

Winter 2018 | QF6 Mooloolaba 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*



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**EDITOR:** Vice Captain Julie Hartwig  
Ph: 07 5486 4014  
M: 0498 377 402  
E: [editor.sc@coastguard.com.au](mailto:editor.sc@coastguard.com.au)

#### Flotilla Editors:

**QF4 Caloundra:** John Gasparotto  
E: [john.gasparotto@coastguard.com.au](mailto:john.gasparotto@coastguard.com.au)  
**QF5 Noosa:** TBA

**QF6 Mooloolaba:** Ian Hunt  
E: [ian.hunt@coastguard.com.au](mailto:ian.hunt@coastguard.com.au)  
View QF6 Edition: [www.qf6.org.au](http://www.qf6.org.au)  
**QF17 Tin Can Bay:** Julie Hartwig  
E: [julie.hartwig@coastguard.com.au](mailto:julie.hartwig@coastguard.com.au)  
**QF21 Sandy Strait:** Jon Colless  
E: [jon.colless@coastguard.com.au](mailto:jon.colless@coastguard.com.au)

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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*

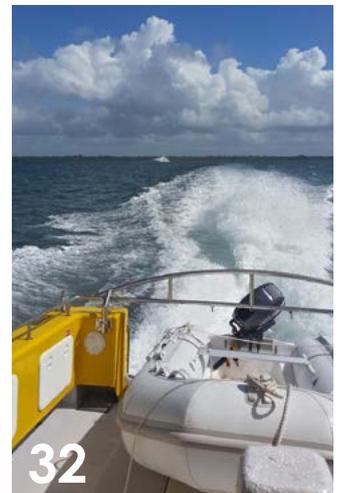
Editor, Vice Captain Publications, Sunshine Coast Squadron

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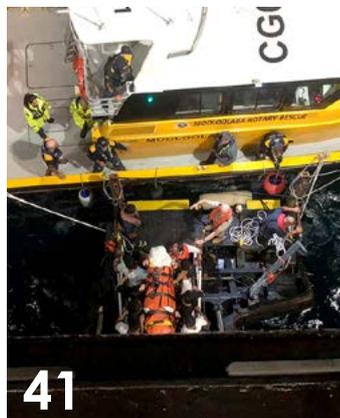
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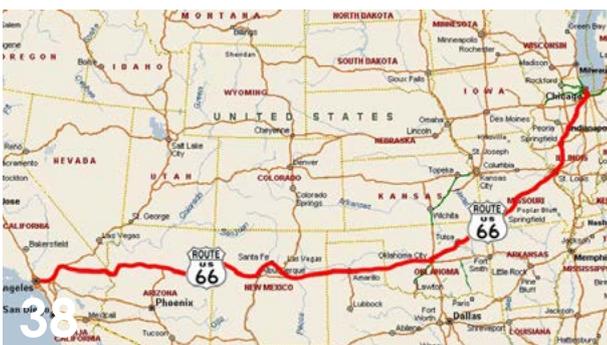
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## RESCUE ONLINE

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# Commander's Call

with **Bill Asher** - Commander QF6

**W**elcome to the Mooloolaba Winter Edition of the Rescue magazine. There are again many great stories about what the members of QF6 have been up to over the last three months. I was away overseas from May to early June and I would like to thank Deputy Steve and the rest of the Executive Team for keeping the Flotilla running efficiently during my absence. Also thanks to Ian Hunt for doing my regular boating safety broadcasts on FM104.9 every Friday at 1630, which are important to let the boating public know what the weekend boating conditions are likely to be, as well as providing details of courses and information nights being held at QF6, and giving a boating safety tip.

The wet and windy Autumn weather impacted on boating activities out of Mooloolaba with a reduction in radio traffic, vessels logging on and off and calls for assistance. However, we still see many more boats coming and going than the number we have logged on to our system. Logging on is free, so I encourage all boaties to do so when you go out, as it is much easier to find you if we know where you are if the worst happens - see the story in this edition about the sinking tinny.

The reduction in the number of Assists meant more time spent on training our crews, which is obviously essential to maintain skilled crews. Our Flotilla membership is at an all time high with 170 enrolled members and 1,425 Marine Assist Supporters, but as in all volunteer organisations we have an ongoing turnover, so we are always looking for more members. We have an Information night every two months, so if you are interested in becoming a boat crew member, a radio operator or helping with our administration team, call QF6 and get the details of the next night.

We continue maintaining our vessels to commercial standards and are reliant on our fundraising to meet the operational costs of the Flotilla. To do this, we appreciate the public support given to our raffle and sausage sizzle teams and to those boaties who join our Marine Assist scheme.

Enjoy the magazine and be safe when you are next out on the water.

## PORT O CALL BOATING

<p style="text-align: center; font-weight: bold; margin: 0;">SELL</p> <p style="text-align: center; font-weight: bold; margin: 0;">TOHATSU </p> <p style="text-align: center; font-size: small; margin: 0;">Outboards</p> <p style="text-align: center; font-weight: bold; margin: 0;">TRAILERS</p> <p style="text-align: center; font-weight: bold; margin: 0;">BEST PRICE ON COAST</p> <p style="text-align: center; font-weight: bold; margin: 0;">POLYCRAFT</p> <p style="text-align: center; font-size: x-small; margin: 0;">Thingamyjigs, What's It's &amp; Chandlery</p> <p style="text-align: center; font-weight: bold; margin: 0; color: yellow;">SAVE \$\$ ON PARTS NEW &amp; USED ALL MODELS</p>	<p style="text-align: center; font-weight: bold; margin: 0;">BUY</p> <p style="text-align: center; font-weight: bold; margin: 0;">ALWAYS </p> <p style="text-align: center; font-size: small; margin: 0;">• Engines • Boats • Parts • Any Age or Condition</p> <div style="text-align: center; margin: 5px 0;"> </div> <p style="text-align: center; font-weight: bold; margin: 0; color: red; font-size: 1.2em;">5493 2255</p>	<p style="text-align: center; font-weight: bold; margin: 0;">REPAIR </p> <ul style="list-style-type: none"> <li>• Old Engines</li> <li>• Inboard &amp; Outboards</li> <li>• Jet Ski</li> <li>• Rebuilds</li> <li>• Expert Mechanic</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0; color: yellow;">OPEN 6 DAYS</p> <p style="text-align: center; font-size: x-small; margin: 0;"> </p>
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# From the DFC

with **Steve Bellamy** - Deputy Commander QF6

**W**elcome to this edition of the magazine. As the season is changing and the weather is cooling off for us, we get an influx of southern visitors and yachts cruising north which keeps us busy over the winter months. Boating on the Sunshine Coast in winter, if you can call it that, is made up of cold mornings but with long spells of lovely calm water mixed with the occasional heavy swell from down south.

Since Christmas, the dredge has been hard at work clearing the sand from the Mooloolah River mouth. We now have a good channel back, but as always the sand keeps moving. Talking of sand, the expansion of the Sunshine Coast Airport is going to use a great deal of sand and they are installing a mooring buoy and off take point north of Old Woman Island. There will be a pipe from the buoy to the beach with most of it submerged, but a part will be floating. The dredge will get the sand from Moreton Bay and then transit up to this buoy to offload the sand. Please keep a good lookout for the mooring buoy and keep out of the way of the dredge, pipe line and buoy.

In recent months, we have been called to some emergency situations including EPIRB activations. Our primary rescue vessel - and soon our secondary rescue vessel - are equipped with radio direction finders, which can point directly to the transmitting radio or EPIRB, saving a great deal of time in locating a vessel in distress. A marine radio is by far the best method of communicating when on the water and the mobile phone should only really be a back up.

Finally, we are now back into whale migration season, with these large creatures moving to the north to calve. There are strict rules on keeping clear of them which vary with the type of water craft, so check out the article on whales in this magazine. It's a good idea to keep out of the way as a whale can weigh up to 45,000 kg. You wouldn't put your 4.5m tinny in front of a moving truck?

## FISHERIES ON THE SPIT

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with **Lee Campbell** - Operations Officer, QF6

### March

QF6 primary vessel Mooloolaba Rotary Rescue responded to a medivac call at night from the P&O cruise ship Pacific Aria, to assist QAS Paramedics in transporting a woman with a suspected stroke and her husband from the cruise ship back to the pontoon and eventually to hospital. The task was handled very well by both the Base Station Radio Operator and the Gold boat crews. Owing to the sea state, it was noted that the Paramedics were somewhat greener than their uniforms and were happy to get back into the river.

