

COAST GUARD

SPRING/SUMMER 2017



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COAST GUARD

The National Magazine of the Australian
Volunteer Coast Guard Association

SPRING/SUMMER 2017

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Allan Tennent, Queensland's Volunteer of the Year, receives his Award from Queensland Governor Paul de Jersey.

QF2 VETERAN BECOMES THE FIRST COAST GUARD MEMBER TO BE NAMED QUEENSLAND VOLUNTEER OF THE YEAR

THE Governor of Queensland, His Excellency the Honourable **Paul de Jersey AC**, has honoured 33-year **QF2 Brisbane** Coast Guard veteran **Allan Tennent** by naming him Queensland's Volunteer of the Year 2017.

Allan is the first AVCGA member ever to receive this vice-regal accolade.

Volunteering Queensland revealed that 164 nominations for the title of Volunteer of the Year were received from organisations throughout the state.

The judging committee narrowed them down to four finalists. Judges then reviewed the finalists and unanimously chose QF2 Brisbane's Allan Tennent as the most outstanding candidate for Queensland's Volunteer of the Year.

Allan was presented with his award at Brisbane City Hall by His Excellency Paul de Jersey, patron of Volunteering Queensland, before a crowd of several hundred distinguished guests; including politicians, public servants, volunteer workers, offi-

By Harvey Shore

cials from the State's Department of Community Safety, and officers from Emergency Management Queensland.

By coincidence, two weeks earlier, Allan Tennent had received another Volunteer of the Year Award.

This was the result of a public voting poll conducted by **Ross Vasta**, Federal Member for Bonner, which is the electorate in which QF2 operates.

Allan Tennent said he was completely surprised by both awards, and in particular felt greatly honoured to receive the prestigious State award.

"I don't work at Coast Guard for awards," he said. "None of us do. But it's certainly nice to be recognised for our work once in a while, and it gives Coast Guard some good publicity, which always helps our organisation."

In presenting Allan Tennent with his award and trophy as Queensland Volunteer of the

Year, Governor de Jersey said, "I pay tribute on this marvellous occasion to the spirit of volunteerism."

"Allan Tennent and thousands of other Queensland volunteers gave 133.4 million hours of their time last year, worth \$11.6 billion to the state's economy."

"Their spirit underpins our nation. On behalf of all Queenslanders, I thank Allan and all our volunteers for making a difference."

Governor General **Sir Peter Cosgrove**, Coast Guard's national patron, added his praise to that of Governor Paul de Jersey, saying, "Congratulations to you and to all your Coast Guard colleagues."

"Your volunteering spirit makes Australia a more caring, compassionate and cohesive place. Thank you for all the magnificent things you do."

Allan Tennent joined QF2 Brisbane Coast Guard, in 1983.

Over the past three decades he has twice been elected as Flotilla Commander of

Continued next page

QF2; has been awarded the National Emergency Medal and the Queensland Flood and Cyclone Citation for his work in State emergencies; has received Coast Guard's Meritorious Service Award; has earned the title of Patrol Officer, and has been given the substantive rank of Flotilla Commander.

In his time with QF2, it is conservatively estimated that Allan has aided more than two thousand vessels in trouble at sea, and helped bring several thousand people safely ashore.

Allan still currently serves as the Duty Officer on two of the eight duty rosters at QF2.

In addition, he is also the Flotilla Training Officer at QF2, as well as the Deputy Commodore for Coast Guard's South Queensland Squadron.

RIGHT: Allan Tennent at "work."



The media hail the modest "sea warrior" who saved thousands of lives over thirty years

MORE than 30 years of service, an estimated three thousand rescues, in excess of 2000 vessels recovered and more than 6000 people safely back on dry land, wrote the *Brisbane Times*' **Toby Crockford**.

"It was these staggering numbers that saw Brisbane Coast Guard's Allan Tennent receive the prestigious title of Queensland Volunteer of the Year for 2017 - making him the first Coast Guard volunteer to be given the award.

Mr Tennent, 64, joined the Coast Guard in 1983 because he wanted to learn more about boating.

"It was like a little friendly club with just a few guys doing their best back then, now it is a high-regulated organisation," he said.

Fast-forward more than three decades and Mr Tennent has risen from the bottom of the ranks to Deputy Commodore for the South Queensland Squadron, which consists of more than 300 volunteers. He is also in charge of training at the Manly base and heavily involved in Brisbane Coast Guard rostering.

"You couldn't get any lower when I started, but I'm sort of mid-stream now," Mr Tennent said.

One of Mr Tennent's most memorable rescues came just three years ago off the Manly coast. There was 60 knots of wind hitting the Coast Guard boat from every direction, when over the radio another boat started to scream a Mayday.

Mr Tennent said the crew were "in a major panic and had no idea where they were, all they knew was they were going to die".

After some investigations, the rescue boat thought they had a location on the vessel in trouble, and found a boat on rocks near Green Island. However, the stranded vessel had been abandoned and wasn't the one they were searching for.

After further detective work, another possible location was found about three kilometres away. It was a case of second time lucky for the Coast Guard crew, who found the boat they were looking for suffering from engine problems and being pushed up onto Green Island.

"To say they were pretty happy to see us would be an understatement," Mr Tennent said. The four men on board were rescued and returned to dry land.

Mr Tennent said he dedicated a minimum of 30 hours per week to his Coast Guard duties and was "pretty chuffed" just to be nominated for Queensland Volunteer of the Year, let alone win.

The nomination for the top award came from a group of Mr Tennent's crewmen at the Brisbane Coast Guard, who wished to remain anonymous.

Mr Tennent said he "still had a few good years" left in him and had just been re-elected as Deputy Commodore for the South Queensland Squadron, which was another two-year commitment to the Coast Guard.

RECOGNITION FOR ALL OF US

AT *The Senior*, **Heather Grant-Campbell** wrote, Allan Tennent's thanks from the thousands of people he helped "has been his payment."

In being named Queensland Volunteer of the Year 2017, the 64-year-old Brisbane Coast Guard member became the first maritime volunteer to receive such acknowledgment.

"There are about 2000 volunteer coast guards in Queensland. This recognition is for all of them," Allan told *The Senior*.

A former importer, he joined the Coast Guard in 1983 soon after buying his first recreational motor boat.

"I wanted to learn more about boating and water safety" Allan recalled.

"There's a lot more watercraft around these days, a lot more sail boats, power boats - and let's not forget, jet skis," he said.

"Yachties, more so than power boaters, get into trouble running aground on sand bars or afoul of changes in weather: power boats are more likely to need help due to mechanical failure.

"We've had plenty of emergencies where time in the water has been critical for survival. "Some lives have been lost. Thankfully, more have been saved."

Allan urged anyone heading out on the water not to become complacent.

"What appears to be an easy trip can turn into a nightmare quickly. Take all the safety precautions you can."

While ABS figures suggest volunteer numbers in Queensland are falling, the percentage of older volunteers continues to rise. About one in three of the 983,200 volunteers in Queensland are aged 65 and over.

STRONG WINDS AND ROUGH SEAS CREATE A LITTER OF TROUBLED CATS FOR YEPPPOON

IT started with a radio call from an 18ft catamaran in trouble but ended with three catamarans down and another missing the harbor.

On a Saturday afternoon, the radio operator at **QF11 Yeppoon** received a broken radio call from a sailor who was on an 18 foot Hobie Cat which had suffered a broken mast on the way from Rosslyn Bay Harbour to Great Keppel Island.

This was the first indication of what would become a dramatic rescue over the next two hours and which would even extend into the next day.

The caller indicated that he was located south of Rosslyn Bay Harbour in the direction of Divided Island.

The duty officer quickly organised a crew comprising **Kingsley Bartle (Skipper)**, **Rex Kirk**, **Michael Montanari** and **Phil Scheffe**.

Gormans Removal Rescue departed Rosslyn Bay Harbour at 1332 hours but was restricted to 8-10 knots in rough seas whipped up by a strong south-easterly wind.

The Police SAR Coordinator was notified that the sailor on the Hobie Cat had activated a distress beacon.

Then, at 1352 hrs a radio call was received from a sailor on a second Hobie Cat who reported that the incident was between Halfway and Humpy Islands, so **Gormans Removals Rescue** changed course.

At 1402 hrs, the Police SAR Coordinator relayed the latitude and longitude of the distress beacon which had been provided by AMSA Search and Rescue.

This placed the incident one nautical mile south west of Miall Island but on approaching this position, the crew of **Gormans Removals Rescue** spotted a third Hobie Cat which had capsized.

Gormans came alongside the first, dismasted catamaran, and collected equipment on board. However before this vessel could be taken in tow, another radio

Catamaran under tow.



call was received.

It alerted the crew to a sailor in the water about one nautical mile away from the second, capsized catamaran.

Using the coordinates provided, the rescue vessel crew were able to conduct a search.

Even with the coordinates supplied it was very difficult to find the sailor who was pulled from the water at 1430 hrs, holding his VHF radio and distress beacon.

The crew then went back for the initial Hobie Cat and got its owner on board before attaching the tow.

The sailor who had been in the water was then transported to his capsized catamaran which was righted and he elected to continue his voyage to Great Keppel Island.

Gormans Removals Rescue returned to Rosslyn Bay Harbour at 1600 hrs with the dismasted catamaran in tow.

There was a sequel to these incidents, when at 1000 hrs the next day a radio call was received from a Hobie Cat which had hit the rock wall while attempting to enter Rosslyn Bay Harbour.

Fortunately another boat which was

about to enter the Harbour, heard the radio call and towed the Hobie Cat and its occupant away from the wall and into the Harbour.

On Saturday, the sailor on this Hobie Cat had decided to turn back to Rosslyn Bay Harbour but missed the harbour entrance and

continued north to Corio Bay where he spent the night before attempting to return to the Harbour on Sunday.

It appears that a party of six people from Brisbane had planned a camping trip on Humpy Island but the strong winds interrupted their plans in a dramatic way.

The incident highlights the need for people in small craft to notify the Coast Guard about

their plans before leaving harbour.

The sailors had done the right thing by carrying portable waterproof VHF radios and distress beacons but failed to inform the Coast Guard about their plans.

Coast Guard would have monitored their progress closely if they had been informed about the trip. It was not until the incident was over that the number of catamarans and people involved was revealed.

As they had not been identified prior to their trip, it was difficult for the Coast Guard radio operator and the rescue crew to determine which sailor was calling for help at any one time.

Dismasted catamaran.



Capsized catamaran.





All aboard the Viking boat to raise funds for the Australian Volunteer Coast Guard and SIDS & Kids NT. (AAP)

DARWIN'S BEER DRINKERS BOOST THEIR LOCAL COAST GUARD NTF1'S FINANCES

NORTHERN Territorians have taken to crocodile-infested waters on a fleet of boats built from empty beer tinnies to celebrate a uniquely Australian way of recycling and fundraising.

AAP's **Lucy Hughes Jones** reports that about 16,000 people gathered at Darwin's Mindil Beach in July for the 43rd annual **Lion's Beer Can Regatta**, a day of drinking, pirating and donating to charity.

The 2016 event raised nearly \$50,000 for various organisations.

This year a frothy flotilla competed for bragging rights and to raise funds for the Australian Volunteer Coast Guard and SIDS & Kids NT, while spectators soaked

The vessels must be made from beer cans. (AAP)

up the sun and laughed at the mayhem.

The annual event is hosted by the Darwin Lions Beer Can Regatta which is made up of four Lions Clubs. These associations are about bringing the community together and being charitable.

Beer cans are actually used to build the boats. The beer can boats need to not only float but race in the Darwin Harbour. Junior race boats are made out of soda cans.

Event spokesman **Des Gellert** says some of the homemade watercraft were more seaworthy than others.

More sturdy vessels are made from thousands of cans and carry as many as six crew but some flimsy aluminium creations

struggle to stay afloat in the shallows and others fall apart before they even hit the water.

One of the stand out previous entries was a twin hull catamaran dubbed **Extravacanz** made from 30,000 tinnies with twin decks, a giant croc atop and a water cannon.

Maroon



Melbourne Bitter tinnies were fashioned into the shape of a crab one year and there's been Viking boats, London buses, giant hammers, sharks and dragons.

It's thirsty work, with some ships taking an entire year to build, while others are slapped together the night before.

"The rule is, if your boat breaks up you've got to jump in and collect your cans," Mr Gellert told AAP.

"There are very few rules beyond that."

Sabotage was rife during the Battle of Mindil, where six crews armed with water



pistols, flour bombs and eggs hunted for sunken treasure, with the first crew to return the bounty to the sand crowned the winners.

"People have become pirates and commandeer other boats to steal the treasure away," Mr Gellert said.

The event began in June 1974 and was given new purpose six months later when Cyclone Tracy devastated the city, offering a morale-boosting way to collect post-storm rubbish.

Over the years it has evolved into a more

sober and family friendly day, with a thong-throwing competition, tug of war and kite flying for the kids.

Outboard motors and power boats were banned in the 1980s when beer companies switched to aluminium cans which can be crushed at 28 knots, so paddles suffice now.

Many in the crowd cooled off for a rare swim after the races, with organisers confident the heavy water traffic would deter any lurking crocs.

Surf lifesavers and emergency services were on hand just in case.

Other stand-out vessels in this innovative and rather unique regatta include *Tipanic*, *Can-Able*, *Can-a-maran* and *Tipperary Waters*.

