War Memorial.

Message in a Bottle



Kymillman.com

Words Charlotte Hamlyn

The whole idea of finding a message in a bottle hints at connections to history - who threw the bottle overboard? Which ship were they on? How long has the bottle been drifting on the world's ocean currents? Playing right into this mystique is the discovery of the oldest known message in a bottle, which was recently found on a beach in Western Australia.

Let's face it. To find an old bottle washed up on the beach, to open it and read a message from a far off land and time is a discovery we'd all like to make. But what if the bottle you found proved to be the oldest-known message in a bottle? That's what happened to the Illman family from Perth.

After becoming bogged on a beach just north of Wedge Island, 180 km north of Perth, Tonya Illman was walking over sand dunes when she noticed an object sticking out of the sand.

'It just looked like a lovely old bottle,' she said of her discovery. 'So I picked it up thinking it might look good in my bookcase.'

But when her son's girlfriend tipped the sand out of the bottle, a damp, rolled up piece of paper, tied with string fell out, and Tonya realised she might have discovered something more than just an old bottle containing a message.

Tonya said, 'We took it home and dried it out, and when we opened it, we saw it was a printed form, in German, with very faint German handwriting on it.'



Above: The form filled out as part of a German experiment to understand ocean currents has proven to be the world's oldest-known message in a bottle. Photo: Kym Illman.

The message, dated 12 June, 1886, said the bottle had been thrown overboard from the German sailing barque *Paula*, at a position 950km from the Western Australian coast.

The Illman family conducted their own research online which convinced them they were either victims of an elaborate hoax had or they had made a historically significant discovery. The research revealed that between 1864 and 1933, thousands of bottles were thrown overboard from German ships as part of an experiment by the German Naval Observatory to better understand global ocean currents. Each bottle contained a form on which the captain would write the date, the ship's coordinates and details about its route.

On the back, the messages asked the finder to write when and where the bottle had been found and return it, either to the German Naval Observatory in Hamburg or the nearest German Consulate.

The Illmans took their bottle and its message to the Western Australian Museum. Assistant curator of Maritime Archaeology Ross Anderson conducted a series of investigations which determined the bottle was a mid-to-late 19th-century Dutch gin bottle, and the form inside was written on cheaply-made 19th-century paper.

'Extraordinary finds need extraordinary evidence to support them,' said Dr Anderson. To confirm the bottle's authenticity, he contacted colleagues in the Netherlands and Germany for help.

Handwriting samples from the form were compared to the captain's entries in the *Paula*'s meteorological journal, where, incredibly, an entry was found for 12 June, 1886. Made by the captain, it recorded that a drift bottle had been thrown overboard.

'The date and the coordinates correspond exactly with those on the bottle message,' said Dr Anderson. 'The handwriting is identical in terms of cursive style, slant, font, spacing, stroke emphasis, capitalisation and numbering style.'

So, 132 years after it was tossed overboard from the *Paula*, the captain's journal confirmed that the Dutch gin bottle is the oldest-known message in a bottle in the world, eclipsing the second oldest bottle, which is just over 108 years old.

Kym and Tonya Illman have loaned their find to the WA Museum to display for the next two years.



Above: An artist's drawing of the German sailing barque *Paula* in 1880. Photo: Supplied by Edouard Adam/WA Museum.

Diese Flasche wurde über Bord geworfen

am 12. Juni 1886

in 35° 30' Breite

und 150° 00' Länge von Greenwich

von der Schiffe: Paula Heimath: Hamburg Kapitän: K. Illman

auf der Reise von nach

Der Finder wird ersucht den darin befindlichen Zettel, nachdem die auf umstehender Seite gewünschten Angaben vervollständigt sind, an die

Deutsche Seewarte in Hamburg

zu senden oder auch an das nächste deutsche Konsulat zur Beförderung an jene Behörde abzugeben.

Above: The form reveals the date the bottle was jettisoned, along with the ship's name, home port, coordinates and travel route. Photo: Kym Illman.



Above: Tonya and Kym Illman with Ross Anderson (centre) from the WA Museum, where the bottle and message are on display. Photo: Kym Illman.

Getting My Kicks on Route 66



Words & Photos Peter Wollermer - QF6

My birthday is in March. Son suggests - Dad why not a road trip to celebrate and (he) we can go see the Mid West US National Truck Show in Louisville Kentucky and we can drive some of Route 66! Yes - son is a truck person.

OK - let's do it. So we did. Wow! We enjoyed a wonderful trip across the South West of the USA. The people we met were friendly and loved Australians. The food choice was limitless and you simply did not need to eat fast food at all. The beer was icy cold, as was the weather, even though it was "Springtime".

We flew Air New Zealand, which was just magic. Brisbane - Auckland - Houston, Texas - boy that's a big town. Picked up a renter and headed for Galveston, then to Lake Charles for the night. The next day on to Bourbon Street, New Orleans, which was awesome. Tried some Buffalo oysters in New Orleans - they were absolutely delicious.

Then up to Memphis, Tennessee to see the Elvis display at Graceland. It is all that people say it is, but it is sad in some respects. Lining up to buy tickets to get in, I notice a guy wearing some RM Williams boots. Yes sir - he and his wife were from Noosa! Small world. Great display and well worth the visit.

Next stop Lynchburg, Tennessee - the home of the Jack Daniels distillery. Wow! Did the tour which was terrific. Tasting five different absolutely delicious shots of "Tennessee sippin whisky" at 11.00am was a sure fire start to a great day! It is



Above: Bourbon Street, New Orleans.



Top: Tasting Tennessee sippin' whisky at the Jack Daniels Distillery in Lynchburg, Tennessee.

Centre: JFK's Air Force One at the National Museum of the US Air Force at Dayton, Ohio.

Above: Cars of past winners of the Indianapolis 500 at the Speedway Museum, Indianapolis, Indiana.

not Bourbon, it is Tennessee Sippin whisky. Gentleman Jack was the best! Lynchburg is a dry County, only 500 residents and one set of traffic lights - 600 people work at the factory.