With the weather that we have been experiencing, there has been little local boating activity, although, it was reported to our Base Station Radio Operator that a Jet Ski sank off the mouth of the Maroochy River on Good Friday (obviously not a Good Friday for the owner!). The owner requested assistance from the Coast Guard to recover his sunken vessel, but he was unsure of the exact position in the 10 to 15m of water. The commercial nature of the recovery task was explained to the owner who was advised that Coast Guard does not undertake these types of operations and that searching for sunken vessels is also out of our scope of responsibilities.

### April

With the weather taking a turn for the better, the boating community took advantage of the conditions. However, many failed to do their preliminary checks of engines and batteries. Our boat crews have responded to calls to assist vessels with flat batteries and engine issues, even before they have exited the river. The bar continued to be dredged and a marked improvement has been made.

### May

May was a very quiet month once again, with the weather being a governing factor on the number of recreational vessels on the water. It is at this time that boat owners are urged to check all mechanical equipment, as well as safety equipment, especially EPIRBs and flares to ensure that they are in date and are in working condition. All EPIRBs have a test feature and this should be conducted regularly following the product's instruction. AMSA is still receiving signals from EPIRBs incorrectly disposed of in rubbish tips. Boat owners are urged to dispose of outdated EPIRBs and flares through either VMR or Coast Guard units. Coast Guard Mooloolaba is happy to receive these and will remove the batteries from EPIRBs and have expired flares disposed of by the Government authority.

A summary of our operations over the last three months is as follows:

**March 2018** – Received 14 calls for assistance, involving 28 people on board:

- Towed 4.3m vessel with engine issues from the Mooloolah River mouth to the CG ramp.
- Towed 5.6m vessel from 4nm SE of Pt. Cartwright to the La Balsa ramp.
- Relocated a 10m yacht from MYC to a private berth in the canals.
- A 10.6m vessel taking on water requested assistance and towed from 2nm South of Pt. Cartwright to the Mooloolah River anchorage area.
- Towed an 8.5m vessel from the Mooloolah River entrance with engine issues to the Public pontoon.
- Towed a 12m yacht with engine issues from 4.5nm NE of Point Cartwright to the public pontoon.
- Towed a 9m yacht with engine issues from 1nm off Alexandra Headland to Jessica Haven.
- Towed a 6.2m vessel with engine failure from 3nm E of the mouth of the Maroochy River to La Balsa ramp.
- Towed a 5.3m vessel with engine issues from "The Hards" 48nm NE of Pt Cartwright to the CG ramp.

- Assisted a 6m vessel taking on water, rescued 4 personnel onto Mooloolaba Rotary Rescue before the vessel sank off Kawana Beach.
- Towed a 6.9m vessel with engine failure from near the Western Breakwater wall to the CG ramp.
- Towed a 14m yacht with sail issues from 11nm N of Pt. Cartwright to the La Balsa pontoon.
- Towed a 6.4m vessel with battery issues 25.5nm from the Northern Barwon Banks to the CG Pontoon.
- Assisted an 8m yacht from 2nm NE of Pt. Cartwright to the Public Pontoon.

**April 2018** - Received 16 calls for assistance, involving 31 people on board:

- Towed a 7.9m vessel 0.5nm from the Harbour entrance to the Mooloolaba Marina.
- Towed a 15.3m yacht with engine issues from 5nm SE of Pt. Cartwright to the Public Pontoon.
- Towed a vessel with engine issues from the Western Breakwater wall to the CG ramp.
- Tasked by MSQ to secure a drifting vessel that was a hazard to other anchored vessels in the Duck Pond.
- Towed a 7m vessel with engine issues from 3nm NE of Pt. Cartwright to the Mooloolaba Marina.
- Towed a jetski 0.5nm from Cotton Tree to Picnic Point.
- Towed a 5.5m vessel from 2nm E of Coolum Beach to the La Balsa ramp.
- Towed a 4.2m vessel with engine failure from 3nm SE of Pt. Cartwright to the CG ramp.
- Towed a 6.5 m vessel with electrical issues from 6nm NE of Pt. Cartwright to the CG ramp.
- Towed a 4.5m vessel with electrical issues from 1.5nm NE of the harbour entrance to the CG ramp.
- Assisted a 9m yacht with engine failure in the Mooloolah River back to a private pontoon.
- Towed a 4.5m vessel with electrical issues from Raper Shoal to the CG ramp.
- Towed a 5.9m vessel from 1.9nm NE of Pt. Cartwright to the CG ramp.
- Towed a jetski with engine issues from the Western Breakwater wall to the CG ramp.
- Towed a 4.5m vessel with engine issues from 2.5nm NE of Pt. Cartwright to the La Balsa ramp.
- Escorted a 10m Motor Cruiser across the Mooloolaba Bar into the anchorage area (Duck Pond).

**May 2018** - Received 9 calls for assistance, involving 16 people on board.

- Assisted a 3m vessel with engine issues by towing it from outside the entrance to the La Balsa ramp.
- Assisted a jetski from the shark nets off Maroochydore Beach to the La Balsa ramp.
- Assisted a 3.7m vessel with engine issues from Mudjimba Island to the CG ramp.
- Assisted a 7.4m vessel from the harbour entrance to a private jetty at Parrearra.
- Assisted a 13m vessel with engine issues from 2nm S of Pt. Cartwright to the La Balsa ramp.
- Towed a 4.2m vessel with a flat battery from Petrie Creek to the Bli Bli ramp.
- Towed a 13.5m yacht from the harbour entrance to the public pontoon.
- Provided a pump out of an 18m ketch at the Mooloolaba Marina.
- Assisted a 4.8m vessel from 2nm NE of the harbour entrance to the CG ramp.



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\* McNair Ingenuity Survey 2012

# QF6 News



## A RARE EVENT

A rare event took place at the Flotilla General Meeting on the 6th of June when Commander Bill Asher presented Don Williams with an Association Award for 30 years of service to Coast Guard.

Don joined QF6 on the 4th of November 1987 and has served as both a boat crew member in his earlier service and a Base Station Radio Operator with thousands of hours of service, which he still continues to do. Don was a Master Mariner before retiring and QF6 has benefited greatly from his long-time seagoing experience and knowledge.

Congratulations Don from all at QF6.

*Ian Hunt, QF6 Editor*



## NEW BLINKER

For those boaties operating out of Mooloolaba, you may have noticed that a new East Cardinal Mark, known as "The Blinker" has been installed. Being an East Cardinal Mark, it indicates to ships anchoring before being piloted to Brisbane that safe water is to the east of it. It shows a three quick flashes sequence at night, which is well known to local boaties and sea gazers alike.

*Ian Hunt, QF6*



## LONG RANGE OPERATORS CERTIFICATE of PROFICIENCY COURSE



Coast Guard Mooloolaba, 65 Parkyn Parade, conducts LROCP courses for Coast Guard Supporters and Members of the Public. The next course commences on the 5th of November at 1900 hours for 3 weeks. All Boat Owners who have MF/HF & VHF Radios must have an operating license.

Unlicensed users can be prosecuted under the Radio Communications Act.

**FOR DETAILS AND COSTS TELEPHONE 5444 3222**

## QF6 MARCHES FOR ANZAC DAY

Members of Coast Guard Mooloolaba supported Maroochydore RSL's ANZAC Day events by marching in the parade and attending the Service at The Cenotaph at Cotton Tree. Robert Bohn, our Assistant Administration Officer and Army Warrant Officer (retired), laid a wreath on behalf of QF6. A record crowd cheered the marchers and attended the Service, which was held under clear skies and bright sunshine. A flyover by three vintage aircraft added to the significance of the occasion.

*Ian Hunt, QF6*



*Top: QF6 marchers form up.*

*Left: QF6 marching on Anzac Day.*

*Above: Robert Bohn laying the wreath.*

## QF6 RAFFLE RESULTS

The QF6 Raffle winners for the raffles drawn during the Autumn period were:  
Raffle Number 2 of 2018 - Drawn: 11 April 2018  
1st prize - \$500 Coles/Myer Gift Card: Ticket Number 19278, Ms W of Maroochydore.  
2nd prize - \$300 Coles/Myer Gift Card: Ticket Number 19731, Mr P of Buderim.  
3rd prize - \$200 Coles/Myer Gift Card: Ticket Number 20199, Ms O of Bli Bli.  
Congratulations to the winners and thanks to all those who bought a ticket.