According to the Darwin's Lions Beer Can Regatta's website, last year's funds went to the following: \$27,000 for Downs NT to provide opportunities for young adults with special needs; \$20,000 for Cancer Council NT to contribute to transportation for patients in need of treatment; and, \$2,000 to Mindil Beach Surf Life Saving Club.

Thirsty work . More sturdy vessels like *Tipanic*, below, are made from thousands of cans and carry as many as six crew. Picture AAP



QF11's TIGHT LINES FISHING CLASSIC IS CANCELLED THIS YEAR

ONE of the best-known Coast Guard fund-raisers has had to be postponed this year for a variety of reasons.

The Tight Lines Fishing Classic has been conducted successfully by Coast Guard Yeppoon, with generous support from local sponsors for eight years.

Unfortunately the Flotilla has been forced to cancel the event for 2017, although it may be possible to restore it in future years.

Coast Guard QF11 Yeppoon has assured local boat owners and Marine Assist contributors that it is fully committed to providing a 24/7 marine rescue service on the Capricorn Coast, together with flotillas at Keppel Sands, Rockhampton and Thirsty Sound.

There will be no interruption to normal service for boat owners, which also includes monitoring VHF radio and provision of radio licence, coastal navigation and safe boating courses.

These are the primary responsibilities of the Coast Guard and it is regretted that the Fishing Classic cannot be organised this year.

A combination of factors has led to this decision:

The downturn in the local economy makes it harder to attract the necessary sponsorship to fund the event.

Despite the success of the 2016 event in a new location, lower numbers of entrants in recent years meant that additional resources would be required to ensure a successful event this year.

There has been a heavy workload for the Coast Guard in the first months of the year with an unusual number of major operations and training exercises, leading to volunteer fatigue.

The organisation of a three-day event requires months of preparation.

While the Coast Guard has attracted a significant number of new volunteers recently, the resulting training schedule imposes a heavy workload on experienced members who then do not have time for fundraising activities.

Coast Guard Yeppoon appreciates past support from local sponsors and is keen to retain the support of existing and new local sponsors to fund this essential marine rescue service.

The four Coast Guard flotillas in Central Queensland underpin a significant recreational boating industry and need financial support to provide this service.

The ongoing support by Marine Assist contributors is also vital to provide funding for vessel maintenance, training and operations.



Signs of devastation everywhere in the photos on these three pages after the cyclone passed through central Queensland.

"WORST EVER" CYCLONE FOR BOATS, BERTHS, MARINAS AND MOORINGS

QUEENSLAND'S Cyclone Debbie did not result in anything much more than "inconvenience" to some Coast Guard Flotillas but the late-March cyclone was the largest ever, says **Club Marine**.

The insurer and Coast Guard sponsor's National Claims Technical Manager, **Phil Johnson** said "In terms of the number of boats damaged, claims lodged and the sheer devastation on the ground, Cyclone Debbie is the largest catastrophic weather event I've seen."

"Virtually all the boats at the marinas we visited were damaged in one way or another."

Coast Guard clearly was fortunate. Queensland State Council chairman **Mike Vosti** reported that local flotillas were affected only by the cyclone-induced floods.

QF19 Rockhampton received sufficient warning to enable the removal of all equipment and records to higher ground, although the building, situated on the bank of the Fitzroy River, was inundated but it seemed that dirt removal and cleaning were all that was required to return the base to operational status.

As is normal **QF24 Thirsty Sound**, while suffering no damage, was isolated for some days due to the only access road being cut by floodwaters.

Club Marine's Phil Johnson has been with the company for more than 38 years and in that time has seen plenty of major weather

events impact the company's members.

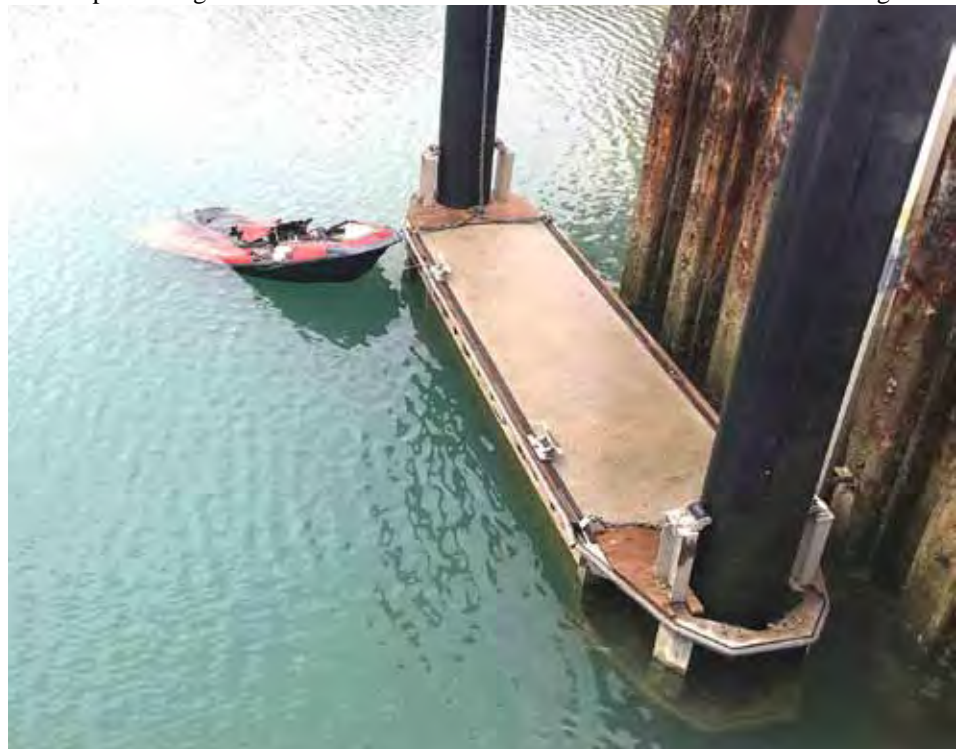
He headed a team of seven Club Marine catastrophe event specialists, which responded to Cyclone Debbie, when it wrought havoc on the residents of north Queensland as it slammed into the coast on March 28.

The cyclone has left a total damage bill estimated to be in the billions, with Club Marine processing in excess of 300 claims

covering everything from total losses to comprehensive hull and structural damage.

Airlie Beach and Hamilton Island were the hardest hit areas in terms of damage to Club Marine members' craft and also marine infrastructure, including marinas, berths and moorings.

The tremendously destructive 260kmh winds ripped boats from their berths, tore marina arms from their mountings and



threw large boats onto the rocks as waves surged over marina protection walls.

Much of the damage was the result of vessels colliding with each other and marina structures, while the high wind speeds also caused extreme exterior damage likened to “ultra-high-powered sand-blasting,” according to one assessor.

As Australasia’s largest provider of recreational boat insurance, Club Marine monitored the progress of Debbie as the cyclone gathered strength off the Queensland coast.

Before it had even descended on the Whitsundays and Airlie Beach, the company had issued alert notices to members in the likely affected areas via SMS, email and via Club Marine’s award-winning App.

The company also flew members of its Catastrophe Response Team into Townsville ahead of the storm to prepare contingency plans, including arranging salvage and repair services.

With much of the basic infrastructure, including electricity, water and mobile phone services damaged or destroyed, and with roads flooded and airports closed, just gaining access to the affected areas was going to be a challenge.

This required some creative thinking for Club Marine’s assessors, who, unable to fly or drive to the Whitsundays, chartered a boat from Townsville, which arrived at Hamilton Island Marina after a 20hr voyage.

They were among the first disaster response people to provide assistance to the hard-hit island and immediately began offering help where they could, securing wayward vessels, arranging salvage operations and offering assistance to marina staff.

“The island had no services or facilities for visitors, so we were at least self-sufficient on our boat, which we turned into a floating office for members to drop by,” said assessor **Darren Williams**, who was still on the island more than a week later working on behalf of Club Marine members to secure their boats and provide assistance.

Another Club Marine assessor spent two nights sleeping in his car in Bowen as he made his way down the coast to the most affected areas, while two others spent three nights without power and living on muesli bars after arriving in Airlie Beach to begin work.

“While our thoughts are primarily with all those locals and Club Marine members who have been so profoundly affected by the cyclone, I’d like to commend our own team members who continue to work in difficult conditions to process claims and secure and salvage members’ boats,” said Club Marine CEO, **Simon McLean**.

“Together with our claims team, our assessors and salvage experts have put in a tremendous effort and I’m extremely proud of their professionalism and dedication on

behalf of our members,” said McLean.

While Hamilton Island bore the brunt of the cyclone’s fury in terms of damage to boats and the marina, Abell Point Marine in Airlie Beach was fortunately spared the worst of the destruction.

“The cyclone came straight in over us, so we saw the brute force of the storm first-hand,” said **Luke McCaul**, General Manager at Abell Point Marina.

“We’re very glad to say that we sustained only 15 per cent damage to the marina on the water.”

Mr McCaul said he was grateful for the

insured boats. This made it simple to get in contact with the teams that could help us secure members’ vessels.

“Abell Point Marina was up and running by mid-April – we restored all power, water etc and everything was operational, including the cafés, restaurants and other facilities.

“We began replacing the damage done by the cyclone and by the start of the winter season in June, visitors would not even know that a cyclone has come through here.”

According to **Dave Hughes**, Club



response and the support provided by Club Marine.

“Club Marine was very timely in its response,” he said. **Corey Yeung**, Club

Marine’s National Assessing Manager, while many boat owners went to great lengths to protect their vessels, some could have avoided damage by taking more



Marine Queensland state manager, made contact with me straight away, offering help and support. Corey also provided the names and numbers of assessors and of

effective preventative measures.

“We saw a lot of examples where owners could have been more proactive in their

Continued next page



preparations,” he said.

“Simple things like stowing sails, removing clears, covers and canopies and stowing tenders could have prevented a lot of damage.

“And given the amount of notice we had with Debbie, owners in some areas could have relocated their vessels to safer locations.”

Due to a shortage of repair facilities,

many of the most damaged vessels in the Whitsundays had to be transported as far afield as Cairns in the north and the Gold Coast in the south for specialist repairs.

While Club Marine’s assessors were working as fast as possible to process the large number of claims caused by Debbie, Club Marine advised all affected members to exercise patience when contacting the claims department as they continued to

deal with the aftermath of Cyclone Debbie.

Club Marine is the largest pleasure and commercial leisure craft underwriting agency in Australia.

The insurer is Allianz Australia Insurance Limited. Club Marine is a wholly-owned subsidiary of Allianz Australia Ltd.

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Allianz Australia Insurance Limited has approximately 3300 staff and is a wholly-owned subsidiary of the worldwide Allianz Group, one of the world’s largest financial services companies.



VF4 rescue two men just in the nick of time

TWO boaties were forced to abandon ship in freezing waters off Victoria when their yacht took on water and started sinking.

Luckily a Coast Guard crew was doing a training exercise nearby and responded to the distress call off the coast of Rhyll, a small fishing town on Phillip Island.

"When we arrived we found the the men somehow managed to roll their yacht, around 4m in size. The vessel had overturned and started to sink. There were two people in the water," **VF4 Hastings** Coast Guard Commander **Jeremy West** told AAP.

"One of them ended up in the water for about half an hour, and one of them was hanging on at the other end of the boat when we arrived," he said.

"One of the occupants said that he had exited the vessel and was swimming along side it in the early stages of the incident to try and stop it from sinking".

"It was lucky because we were picked them up around 1615 hours just before we started to lose light.

"We could only see the bow of the boat sticking out of the water when we arrived with the mast laying alongside on the water floating next to the boat.

"The two blokes were absolutely relieved when we arrived.

"Fortunately they weren't in the water too long, another 30 minutes or so and we would've had a different situation."

The two sailors had begun to show early stages of hypothermia when the rescue crew arrived.

They were treated by paramedics back on shore at Rhyll but weren't taken to hospital.

The stricken vessel was recovered and towed back to shore. **(Photo below.)**

A photo on page 29 of the Autumn/Winter Edition of Coast Guard showing CG Crew using a fire pump on a buoy was incorrectly referenced as VF18 however the photo is of VF4 crew aboard CG4 in Westernport.



AUSTRALIAN VOLUNTEER COAST GUARD

VF1 FRANKSTON

2017 BLESSING OF THE FLEET

*Come and see the biggest gathering of
Emergency Service Vessels in 1 location*

FRANKSTON PIER

SUNDAY NOVEMBER 12th

St Pauls Church
Service 10:00am

Blessing of the
Fleet 11:15am



IT'S TIME AGAIN FOR VICTORIANS TO COUNT THEIR BLESSINGS

COAST Guard VF1 Frankston is proud to once again host the annual Blessing of the Fleet and extends an invitation for everyone to join them in celebrating the work of the Marine Emergency Services.

Vessels of the Australian Volunteer Coast Guard, SES, Surf Life Saving Victoria, Volunteer Marine Rescue and Water Police will be blessed for safe journeys ahead during the upcoming and expectedly busy boating season.

The 2017 Blessing of the Fleet will be conducted on Frankston Pier at approximately 11.15 am and VF1 hopes that everyone can join them for what is an amazing event that brings together our Marine Emergency Services in the one location - Frankston Pier.