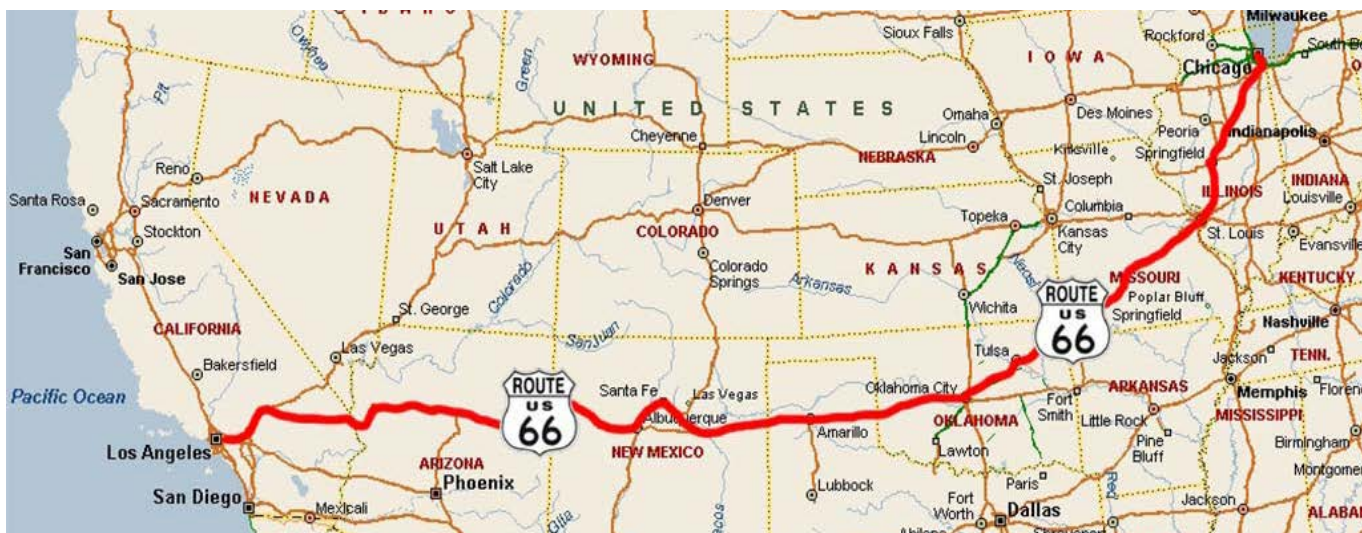
Explored the nearby village and found a Harley Davidson shop - no bikes just merchandise. Wandering around and noticed a local guy - 18 if he was a day - pimples, skinny, tight jeans, a red sweater, big belt and buckle and an even bigger Glock 9mm pistol on his hip. Unbelievable.

Up to the truck show which was huge. Then left Louisville for Dayton, Ohio - home of the National Museum of the US Air Force, with 22 acres of aircraft under cover. All the Air Force One Presidential aircraft and almost every type the Air Force has flown and also some space craft. Just an amazing place. We spent a day there and really did not do it justice. A must visit if you have any interest in aircraft.

We were then intending to head to Chicago to start Route 66, but it was snowing there so we gave it a miss. Went to Indianapolis and visited the Speedway; another US icon. Then joined Route 66 at Springfield, Illinois. The road was built in 1926 and is 2,278 miles long from Chicago to Santa Monica, California. It sort of evolved over the years and really came into its own in 1941 during WW II, when it was used to transport thousands of men and machines from the West coast to the East coast to assist in the war effort.

Following the war, all the returning veterans swamped the highway heading West. Then the Government commissioned the building of the great US Interstate road system. It carves straight across the country and in lots of places bypasses Route 66 by miles and miles and in others runs alongside and in others is placarded as the Route 66.

So we start the drive. It was three degrees when we left Springfield, which was the home



of Abraham Lincoln. You can walk around the house in which he lived. We had seen the home of Muhammed Ali and Thomas Edison in Louisville, it was sort of - that's a bit of real estate I never thought I would gaze upon. Bit like the Boeing 707 that took John F. Kennedy back from Dallas - and seeing the desk at which LBJ stood in that aircraft to take the oath of office of the President of the United States of America. It was all good.

Down to St. Louis, Missouri and we meandered through small towns off and on the Interstate. Some were thriving and using the history of the road to benefit the locals. Others were dying or dead. Grass up through the footpaths, no cars or people about, stores boarded up. Sad really, but that's the price of progress I suppose. Accommodation was never a problem, with plenty of Holiday Inn-type motels along the way at an average of about US\$100 a night. We had only booked the first and last nights and the time we were at the truck show. The rest of the time we winged it with success. I must have looked old, as when I asked for a senior's discount it was usually available and knocked off about \$10 to \$15 a night in most places.

We nicked the corner of Kansas - the almost ghost town of Gaden - and into Tulsa and then Oklahoma. We went to a basketball game at the Cheasapeake Stadium. Boy do those Americans yell in support of their teams. Visited the scene of the Oklahoma City bombing that happened on 19 April 1995. Some lunatic blew up the Federal building and killed 168 people and injured 800 others. Remarkable and touching memorial to those who died. A time for reflection it was. Felt the sadness.

Continued West until the little town of Clinton, Oklahoma; it was looking prosperous. It had a neat little museum - like many others - and was our last section of Route 66, so had to buy the t-shirt. Then headed South for Dallas. We had purchased tickets for the O'Reilly Auto Parts 500, which was a round of the US Nascar series held at Texas Motor Speedway. Wow! It is bigger than Ben Hur!