*Steve Bellamy, Deputy Commander, QF6*

## REGRETFUL INCREASE

Unfortunately, it is a fact of life that costs of everything increase over the years. It is with regret that QF6 has to increase our annual Marine Assist Supporter cost from \$65 to \$75 from 1 July 2018. QF6 has held the current cost of \$65 since 2007, but retaining it any further is no longer possible. It is worth noting that even with this increase - the first in 10 years - QF6 is still cheaper than some other Queensland Flotillas. We hope that our Mooloolaba (MBA) boaties will continue to support us in the future.

*Bill Asher, Commander, QF6*

## Australian Waters Qualification (AWQ) Course



Coast Guard Mooloolaba, 65 Parkyn Parade, will be conducting the new AWQ course for Coast Guard Supporters and Members of the Public.

This is a 3 hour (1830 – 2130) course for VHF radio operations up to 12 NM from shore.

The next courses are on the 26<sup>th</sup> of July and the 27<sup>th</sup> of September.

All Boat Owners who have VHF Radios must have an operating license.

Unlicensed users can be prosecuted under the Radio Communications Act.

**FOR DETAILS AND COSTS TELEPHONE 5444 3222**

## COMMODORE KEN BROMBACK ESM

We have just had the most interesting unveiling of two plaques on the QF6 Memorial Wall in Penny Lane Park with an amazing family who follow in the footsteps of an amazing man, Kenneth Bromback ESM.

At QF6 we are all fortunate of either having known him or know of his legacy, for apart from being one of the early crew members, he was also our Commander on two occasions, and also put his hand up for other Executive positions at the same time, so we know that he was a stickler for hard work and dedicated to Coast Guard.

There are so many accolades he received and so many things he put his hand up for that it is hard to list them all, but I will try. Ken joined QF6 in August 1984 and way back in 1985, he ran the first Public Boating Instruction Course with 40 pupils. He was also instrumental in expanding our radio coverage, which only happened at weekends, then went to 7 days a week, 0600–2100. He'd be proud to know that we now run 24/7 and never close down.

Ken also went out in the aftermath of Cyclone Betsy in 1991 and after 16 hours at sea, assisted a yacht in trouble, in 55 knots of wind and 5 metre seas, so was understandably awarded a Sea Safety Certificate from AMSA. This was the first assist that our first "big boat", Maroochy 1, ever attempted. Ken was also very handy on the tools with many building projects completed, which we still enjoy today.

Ken held many officer positions, some at the same time. From 1997 to 2005, he was the Queensland State Council Chairman, Commander of QF6 and Commodore of the Sunshine Coast Squadron and was still active with his boat crew despite all those committee meetings. He's also held the position of Squadron Training Commodore, and Ken implemented so many good changes within QF6 over the years, such as the Marine Assist Scheme, construction of the workshop and boat ramp and building entry foyer, that QF6 became a very strong Flotilla with many great policies in place.

In 2003, Ken was awarded the National Medal. This was followed in 2004 by a 20 year Long Service



*Top: Ken with family after receiving the ESM.*

*Above: Ken on board the Ken Bromback.*

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Award and by 2005, he not only had been awarded the Emergency Services Medal (ESM) by the Federal Government, but a rescue vessel in the North Queensland Squadron was named Ken Bromback. What an honour.

As I said, Ken was amazing and I guess when you know a man like that, his wife Anne and family must have been very understanding, as at one point in his career, he was involved with Royal Navy nuclear operations and Arctic experiences, all being in submarines. Fortunately for us, they saw the better weather and opportunities and immigrated to Australia in 1967, where Ken was appointed Staff Officer to the Flag Officer Australian Fleet. So he came with very good credentials for a Coast Guard volunteer and has been honoured with a plaque on our Radio Room door acknowledging his service, as well as his name in Gold upstairs on the QF6 Honour Board. He now also has plaques on our Memorial Wall honouring his life and service to Coast Guard.

In further recognition of his services to the community, Ken was made a "Paul Harris Fellow" by the Mooloolaba Rotary Club in 2007.

So to be part of this family's memories, as well as the memories of Ken that are in QF6, it was a very special day. You can tell by the photos.

*Sue Clarke, Chaplain, QF6*



**Top:** Ken's family at the plaque dedication.

**Above:** Ken's plaque dedication.

## WHAT A WONDERFUL WAY TO HAVE A LASTING MEMORIAL TO THOSE SOULS WHO HAVE GONE TO THEIR ALLOTTED PLACE IN HEAVEN

Sure, their Ashes are Scattered at Sea (or somewhere else), but their name can live on forever, by putting a Named Plaque on the QF6 Mooloolaba Coast Guard Memorial wall.

The plaques are made of brass and will be engraved and highlighted with black enamel. Plaques have the option of either 4 or 5 lines of text, to display the requested tribute.



This lasting Memorial will be maintained by QF6 Members in perpetuity, so that all souls who have gone before will be honoured and remembered.

**Enquiries: 5444 3222 during office hours OR QF6 Memorial Wall Officer Sue Clarke - 5444 3222**

## BUDERIM EAST PROBUS CLUB VISITS QF6

On April 24th, the Buderim East Probus Club visited QF6 for their monthly visit. After welcoming them to QF6, they had a morning tea on our new deck/boatshed, during which they asked many questions about QF6 operations. They were then shown a slide show presentation that explained the history of AVCGA and in particular QF6, as well as showing many operational and training activities that we get involved with. Following two short videos the group were given a tour of our building, Radio Room and rescue vessels, which they really appreciated, given the number of questions they asked. At the conclusion of their visit, individual members donated a total of over \$200 in appreciation of the work done by QF6. I thanked the Club and assured them that their donations were very much appreciated and that it would be put to good use within the Flotilla.

*Ian Hunt, QF6*



**Top:** Ian Hunt explains Mooloolaba Rotary Rescue's electronics.

**Above:** Morning tea and question time on the deck/boatshed.

**Right:** Probus visitors watching the QF6 presentation in the training room.

## QCF GRANT TO QF6

At the request of the Flotilla Commander, I represented QF6 at the Queensland Community Foundation (QCF) Presentation held on the 21st of March, at which I accepted the Grant Cheque for the new overhead projector for the QF6 Training Room. The cheque was presented by Simon Gamble, Chair of the Sunshine Coast Advisory Committee of the QCF, in the presence of The Honourable Margaret McMurdo AC, Chair, Board of Governors of the QCF (former President, Court of Appeal, Supreme Court of Qld). QF6 appreciates this support by the QCF, which will enhance our training capability well into the future.

*Kevin Farrell, Grants Officer, QF6*



**Above:** QF6 Grants Officer Kevin Farrell accepting the cheque.



## SO YOU HAVE A GOOD BOAT?

Hopefully our readers took note of the article by our Editor in the Autumn edition about the value of donations to Coast Guard Flotillas. I have mentioned in previous editions that QF6 relies on our Marine Assist Supporter scheme, raffle ticket sales and our regular sausage sizzles to meet our operational budget each year.

Now every home or business owner knows that income must exceed outgoings to stave off bad things happening. So it is with QF6 and every other Flotilla. Our current budget requires in excess of \$180,000 to stay afloat (pardon the pun) and of that we receive \$24,000 per year from the Government. So it is obvious that we have to raise a considerable sum on our own to cover insurance, electricity, water, building and vessel maintenance and equipment upgrades, in addition to putting funds aside to refurbish or replace vessels when required.

An example of the funds involved is that the cost of replacing our last three primary vessels have risen from \$250,000 in the 1990s to over \$1,000,000 for Mooloolaba Rotary Rescue in 2012 (ie, it approximately doubles every time).

To meet our financial goals, every QF6 volunteer has to perform a set amount of fundraising every six months, whether it be selling raffle tickets or working at our sausage sizzles. Additionally, when we assist a vessel to safety which is not one of our Marine Assist Supporters, we ask for a donation to cover our hourly operational cost of the rescue vessel doing the assist.

So, to the title of the story. Whilst selling raffle tickets at BCF Maroochydore one day, I asked a fellow if he would like to support Coast Guard Mooloolaba and buy a ticket. His response was "no mate, I have a good boat". How this response was anything to do with just buying a raffle ticket I do not know, but it got me thinking about the number of "good" boats we actually assist.