Members of the community are also invited to attend the Church service at 10.00 am, St Pauls Church, Bay Street South, Frankston, prior to the Blessing of the Fleet.

Light refreshments will be available at Coast Guard Frankston Headquarters, located next to the playground to the south of the Frankston Pier at the conclusion of the event.

This is a great event and an opportunity to not only see the vessels which protect our waters, but also meet with the men and women who help to protect our community.



Steve Creevey climbs onto *Firebird's* upturned hull to secure a tow-line.

NO LIFE-JACKETS ON AS CHARTER FISHING BOAT IS CAPSIZED ON A BAR

By Harvey Shore

EARLY on a Wednesday morning in April, the 10-metre Moreton Bay Fishing Charters vessel *Firebird* was making its regular trip from Manly Boat Harbour to fishing grounds east of Moreton Island.

Firebird left the William Gunn public jetty in Manly Boat Harbour just after 0500 hours, with two experienced crew aboard, and nine passengers who had been shouted a free fishing trip by their company.

Crewmen Steve Creevey and Dean Cadet assist with the long tow to Manly.

They reached the South Passage Bar between Moreton Island and North Stradbroke Island at 0550 hrs. The water at the Bar that morning was running just over a metre of swell and was considered not particularly rough by local standards.

The *Firebird's* skipper began to cross the Bar through a central crossing point often used by fishing boats. Then something

went wrong!

The skipper later said a 'freak wave' hit the boat and knocked it sideways, and a following wave struck the boat and flipped it over. The boat capsized and everyone aboard was thrown into the water.

Passengers and crew on the *Firebird* were not wearing lifejackets for the Bar crossing, and could not get them out of storage lockers before the vessel overturned.

One passenger (a teenage boy) couldn't swim and was kept afloat only with help from another fisherman.

Several passengers sustained serious cuts to arms and legs. One 66-year-old passenger suffered a back injury.

The vessel's EPIRB was activated, flashing a distress signal to the Rescue Co-ordination Centre in Canberra.

The RCC alerted Brisbane Water Police, who urgently mobilised the Redland Bay Water Police, the Rescue 500 helicopter, and a rescue crew from **QF2 Brisbane Coast Guard**, for a SAR operation.

First responders were the Redland Bay Water Police, who reached the scene within half an hour.

A police officer had to dive into what police described as "shark infested waters" to assist struggling fishermen into the police boat.

The Rescue 500 helicopter then arrived, and several injured fishermen were air-lifted to hospital.

The remaining passengers and crew were moved to the Dunwich Health Service Centre on North Stradbroke Island for medical attention by Queensland Ambulance Service.

QF2 Brisbane Coast Guard's 8-metre rescue vessel **CG-22** had by then arrived on





Allan Tennent surveys the upturned vessel as CG-23 arrives to help. scene, skippered by FTO **Allan Tennent** and with myself as crew. We began searching the area, and quickly located the upturned hull of *Firebird*, bobbing just inside the surf-line at South Passage Bar.

Allan Tennent manoeuvred CG-22 close alongside the overturned vessel, so that I could step onto the upturned hull with a tow line.

Securing that tow-line to the bobbing hull proved difficult, and involved a brief swim in those "shark infested waters" but eventually we had a line secured to *Firebird's* bow, and we began towing her into calmer water.

Soon afterwards, we were joined by more volunteers from QF2, in our 6-metre vessel CG-23. Crewman **Steve Creevey** stepped from CG-23 onto *Firebird's* upturned hull and secured more lines to her. Then we attempted to turn the charter boat right side up, for an easier tow back to port.

However, as Allan Tennent said, "We then tried every trick in the book to get that boat upright, but she just wouldn't roll over for us."

As a consequence, Allan Tennent and I had to tow *Firebird* back to Manly upside down, at a top speed of 2 knots – a journey that took us ten hours!

We finally reached Manly Harbour just before dusk, and successfully moored *Firebird* at East Coast Marina, which has facilities to lift her ashore.

Maritime Safety Queensland are now investigating the capsize.

CG-22 successfully takes capsized *Firebird* under tow.



PUBLIC AWARENESS PAYS OFF FOR QF2 BRISBANE

THE importance of promoting and publicising Coast Guard volunteer activity in local areas is sometimes overlooked at Flotilla level, writes **Harvey Shore**.

But keeping in touch with local media (via newspapers, radio and TV as well as social media like Facebook) and feeding that media a regular diet of photos and stories, is extremely important for one major reason. It creates Public Awareness.

Beverley Tyrrell, Public Talks Officer at **QF2 Brisbane**, says, "The most frequent comment we hear when we're talking to the public is that people have little idea what Coast Guard does. A close second is that people don't realise we aren't government funded."

"Coast Guard has to keep hammering away at the public to get that message across.

"We've got to repeat it, and repeat it, and repeat it; because the public have a short memory. The best way to maintain public awareness of our Coast Guard message, and to stay in the public mind, is to maintain a regular presence in the public media."

Last year, a dozen Brisbane families who loved fishing got together and founded the **Bayside Social Fishing Club**. Among its early members was **Col Hale**, the brother of **Brian Hale**, Editor of this magazine.

Club President **Rachael Holt** said, "Our aim was to get families involved in fishing, to share knowledge and experience, and to develop social friendships that would



Rachael Holt presents Deputy Flotilla Commander Craig Bowen with the Bayside Social Fishing Club's \$500 cheque.

benefit us all."

In its first year, club membership more than tripled. Rachael Holt attributes that to the community friendships they all enjoyed.

"We were interested in community, as much as fishing," Rachel said. "At our regular meetings, Col Hale often brought along regular publicity from the local Coast Guard flotilla and copies of the Coast Guard magazine.

"That publicity made us aware of the great work Coast Guard volunteers do, keeping us safe. So, when we decided, as a good community group, to give something back to the local community, our attention naturally focused on Coast Guard."

As a result, the club contacted **Craig Bowen**, Deputy Flotilla Commander at QF2 Brisbane Coast Guard, and invited him to a club weigh-in at Manly Bowls Club.

There, Craig was presented with a cheque for \$500 by Rachael Holt, as other members looked on.

Public awareness paid off for QF2, just as it can for all local Flotillas.

THOUGHTLESS DISCARDING OF AN OLDER EPIRB SPARKS A VERY EXPENSIVE S&R

DISCARDED distress beacon sparks search by an aircraft, a helicopter and the Coast Guard, a huge waste of an expensive resource.

The expensive and pointless search began late on a Wednesday afternoon when the Australian Maritime Safety Authority detected a signal from an old distress beacon broadcasting on 121.5MHz.

Because it was not broadcasting on the new 406Mhz frequency, it could not be detected by the new MEOSAR satellite system.

A fixed wing aircraft provided an approximate location near the Capricorn Coast and the **Capricorn Rescue Helicopter** conducted an extensive search.

Nathan Triffett from Capricorn Rescue Helicopter Service reported that the search for the distress beacon on Wednesday night extended north to The Caves and south to Rosslyn Bay Harbour where the signal was detected for the first time.

The helicopter then tracked west to Yeppoon landfill where the location was confirmed and pinpointed after nightfall.

The next morning, Coast Guard **QF11 Yeppoon** was notified and a team was despatched to the landfill with the handheld EPIRB locator.

With assistance from a mechanical scoop operated by a Council contractor, the distress beacon was quickly located and disabled.

The incident again highlights the need for boaties to hand expired beacons in to the Coast Guard and not to discard them in rubbish bins.

Media coverage of this incident has resulted in a least one expired beacon being handed in to QF11, which will ensure that it causes no problems in future.

It was a busy week for Kingsley Bartle.

At 1930 hours on the previous night, VTS Gladstone received a distress call on VHF Channel 16 from a 12m flybridge cruiser which had run out of fuel north of Corio Bay on a trip from Hamilton Island to Brisbane, via Rosslyn Bay.

The Police SAR Co-ordinator called Coast Guard Yeppoon by phone and a rescue crew was activated.

Gormans Removals Rescue skippered by Kingsley departed Rosslyn Bay at 2030 hrs and took the vessel in tow an hour later.

After a slow tow at 8 knots, the vessels reached Rosslyn Bay Harbour just after midnight.

In appreciation of this assistance, the owner of the vessel made a substantial donation to the Coast Guard.

Safety equipment also kept QF11 busy
Australian Volunteer Coast Guard 16



With the help of a giant digger, Kingsley Bartle and Bruce MacRae (above) search for the transmitting EPIRB at Yeppoon landfill before Kingsley (below) pinpoints the spot.



on a late June night when the base was inundated with calls from the public at about 1750 hrs on a Saturday night after two emergency flares were set off in quick succession from a boat in Keppel Bay, off Wreck Point.

It showed that community members are conscious of boat safety and anxious to help fellow citizens.

Two Coast Guard members who were about to close the base for the night were kept busy answering phone calls.

Fortunately a fisherman heading out for a night on the water also saw the flares and was able to take the disabled vessel in tow back to Rosslyn Bay Harbour where it reached safety using an electric motor.

The incident is a reminder to boat owners that all safety equipment is important and

should be kept up to date.

It is not known why the boat on this occasion was not able to make a radio or phone call to the Coast Guard, but all boats should be equipped with a means of communication and boat owners should have contact details for the Coast Guard ready to use in case of emergency.

During the successful search for the distress beacon which had been set off at Yeppoon landfill, Coast Guard member Bob Wills shot a video of the search by Kingsley Bartle and Bruce MacRae. The video was sent to the Australian Maritime Safety Authority which has used it to prepare an educational video which now appears on the AMSA facebook page.

<https://www.facebook.com/AustralianMaritimeSafetyAuthority/>

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- Air filled or Foam filled buoyancy tubes with heavy duty Polyurethane outer cover

- 10 times the strength of hypalon**

- Pontoons are mechanically attached for easy maintenance

- Utilising the new NMSC approved buoyancy foam under floor compartments to give Level Flotation; and full compliance for Survey

- Extensively used by police, defence, rescue authorities, marine research and commercial operators

- Noted for soft and comfortable riding and capability of maintaining high cruising speeds in rough conditions.



9.0m Naiad - AVCG Noosa QF5



11.3m Naiad - VMR Bribie Island

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**PROUDLY SUPPORTING
VOLUNTEERS IN THE MARINE
RESCUE ORGANISATIONS.**



The happy Yamba management and workers crew at the signing of the latest multi-million dollar contract with the Border Force.

YAMBA WELDING AND ENGINEERING ITS WAY TO AN EVEN BRIGHTER FUTURE

COAST Guard boat builder and sponsor **Yamba Welding and Engineering** is rapidly going from success to success.

So much so you will have to get in the queue if you want to follow the lead of **QF4 Caloundra** and **QF5 Noosa**, not to mention other marine rescue organisations, and order a **Naiad** design boat in either mono hull or cat hull.

QF5 Noosa's Davo's Rescue goes through its paces. The New Zealand-designed **Naiad** was built by Yamba Welding & Engineering. The vessel sports twin Yamaha 250 hp F250F four-strokes. *Full story Spring/Summer 2013 edition.*

YWE has been building for Queensland Police, Queensland National Parks, NSW RMS and Marine Rescue NSW. And the company has just landed large contracts with both Australian Border Force and Australian Federal Police with two by one year options.

The Border Force contract is for 12m and 5.4m Naiad vessels. The first order is

for four 12m and four 5.4m boats worth \$5.4m. The AFP is for one 9.5m Naiad.

YWE then has a large patrol vessel to build with another organisation (which has not yet been officially announced) but the contract has been signed...so they are running out of room to build.

The Yamba firm's successful tender was announced in Yamba by the Federal member for Page, **Kevin Hogan**, who was accompanied by Australian Border Force's commander of special operations support and business engagement **Craig Sommerville**.

Said Mr Hogan, "Yamba Welding won this contract in an open-market tender process which shows our local companies are as good as any in the country."

YWE proprietor Bill Collingburn said he was delighted to have won the contract which augments previous government contracts.

"This takes it one step further, with Border Force.

"It will allow us to put on more apprentices and make sure they have a future in the industry."

Yamba's growth was kicked into gear in 2005 with a \$255,000 Sustainable Regions Program grant to expand the business's workshop.

Mr Collingburn said that since 2005 his company has moved forward to the point where it is a quality-assured builder of rigid inflatable vessels in Australia.



The company has spent around \$1 million on research and development and quality assurance over recent years.

"In 2005 we were supposed to put on two apprentices; we put on five and so the employment of local apprentices has continued.

The latest contracts highlight the growing demand for rigid-hulled inflatable boats (RIBs).

New Zealand's Coastguard fleet of 75 vessels, for example, is almost entirely RIBs.

Boatmag's Robyn Visser looked at why they are such a crucial asset to New Zealand's most important maritime rescue organisation and discovered there were few exceptions. Coastguard Auckland has as part of their fleet a 15m high-speed foil-assisted catamaran, while Coastguard Tauranga also uses a 13m catamaran.

But for the majority of Coastguard units, their primary rescue vessel is a RIB.

RIBs are the preferred choice for Coastguard rescue vessels for various reasons. The inflatable tubes are softer which helps when a Coastguard vessel comes alongside another vessel to aid them, and so avoids any potential damage done to both vessels.

They also aid in floatation so that if the vessel becomes swamped with water, the inflatable tubes prevent the vessel from sinking completely.