When we first walked out of the stand to our seats about 80 metres from the track, we simply could not get over the noise and the speed. Over 200mph. They are seriously fast cars and noisy. OH&S here would have a hernia! The racing was sensational, although I can imagine it is not everyone's cup of tea. BUT, all I would say is - don't knock it until you have tried it. As we settled into our comfortable seats in the lounge area we noticed a nasal sounding voice. Further investigation revealed the couple sitting next to us, Justin and Kerry from Caboolture. Talk about small world again!

After two days of all out Nascar, we headed South to Houston. A must visit there is the Lyndon B Johnson Space Centre. Another day spent gawking at stuff that you only seem to see in the movies. We even touched Apollo 15. We walked into and around the Boeing 747 that transported the Endeavour Space shuttle from East Coast to West. We saw the Mercury capsules, a full size mock up of the existing space station, and watched people practising getting about the station. We also saw the control room that was filmed as a back drop to the movie Apollo 13. There is no doubt about the Americans - they do it right and boy can they spend some money.

A final night of rest and the next evening our flight back via Auckland to Brisbane. Spending 4 weeks on the road and sleeping in the same room with your son, another alpha male, is not the easiest task in the world. But boy, I am so glad I made the effort. It was the trip of a life time.



Above: Texas Motor Speedway in Dallas, Texas.

Below: Apollo 15 Command Module at the Lyndon B Johnson Space Centre in Houston.

Cruise Ship Capers

Words & Photos Rod Ashlin - Skipper, QF6

Around 2130 on Friday 16th March, I received a call from our Radio Operator that the cruise ship *Pacific Aria* had a severely ill person on board and was requesting we make arrangements to medivac the person from the ship to hospital. This request was passed to us by the Water Police.

The ship had left Brisbane earlier in the evening and had now turned back and would meet with us off Mooloolaba around 2300. A crew was organised, which also included two Ambulance Officers who would accompany us.

Having been involved with two prior evacuations at night from large ships, my immediate thought was that this would not be an easy job. Apart from the solid 20 knot South Easterly blowing, there was a large left over swell from a cyclone that had only just started to move away from the area.

With Ambulance personnel aboard, who were not enjoying the conditions, we made a rendezvous with the ship 5 nautical miles East of Point Cartwright. The ship asked us to move close down their side in order to assess our gunwale height and ascertain which was the best docking port to use for the attempted evacuation.

I asked the captain to steer 220 degrees at 4 to 5 knots to provide some lee but eventually they opted for a docking port on their port side and so directed their vessel on a reciprocal course, but advised us that their regulations did not allow the ship to be moving when the selected port was opened and so they held the heading with the ship stationary.

The docking station was only approximately 3 metres long at our gunwale height with 2 posts that extended to water level at each end. We managed to come alongside and get a bow and stern line from the ship to us, but we were crashing heavily into the posts of the dock, particularly before the lines were made taught to hold us in position. The language barrier of the Philippino crew who took instructions from their boss, who in turn spoke with the ship's Officers and then to us did not make this process any easier and certainly not quicker.

Once secured, but still crashing heavily against the portal, there was a long delay in getting the patient down to the evacuation area and I reminded the Officers present that this was causing considerable damage to our vessel. Eventually the female patient, who was a suspected stroke victim, was passed down to us in a stretcher and this was followed by her husband and their luggage.

With some difficulty, we were able to draw away from the ship's side, received the thanks of the Captain and applause from the passengers who had a ringside seat for this added entertainment, and we headed back to Mooloolaba with the ship continuing on its originally intended course.

Back on our dock, the patient was taken off and placed in the waiting ambulance and taken to hospital. We were not informed, but we believe there was a good outcome for the patient and her husband was very grateful for the service we were able to provide.

In the light of day we could assess the damage, which amounted to a section of our gunwale fendering being torn away and the cracking of several welds securing our bulwarks to the deck. When a person's life is at stake you do the job and deal with any potential damage afterwards, but I have made a mental note that in conditions any worse than we encountered, I would not agree to put our vessel and the considerable risk to our crew at stake. Should this happen, the alternatives are to move further into the shelter of Moreton Bay or the ship to rebirth in Brisbane. In extreme cases a helicopter evacuation may be requested, but as there is considerable risk and expense in deploying helicopters at night over water, they are only deployed if absolutely necessary.

In this case, a good outcome was achieved and my thanks to the crew who did a great job.



Above: A photo of the patient transfer taken from the Pacific Aria.

An Amazing Life

Words Ian Hunt - *Editor, QF6*

We all live an interesting life in one way or another, but every now and again you get to talk to someone about their life, which just amazes you. Such an occurrence happened recently when Chaplain Sue Clarke and I went to visit one of QF6's long time supporters, Graham McKenna. I'm sure that you will be amazed by Graham's story, as we were. He has seen it all, from bombs dropping close to his ship, whales giving him directions and living in many different countries, even experiencing royalty. Let me tell you his story ...

Graham was a bit of a larrikin when he was in his 20's (I think he still is in later life, too) and went on some amazing adventures in his line of work. Working on ships that surveyed the bottom of the ocean for oil, he lived and breathed work on the ocean waves. Times were rough - no P&O cruises - as he worked in North Western Australia out of Port Hedland, around the Monte Bello Islands with Geo Physical exploration taking place, then in Bass Strait in rough weather and then across to and around New Zealand. His ship was to be dry docked there, but before that, he helped to recover bodies from the *Wahine* ferry disaster when she sank in 1968 in Wellington Harbour. Graham should probably have quit right there, but he ended up going to Mozambique and Madagascar when wars were raging.

His ship was attacked by a fighter jet by mistake, whoops - too late if the bomb finds its target, but the Emperor of Ethiopia, Haile Selassie, was remorseful when the ship's owners complained and invited the crew to a garden party at his palace to show there were no hard feelings. Well they were on his side maybe? No wonder he was deposed in 1974.

Graham and his crew did have some fun times, such as taking out a local fishing boat to see what they could catch. However, life turned to sheer terror when apartheid was larger than life; as a humanitarian Graham sheltered South Africans on his 1600 acre coastal farm, letting refugees build their own huts, but he had to abandon everything and flee to Rhodesia for safety when the Mozambican Civil War took place and five million people were displaced.