I have been involved in numerous assists of almost new boats with things like motors that won't start, fuel leaking from a loose filter inside the cowl, no fuel (faulty gauge) and even one where a propeller fell off a boat on its first voyage to sea. A recent case was a man with a young family who wanted to go fishing and have no problems with the boat and trailer. So off he went and spent \$65,000 on a brand new rig, only to have it break down with fuel problems three times in two months (see photo of the second assist). The problem was supposedly fixed after the first two failures and we haven't seen him since the third, so hopefully it was finally resolved. Luckily, he had the good sense to become a Marine Assist Supporter after the second breakdown, although he did say to me "surely it couldn't happen a third time". The fact is that although a rig is new, it does not mean that you may need our help if the worst happens.

Now I mentioned earlier that we ask for a donation to cover our vessel operating costs, but we have no way of enforcing a payment and so have to "take a hit" and wear the cost ourselves if the skipper decides not to donate. Luckily, this does not happen too often, but unfortunately some Flotillas have a worse record for donation payments than others. There are obviously boaties out there who are not aware of our reliance on donations to cover the cost of the provided assistance.

A recent case in particular occurred after assisting a vessel to his marina berth - no donation was forthcoming. What was more disappointing was when we heard that this particular skipper was telling other skippers in the marina, "no you don't need to make a donation to Coast Guard if they tow you in - they can't make you pay". I hope this skipper read the article in the Autumn edition and that he reads this article and has a change of heart.

If everyone had this attitude, there would be no Coast Guard available to help you when in trouble.

I hope this has enlightened you all to what it takes to provide our valuable service and that maybe you will support us by joining our Marine Assist Scheme (see details in this magazine), buying a raffle ticket or a sausage and donate for provided assistance if the worst happens when next out boating.

*Ian Hunt, Skipper QF6*





# Squadron News

## 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: Coxswain Dieter Voss checks out the helm.*

## 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, 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*

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# 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.

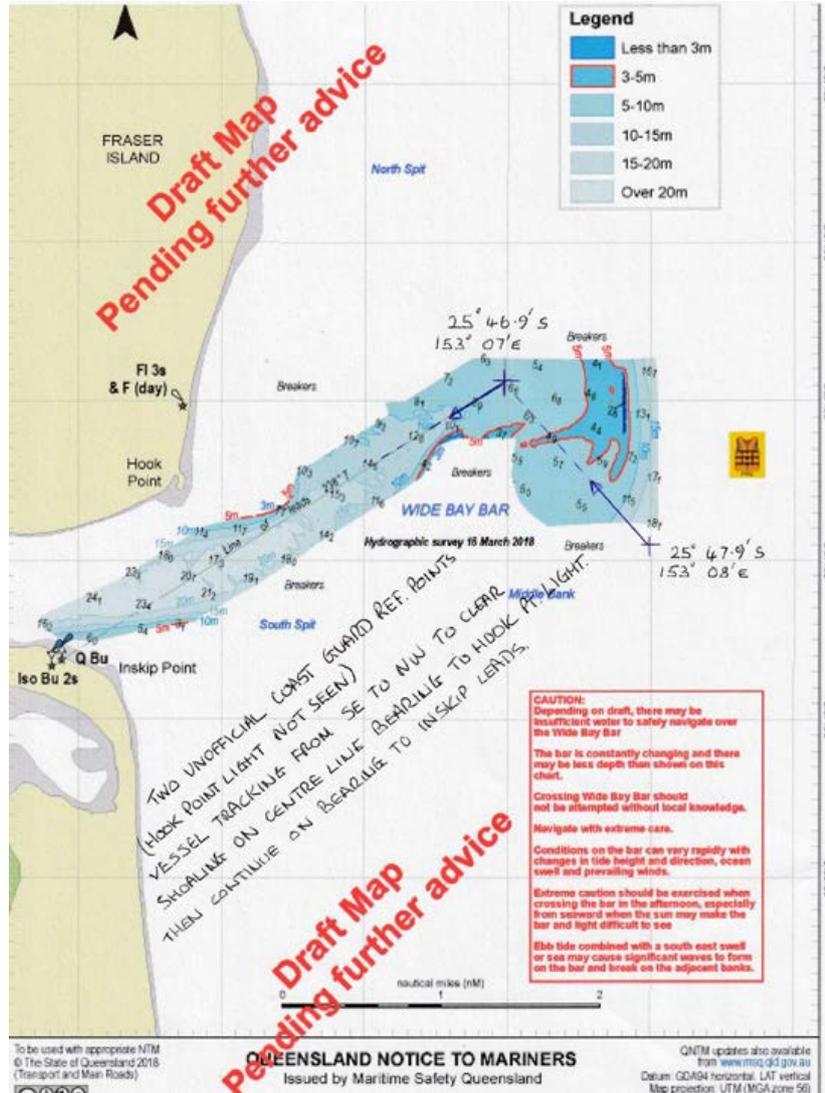
If using this south east track, mariners are advised that the Hook Point light will NOT be visible until the vessel crosses the centre line bearing between CG Ref 1 and CG Ref 2. Vessels making inbound crossings from the SE may experience swells on the beam or aft quarter and in rough conditions, heavy, 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*



## 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:

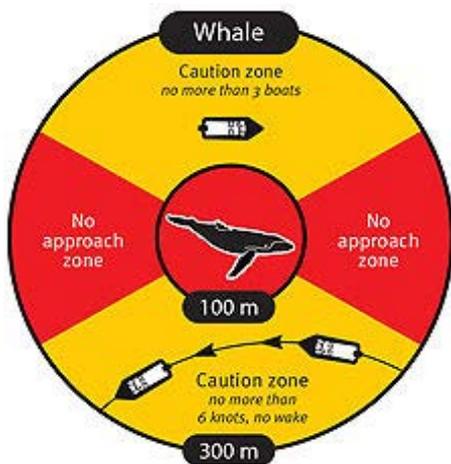
- Keep a sharp lookout for whales and whale watchers.
- Slow down or stop to see which direction the whales are travelling.
- Do NOT approach from directly in front or behind.
- Stay at least 100 metres away (jetskis 300 metres).
- If there are three or more boats at 100 metres, stay 300 metres away.
- 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*



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May 2012 - Inkspot News Corp

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# 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."

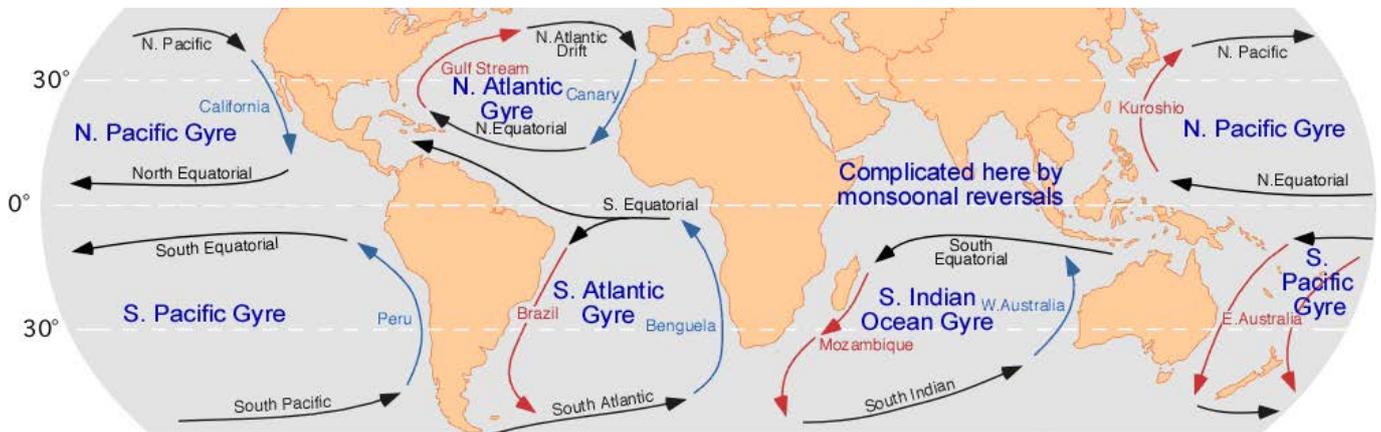
## Where Does Plastic Go Once in the Ocean?