Thanks to the hull shape and design, RIBs also allow for more comfort at high speeds in rough conditions. This enables crews to get to rescue areas faster but still safely, and so reduces the victim's risk of drowning or hypothermia and increases their chance of being found.

Throughout the years, Coastguard has seen many changes to their fleet as technology and search and rescue practices have advanced.

Two Coastguard units, Coastguard North Shore and Coastguard Waihi Beach, have recently welcomed new RIBs to replace their existing ones, each unit has its history of vessels they've used and the development of those vessels over time.

The North Shore unit was introduced in the 1990s as there was a huge need for a high-speed all-weather rescue craft on the North Shore to service the outer harbour and inner gulf areas.

For over 25 years, Coastguard North Shore have used RIBs as their rescue vessel of choice.

First came *Waste Management Rescue*, a 6.7m Naiad semi-inflatable vessel. She was then replaced with a 9m Rayglass Protector, which served them well until 2007 when the decision was made to replace her with *North Shore Rescue* – a purpose-built 9.5m alloy RIB rescue vessel.

North Shore Rescue had the difficult task of searching one of the busiest boating areas in New Zealand, and so in 2011 she



QF4 Caloundra's Naiad jet-boat, the first of its kind in Australia. Powered by Yanmar engines, the New Zealand-designed boat was built by Yamba Welding & Engineering. Full story autumn/Winter 2014 issue.

was refurbished and refitted from bow to stern, with a fresh paint job and new equipment.

After clocking up more than 12,000 hours on the water, Coastguard North Shore replaced *North Shore Rescue* with a brand new boat of the same name. Their new vessel is a vital upgrade and a crucial life-saving asset for the Hauraki Gulf.

The new *North Shore Rescue* is a 9.5m AMF designed Quick Response Vessel RIB. It is the same vessel type and size as its predecessor, but with key differences and improvements especially in its interior design and ergonomics.

Another key difference of the new vessel is that the dashboard and forward cabin roof have been lowered to give a better field of vision, especially for shorter crew members.

The glass area extends further down the cabin too, allowing for better all-round vision which is essential in a search and



The older and the newer North Shore vessels.

rescue operation.

The building of the new vessel was so precise that to get the right ergonomic fit for every crew member, a full-size cabin mock-up was built so that the crew could position everything exactly how they wanted it – from the lighting to the equipment, grab rails, seats and storage bins.

Coastguard North Shore have upgraded their rescue vessels many times since their inception, and while they have changed the types of engines or suppliers or the size of their vessel, they have never considered

changing from a RIB to any other type of vessel.

John Kothe, who is the head of the boat building committee, says this is due to the inflatable tubes being much safer to travel in during heavy seas, and that they avoid damaging other boats when they have to come alongside them.

Like Coastguard North Shore, Coastguard Waihi Beach has made significant developments in their rescue vessels since they began as a unit.

When they were established in 1990, volunteers immediately began fundraising for their first rescue vessel – a 6m fibreglass Shark Cat named *Waipaopao*.

Nine years later *Waipaopao* was replaced with *Search One*,

Coastguard Waihi Beach's first RIB. Then in 2003, volunteers were hard at work raising funds for another rescue vessel, *Search Two*. The 5m jet boat was launched to navigate and search the shallow waters of Tauranga Harbour, and has made a significant difference in navigating the difficult areas that *Search One*, a much larger vessel, cannot do.

In early 2012 *Search One* was replaced with *Gallagher Rescue*, a 9.5m Naiad powered by twin 250hp Yamaha four stroke outboards, and since she has hit the water, there has been a huge improvement in crew comfort and operational ability.

The latest addition to their fleet came this year with *Avoco Rescue*, a 5.8m Naiad-designed RIB powered by 115hp Yamaha outboards. *Avoco Rescue* replaces the 13-year-old *Search Two* and has seen significant improvements to the crew's

comfort and ability to respond to incidents. It is 0.8 metres longer than its predecessor, giving more room and comfort on board. It also has a walk-through design, enabling two extra crew to be on board and can accommodate the transportation of medical and search and rescue equipment, as well as a stretchered patient.

Going from a fibreglass catamaran like *Waipaopao* to an RIB was a simple choice for Coastguard Waihi Beach. Volunteers at the unit say they are a better vessel for crossing

a bar, especially when taking a hit from a breaking wave as the inflatable tubes act as a shock absorber.

The crew also spend a large amount of time alongside other vessels in all kinds of conditions and the tubes act as large fenders, reducing the risk of damage to both vessels

In their experience, they've also found that RIBs make it easier to get people on board when they are in the water as they can be safely dragged over the tubes and that the added floatation of the hull makes it much less likely for the vessel to sink.

QF6 TEAM TACKLES TROUBLED TRAWLER

By Rod Ashlin

THE QF6 Mooloolaba radio operator was contacted at 0630 hours on a Sunday by the trawler *David Lawrence* to advise that he expected to be asking for our assistance and would call again at 0830 to confirm.

The 18m-vessel displaced over 50 tonne and was located 22 miles ESE of Pt Cartwright. He had lost all electrical power, engine, steering and all ancillary hydraulics and his winches were no longer operating.

At 0820 he called back to say he was under tow by another trawler but they were making very limited progress and formally requested we come to his aid.

We left the dock before 0830, leaving our secondary rescue vessel, *Rotary III*, with a crew to look after any calls for assistance in the local area during the morning, as there were many vessels on our log and plenty of trailers in the car park. It was a pleasant day with a moderate 15 knot SE breeze but a fairly large swell.

The Mooloolah River entrance had silted up considerably in recent weeks and there were breaking waves across most of the bar, but quite acceptable depth of water if you knew the correct way to approach it.

We had the trawler in sight around 0945 at approximately 20 miles East of Pt Cartwright.

The trawler attempting to tow the *David Lawrence* had been making very slow progress and slipped his towline on our approach.

We carefully set up the tow with a new specially made-up bridle that had been prepared in recent weeks for just this sort of difficult heavy vessel situation and it worked just as we had envisaged.

Due to the disabled steering gear, the trawler would not tow directly astern and the adjustable bridle catered for this very effectively.

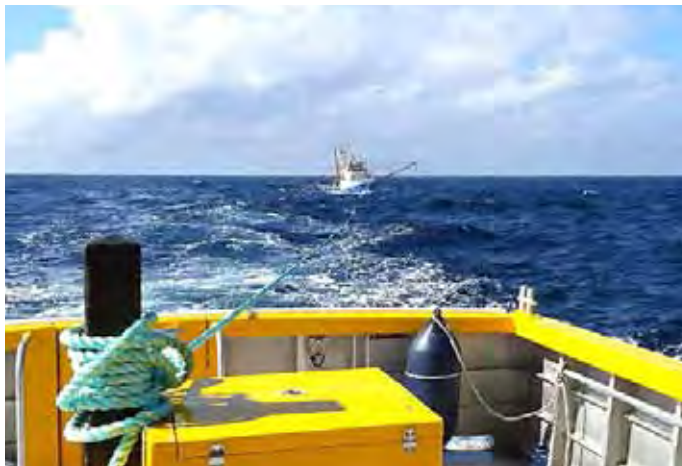
The sea conditions were somewhat less friendly than they had been closer inshore, but we maintained a steady 6.5 knots average with around 150m of our heaviest towline deployed.

This was a comfortable speed in the conditions, so we made no attempt to go faster, but we had plenty of power in reserve and *Mooloolaba Rotary Rescue* did the usual excellent job it was designed to do.

As we approached Mooloolaba we had to warn off a yacht that attempted to cut



With disabled steering, the *David Lawrence* was kept in check under tow thanks to a new adjustable towing bridle.



Underway for a long tow home.



Getting the booms up.



Returning the trawler to its berth.

across our towline in spite of our lights and day shapes.

When you have a long towline and the towed vessel is not tracking directly behind you, other vessels do not always realise that the vessel astern is under tow, so care must be taken to ensure they do not mistakenly

attempt to cross between the vessels.

The next problem to be considered was that the trawler had its long, heavy stabiliser arms deployed outboard, but had no way of lifting them up without any power. We took the decision to bring him in across the bar and into the river where we hoped to find a spot where he could get shore assistance to lift the arms in calm water.

We asked the *Rotary III* crew to warn vessels at the entrance and in the river of our approach and we were able to take the vessel up to the floating pontoon near our Coast Guard HQ and secure him between this and our own pontoon.

During the afternoon the vessel owners were able to lift the outrigger arms with endless chains and to complete the job, as we could now raft alongside, we rafted him up to *Mooloolaba Rotary Rescue* and deposited him in the trawler berths further down river.

The owners were very grateful for the assistance we were able to provide and gave a donation that we were equally grateful to receive.

Providing and running a vessel with the capabilities of *Mooloolaba Rotary Rescue* does not come cheaply, in spite of all the volunteer hours of maintenance and fundraising by our members.

We have done a number of calls for assistance from large vessels over long distances during the last four years, as the boating public and authorities are aware we have the vessel and personnel to do it.

Following this job there was a call to assist a broken down 13m yacht into its marina berth.

The two crews were finally able to stand down around 1730 after successfully attending five calls for assistance on the day. My thanks to all the crew members for a great team effort.

NEW RESCUE VESSELS AT QF17 TIN CAN BAY AND VF11 LAKE HUME

AFTER a long wait, QF17 Tin Can Bay has finally taken delivery of their new primary rescue vessel, *Cooloola Rescue III*.

The 41-ft Noosa Cat (4100 Patrol) is powered by two Volvo Penta D4 260hp turbo diesel engines driven by Volvo Penta stern drives, and features a “Glass Cockpit System” and a cut-away transom for launching and retrieving a RHIB.

The new boat is QF17’s third Noosa Cat. The flotilla’s previous vessel - *Cooloola Rescue II* - was sold to QF1 Southport, where it underwent a major refit and is now in service once more. (see Story Page 24.)

The arrival of *CRIII* returns the flotilla to full operational capability and QF17 thanks neighbouring flotillas QF21 Coast Guard Sandy Strait and QF5 Noosa for assisting with providing coverage in their operations area while the new vessel underwent construction.

VF11 Lake Hume Coast Guard’s new vessel *CGII* (photos below) has been delivered and presented to flotilla members at their Bonagilla Base.

It was quickly on the water with coxswain David McCloud from VF2 St Kilda arriving to begin training members on the water.

The flotilla said it was great to have Dave on board the new boat for their first training run-down.

“We really appreciate David giving up his week-end to come and train us on tying-off *CGII* at the Lake Hume Yacht Club jetty and also training our members on the water.

“Members also learnt to do some navigation and mapping points using our new digital GPS/Sonar equipment,” said the flotilla.



Cooloola Rescue III departing Noosa on the delivery voyage to Tin Can Bay. Below: The cut-away transom is a new feature on the boat and will enable launching/retrieving of a RHIB via the stern.










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Bloomfield people meet to discuss the creation of an annexe to the Cooktown flotilla.

THE BLOOMFIELD SOLUTION: BE AN OFFSHOOT OF QF16

By Ken McLean

IN February this year a meeting was held at Bloom's Café at Bloomfield to gauge interest from local residents in having and supporting a local marine rescue unit within the Bloomfield River community as a support for **QF16 Cooktown Coast Guard**.

The meeting was well attended by 43 people in a community of approximately 75-80 people. From this meeting we have received 21 applications for membership (to date).

Local skipper and owner of an ex-VMR boat, **John Corbett** has offered his vessel for the Coast Guard work which will provide the local community with a quicker rescue response time—saving 2.5 hours travel time from Cooktown for QF16 Cooktown to assist, thus minimising any threat to life and or boating craft.

QF16 Commander **Ashley Robins** presented John Corbett on the night with a Coast Guard flag to raise on his boat when called out for Coast Guard work.

The annexe of QF16/Bloomfield is now up and running with joint training with Cooktown Coast Guard being organised.

The story began when QF16 Commander **Ash Robbins** contacted NQ Squadron Commodore **Ken McLean** and advised that rescues were regularly being carried out by local resident John Corbett and it was decided that a Coast Guard presence was required.

Apparently another marine rescue organisation had been investigating the needs in the Bloomfield area but from all reports the exercise was found to be too



QF16 Commander **Ashley Robins** presents **John Corbett** with a Coast Guard flag to raise on his boat when called out for Coast Guard work.

difficult. As usual NQ could not resist the challenge, so a meeting was held at Bloomfield in October 2016, attended by QF16 Commander **Ashley Robbins**, **John Corbett** (proprietor of **Bloomfield Escape Resort**), **Ken McLean** NQ Squadron Commodore and **Richard Boulton** NQ Deputy Commodore.

Following several discussions, a solution was developed under which a Coast Guard presence could be set up and maintained in the Bloomfield River region as an annexe to QF16

It was decided that any residents of the

Bloomfield River, Ayton and Wujul Wujul area who have an interest in participating in the provision of a volunteer marine rescue service in the region, and satisfy the membership requirements, will be invited to join the QF16 Cooktown Flotilla of the Australian Volunteer Coast Guard Association Inc.

The members from the Bloomfield region will become members of QF16 Cooktown Flotilla under the control of the Flotilla Commander for QF16.

The QF16 flotilla executive will provide all administrative services for the members residing in the Bloomfield region.