Graham's Geo Physical International exploration continued and the 'go find oil' surveys from a flat bottom ship about 350 feet long were 24/7, towing sensing equipment over the sea bed. One day, the crew were warned that there had been movement on the sea bed near Madagascar and it might manifest itself on the surface, but they just continued working, head down, bottom up and not taking any notice of the horizon, until a huge whale seemed to direct their ship off course by breaching alongside. It did this three times and the Captain had to deliberately move off course to avoid the whale. As they did a Pinnacle arose out of the water in front of the ship, almost house height, which, if they had continued on course they would have crashed into it and possibly sunk. One remarkable whale to keep them all safe.

I think Graham had had a little too much adventure by then and took an opportunity to work in the Royal Stables with the Queen's horses and have a more 'normal' life for a while. While on the Continent, he became fascinated by food presentation and how to marinate meats. He returned to Australia to open a butcher's shop in Darwin that had a huge display window with different cuts of meat and marinades; something that was not done at that time - Graham says he started a trend. He also loved the land and established a banana and a paw paw plantation in Humpty Doo, which took many hours of work.

Somewhere in the mix he eventually found himself working for Mount Isa Mines in Mount Isa, but doing an above ground "clean" job that was not too dangerous. One can only keep alive if you don't take too many ridiculous risks. Graham eventually saw the light and settled down to being the best butcher in the Beachmere area, before retiring to the Sunshine Coast.

I could keep talking about many other facets of Graham's life, but will leave it there, as from a seaman's perspective there is always one more tale to tell, and he does that very well.



Top: The acoustic survey vessel Paul Markson.

Above: Mistakenly bombed by an Ethiopian fighter jet.

Who Are You Going to Call?

Words & Photos John Gasparotto - Editor, QF4

When a rescue crew from Australia Zoo was called out to rescue a wet young female kangaroo seen wandering in the vicinity of the Caloundra Caravan Park, it was decided that it should be returned to Bribie Island.

After catching the kangaroo and wrapping her in a blanket to avoid stressing the animal further, the crew from Australia Zoo were faced with a predicament: How were they going to transport the kangaroo back to Bribie Island quickly?

A quick phone call to Coast Guard Caloundra saw their volunteer on-duty crew prepare Coast Guard 2 for immediate departure. The Australia Zoo team plus one kangaroo were on the water a short time later and soon the animal was released back to its home on Bribie Island.

This is not the first time Coast Guard Caloundra has been called on to assist in rescuing injured wildlife or returning them back to Bribie Island.



Above: The animal rescue crew from Australia Zoo and one kangaroo get a quick trip to Bribie Island courtesy of Coast Guard Caloundra.

Right: Staff from Australia Zoo release the kangaroo on Bribie Island.



Boonlye Point tides - July 2018

	2-Jul	9-Jul	16-Jul	23-Jul	30-Jul
M	6:03	0:99	5:49	2:67	6:05
O	11:58	2:52	12:05	0:74	12:14
N	17:29	0:90	18:46	3:10	18:00
T					
U	3-Jul	10-Jul	17-Jul	24-Jul	31-Jul
E	0:11	3:03	0:49	1:04	0:36
S	6:40	1:04	6:51	2:71	6:54
W	12:38	2:47	12:59	0:60	13:06
E	18:08	1:01	19:41	3:35	18:52
D					
S	4-Jul	11-Jul	18-Jul	25-Jul	
T	0:50	2:93	1:49	0:86	1:26
H	7:23	1:08	7:50	2:78	7:44
U	13:26	2:44	13:50	0:47	14:01
R	18:54	1:14	20:32	3:58	19:49
F					
R	5-Jul	12-Jul	19-Jul	26-Jul	
I	1:35	2:83	2:44	0:70	2:18
S	8:11	1:09	8:46	2:83	8:36
A	14:22	2:43	14:41	0:36	15:03
T	19:51	1:26	21:22	3:74	20:57
	6-Jul	13-Jul	20-Jul	27-Jul	
	2:28	2:74	3:36	0:57	3:15
	9:07	1:07	9:41	2:88	9:33
	15:28	2:49	15:31	0:31	16:14
	21:03	1:34	22:11	3:82	22:16
	7-Jul	14-Jul	21-Jul	28-Jul	
	3:32	2:67	4:27	0:50	4:16
	10:09	0:99	10:33	2:90	10:32
	16:40	2:62	16:21	0:31	17:30
	22:28	1:33	22:59	3:80	23:35
	1-Jul	8-Jul	15-Jul	22-Jul	29-Jul
S	5:27	0:95	4:42	2:65	5:16
U	11:20	2:56	11:10	0:88	11:23
N	16:54	0:82	17:46	2:83	17:10
	23:37	3:12	23:44	1:21	23:48

Boonooroo & Tuan tides - July 2018

	2-Jul	9-Jul	16-Jul	23-Jul	30-Jul
M	6:11	0:68	5:35	1:84	6:13
O	11:44	1:73	12:13	0:51	12:00
N	17:37	0:62	18:32	2:13	18:08
T	23:57	2:09			19:10
U	3-Jul	10-Jul	17-Jul	24-Jul	31-Jul
E	6:48	0:71	0:57	0:71	0:22
S	12:24	1:70	6:37	1:87	7:02
W	18:16	0:70	13:07	0:41	12:52
E			19:27	2:30	19:00
D	4-Jul	11-Jul	18-Jul	25-Jul	
S	0:36	2:02	1:57	0:59	1:12
T	7:31	0:74	7:36	1:91	7:52
H	13:12	1:68	13:58	0:32	13:47
U	19:02	0:79	20:18	2:46	19:57
R					
F	5-Jul	12-Jul	19-Jul	26-Jul	
R	1:21	1:95	2:52	0:48	2:04
I	8:19	0:75	8:32	1:95	8:44
S	14:08	1:67	14:49	0:25	14:49
A	19:59	0:87	21:08	2:57	21:05
T					
	6-Jul	13-Jul	20-Jul	27-Jul	
	2:14	1:88	3:44	0:39	3:01
	9:15	0:74	9:27	1:98	9:41
	15:14	1:71	15:39	0:21	16:00
	21:11	0:92	21:57	2:63	22:24
	7-Jul	14-Jul	21-Jul	28-Jul	
	3:18	1:84	4:35	0:35	4:02
	10:17	0:68	10:19	2:00	10:40
	16:26	1:80	16:29	0:21	17:16
	22:36	0:92	22:45	2:62	23:43
	1-Jul	8-Jul	15-Jul	22-Jul	29-Jul
S	5:35	0:65	4:28	1:82	5:24
U	11:06	1:76	11:18	0:61	11:09
N	17:02	0:56	17:32	1:95	17:18
	23:23	2:15	23:52	0:83	23:34