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:**

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*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>*



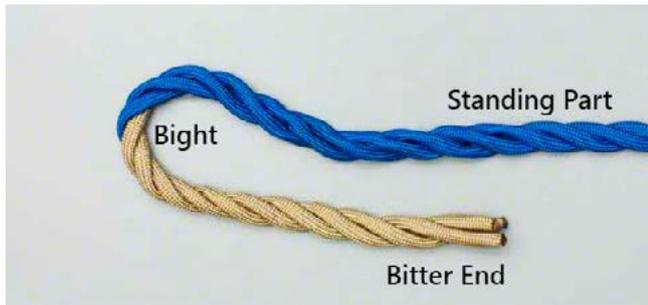
# All Tied Up

**Words** Jon Jones - *Leading Coxswain, QF17*

**F**ollowing 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.



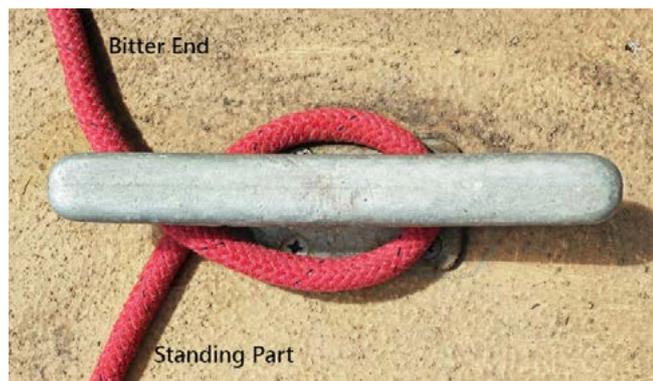
**Step 6:** Third tuck completed.



**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".



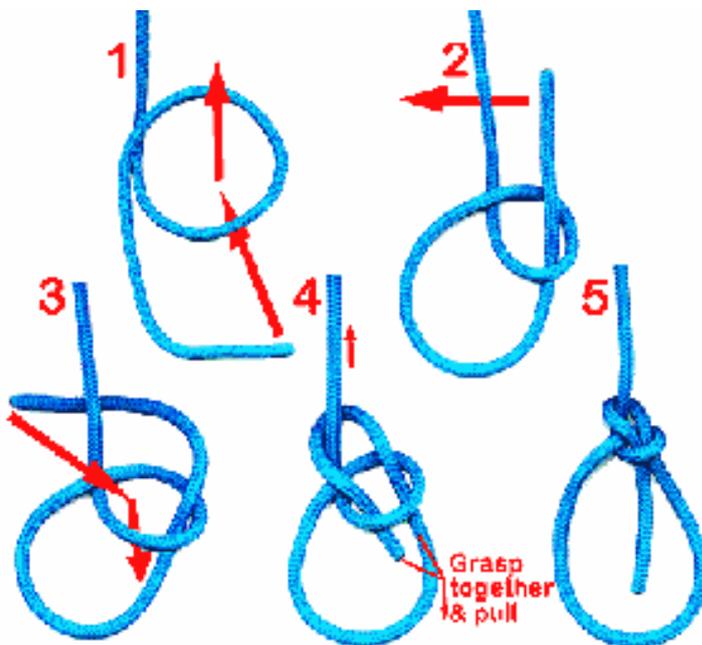
**Step 3:** Complete the "figure eight" with a half hitch (locking turn).



**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

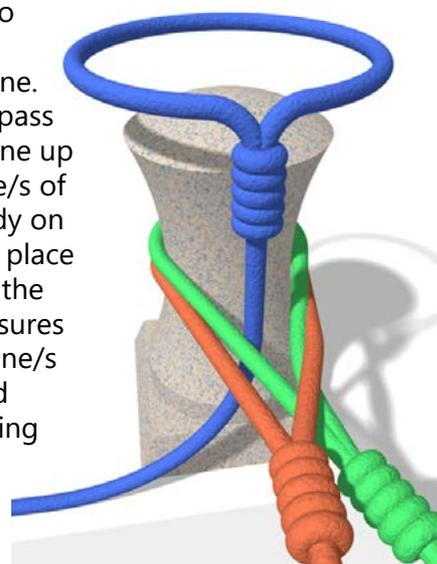
In instances where a soft eye is not large enough (e.g., tying up to large timber piles), you may need to quickly tie a bowline in the rope to be used for a mooring line.



**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 | **Photos** Jon Colless - FTO, QF21

**T**he 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:** 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.

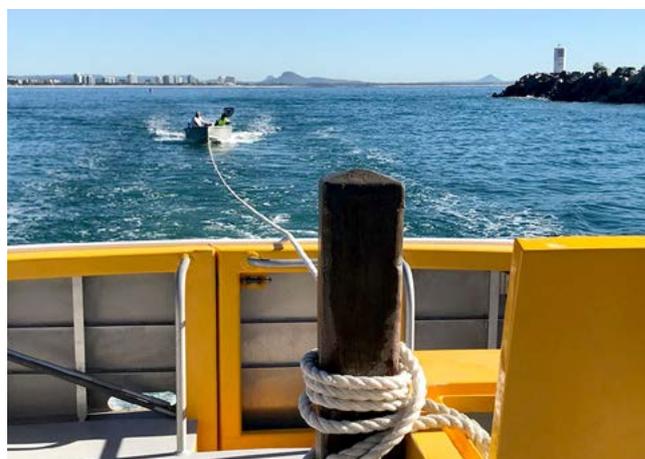
During the time that both vessels were side by side, we noted that their EPIRB aerial had not been deployed and that it had not been floating in the water. It needs the water to act as a signal reflector to the satellite to be wholly effective. However, we subsequently found out a further reason for 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

**O**n 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 *CRIII* 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, *CRIII* 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.

**Below:** 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.

**Right:** *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 *CRIII* 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



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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 air 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/>



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 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  
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# Centaur Remembered

Words & Photos John Gasparotto - Editor, QF4

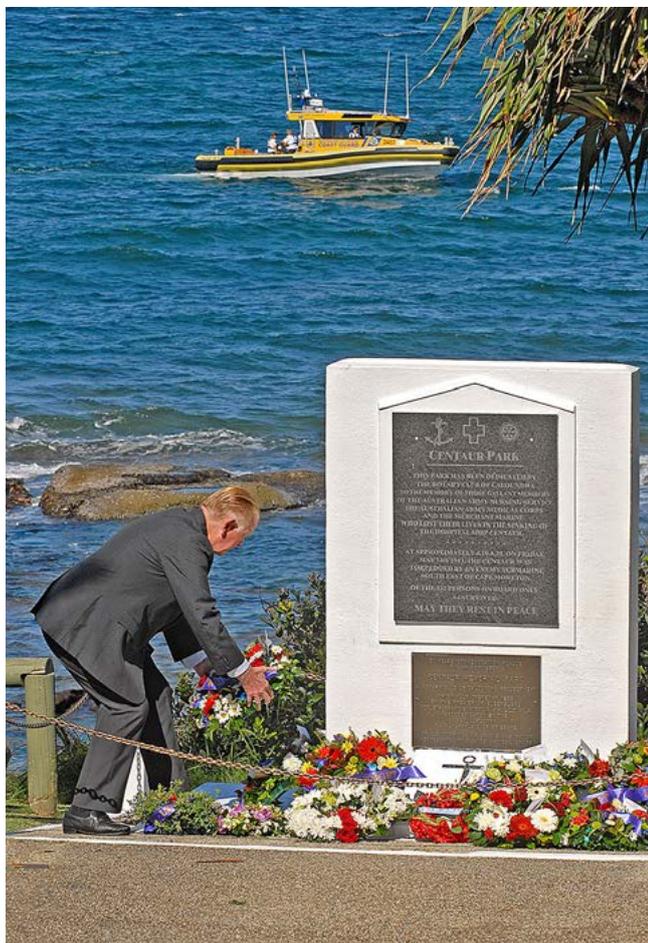
**1** 4 May 2018 marked the 75th anniversary of the sinking of the Australian Hospital Ship (AHS) *Centaur*. On that day in 1943, *Centaur* was en route from Sydney to Cairns when sunk by a Japanese submarine south of Moreton Island. Of the 332 people on board, only 64 survived.

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.



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

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

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

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



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



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# Message in a Bottle



Kymillman.com

**Words** Charlotte Hamlyn

**T**he 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.'

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



**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.

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.