As with all members of Coast Guard, the members from the Bloomfield region will be subject to the Constitution, Bye-Laws, NTOs, NAOs and elements of the QSC Service Agreement; but as mentioned earlier, most of the compliance requirements will be addressed and met by the QF16 executive.

It is expected that a member from the Bloomfield region will become a Section Leader for the members of the Bloomfield region.

The Section Leader will directly report to the Cooktown Flotilla Commander then to the North Queensland Squadron Commodore and then to the North Queensland Squadron Deputy Commodore as necessary.

Any coast guard activities conducted by the members in the Bloomfield region will need to be undertaken with the full and detailed knowledge of the QF16 Flotilla Commander or the 'upstream' contacts as listed above.

The Bloomfield annexe is administered by QF16 and all activations, callouts, etc., are controlled and coordinated by Cooktown.

Initially, it is expected that residents from the Bloomfield region wanting to become members of Cooktown Coast Guard would already have some commercial marine qualifications.

These commercial qualifications would be presented to the QF16 Flotilla Commander when joining Coast Guard for recording purposes.

There will be a couple of Coast Guard specific training courses which will be delivered to the members from the Bloomfield region in due course.

In the future, training for members from the Bloomfield region will be provided by QF16 Cooktown Flotilla and that training will be a mix of theory and practical training.

Any activation of the vessel **Escape 2** for either training or a SAR need to be logged with the QF16 Flotilla Commander prior to departure.

Claims for re-imbursement of costs will be processed by the QF16 Flotilla Commander.

This arrangement is covered by AVCGA insurance, only while involved in a Coast Guard approved activation.



QF1 Coast Guard Southport's Flotilla Commander Ken Stanley unveils *Coast Guard 2*, the Gold Coast's latest rescue vessel.



Flotilla Commander Ken Stanley with two cakes for QF1's double ceremony.

A TWO-CAKE CELEBRATION AT QF1 SOUTHPORT FOR A DOUBLE EVENT

By Harvey Shore

QF1 SOUTHPORT Coast Guard members gathered to celebrate two major events at their Marine Parade base on Queensland's Gold Coast.

The first event was a birthday bash, to mark the organisation's 50th Anniversary.

The second event was a renaming and dedication ceremony for the third (and largest) rescue boat in the flotilla.

Flotilla Commander **Ken Stanley** welcomed over a hundred flotilla members and special guests from local water police, council and businesses, plus members from the State and Squadron Boards, and from other flotillas in the South Queensland Squadron.

QF1 was originally founded fifty years ago (on 16th May 1967) as a Gold Coast rescue organisation. It received a Coast Guard Charter on 2nd September 1969. Its current base was officially opened in September 1979.

From left: Allan Tennent, Deputy Squadron Commodore and FTO of QF2; Susie King, FAO of QF1, Ian Ratcliffe Squadron Commodore of South Queensland Squadron, Ken Stanley, FC of QF1, Lee McCarthy, FC of QF3 and Steve Fleming, FC of QF2, beside QF1's new vessel *Coast Guard 2*.



QF1 has grown to become a strong flotilla, with some of its members loyally serving for decades. **Richard Kahl**, for example, received his 40 Years Long Service Certificate from Commander Stanley at the birthday bash.

The second event of the day was the official renaming and dedication of QF1's latest vessel, a 12 metre Noosa Cat 4100 with Volvo Penta stern drives.

Commander Stanley said the acquisition of this vessel was an excellent example of the inter-flotilla cooperation that exists within the Australian Volunteer Coast Guard Association.

The 9-year-old Noosa Cat was originally in service with **QF17 Tin Can Bay** Coast Guard.

When QF17 decided to get a new vessel last year, it notified the Association that its old Noosa Cat was being sold, with first preference given to another Coast Guard flotilla.

Ken Stanley had long been searching for a suitable training and offshore vessel for QF1 and he was first to put up his hand.

QF2 Brisbane's Flotilla Commander **Steve Fleming**, a member of Coast Guard's Vessel Technical Advisory Group, was asked to assist in getting the vessel operationally ready for service with QF1.

He brought her down to QF2's Manly base and commenced refurbishing work in September 2016.

That work continued in Manly Boat Harbour and at The Boat Works in Coomera until December, when the vessel was transferred to QF1 for operational trials.

With trials finished, the vessel was painted, polished and prepared for its dedication and service with QF1.

South Queensland Squadron Chaplain **Peter Maynard** performed the dedication service, and officially renamed the vessel *Coast Guard 2*.

Guests at the event lined the waterfront to watch this ceremony, then retired into Coast Guard Southport's upstairs meeting room for a celebration, at which Commander Stanley thanked Commander Fleming for his work and praised his own flotilla members and friends for their loyal support over the previous 50 years.

Ken Stanley then cut two cakes, representing each of the major events of the day, and invited his guests to share in a splendid buffet lunch.

LIFEJACKET LOCKERS FOR THE BOATIES GOING ASHORE

A TRIAL by the RNLI to encourage more people to use lifejackets when they go out on their tenders was expanded over the northern summer.

Lifejacket lockers were introduced at three locations across the south west in 2014.

It came after RNLI research showed that boat users are often put off from wearing their lifejacket aboard their tender because of the 'hassle factor' of having nowhere secure to store them once ashore.

Lockers were initially installed at Salcombe and the River Yealm in Devon and at three locations around Fowey harbour in Cornwall.

Now more were rolled out at new locations in the south west over the summer.

Potential sites included Mevagissey and Kingsand in Cornwall, Swanage in south east Dorset, Bucklers Hard on the Beaulieu River in the New Forest and Braye Harbour on Alderney in the Channel Islands.

The RNLI supply the lockers to harbours and locations free of charge providing they meet the criteria, along with signage.

It's hoped the scheme, aimed at visiting sailors and motor cruisers coming ashore in tenders, will help curb preventable accidents between moored vessels and the shore.

Jon Oxenham from the RNLI's Community Safety team is leading the trial.

He said: "It's not only important to wear a lifejacket while on your boat, but also while in your tender and going to and from your vessel.

"We know that lifejackets can be bulky to carry around once on land and that's why we provide these lockers."

"It's really positive to know that more



boat users are taking the RNLI's advice and not removing their lifejackets before they reach the shore. It will help towards the charity's goal of ending preventable loss of life at sea," added Oxenham.

RNLI research has shown that boat users can often be put off wearing their lifejacket aboard their tender because of the 'hassle factor' of having nowhere secure to store them once ashore.

QF8 TRIES TO CATCH THEM YOUNG

YOUNG anglers hoping to reel in a big catch in the Townsville Children's Fishing Classic could also be lured to a life volunteering at sea.

The event, which celebrated its 30th anniversary this year, was held at Pallarenda Beach near the former Quarantine Station on Father's Day.

The 130-member QF8 Townsville Coast Guard provided valuable manpower and equipment to help run the event.

QF8's **Ted Winterbottom** said he hoped the flotilla's presence would improve the children's and their parent's awareness of the marine environment.

"It's also an opportunity to increase our profile in the community and maybe pick up some new members along the way," he said.

QF8 commander **Tony Lee** said it was important the organisation connect with young anglers.

"They are the boat owners of the future and we want them to recognise us and understand the importance of safety on the water," he said.



Kids hook up with sea safety. Photo Townsville Bulletin.

The event began at 0630 hours and fishing continued to 0930 followed by a free sausage sizzle with every participant also receiving a free T-shirt and goodie bag.

MILD WINTER CONDITIONS KEEP WEST AUSSIES BUSY

WITH mild temperatures and calm seas for much of the winter, volunteer sea rescue groups have been kept busy along the whole length of the West Australian coastline.

This time of year has generally been used by the groups for refit and large scale maintenance or upgrading of rescue vessels but the 2017 season has brought the challenge of having to attend numerous calls for assistance while still undertaking essential maintenance works.

Nowhere is this more true than at **Fremantle Volunteer Sea Rescue**, who operate a number of bases both within the Swan River (to service Perth city) and also on the oceanside of Fremantle Port.

While managing the fit-out of their new radio tower control tower, they have also launched no less than two custom built 9-metre catamarans to replace the two oldest vessels in their fleet.

Supplied by **Shockwave Powercats** in Bibra Lake, these two new vessels are in the same *Reliance* series as those recently supplied to **Cockburn Volunteer Sea Rescue**, Fremantle's neighbours down the coast, and brings the total number of these custom rescue catamarans along



Above: Cockburn Volunteer Sea Rescue's Shockwave Powercat.
Below: Fremantle Volunteer Sea Rescue's version.



this stretch of coast to six.

The past-president of Fremantle Sea Rescue made the following comments: "for our local waters and rescue types, there is no better work platform than a beamy cat.

"We are frequently in shallow waters or operating in punchy sea breeze waves. The cats eat up those conditions and scoot over the top of even relatively shallow reef areas.

"When it comes to manoeuvrability and stability, you cannot beat two widely spaced engines and the catamaran hull form.

"The main reason we always go for Shockwave is simply the build quality; the resin-infused hulls are ultra-tough but still lightweight. It's the perfect combination."

As well as the ongoing uptake of catamarans and the ever popular RIB rescue platforms, there has been an increased interest in the use of jet-skis for shallow water and marine sporting rescues.

With the numbers of paddle-boarders and kite-surfers growing larger ever year—and venturing further off-shore—so the services of sea rescue groups are used more often in these types of rescues.

A rescue jet-ski, fitted with a sled, can safely perform rescues in places where others vessels simply cannot access.

Close Encounters of the whale kind for three rescued boaties

Three stranded fishermen in the Shoalwater Bay area experienced more than 18 whale encounters in a 36-hour period. One towed their two-tonne boat, and a pod swam under the tow line as QF11 **Yeppoon** Coast Guard rescued them.

Wayne Real said he had been a member of the local Coast Guard organisation for 18 years and never called for assistance, but his latest experience in September is proof you "never know when it's going to happen".

An electrical fault had rendered his boat lifeless; he and his two mates **Arthur Cleary**, a former RAAF electrician, and Swede visitor **Uffe Edefuhr** were stranded, anchored, waiting for help.

A sudden thud warned lifelong fisherman Wayne of an impending danger beneath the surface as dawn broke in Shoalwater Bay.

"And those large, horizontal flukes pulled the anchor rope, pulling us about five to ten metres.

The Yeppoon Coast Guard received the trio's call for assistance about

0800 hours from 33nm north of Rosslyn Bay Harbour where they departed.

As the boat was close to the rocks, it was towed into deeper water before battery packs were passed across and the boat brought back to life.

"However a pod of four whales on the surface interrupted the operation, with three whales passing underneath the tow line on one occasion," flotilla commander **Jim Warren** reported.

But the lure of big fish off the Capricorn Coast has proven too much for Wayne, who returned to the water the next day determined to show Uffe a good time.

It is both men's love of recreational fishing which first united the pair from across the ocean.

Wayne is a collector of Abu reels and rods, Uffe sold him his first.

That was 17 years ago, and for the past decade the Swede has made the pilgrimage to Yeppoon for a fortnight of fishing and good company.

"We caught some nice fish, 20-pound cod, and my mate from Sweden caught a variety of different smaller species," Wayne said.

Close encounter of the whale kind with the whale going under the tow line as the Yeppoon Coast Guard tows the boat from Shoalwater Bay.





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HAVING A 'YACHT ON THE ROCKS' ON A SATURDAY IN S.A.

NO, it's not some kind of a new fancy drink it's a real yacht on the rocks in the shallows near the water's edge just in front of the entrance to The Royal Yacht Squadron of South Australia.

The basin in the approaches to the squadron is quite large using the reckoning of the inshore waters, however the eastern side hides quite a large sandy, shallow bottom at low tide.

Contrary to that, the opposite side hides a rocky bottom covered with fairly large boulders.

In between there is a safe passage for keeled yachts of all sizes, if one makes sure not to be too much to one side or the other when sailing towards or from Port River.

Regular yachties who moor in The Royal Yacht Squadron are very well aware of the conditions in this area and pass through successfully and effortlessly all the time, as it happens.

One Saturday, in August, a yacht from nearby North Haven took a passage via

By Jack Djaic
Photos by Jack Djaic and Bill Martin.



Port River to visit the squadron in the early hours of the morning.

Unfortunately for the yacht skipper Paul, the underwater geography of this locality

was not his better knowledge and in his attempt to enter the waters of the squadron, a fairly narrow entrance between the shore and the mooring pontoons, he steered a little bit too close to the bank and... had his 'yacht on the rocks'.

With the yacht's fixed keel there was no more sailing anywhere; the vessel was fast aground.

Unable to help himself and realising that the sea was on the ebb Paul had no choice but to telephone Coast Guard base at North Haven and request help before the situation became more desperate with the water becoming rapidly shallower.

The phone call was received at the base about 0820, just a few minutes after the duty skipper walked into the building to commence the duty at 0900.

After a few short minutes the first duty crew arrived as well. It was immediately decided by the crew present to bring the duty vessel *Nautic Star* around from her overnight moorings at the Cruising Yacht Club of SA to the dedicated CG pontoon

in front of the North Haven headquarters while waiting for the rest of the daily crew to arrive.

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Nautic Star set off toward the disabled yacht about 0845 with the skipper **Jack Djaic**, advanced crew **Vince Atanasov** and competent crew trainee **Bill Martin**. The skies were cloudy, the wind was blowing at about 20 knots gusting to 25 from a north easterly direction, a condition that does not make life easier for this kind of work, as is very well known.