Boonlye Point tides - August 2018

	6-Aug	13-Aug	20-Aug	27-Aug
M	4:03	2:47	4:56	0:36
O	10:30	0:92	11:06	3:04
N	17:17	2:82	16:57	0:31
	23:24	1:22	23:26	3:67
T				
U	5:26	2:49	5:39	0:43
J	11:37	0:80	11:52	3:00
E	18:26	3:07	17:43	0:48
S				
			19:01	2:91
W				
	1-Aug	8-Aug	15-Aug	22-Aug
E	6:07	0:87	0:38	1:02
D	12:12	2:64	6:39	2:57
S	17:46	0:87	12:39	0:63
			19:26	3:35
			18:30	0:72
T				
	2-Aug	9-Aug	16-Aug	23-Aug
H	0:17	3:00	1:41	0:81
U	6:44	0:92	7:44	2:70
R	12:55	2:61	13:37	0:47
	18:29	1:01	20:20	3:59
			19:21	0:99
F				
	3-Aug	10-Aug	17-Aug	24-Aug
R	0:55	2:87	2:36	0:61
I	7:25	0:95	8:40	2:83
	13:45	2:58	14:31	0:33
	19:19	1:16	21:10	3:76
			20:22	1:22
S				
	4-Aug	11-Aug	18-Aug	25-Aug
A	1:42	2:71	3:26	0:46
T	8:15	0:98	9:31	2:95
	14:46	2:58	15:22	0:24
	20:25	1:29	21:57	3:84
			21:43	1:35
S				
	5-Aug	12-Aug	19-Aug	26-Aug
U	2:44	2:57	4:12	0:37
N	9:19	0:98	10:19	3:03
	16:00	2:65	16:10	0:23
	21:54	1:33	22:42	3:82
			23:13	1:33
			21:52	3:27

Boonooroo & Tuan tides - August 2018

	6-Aug	13-Aug	20-Aug	27-Aug
M	3:49	1:70	5:04	0:25
O	10:38	0:63	10:52	2:09
N	17:03	1:94	17:05	0:21
	23:32	0:84	23:12	2:53
T				
U	5:12	1:71	5:47	0:29
J	11:45	0:55	11:38	2:06
E	18:12	2:12	17:51	0:33
S			23:56	2:37
			18:47	2:00
W				
	1-Aug	8-Aug	15-Aug	22-Aug
E	6:15	0:60	0:46	0:71
D	11:58	1:82	6:25	1:77
S	17:54	0:60	12:47	0:44
			19:12	2:30
T				
	2-Aug	9-Aug	16-Aug	23-Aug
H	0:03	2:06	1:49	0:56
U	6:52	0:63	7:30	1:86
R	12:41	1:79	13:45	0:32
	18:37	0:70	20:06	2:47
			19:29	0:68
F				
	3-Aug	10-Aug	17-Aug	24-Aug
R	0:41	1:97	2:44	0:42
I	7:33	0:65	8:26	1:95
	13:31	1:78	14:39	0:23
	19:27	0:80	20:56	2:59
			20:30	0:84
S				
	4-Aug	11-Aug	18-Aug	25-Aug
A	1:28	1:87	3:34	0:32
T	8:23	0:68	9:17	2:03
	14:32	1:78	15:30	0:17
	20:33	0:89	21:43	2:64
			21:51	0:93
S				
	5-Aug	12-Aug	19-Aug	26-Aug
U	2:30	1:77	4:20	0:26
N	9:27	0:68	10:05	2:09
	15:46	1:82	16:18	0:16
	22:02	0:92	22:28	2:63
			23:21	0:92
			21:38	2:25

Boonlye Point tides - September 2018

	3-Sep	10-Sep	17-Sep	24-Sep
M	2:12	2:43	2:51	3:03
O	8:39	1:00	8:44	9:07
N	15:31	2:71	15:56	14:55
	21:38	1:31	22:20	21:24
T	4-Sep	11-Sep	18-Sep	25-Sep
U	3:43	2:30	4:17	3:33
E	10:02	0:99	10:45	9:39
S	16:55	2:84	16:40	15:28
	23:16	1:19	23:01	21:52
W	5-Sep	12-Sep	19-Sep	26-Sep
E	5:21	2:35	5:07	4:02
D	11:21	0:86	11:27	10:13
S	18:10	3:08	17:23	16:03
		23:40	3:26	22:23
T	6-Sep	13-Sep	20-Sep	27-Sep
H	0:33	0:95	0:46	1:07
U	6:38	2:53	12:10	10:48
R	12:29	0:68	18:07	16:39
	19:13	3:35	19:13	22:54
F	7-Sep	14-Sep	21-Sep	28-Sep
R	1:33	0:71	0:19	5:03
I	7:40	2:75	6:20	11:25
	13:28	0:49	12:53	17:18
	20:06	3:56	18:53	23:27
S	1-Sep	8-Sep	15-Sep	22-Sep
A	0:25	2:81	2:23	5:36
T	6:47	0:85	8:31	12:07
	13:16	2:75	14:22	18:01
	19:01	1:10	20:54	23:27
S	2-Sep	9-Sep	16-Sep	23-Sep
U	1:10	2:62	3:08	0:06
N	7:35	0:94	9:17	6:16
	14:15	2:69	15:10	12:56
	20:05	1:24	21:38	18:53