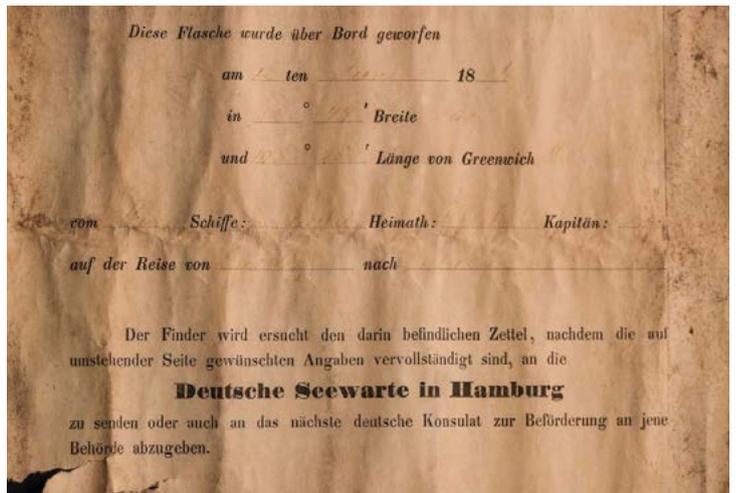
'The date and the coordinates correspond exactly with those on the bottle message,' said Dr Anderson. 'The handwriting is identical in terms of cursive style, slant, font, spacing, stroke emphasis, capitalisation and numbering style.'

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.



**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 Wollerman - QF6

**M**y 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 Gracelands. 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 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



*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.

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

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Mates Rates for boaties

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.

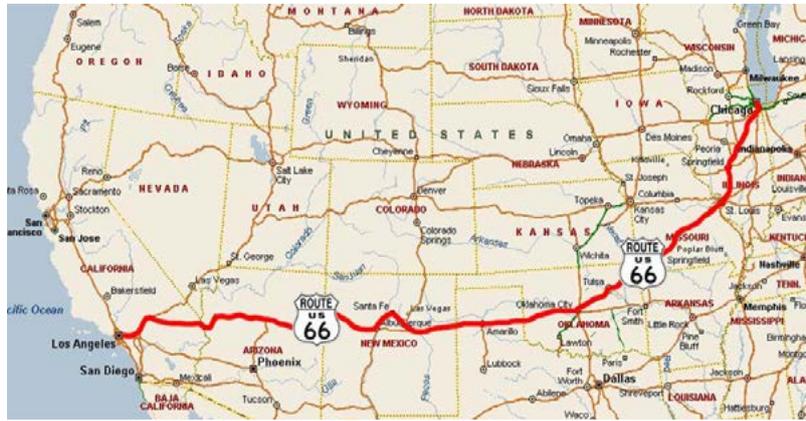
We nicked the corner of Kansas - the almost ghost town of Gaden - and into Tulsa and then Oklahoma. We went to a basketball game at the Cheaspeake Stadium. Boy do those Americans yell in support of their teams. Visited the scene of the Oklahoma City bombing that happened on 19 April 1995. Some lunatic 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: Apollo 15 Command Module at the Lyndon B Johnson Space Centre in Houston.*

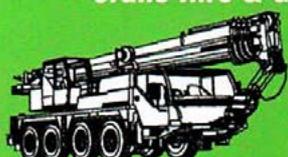


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# Cruise Ship Capers

**Words & Photos** Rod Ashlin - Skipper, QF6

**A**round 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 the Water Police were requesting we make arrangements to medivac the person from the ship to hospital.

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 residual 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 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 port, 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, a suspected stroke victim, was passed down to us in a stretcher, 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 possible, but I believe there is a reluctance to activate helicopters for rescues over water at night. There is obviously considerable risk and expense in deploying helicopters, so 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.



# An Amazing Life

Words Ian Hunt - Editor, QF6

**W**e 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. 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. Here's 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 had some amazing adventures. 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, 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 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 mistakenly attacked by a fighter jet, 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.



*Left to right: The acoustic survey ship Paul Markson; Mistakenly bombed by an Ethiopian fighter jet; Trying out a local fishing boat.*