The distance to cover was only a fairly short one so the rescue vessel arrived on the scene promptly, sighting the heeling yacht on approach.

The approach time allowed the crew the opportunity to consider preliminary requirements.

The preferred method of rescue seemed to be to try to float the hull off by loosening the hold of the yacht's keel to the ground.

The tow line was attached to the yacht's halyard, pulled sideways with the intention of letting the water pressure on the hull do the rest.

The tide was hurriedly flowing away making the scene shallower and shallower by the minute until there was no more than about three feet of water left.

Instead of being stuck on a sandy bottom it was now clear that the keel was hard against and in-between a pile of considerable size rocks.

A new approach was immediately adopted to try to pull the yacht off by attaching the tow line to the yacht's bow...or so the crew hoped.

There was no strong enough fitting anywhere nearby the bow to which the tow line could be attached. Permission was sought and given by the yacht's skipper Paul to fasten the line to the base of the mast while previously passing it through the anchor bracket.

Well, Paul did not follow that request and went straight for the base of the mast.

The depth of water became critically low by then, a few measured tugs on the tow line were not able to dislodge the keel any more.

There was no choice but to suggest to Paul that it would be the best under the circumstances to await the high tide, which was to be at its highest at 1900.

Paul and his wife Ruth agreed to that, put an anchor out for added safety, and got conveyed by the rescue vessel to nearby North Haven headquarters for refreshments.

Having to wait some long hours for the tide to return Paul and Ruth left to go about attending to their other chores, while the *Nautic Star* and her crew remained on standby to revisit the stricken yacht at a more appropriate time later in the day.

About 1700 Paul rang to say that he hailed a passing vessel and was able to get the yacht free from the ground now having a substantial depth of water for a quick manoeuvre.

He stood the crew down with thanks. The crew of the *Nautic Star* took her to her overnight mooring while a beautiful sunset was showing a spectacular scene on the horizon.



QF7 and passing boatie save dad, daughter and dogs

AFATHER and his 12-year-old daughter have a passing boatie to thank for putting out a mayday call after their dinghy overturned on Moreton Bay.

Warren Francis from **QF7 Redland Bay Coast Guard** said the pair, accompanied by their two dogs, had lost control of their boat near the southern end of Garden Island.

"A passing boatie pulled the 12-year-old girl out of the water," he said.

Mr Francis said they believed the boatie had put out the mayday call.

"There was very limited information in the mayday call but we got their position, that a boat had overturned and people were in the water."

Mr Francis said the Coast Guard crew was at the scene 11 minutes after receiving the mayday call.

They pulled the man and the dogs out



of the water.

Mr Francis said paramedics were called to assess the man when they got him to the mainland.

"We called an ambulance for him as he had ingested quite a bit of water.

"The girl was just cold, but she had been pulled out of the water fairly quickly."

Mr Francis said the pair had lost mobile phones when their boat overturned and had no way of calling for help.

"If it hadn't been for the passing boat, they probably would only have been reported missing when they didn't return home."

Mr Francis said they also had Victoria Point Volunteer Marine Rescue to thank as they put a crew on stand-by in case the Coast Guard needed help.

The rescue crew also put the dinghy upright, pumped out water and brought it back to the mainland.

Redland Bay Coast Guard commander **Jason Boon** said wearing lifejackets and logging on and off before heading out onto the water was important.

HELP!! THERE'S A GREAT WHITE SHARK IN MY BOAT

RESCUERS who rushed to help a NSW fisherman after a shark jumped into his boat say the 2.7m great white was "thrashing around and destroying everything in sight" when they arrived at the scene.

"Fisherman **Terry Selwood**, 73, (photo right) was fishing off Evans Head on the NSW north coast when the 200kg shark suddenly leapt aboard his 4.5m boat," reported AAP.

"He came right over the top of the motor and then dropped onto the floor," Mr Selwood said yesterday.

"I looked over and I thought 'oh, a bloody shark! Well I'll be buggered!'" Mr Selwood was knocked over and left sprawling on the floor of the boat. His arm was deeply lacerated.

"There I was on all fours and he's looking at me and I'm looking at him and then he started to do the dance around and shake and I couldn't get out quick enough onto

the gunwale," Mr Selwood said.

"I was losing a fair amount of blood, I was stunned, I couldn't register what happened and thought 'oh my God I've got to get out of here'."

Evans Head Marine Rescue skipper Bill Bates and his crew responded to his radio call.

"It was a bit of an adrenaline rush, we had to get there at top speed because we didn't know the extent of his injuries," Mr Bates told AAP.

"He was standing on the gunwale, covered in blood. We got alongside, got him on board and began treating him for trauma and shock."

Mr Bates said that the huge great white shark occupied the whole boat.

"It was thrashing around, destroying everything in sight," he said.

The rescue squad left the anchored boat and shark to take Mr Selwood back to shore and hand him over to paramedics before



returning to retrieve the boat and shark.

Bill Bates said he misread the danger when Selwood reported his predicament.

"He said, 'I'm injured, I've broken my arm, I've got lacerations and there's a shark in my boat'," Bates said.

"Often a fisherman will bring a small shark on board — maybe up to 1 metre and they're still ferocious. That's what I was expecting, but I was totally wrong," he added.

Among a crowd of onlookers at the harbour, Genevieve Francis saw the boat come back in.

"It was the tiniest little boat, with blood all over it," Ms Francis said.

"I looked inside and, holy crap, I was stunned. I didn't know if (the shark) was still alive.

"It still had Terry's seat in its mouth. It was just massive. It stunk as well."

The shark was so big it had to be removed from the boat with a forklift the following day.

Mr Selwood said there was no way his 30-pound hand line could have pulled the animal into his boat.

After fishing for close to 60 years he's stumped for a reason why the shark would breach.

"I didn't have a burly out, which does attract sharks," he told the ABC.

"I was using two little bits of blue pilchard to fish for snapper on the bottom of the ocean, but that line was straight under the boat, not out the back where he came from."

Mr Selwood was discharged from hospital a few days later while the Department of Primary Industries confirmed the shark was a great white and took the specimen for an autopsy to confirm its age and gender.

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Mooloolaba Rotary Rescue enters the Mooloolah River with the motor cruiser under tow.

BLUE SUNDAY BECOMES BUSY SUNDAY AND ALL THOSE PLANS GO AWRY

SUNDAY was going to be a good training day for QF6 Mooloolaba's Blue Sunday crew—virtually no trailers in the car park, 15 to 20 knot winds and one to two metre swells and sea.

The plan was to do some familiarisation training on *Mooloolaba Rotary Rescue*, open *Rotary III* as practice for the newer crew members and launch *Maroochy RSL*, again for the new crew familiarisation.

As we were opening the boats, an 8m trailer-sailer was being launched at the boat ramp—"hope they are experienced going out today," we all thought.

Little did we know that we would see them again soon.

So, off we went, leaving Restricted Coxswain **Steve Doulgeris** to train two of our newer crew members on *Maroochy RSL*.

We got about 200 metres down river when we got a call to assist an 8m yacht off Mudjimba Island with a broken rudder. Deciding that we needed extra crew, we quickly turned around, advised Steve

By Ian Hunt

Skipper, Blue Sunday Crew, QF6

to abort his training, picked him up and proceeded to the stricken vessel.

When we reached the yacht, we discovered it was the same one as we had seen being launched earlier.

We quickly got the tow line to the yacht and proceeded back to Mooloolaba. Given the poor handling of the yacht with no rudder and the state of the harbour entrance, we made the decision to raft the yacht to *Mooloolaba Rotary Rescue* in the bay, to have better control when entering the river.

It turned out that the yacht had just been bought and was on its maiden voyage with its new owner; probably not a good choice of days to go out, but it luckily ended with a successful result.

So back to plan A, with Steve recommencing his training on *Maroochy RSL* and the rest of us returning to sea to continue our training...or so we thought.

This time we got about 250 metres downstream when we got another call to assist a 10m cruiser off Mooloolaba with engine failure.

Someone did not want us to do our training, so back to QF6 we went to pick up Steve for the cruiser assist.

The cruiser gave us a position which we found was off Noosa—maybe we'd better check.

The new position, after an apology, was 8nm east of Point Cartwright, so off we went into a quite decent swell and sea.

The cruiser had a red hull and white top and so we thought it would be easier to see than some vessels we assist. About 3nm out and on track to the new position, we sighted a red-hulled vessel off our starboard bow.

Given the confusion with the initial position we called up the distressed vessel and sure enough he was the vessel sighted and 5nm nearer than his updated position—good job we checked.

Note to all skippers; learn how to read your GPS as this could have had more serious consequences if this assist had been at night.

After a successful hook-up, we proceeded back to Mooloolaba and delivered him to Lawrie's Marina maintenance wharf.

The owner was planning to have the vessel lifted out and transported back to the Gold Coast, which was a bad ending for a planned holiday to North Queensland.

On the return voyage, we were advised of a 13.8m cruiser broken down 15nm south of Mooloolaba but luckily not in any immediate danger, as it would take us time to get our current assist dropped off, before proceeding 15nm south into still a decent swell and wind.

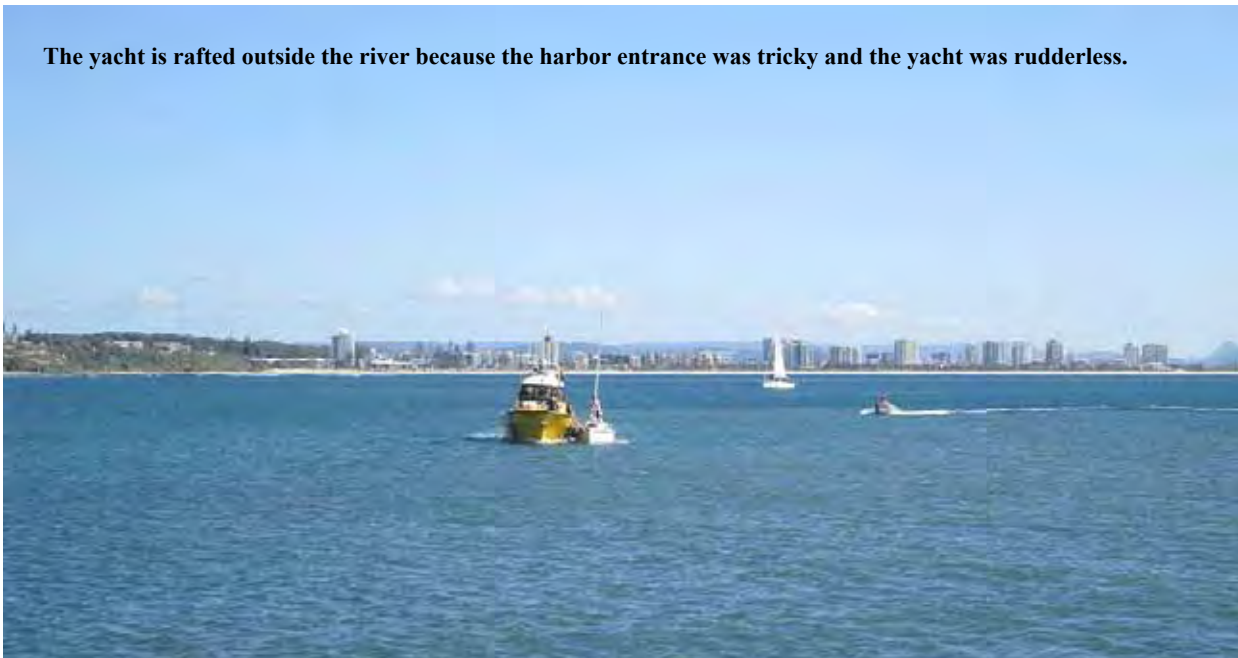
To our relief, and probably to that skipper's relief, we were advised 30 minutes later that he had his engine running again and was proceeding to Mooloolaba.

Thinking that the engine could stop again we were on standby to provide assistance during his voyage.

The vessel entered Mooloolaba a couple of hours later, which was a good result all around.

Third time lucky, we were able to complete our training plan, which had started some six hours earlier, but we were happy that we were able to also assist both vessels, even though it meant a longer than usual day on duty for the crew.

The yacht is rafted outside the river because the harbor entrance was tricky and the yacht was rudderless.



...AND THEN THAT RIVER ENTRANCE SILTS UP AGAIN

AUTHORITIES sounded a serious warning early in the winter as a notoriously treacherous Sunshine Coast river mouth became increasingly dangerous again.

Sand built up on the Mooloolah River Bar, on the eastern, Point Cartwright side, reported the *Sunshine Coast Daily's* **Scott Sawyer**.

An assessment by Maritime Safety Queensland showed less than half a metre of water over the sandy shoal on low tide on the eastern side.

Surfers took to the spot, with some decent swells creating a nice surfing break, but one which was causing chaos for boaties.

QF6 Mooloolaba Coast Guard's **Rod Ashlin** said they'd had to guide an 18m fishing trawler in from 20 nautical miles out to sea because the skipper of the trawler was unwilling to take a gamble on the bar crossing.

"He was worried about it," Mr Ashlin said.

He said the silting up had been occurring for some time, but once it had started, the shoal built quite quickly, as waves began breaking across it, compounding the problem.