Boonooroo & Tuan tides - September 2018

	3-Sep	10-Sep	17-Sep	24-Sep
M	1:58	1:67	2:37	3:11
O	8:47	0:69	8:52	8:53
N	15:17	1:87	15:48	15:03
	21:46	0:90	22:06	21:10
T	4-Sep	11-Sep	18-Sep	25-Sep
U	3:29	1:58	4:37	3:41
E	10:10	0:68	10:31	9:25
S	16:41	1:96	16:48	15:36
	23:24	0:82	22:47	21:38
W	5-Sep	12-Sep	19-Sep	26-Sep
E	5:07	1:62	5:15	4:10
D	11:29	0:59	11:13	9:59
S	17:56	2:12	17:31	16:11
		23:26	2:24	22:09
T	6-Sep	13-Sep	20-Sep	27-Sep
H	0:41	0:65	0:52	0:74
U	6:24	1:74	11:56	10:34
R	12:37	0:47	18:15	16:47
	18:59	2:30	18:59	22:40
F	7-Sep	14-Sep	21-Sep	28-Sep
R	1:41	0:49	0:05	5:11
I	7:26	1:89	6:28	11:11
	13:36	0:34	12:39	17:26
	19:52	2:45	19:01	23:13
S	1-Sep	8-Sep	15-Sep	22-Sep
A	0:11	1:94	2:31	5:44
T	6:55	0:59	8:17	11:53
	13:02	1:89	14:30	18:09
	19:09	0:76	20:40	23:52
S	2-Sep	9-Sep	16-Sep	23-Sep
U	0:56	1:80	3:16	6:24
N	7:43	0:65	9:03	12:42
	14:01	1:85	15:18	19:01
	20:13	0:86	21:24	22:40

Boonlye Point tides - October 2018

	1-Oct	8-Oct	15-Oct	22-Oct	29-Oct					
M	0:55	2:49	2:44	0:33	1:09	2:30	1:56	0:69	5:56	0:77
O	7:06	0:95	9:00	3:25	6:50	1:10	8:06	2:93	12:45	3:13
N	13:57	2:83	14:56	0:35	13:53	2:67	13:54	0:80	18:54	1:01
	20:01	1:20	21:15	3:55	20:18	1:35	20:18	3:11		
	2-Oct	9-Oct	16-Oct	23-Oct	30-Oct					
T	2:03	2:29	3:22	0:28	2:08	2:14	2:27	0:59	0:55	2:41
U	8:15	1:07	9:41	3:32	7:46	1:25	8:39	3:08	6:51	0:95
E	15:15	2:82	15:40	0:37	15:01	2:57	14:31	0:71	13:47	3:03
S	21:35	1:23	21:55	3:44	21:43	1:36	20:51	3:13	20:03	1:11
	3-Oct	10-Oct	17-Oct	24-Oct	31-Oct					
W	3:45	2:21	3:57	0:32	3:29	2:08	2:58	0:51	2:10	2:28
E	9:48	1:07	10:21	3:32	9:03	1:34	9:15	3:20	8:04	1:09
D	16:39	2:92	16:22	0:48	16:23	2:58	15:09	0:66	15:03	2:98
S	23:10	1:08	22:33	3:26	23:07	1:26	21:24	3:12	21:31	1:11
	4-Oct	11-Oct	18-Oct	25-Oct						
T	5:24	2:35	4:32	0:41	5:04	2:18	3:30	0:47		
H	11:12	0:94	11:01	3:26	10:30	1:30	9:50	3:29		
U	17:53	3:12	17:03	0:64	17:35	2:68	15:47	0:65		
R			23:11	3:02			21:59	3:05		
	5-Oct	12-Oct	19-Oct	26-Oct						
F	0:21	0:85	5:05	0:56	0:04	1:11	4:02	0:47		
R	6:35	2:61	11:39	3:14	6:08	2:37	10:28	3:34		
I	12:20	0:73	17:45	0:84	11:41	1:18	16:27	0:69		
	18:55	3:32	23:47	2:77	18:27	2:81	22:35	2:94		
	6-Oct	13-Oct	20-Oct	27-Oct						
S	1:16	0:62	5:37	0:73	0:47	0:96	4:35	0:51		
A	7:30	2:87	12:19	2:98	6:53	2:57	11:08	3:31		
T	13:18	0:55	18:29	1:05	12:32	1:04	17:10	0:76		
	19:47	3:49			19:09	2:93	23:14	2:79		
	7-Oct	14-Oct	21-Oct	28-Oct						
S	2:03	0:44	0:25	2:52	1:23	0:82	5:13	0:62		
U	8:17	3:08	6:10	0:92	7:30	2:76	11:52	3:24		
N	14:09	0:41	13:02	2:81	13:15	0:90	17:58	0:88		
	20:32	3:56	19:17	1:22	19:45	3:03	23:59	2:61		