# Mooloolaba Tides

## AUSTRALIA, EAST COAST – MOOLOOLABA

LAT 26° 41' S LONG 153° 08' E

Times and Heights of High and Low Waters

# 2018

Time Zone -1000

JULY				AUGUST				SEPTEMBER				OCTOBER			
Time	m														
<b>1</b> 0413 0.50		<b>16</b> 0443 0.27		<b>1</b> 0452 0.42		<b>16</b> 0539 0.31		<b>1</b> 0529 0.34		<b>16</b> 0000 1.21		<b>1</b> 0541 0.35		<b>16</b> 0022 1.03	
0947 1.31		1030 1.45		1042 1.35		1152 1.47		1148 1.45		0614 0.45		1227 1.56		0614 0.54	
SU 1533 0.38		MO 1625 0.20		WE 1629 0.43		TH 1751 0.49		SA 1746 0.55		SU 1316 1.42		MO 1855 0.59		TU 1332 1.42	
2219 1.79		2259 1.99		2259 1.65		2357 1.52		2346 1.37		1954 0.70				2039 0.65	
<b>2</b> 0451 0.52		<b>17</b> 0535 0.31		<b>2</b> 0530 0.43		<b>17</b> 0624 0.38		<b>2</b> 0615 0.38		<b>17</b> 0100 1.08		<b>2</b> 0029 1.14		<b>17</b> 0154 0.99	
1028 1.28		1125 1.42		1127 1.34		1254 1.42		1249 1.45		0711 0.52		0644 0.42		0729 0.61	
MO 1610 0.44		TU 1718 0.34		TH 1713 0.51		FR 1856 0.63		SU 1854 0.64		MO 1436 1.40		TU 1344 1.55		WE 1450 1.41	
2256 1.73		2348 1.84		2337 1.57						2125 0.70		2035 0.59		2150 0.60	
<b>3</b> 0532 0.54		<b>18</b> 0628 0.36		<b>3</b> 0612 0.44		<b>18</b> 0045 1.35		<b>3</b> 0043 1.26		<b>18</b> 0235 1.03		<b>3</b> 0206 1.09		<b>18</b> 0328 1.04	
1110 1.26		1226 1.40		1219 1.34		0714 0.44		0713 0.40		0827 0.56		0804 0.44		0858 0.61	
TU 1651 0.52		WE 1817 0.49		FR 1804 0.60		SA 1409 1.41		MO 1406 1.47		TU 1547 1.43		WE 1506 1.59		TH 1554 1.43	
2334 1.66						SA 2022 0.72		2027 0.67		2235 0.63		2159 0.51		2242 0.53	
<b>4</b> 0616 0.55		<b>19</b> 0039 1.67		<b>4</b> 0021 1.48		<b>19</b> 0148 1.21		<b>4</b> 0203 1.18		<b>19</b> 0359 1.06		<b>4</b> 0340 1.14		<b>19</b> 0430 1.13	
1200 1.25		0721 0.41		0700 0.44		0813 0.48		0824 0.40		0947 0.54		0929 0.40		1011 0.57	
WE 1738 0.60		TH 1337 1.39		SA 1323 1.36		SU 1526 1.44		TU 1526 1.56		WE 1644 1.49		TH 1615 1.68		FR 1646 1.49	
		1927 0.62		1910 0.68		2152 0.73		2204 0.60		2324 0.55		2301 0.39		2324 0.44	
<b>5</b> 0017 1.60		<b>20</b> 0134 1.51		<b>5</b> 0116 1.38		<b>20</b> 0306 1.14		<b>5</b> 0335 1.17		<b>20</b> 0458 1.14		<b>5</b> 0448 1.26		<b>20</b> 0516 1.24	
0704 0.54		0815 0.43		0756 0.42		0918 0.49		0940 0.35		1051 0.48		1042 0.31		1106 0.50	
TH 1259 1.26		FR 1451 1.42		SU 1436 1.43		MO 1630 1.50		WE 1635 1.69		TH 1730 1.55		FR 1713 1.78		SA 1729 1.54	
1835 0.67		2048 0.70		2034 0.70		2302 0.67		2315 0.48				2351 0.27		2358 0.36	
<b>6</b> 0106 1.53		<b>21</b> 0235 1.39		<b>6</b> 0225 1.32		<b>21</b> 0418 1.13		<b>6</b> 0449 1.24		<b>21</b> 0003 0.46		<b>6</b> 0542 1.40		<b>21</b> 0554 1.35	
0756 0.51		0909 0.44		0857 0.38		1023 0.46		1050 0.26		0543 1.22		1141 0.21		1151 0.42	
FR 1408 1.31		SA 1601 1.49		MO 1549 1.55		TU 1720 1.57		TH 1732 1.83		FR 1809 1.62		SA 1803 1.85		SU 1806 1.59	
1944 0.72		2209 0.72		2205 0.66		2353 0.59									
<b>7</b> 0204 1.48		<b>22</b> 0338 1.31		<b>7</b> 0341 1.29		<b>22</b> 0516 1.17		<b>7</b> 0009 0.34		<b>22</b> 0037 0.39		<b>7</b> 0033 0.16		<b>22</b> 0029 0.28	
0848 0.46		1003 0.43		0959 0.31		1118 0.41		0548 1.35		0621 1.31		0758 1.72		0739 1.66	
SA 1517 1.40		SU 1658 1.57		TU 1651 1.70		WE 1803 1.64		FR 1151 0.15		SA 1220 0.34		SU 1232 0.13		MO 1230 0.36	
2103 0.72		2317 0.68		2320 0.55				1824 1.94		1845 1.67		1849 1.88		1840 1.62	
<b>8</b> 0306 1.45		<b>23</b> 0438 1.27		<b>8</b> 0450 1.31		<b>23</b> 0033 0.51		<b>8</b> 0055 0.22		<b>23</b> 0107 0.32		<b>8</b> 0112 0.09		<b>23</b> 0059 0.21	
0940 0.39		1054 0.40		1101 0.23		0602 1.23		0640 1.45		0656 1.39		0716 1.64		0704 1.57	
SU 1618 1.54		MO 1746 1.65		WE 1748 1.86		TH 1203 0.35		SA 1244 0.06		SU 1255 0.28		MO 1319 0.10		TU 1307 0.30	
2220 0.67						1841 1.70		1911 2.02		1918 1.71		1931 1.86		1913 1.63	
<b>9</b> 0406 1.44		<b>24</b> 0009 0.62		<b>9</b> 0019 0.42		<b>24</b> 0107 0.44		<b>9</b> 0137 0.13		<b>24</b> 0136 0.26		<b>9</b> 0149 0.05		<b>24</b> 0128 0.14	
1032 0.31		0532 1.26		0552 1.36		0642 1.29		0729 1.55		0730 1.47		0758 1.72		0739 1.66	
MO 1713 1.71		TU 1141 0.37		TH 1200 0.13		FR 1242 0.30		SU 1332 0.00		MO 1330 0.24		TU 1404 0.11		WE 1344 0.27	
2328 0.58		1828 1.72		1840 2.00		1916 1.74		1956 2.03		1949 1.72		2011 1.79		1947 1.62	
<b>10</b> 0506 1.44		<b>25</b> 0052 0.56		<b>10</b> 0111 0.30		<b>25</b> 0139 0.38		<b>10</b> 0218 0.08		<b>25</b> 0205 0.22		<b>10</b> 0225 0.06		<b>25</b> 0159 0.10	
1124 0.22		0617 1.28		0648 1.43		0718 1.34		0815 1.62		0803 1.53		0841 1.75		0816 1.74	
TU 1804 1.87		WE 1221 0.33		FR 1254 0.04		SA 1317 0.26		MO 1418 0.01		TU 1404 0.22		WE 1448 0.17		TH 1424 0.26	
		1904 1.77		1929 2.10		1948 1.78		2039 1.98		2020 1.71		2049 1.67		2022 1.57	
<b>11</b> 0027 0.47		<b>26</b> 0130 0.50		<b>11</b> 0158 0.21		<b>26</b> 0210 0.34		<b>11</b> 0258 0.08		<b>26</b> 0234 0.18		<b>11</b> 0300 0.10		<b>26</b> 0232 0.09	
0602 1.45		0659 1.30		0741 1.49		0753 1.39		0901 1.65		0839 1.59		0922 1.75		0855 1.79	
WE 1214 0.13		TH 1259 0.30		SA 1344 -0.01		SU 1350 0.23		TU 1504 0.08		WE 1440 0.23		TH 1532 0.27		FR 1507 0.28	
1854 2.01		2139 1.81		2016 2.14		2020 1.79		2119 1.87		2051 1.66		2127 1.53		2059 1.50	
<b>12</b> 0121 0.37		<b>27</b> 0204 0.45		<b>12</b> 0243 0.16		<b>27</b> 0239 0.31		<b>12</b> 0336 0.12		<b>27</b> 0305 0.17		<b>12</b> 0333 0.17		<b>27</b> 0307 0.11	
0657 1.47		0737 1.32		0831 1.53		0827 1.42		0945 1.65		0915 1.62		1004 1.71		0937 1.81	
TH 1305 0.06		FR 1334 0.27		SU 1432 -0.01		MO 1423 0.22		WE 1549 0.20		TH 1518 0.27		FR 1617 0.38		SA 1552 0.33	
1944 2.12		2013 1.83		2102 2.12		2051 1.78		2158 1.72		2124 1.59		2204 1.38		2140 1.40	
<b>13</b> 0212 0.29		<b>28</b> 0237 0.42		<b>13</b> 0328 0.15		<b>28</b> 0309 0.29		<b>13</b> 0413 0.18		<b>28</b> 0338 0.18		<b>13</b> 0406 0.25		<b>28</b> 0345 0.16	
0751 1.48		0813 1.34		0920 1.55		0902 1.45		1031 1.61		0954 1.63		1046 1.64		1023 1.80	
FR 1355 0.03		SA 1408 0.26		MO 1519 0.05		TU 1457 0.24		TH 1635 0.34		FR 1559 0.34		SA 1706 0.50		SU 1644 0.39	
2033 2.18		SA 2046 1.83		2147 2.03		2122 1.74		2237 1.54		2159 1.50		2242 1.24		2225 1.29	
<b>14</b> 0302 0.25		<b>29</b> 0310 0.41		<b>14</b> 0412 0.18		<b>29</b> 0341 0.29		<b>14</b> 0450 0.27		<b>29</b> 0413 0.22		<b>14</b> 0441 0.35		<b>29</b> 0429 0.24	
0844 1.48		0849 1.35		1009 1.54		0938 1.47		1117 1.55		1038 1.62		1131 1.56		1114 1.75	
SA 1444 0.04		SU 1441 0.27		TU 1607 0.17		WE 1533 0.29		FR 1726 0.49		SA 1645 0.42		SU 1802 0.59		MO 1746 0.47	
2121 2.17		2119 1.82		2230 1.89		2153 1.68		2316 1.36		2238 1.38		2325 1.12		2320 1.18	
<b>15</b> 0352 0.24		<b>30</b> 0343 0.41		<b>15</b> 0456 0.24		<b>30</b> 0413 0.29		<b>15</b> 0529 0.36		<b>30</b> 0453 0.28		<b>15</b> 0522 0.45		<b>30</b> 0521 0.34	
0937 1.48		0925 1.36		1058 1.51		1017 1.47		1210 1.48		1127 1.59		1224 1.48		1214 1.69	
SU 1534 0.10		MO 1515 0.30		WE 1656 0.32		TH 1611 0.37		SA 1828 0.62		SU 1741 0.52		MO 1916 0.65		TU 1904 0.51	
2211 2.11		2152 1.78		2313 1.71		2226 1.59				2326 1.25					
		<b>31</b> 0417 0.41				<b>31</b> 0449 0.31								<b>31</b> 0033 1.10	
		1002 1.36				1059 1.47								WE 1328 1.65	
		TU 1550 0.36				FR 1654 0.46								2029 0.50	
		2225 1.72				2303 1.49									

Datum of Predictions is Lowest Astronomical Tide

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

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# Regular Membership

## QF6 Coast Guard Mooloolaba

### “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.*

#### **QF6's Marine Rescue Services**

Each year, Coast Guard Mooloolaba's volunteers respond to numerous calls for assistance at sea. These calls include EPIRB and Mayday activations, search and rescue operations, medical evacuations, assisting sinking and grounded vessels, towing disabled vessels and escorting vessels into Mooloolaba Harbour.

#### **Rescue Vessels & Areas of Operation**

We operate three fully equipped rescue vessels to cover inshore and offshore operational areas including local rivers and generally providing assistance up to 25nm from Point Cartwright.