He warned river users if they came in over the leads (channel markers), they'd be going straight across the shallowest part, which Maritime Safety Queensland assessed to be as shallow as 0.3m on low tide, on the eastern side of the channel.

"It was breaking pretty badly (on the bottom half of the tide)," Mr Ashlin said of the conditions.

"There were surfers and boardriders out there again, coming off in front of boats."

He warned those looking to take advantage of the surf break that they were placing themselves and other vessels at risk, as their skippers may not

see, or be able to change direction in time on a bar crossing if a surfer fell off in front of their boats.

Maritime Safety Queensland warned the centre of the channel was as shallow as 0.8m on low tide at present, and advised the deeper water was to the west.

"Masters of smaller recreational boats, personal watercraft, and passive craft like kayaks and canoes must remain mindful of the heightened risk to larger vessels navigating the river entrance and coastal



bar and not use it for recreational purposes.

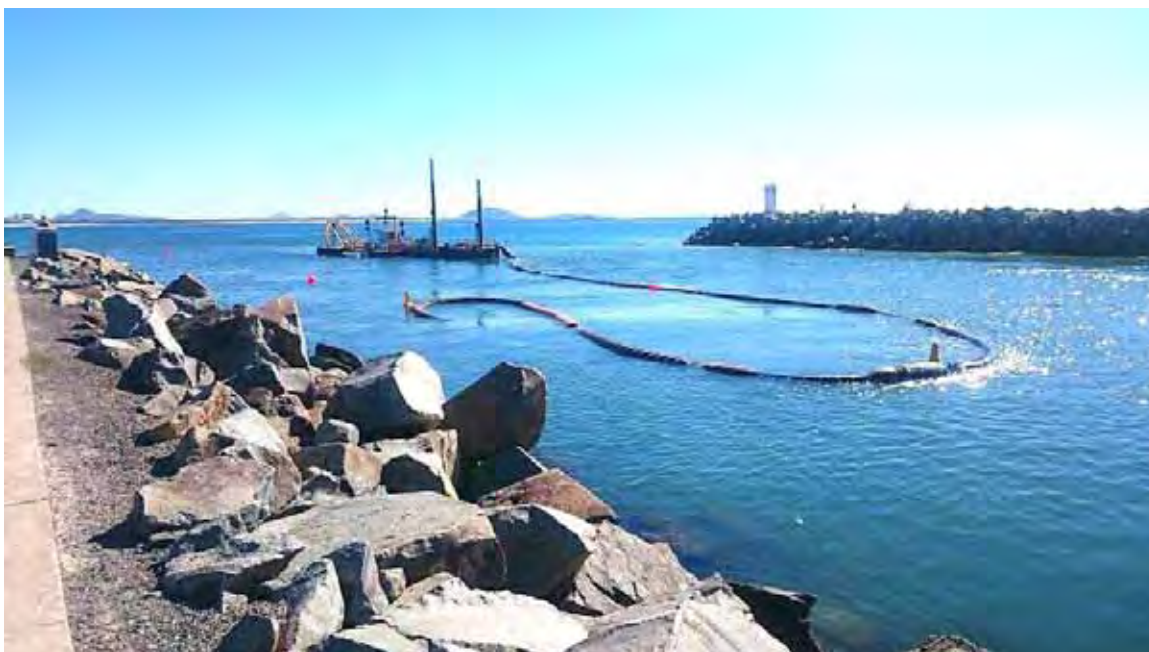
"Mariners must remain mindful that coastal bars are dynamic in nature with conditions constantly changing.

"Mariners must plan their crossing of the Mooloolah Bar, having careful consideration to prevailing conditions, the state of the tide, and the draught of their vessels. The coastal bar must be navigated with extreme caution."

Maritime Safety Queensland reminded boaties the Mooloolah River entrance was defined

as a coastal bar, which meant each person on an open boat smaller than 4.8m long had to wear life jackets while crossing the bar.

Dredging (**below**) was started in June.



AMAZING!!! MORE THAN 1 MILLION PEOPLE SAW THIS

IS this a Coast Guard Facebook page record?

QF3 Redcliffe posted a warning on their Facebook page about a fisherman finding a blue-ringed octopus (right) only centimetres from his foot while retrieving his boat at the ramp.

Very quickly, 1,152,334 people viewed the post with 2,800 adding a comment.

QF3 naturally was delighted with this response, saying "The power to warn all these people so quickly is incredible."

Now the page has 4641 likes so QF3 is

getting its message out to thousands of people every week via a Facebook page designed to help, advise, inform and share with all their followers what is happening with their Coast Guard and what QF3 has been doing to keep those thousands of boaties safe in and around beautiful Moreton Bay.

Meanwhile, at neighboring flotilla QF2 Brisbane they were warning that Irukandji (a local box jellyfish with potentially-deadly sting) have been found in Manly Boat Harbour.

Normal jellyfish stings are just painful marine toxins and can be treated with hot water. But Irukandji stings are worse, and can affect the heart and breathing.

QF2 warned that if stung, CALL 000 immediately, and flood the sting with vinegar.



More about those really nasty sea things that sting

THE brief article in the previous issue of *Coast Guard* about marine hazards at Redcliffe and Brisbane's Manly Boat Harbor (above) prompted further information from QF21 Sandy Straits' Jon Colless.

Jon says the irukandji are not yet local to Manly. They are, in fact, a tropical species normally found in waters north of about Rockhampton.

Warming sea temperatures have seen them migrating southward, recently showing up in waters at the northern end of Fraser Island, where several people have been stung.

One marine scientist whose field is cubozoans, said that "given the present rate of ocean warming, it is entirely likely that irukandji could spread southward as far as Brisbane inside the next decade." He wasn't wrong, just a little on the conservative side.

The sting of irukandji should not be underestimated because of its minuscule size. Some victims report a pain level of 10/10 for a period after envenomation, but no deaths attributable to irukandji envenomation have been reported in recent times.

It is entirely possible that a victim already suffering cardiac problems could be the first in recent history if not treated promptly.

Treatment is the same as envenomation for chironex fleckerii the box jellyfish:

- * Dial triple zero for immediate assistance

- * DO flood the affected area with vinegar

- * DO NOT attempt to rub/

scrape the tentacles off, and

- * DO NOT use any alcohol based solution to flush the area, either action will almost certainly cause any unfired nematocysts to discharge and increase the envenomation.

- * Monitor the victim for signs of shock and treat accordingly.

To date, there is no sign of Chironex Fleckerii migrating southward, and we just have to hope that they don't.

On the subject of the blue ringed octopus, any first aider treating the a bite victim must be prepared to administer CPR for a

minimum of 45 minutes, and probably an hour or more depending on the degree of envenomation.

That's how long it takes for the effects of the toxin to abate. You can't afford to stop until you have high-level care available.

But back to irukandji. They are the midgets of the cubozoan world, but are amongst the deadliest.

Cubozoans are jellyfish built pretty much all on the same pattern - a squarish bell carrying four main tentacles armed with nematocysts - and ranging in size from irukandji (10mm across the bell with 750mm-1 metre tentacles) to chironex fleckerii, more commonly known as the box jellyfish (having a bell 200mm + across, and tentacles 3-4 metres long).

Many people have died as a result of fleckerii attacks, and cardiac arrest can occur in as little as three minutes. Survivors carry massive scarring.

Irukandji and smaller cubozoans are almost invisible, being translucent, with fine, clear, tentacles, so it takes extreme vigilance, or sensible precautions to avoid coming into contact with them.

Turtles are their only known predators.

Ten species have been identified.

During the last Christmas/New Year holiday period, nine people were hospitalised for treatment for irukandji stings on the west coast of Fraser Island.

The attacks were in an area where they had never been sighted until very recently. Normally, they range only as far south as Mackay, some 700km northward.

According to Associate Professor **Jamie Seymour**, of the Australian Institute of Tropical Health and Medicine in Cairns, a water temperature increase of 1-2 degrees Celsius is sufficient to allow them to move southward, and at this point it is only a matter of time before they pass the lower end of Fraser Island



Above: Irukandji, one of the deadliest jellyfish.
Below: Size of an irukandji compared to a \$2.00 coin.



and invade Sunshine Coast waters.

This will add another danger to swimmers in these waters, and also add to the First Aid skills required by life savers.

To put the problem in perspective, dozens of people are hospitalised annually by irukandji syndrome, but historically there have been only two fatalities in recent years.

The mode of attack and the First Aid treatment are the same as for their bigger cousins, chironex fleckerii.

Swimmers/waders brush against the tentacles, which have nematocysts on them. Touch causes the nematocysts to fire and release a dart carrying the venom into the victim's skin.

Irukandji attack causes symptoms to appear shortly after envenomation, and the effects may last up to 12 hours.

The only visible sign of an attack may be a small raised lump that sweats more than the surrounding skin.

The massive weals caused by box jellyfish (which, thankfully, haven't shown signs of southern migration) are not usually observed.

Symptoms are severe pain (10/10 pain levels reported), severe vomiting, nausea, stomach cramps, and in 10-15% of cases, cardiac problems ensue.

Treatment is flooding the affected area with vinegar.

DO NOT rub or attempt to scrape off any adhering tentacles.



Above: Irukandji's larger cousin, chironex fleckerii, more commonly known as the box jellyfish.
Below: The massive weals of a box jellyfish sting.



DO NOT flush with fresh water, or methylated spirit. These actions will almost certainly result in triggering the remaining nematocysts and increase the problem enormously.

DO get medical help as quickly as possible.

There is nothing a First Aider can do about the pain. His/her main role is to neutralise the nematocysts so those remaining on the skin will not fire and increase the envenomation.

In North Queensland waters where venomous jellyfish species abound, the wearing of stinger suits is recommended, or alternatively, simply don't swim in infested waters.

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LOTS OF THINGS TO DO APART FROM HELPING BOATIES HOME

IT wasn't just boaties that needed rescuing by QF11 Yeppoon during the autumn and winter.

On the list of other events there was a five-dinghy tow (photo above) to Pumpkin Island and back by *Gormans Removals Rescue* skippered by Allan Barsby for a four-day camp for students in Yeppoon State High School Marine Studies course.

On the final day of the camp, eight Coast Guard members headed back to Pumpkin Island in two vessels to conclude events with a flare demonstration for the students.

Yeppoon Coast Guard also went to the rescue of a log floating in waters around Great Keppel Island, that could have caused problems for boaties, and hauled the log back to land.

There was still a large amount of debris on the beaches and floating around Keppel Bay in the aftermath of Cyclone Debbie and the flood in the Fitzroy River, posing a risk

to boats travelling at speed. Both *Gormans Removals Rescue* and *RMH Rescue* were used to tow a large log that was floating near Miall Island to the shore at Great Keppel Island (right).

Staff at the Hideaway used towing equipment to drag the log above the water line, removing one hazard from the water and QF11 warned boaties to keep a watchful eye for debris on the water.

The flotilla also found itself helping the army again. Sub Unit 35 Water Transport Section was involved in transporting vehicles by barge from *HMAS Choules* anchored near Barren Island to Rosslyn Bay Harbour to provide flood relief for Rockhampton.

About 10 members of the Section were



accommodated at Coast Guard Yeppoon during this operation.

In appreciation Major Mar Fan presented a unit flag to John Tait and flotilla.



Forecast's 150th birthday

SOMETHING for radio operators to bear in mind when they next read the weather forecast.

The weather forecast for sailors around British waters, which became an iconic radio broadcast that inspired poets and singers with its exotic names, has celebrated its 150th anniversary.

The Shipping Forecast was first transmitted by telegraph and then by the BBC starting in the 1920s when it became a daily fixture for listeners.

Sea areas with names such as *Viking*, *Dogger*, and *Fastnet* have Australian Volunteer Coast Guard 36

helped create a cult following for the broadcast even though modern seamen now rely on far more sophisticated forecasting technology.

The bulletin, which is issued four times a day, also inspired songs by *Blur*, *Radiohead* and the *Prodigy* and has been read out by famous figures including comedian *Stephen Fry* and playwright *Alan Bennett*.

Poet *Carol Ann Duffy* wrote a poem about it entitled *Prayer*.

The Shipping Forecast has also inspired a 2016 book of the same name, celebrating the broadcast for inspiring imaginations worldwide.

Publisher Penguin also credits the weather forecast with "lulling the nation's insomniacs to sleep" for decades.

Set up as a public service in 1867, it is billed as the longest continuous weather forecast in the world, providing predictions by the Met Office on expected wind speeds, sea state, weather and visibility helped by a string of lighthouses including the Newhaven Lighthouse, (left), on the south coast of England.

The whole report cannot be more than 380 words long.

The service was set up after a storm off North Wales in 1859 that led to the death of 800 people and the loss of 133 ships.

It was briefly interrupted by the BBC during World War II for fear it would help German forces but was still disseminated to British ships by the Royal Navy.

Peter Dawes from the Royal National Lifeboat Institution said it was "a vital tool in helping people make critical safety decisions".

Captain *Robert Pedre*, commanding officer of *HMS Ocean*, an amphibious assault ship, said he still listened even though "the complexity of operations today means we need far greater detail".



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MORE THAN TWO CENTURIES OF EXPERIENCE IN SA'S FLOTILLA 1

At a recent gathering of SA's Flotilla 1 it was realised that there were four flotilla members present at that time who have the most years achieved in serving the flotilla with a relentless effort year after year.