Boonooroo & Tuan tides - October 2018

	1-Oct	8-Oct	15-Oct	22-Oct	29-Oct					
M	0:41	1:71	2:52	0:23	0:55	1:58	2:04	0:47	6:04	0:53
O	7:14	0:65	8:46	2:24	6:58	0:76	7:52	2:02	12:31	2:15
N	13:43	1:95	15:04	0:24	13:39	1:84	14:02	0:55	19:02	0:70
	20:09	0:83	21:01	2:45	20:26	0:93	20:04	2:14		
T	2-Oct	9-Oct	16-Oct	23-Oct	30-Oct					
U	1:49	1:58	3:30	0:20	1:54	1:47	2:35	0:41	0:41	1:66
E	8:23	0:74	9:27	2:29	7:54	0:86	8:25	2:12	6:59	0:65
S	15:01	1:94	15:48	0:26	14:47	1:77	14:39	0:49	13:33	2:09
	21:43	0:85	21:41	2:37	21:51	0:94	20:37	2:15	20:11	0:77
W	3-Oct	10-Oct	17-Oct	24-Oct	31-Oct					
E	3:31	1:52	4:05	0:22	3:15	1:43	3:06	0:35	1:56	1:57
D	9:56	0:74	10:07	2:29	9:11	0:92	9:01	2:21	8:12	0:75
S	16:25	2:01	16:30	0:33	16:09	1:78	15:17	0:46	14:49	2:05
	23:18	0:74	22:19	2:24	23:15	0:87	21:10	2:15	21:39	0:77
T	4-Oct	11-Oct	18-Oct	25-Oct						
H	5:10	1:62	4:40	0:29	4:50	1:50	3:38	0:32		
U	11:20	0:65	10:47	2:24	10:38	0:89	9:36	2:27		
R	17:39	2:15	17:11	0:44	17:21	1:85	15:55	0:45		
			22:57	2:08			21:45	2:10		
F	5-Oct	12-Oct	19-Oct	26-Oct						
R	0:29	0:59	5:13	0:38	0:12	0:77	4:10	0:32		
I	6:21	1:79	11:25	2:16	5:54	1:63	10:14	2:30		
	12:28	0:50	17:53	0:58	11:49	0:81	16:35	0:47		
	18:41	2:29	23:33	1:91	18:13	1:94	22:21	2:03		
S	6-Oct	13-Oct	20-Oct	27-Oct						
A	1:24	0:43	5:45	0:50	0:55	0:66	4:43	0:35		
T	7:16	1:97	12:05	2:05	6:39	1:77	10:54	2:28		
	13:26	0:38	18:37	0:72	12:40	0:71	17:18	0:53		
	19:33	2:40			18:55	2:02	23:00	1:92		
S	7-Oct	14-Oct	21-Oct	28-Oct						
U	2:11	0:30	0:11	1:73	1:31	0:56	5:21	0:43		
N	8:03	2:12	6:18	0:63	7:16	1:90	11:38	2:23		
	14:17	0:29	12:48	1:94	13:23	0:62	18:06	0:61		
	20:18	2:45	19:25	0:84	19:31	2:09	23:45	1:79		



Regular Membership

QF21 Coast Guard Sandy Strait

“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.

QF21's Marine Rescue Services: Each year, Coast Guard Sandy Straits 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 and towing disabled vessels. Often the assistance required is advice on tide times and heights for the tricky passage through Sheridan Flats.

Our crews are highly trained people from all backgrounds, including commercial seamen who have retired from seagoing duties, but can't willingly give up completely their chosen vocation. We welcome them into our ranks and recognise their prior learning and experience, which, when compared against requirements for Coast Guard ratings, allows them to achieve ratings without having to go back to basics. Equally, the skills and knowledge our trainees acquire are transportable to commercial ratings.

Rescue Vessels & Areas of Operation: We operate two fully equipped rescue vessels to cover our patrol area extending from Kauri Creek to McKenzie's Jetty in the Great Sandy Strait and the Mary River up to the barrage.

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. In the floods experienced in Fraser Coast region in early 2013, our Maryborough resident crews were on standby for flood operations supporting the State Emergency Service flood boats.

Like all activities requiring training, you start at the bottom as a trainee and progress through the ratings starting as a Competent Crew. From this point, 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 the most important facet of Coast Guard operations. Without communications everything else becomes extremely difficult. We operate 7 days a week, 365 days a year. A team of volunteer base radio operators maintain a “listening watch” on marine radio frequencies from 0700 to 1800 daily. After 1800, the base phone is diverted to the duty skipper, who has the local knowledge and experience to manage 99% of eventualities and knows who to call for the other 1%. If a vessel requires assistance, the radio operators or the duty skipper are usually the first point of contact. Radio coverage extends to VHF, 27 MHz and phone.

Fundraising Activities: This is the “lifeline” 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 is earned through fundraising and donations, so the Fundraising Team is a vitally important part of our operations. Fundraising activities include the Saturday evening Goose Club at Maryborough RSL, our annual fishing competition, escorting the Spirit of Hervey Bay on the Hervey Bay Boat Club cruises to Maryborough via the Mary River and annual events like the Pub Fest.

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 operate. 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.

We welcome people who don't feel able to take on a seagoing role, because like all active services, we need support staff, particularly radio operators. We need people with administrative skills and IT skills; in fact, any skill that is needed to keep a flotilla operating.

Coast Guard - Join the Team: 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 Sandy Straits needs YOU!

You will be trained to professional standards by trainers who have been trained not only in their roles as active crew members, but are also qualified trainers and assessors in their own right. If you are, or have been a professional mariner, your qualifications will be recognised and you will only have to learn the extra skills and knowledge to attain comparable Coast Guard ratings. The rewards aren't financial, but are measured in terms of self development and the satisfaction of learning and applying new skills as part of a dedicated team. If you would like to join Coast Guard, call 4129 8141 or visit our base at 126 Eckert Road, Boonooroo, opposite the Bowls Club.



QF21 Coast Guard Sandy Strait

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 Sandy Straits operates two fully equipped rescue vessels, crewed by seamen trained in the operation of small craft in the Great Sandy Straits and the Mary River. Our Aim is to promote safety in the operation of small craft in the Great Sandy Strait and the Mary River in the most effective way—initially by education, example and examination and finally by search and rescue.

Each year Coast Guard Sandy Straits volunteers carry out numerous rescues, including assisting sinking vessels, vessels that have run aground, towing broken down vessels, and providing tide information and local knowledge to mariners travelling through the Great Sandy Strait and the Mary River.