#### **Rescue Boat Crew**

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

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

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

#### **Radio Communications**

This is our “bread and butter” operation; it's what we do 7 days a week, 365 days a year. A team of

volunteer base radio operators maintain a “listening watch” on marine radio frequencies 24 hours a day. If a boatie calls for help, the radio operators are usually the first point of contact. Radio coverage extends to VHF, 27 MHz and phone.

#### **Fundraising Activities**

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

We receive very little government funding - only \$20,000 per year. The rest of our operating budget is earned through fundraising and donations, so the Fundraising Team is a vitally important part of our operations. Fundraising activities including selling raffle tickets at Cotton Tree and Fisherman's Road markets, as well as other approved locations, BBQs selling sausage sandwiches and drinks at Bunnings Maroochydore and other opportunities for fundraising that arise. It's often said that “many hands make light work” and this is especially so of fundraising.

#### **Administration**

These people are the “backbone” of our team, for without their leadership, guidance and support, the rest of the organisation would find it difficult to 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 ... the list is not quite endless, but there are plenty of tasks for which volunteers are always required.



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

Being part of a team that saves lives at sea gives our volunteers an immense amount of satisfaction and a real sense of achievement. If you would like to be part of the Coast Guard Mooloolaba team, call 5444 3222 or visit our Base at 65 Parkyn Parade, Mooloolaba.



# QF6 Coast Guard Mooloolaba

## COAST GUARD SUPPORTER SUBSCRIPTION

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 Mooloolaba operates three fully equipped rescue vessels. Our Aim is to promote safety in the operation of small craft in Mooloolaba and surrounding areas by guarding our coastline in the most effective way, initially by education, example and examination and finally by search and rescue.

Each year, Coast Guard Mooloolaba volunteers make numerous rescues, including assisting sinking vessels, vessels that have run aground, towing broken down vessels and escorting vessels into Mooloolaba Harbour. Taking out a Coastguard Supporter Subscription for an annual fee of \$75.00 (including GST), will give you peace of mind for not only yourself, but also for your family. Becoming a Coast Guard Supporter

entitles you to the following benefits:

- A call sign (MBA number) identifying you as a Mooloolaba-based member's vessel
- Subscription benefits details and a Supporter sticker for your vessel
- Recorded details of boat/trailer/home contacts
- Radio coverage from all Coast Guard radio bases around Australia
- Support, rescue and assistance, training and information on a wide range of topics
- Opportunities to attend discounted LROCP, AWQ, First Aid and CPR courses
- Reciprocal membership with all other Queensland Coast Flotillas
- Download link for *Coast Guard Rescue Sunshine Coast* magazine emailed to your inbox
- FREE assistance within 25nm of Point Cartwright or from any other Queensland Flotilla

We look forward to your valued subscription. Please contact the Base on 5444 3222 for an Application Form and more information.

***We need your support today ..... you may need ours tomorrow***

### BECOME A COAST GUARD VOLUNTEER OR SUPPORTER

Upon receipt of your enquiry about joining QF6, the relevant application form will be forwarded by post or email, as soon as possible.

For Coast Guard Supporter subscriptions for Marine Assistance, upon returning the completed application form, you will receive your call sign (MBA number) and membership package in the mail.

For Volunteer Membership applications, upon returning the application 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 Volunteer Members and Coastguard Supporters to QF6 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**

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To apply to become either a Volunteer Member or Coast Guard Supporter of Coast Guard Mooloolaba, complete the enquiry form below and post to Coast Guard Mooloolaba (attention: Commander), 65 Parkyn Parade, Mooloolaba Qld 4557 or drop it in to the Base at Parkyn Parade.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ P/Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Please send me an Application Form for:

VOLUNTEER MEMBERSHIP (Operational)

COAST GUARD SUPPORTER SUBSCRIPTION

✂

# 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

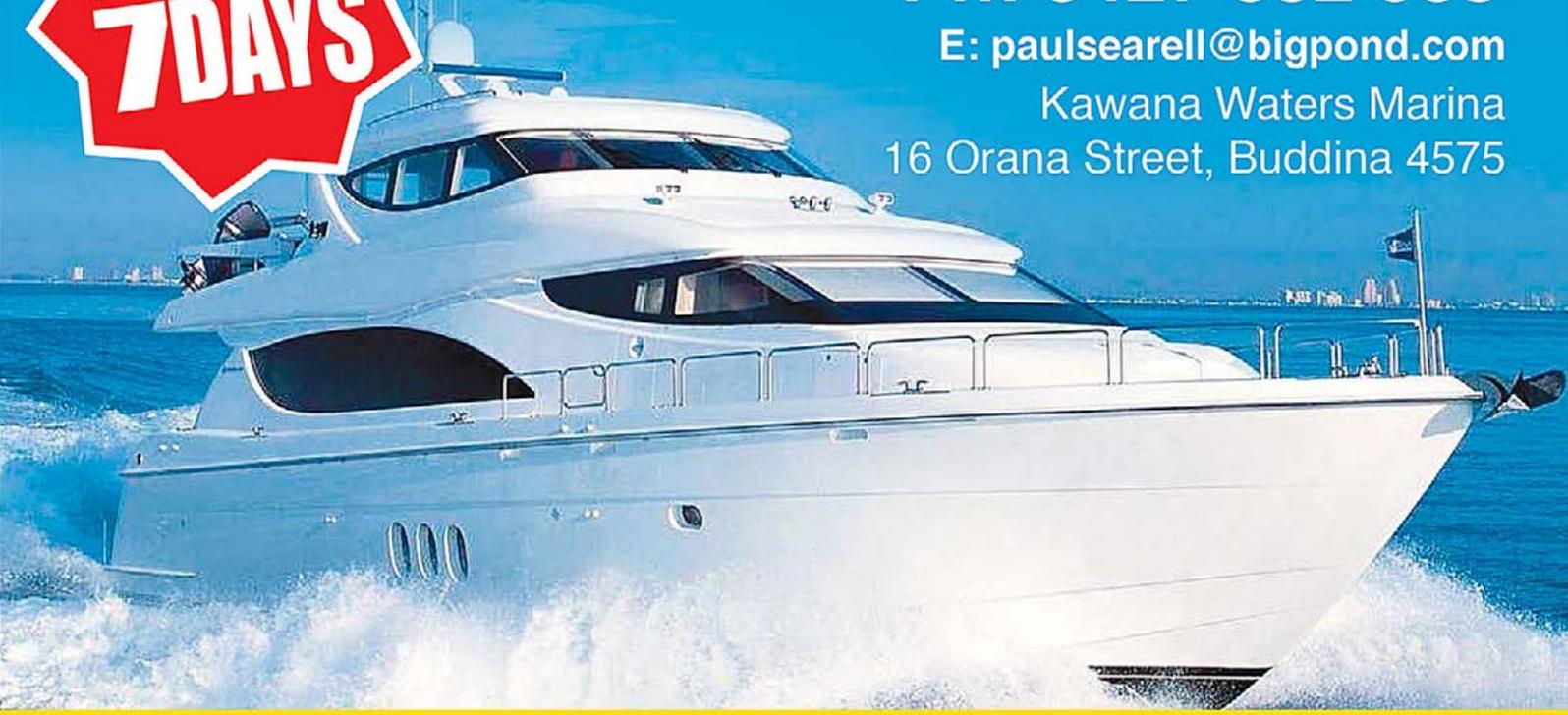
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# Paul Searell

Ph: 0427 002 908

E: paulsearell@bigpond.com

Kawana Waters Marina  
16 Orana Street, Buddina 4575



## Mooloolaba Fuel Supplies P/L



### MOOLOOLABA MARINA

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33-45 Parkyn Pde. Mooloolaba Qld

Phone: 07 5444 5653 Email: info@mooloolabamarina.com.au

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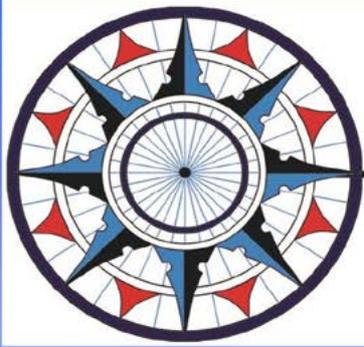
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Rosemarie Caston 0427 439 090  
rosemarie@imaginerealestate.com.au



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