Taking out a Marine Assist Membership for an annual fee of \$60.00 (including GST), will give peace of mind not only yourself, but also your family. Your membership fees go towards keeping Coast Guard Sandy Straits a fully operational search and rescue unit. Becoming a Marine Assist Member entitles you to the following benefits:

- Membership card and sticker for your vessel
- Recorded details of boat/trailer/home contacts on a secure database
- Radio coverage from all Coast Guard radio bases around Australia
- Support, rescue, assistance and information about local conditions
- Opportunities to attend educational courses
- Reciprocal membership with other Coast Guard flotillas
- *Coast Guard Rescue Sunshine Coast* magazine emailed to your inbox
- One free assist/tow per year

We look forward to your valued membership. Please contact the Base on 4129 8141 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, a membership application form for your membership type will be forwarded by post or email as soon as possible.

For Marine Assist, upon returning the completed form, you will receive your call sign (Tango number) and membership package.

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

We look forward to welcoming new Marine Assist and Regular members to QF21 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 or Marine Assist of Coast Guard Sandy Strait, complete the enquiry form below and drop it in to the base at 126 Eckert Road, Boonooroo (Opposite the Bowls Club).

Name: _____

Address: _____

_____ P/Code: _____

Telephone: _____

Email: _____

Please send me a Membership Application Form for:

REGULAR ☐
(Operational)

MARINE ASSIST ☐
(Non-Operational)

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

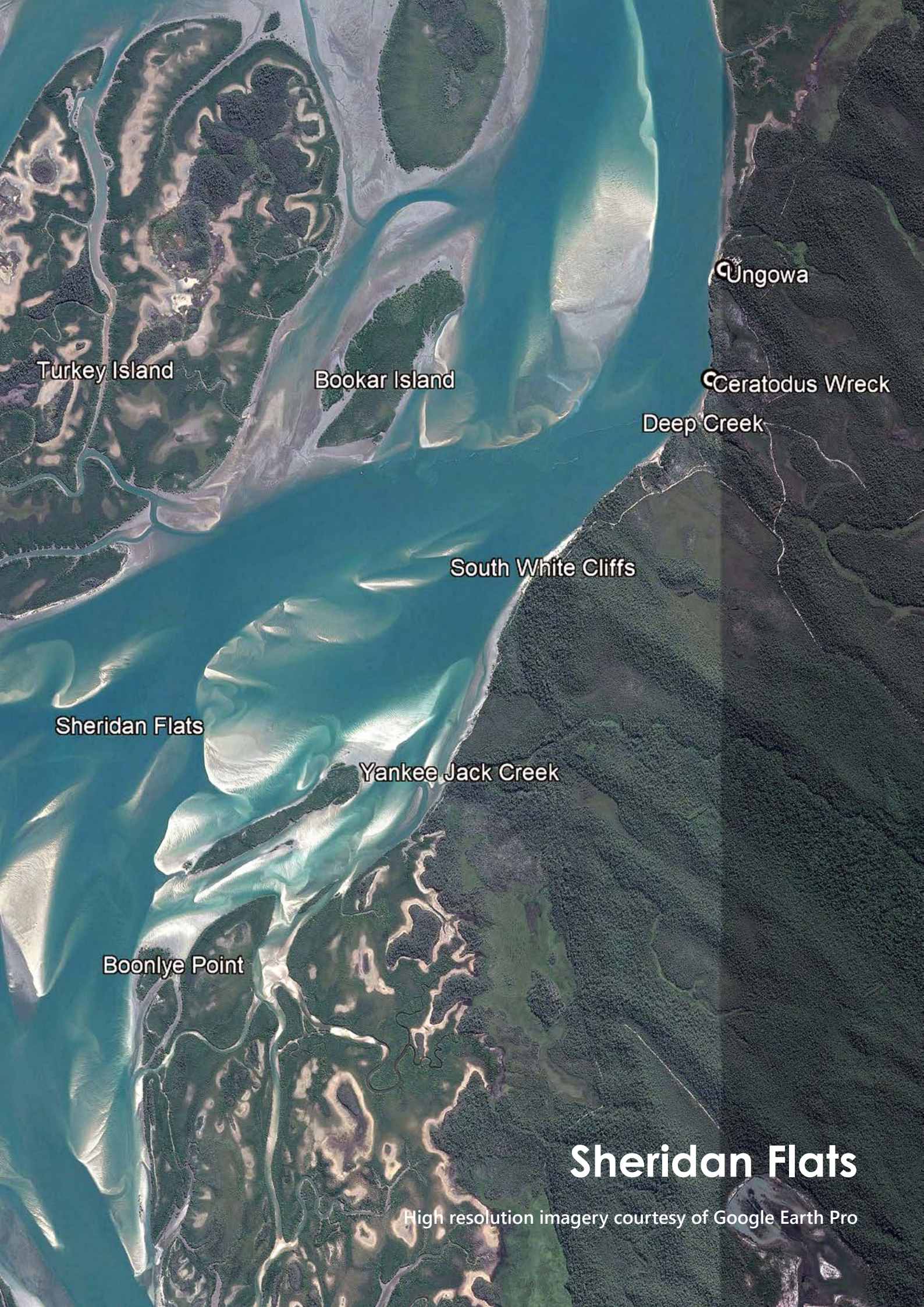
Operational Area: Offshore waters north to Point Cartwright, south to approximately halfway down Bribie Island & 40nm to seaward

QF17 TIN CAN BAY

QF5 NOOSA

QF6 MOOLOOLABA

QF4 CALOUNDRA



Turkey Island

Bookar Island

Ungowa

Ceratodus Wreck

Deep Creek

South White Cliffs

Sheridan Flats

Yankee Jack Creek

Boonlye Point

Sheridan Flats

High resolution imagery courtesy of Google Earth Pro



QF21 Coast Guard Sandy Strait
REMEMBER!
Log On BEFORE You Leave
Log Off When You Return
VHF 80 or 82 or Phone 4129 8141