Many and various positions were held over the time by these four achievers and the flotilla proudly wishes to present them to the rest of our Coast Guard community,

Pictured here: from left to right: Murray Hurst, Commander Substantive Rank, Life Member, 50 years of service,; Ian Short, Past Flotilla Commander, Commodore Substantive Rank, Life Member, 41 years of service; Jack Djaic, Past Flotilla Training Officer, Vice-Captain (Training), 32 years of service; Neville Buttler, Leading Coxswain, Vessel Skipper (retired from



active boat duty), 32 years of service.

Missing from the photograph are Vince Williams, Training Commodore Substantive Rank, Life Member, 34 years of service, and

Brian Robinson, Past Flotilla Commander, SAF1 Training Officer, 30 years of service.

Wishing them many more years of faithful service, with a big Thank You.

South Australia puts effort into training

By Jack Djaic

Photos by Jack Djaic and Bill Martin.

WITH the regular influx of new members, especially after the occasional public event such as the boat show, SA Squadron recognises the need to provide a frequent and thorough competency training in order to enable these newcomers to safely take part in Coast Guard activities, both on-shore and on-water.

Since the training of all members is normally done at flotilla level, and occasionally at squadron, the need for a unified, uniform training is recognised by our training hierarchy headed by our ardent and always relentless STC **Brenda Hermesen** who directs

all the training along the guidelines given by the national body.

For the purpose of bringing all the SA state flotillas' training officers and squadron training vice-captains up to current requirements, STC Brenda called a training meeting in July with the intention of presenting the training plan for the forthcoming period as well as to introduce all concerned into the use of available resources, data base use, keeping and recording, with a special emphasis on MAR training system and procedures.

The meeting, **photo below**, was attended by all the relevant personnel who took a lively, effortful interest in the proceedings which resulted in a mutually beneficial outcome making this activity a worthy success for the group of people that we are here in SA.

At the end of the day the appropriate knowledge was taken away to the respective flotillas for further development and application.

Efforts like these are bound to make our SA Squadron strong going into the forthcoming summer.



SORRY. FUEL TANKS ARE TOO SMALL

ON a July Saturday afternoon Coast Guard **QF11Yeppoon** received a phone call from a member of the public seeking assistance for a friend who had contacted him by satellite phone from a yacht at sea.

The yachtsman reported a crack in the hull and that assistance may be required. The caller provided GPS coordinates of 11° 19.870' S, 112° 23.973' W.

These coordinates quickly indicated to the duty crew that the vessel was outside of Capricornia waters and a plot of the coordinates placed the vessel 400 miles west of Peru in the Pacific Ocean. The caller was advised to contact the Australian Maritime Safety Authority regarding this issue.

Gormans Removals Rescue was deemed not to have sufficient fuel capacity for this rescue !!!

You Just Can't Keep A Good Man Down

By Harvey Shore

GEOFF Stanhope is a busy man. He's a member of **QF2 Brisbane** Coast Guard's Training Team. He's the QF2 Liaison Officer with local maritime clubs. He's also a director of the Royal Queensland Yacht Squadron, a qualified pilot with his own aircraft, and the skipper of his own 12.49m yacht *Blue Dolphin*.

He also runs his own business as one of Australia's most prominent leadership consultants.

Geoff's work as a leadership consultant sees him flying all over Australia.

He's flown to outback towns and remote cattle stations, but he's never had a crash landing – until early this year.

Geoff and his wife **Heather** were flying a light aircraft to the Gulf Country, consulting for the cattle industry. During the flight, they landed at the remote Burnette Downs cattle station in the Northern Territory.

The landing went well, but as Geoff and Heather were dragging their aircraft into a hanger, Geoff lost his footing and crashed

over backwards.

Heather, a registered nurse, immediately noticed Geoff had turned grey and his right arm was badly twisted, suggesting a compound fracture.

She had Geoff moved to the station first aid room, then called the Royal Flying Doctor Service.



Registered Nurse Heather Stanhope assists husband Geoff Stanhope with his arm in a cast.

Two doctors flew in soon afterwards, stabilised Geoff, and flew him to Alice Springs hospital for surgery.

Two days later he was flown to Brisbane's Greenslopes Hospital, and had more surgery.

Most people would have taken some time

to recover after such an accident. But Geoff is also a determined man, and when he makes a promise, he likes to keep it.

Geoff has promised to run a Coast Guard Leadership Course at QF2 Brisbane Coast Guard, for members of all flotillas in the South Queensland Squadron.

The date was set for the weekend after his accident, two dozen members were registered to attend, and Geoff wasn't about to disappoint them.

So, the day before the Course, Geoff booked himself out of hospital and, with Heather on his arm, went home to prepare for his Coast Guard Course.

Allan Tennent, Training Officer at QF2, said, "We really didn't expect Geoff to turn up for our Leadership Course, all things considered.

But on Sunday morning, despite much pain and a heavy cast on his arm, Geoff was on our doorstep, ready to conduct his Leadership Course.

And he did it in fine style!"

"Just goes to prove – you can't keep a good man down."

ROTARY AWARDS FOR QF2 OFFICERS

QF2's Flotilla Commander **Steve Fleming** had a cunning plan. He asked four of his Flotilla Officers, Deputy Commander **Craig Bowen**, Training Officer **Allan Tennent**, PR Officer **Harvey Shore** and IT Officer **Thomas Miller**, to join him at an important Rotary Club dinner to celebrate the work of Emergency Services in the South Brisbane area.

Commander Fleming told his officers that he wanted them to dress in their Rig #1 Regular Uniform and look good, so Coast Guard maintained its high profile and proud reputation in the public eye.

When the Coast Guard officers arrived at Rotary's dinner venue, they found a large crowd of over 150 Rotarians and many guests from local Emergency Services.

The Coast Guard group were greeted warmly by Rotary Club President **Michael McKerrow**, and shown to places by the head table. They were introduced to special guest speaker **Christopher Jory**, Acting Superintendent (Crime and Support) for the South Queensland Police District, and to other senior police, local magistrates and prominent businessmen. In general, people seemed to be making quite a fuss over them.

As they sat down to dinner, the Coast Guard officers noticed signage around the room welcoming guests to the Rotary Club's 2017 "Service Through Vocation" Awards.

They began to suspect that perhaps their Coast Guard flotilla was going to receive an award this evening. But Commander Fleming said nothing, and just smiled when they asked questions.

Then President Michael McKerrow called for quiet and began to speak.

"Every day of their working lives, Emergency and Essential Service workers in the Wynnum Manly district protect and assist our community by putting service above self," he said. "Tonight we'd like to thank them, by presenting our Service Through Vocation Awards. These awards recognise their invaluable contribution to the community, and express our gratitude for a job

well done."

Acting Superintendent Christopher Jory then said, "These award-winners are ordinary citizens doing extraordinary things, which often involves putting themselves in harm's way to serve our community. They deliver safety and security to locals at all hours in all conditions, often in challenging and high-risk situations. These awards recognise their service."

Superintendent Jory then invited Steve Fleming to say a few words about Coast Guard's work in the local community.

And that's when Steve hatched his cunning plan.

After talking for a moment about the work Coast Guard volunteers perform for the local community, the vessels it recovers and the lives it saves; Commander Fleming addressed his four Flotilla Officers by name, and asked each one to step up and receive a Rotary 'Service Through Vocation' Award, on behalf of the work done by all their colleagues.

It was a totally unexpected honour. Steve Fleming's cunning plan had caught all of us by surprise.

Local Rotary President Michael McKerrow (centre) presents awards to (from left) Craig Bowen, Allan Tennent, Thomas Miller and Harvey Shore.



QF9 CAIRNS ON THE RADIO FOR MORE OPERATORS TO SHARE THE WORKLOAD

IT'S a Tuesday morning and **Ann Fagg** is stationed at the **QF9 Cairns** Coast Guard desk on her shift as a marine radio operator, reported *The Cairns Post's* **Lauren Dor**.

She rattles off the weather over the radio to boaties, warning of wind knots, sea heights, tides and a possible chance of a storm later in the day—a seasoned professional after 14 years of service.

She answers calls from boaties logging their trips with Coast Guard as the radio

with the training and mentor shifts with experienced operators, before eventually making it to the desk, where all the action is.

For Ann, a lifelong love of boats drew her to Coast Guard.

“Some people say it’s our love of helping the community and that’s a given—it is a community service. I’ve loved boats all my life. The boating appeals to people and you also have a good understanding of what is

and have got to get them hooked up and give them instructions on what to do and start the tow back to Cairns.

“Depending on the weather it can be atrocious. People downstairs are on the radio doing the nav and people upstairs are watching the boat.

“Most of them (rescued boaties) are at home in bed before we even get back to the marina. Then a lot of us get up and go to work the next day. It’s pretty full on.”

As such, Coast Guard has an effective safety net in place, which also serves to provide vital funds to keep it operating.

There are about 1100 members of the Marine Assist Coast Guard Rescue Club, where boaties heading out on the water will call or radio in their details.

“We have all their details and they are all pre-recorded. All they have to tell us is

QF9 Cairns Administration Officer Ann Fagg at the flotilla’s Trinity Wharf headquarters. Photo Brendan Radke.



crackles occasionally in the background.

The call for more Coast Guard radio operators came to Ann 14 years ago from a newspaper article and now the call has gone out again.

The organisation, run by volunteers and which relies on funding ranging from grants to Rescue Club memberships, needs more people to get involved.

“Things go in waves,” Ann says. “A lot of us are really carrying the baby at the moment. There are 10 of us doing 62 shifts a month. That might sound like a lot but it’s not when we spread ourselves around.

“We’ve had quite a good response (to the call for more radio operators) so far but there will be a dropout rate.

“It’s a big commitment to become a member, they are allocated to a crew and have to do inductions and training. So it’s a big commitment for people who join up.”

New members need uniforms, along
Australian Volunteer Coast Guard 40

happening out there as well, if you have a bit of boating background.

“Most of us have been on the boats (as part of rescues), I’m a restricted coxswain.”

Ann doesn’t step out on the rescue boat too much these days but the cold, wet nights spent rescuing people on the water are among some of her fondest memories.

“When you get the midnight call, you rally a crew together and away you go,” she says. “I’ve done countless trips.

“I don’t go out much now but I miss those night trips. It’s just fantastic.

“I live at Clifton Beach and I would drive in here to come to a job in pouring rain. We come here and get in the bus and head down. Even getting out (on the water) you can hardly see, so you are solely relying on radar and radio contact.

“You are looking for them on the radar and 99 times out of 100 they are not where they say they are. You eventually find them

where they are going, how many people they have on board and when they are coming back so if they don’t come back, the water police get involved. Emergency numbers are called and we know where they are,” Ann says.

“It’s such a safety net for them. If they are not a member, they have to give a description of the vessel and emergency contacts.”

The details are filed in a book, which Ann calls old school but effective.

“This is all crucial, because if they don’t come back, mate, we are in deep trouble. Every call or on the radio has to be logged and they are legal documents. If you ever find yourself in a coroner’s court you want to make sure everything is written there. If it’s not written there then it didn’t happen.

“If they are stuck out there, we know where they are and we go into action. This

is the safety net so someone knows where you are and if you don't come back we know where to go looking for you. It's a huge, huge thing.

"We've put our prices up for the second time in 10 years – it's \$88 a year and I say it's the best money you'll spend. And it supports us, it's our bread and butter. Without that income we wouldn't stay afloat so to speak."

Ann says the volunteer organisation carries out a lot of services that many people may not be aware of.

"We also do spreading of cremated ashes," she says.

"We take families out and that's pretty profound I can tell you. It's something that people normally do a fair bit later, it's not like a funeral."

So what keeps the Coast Guard volunteers coming back to the sometimes thankless, unpaid task of keeping boaties safe on the water?

Perhaps it's the sense of camaraderie or role of responsibility that volunteers can sink their teeth into.

Aside from a love for the water, the friendships have kept Ann coming back.

"I've made some lifelong good solid friendships and I know there are people here who would do anything for me and it works both ways," she says.

When she arrives for her shift, Ann deactivates the alarm; switches on the computers and switches on the radio channels.

Administration officer and radio operator Ann says the radio operator takes over

from the Cairns Vessel Traffic Services night watch.

"We do that on air so everybody knows we are taking over," she says.

"Then we reopen all the channels and that includes a HF, which goes way out to sea and includes all the yachts. We pick up all the way to New Guinea."

The operator will say: "This station is open we are standing by."

Then the weather is read out for boaties, which includes information such as wind speed, tides, swells and the general outlook.

Then settle down to take calls and radio notices for trip sheets – gathering information from boaties heading out, including how many people are on board and when they will return as well as monitoring the radios.

Cairns' marine mishaps blow out Nth Qld stats.

CLUMSY boaties crashing into other vessels and sandbars have helped the Far North record the worst year for marine incidents since 2011, writes *The Cairns Post's* **Tom Volling**.

A new state government report has revealed Cairns recreational boat users notched up 41 reported marine incidents last year, including one death and three hospitalisations.

The figure is 13 incidents higher than Townsville, despite the southern city having 1095 more vessels on the water, and above the state average for marine incidents per vessel.

It was the most on-water prangs the Far North has seen since in a calendar year since 46 incidents were reported six years ago.

The most common were collisions between ships (12), groundings (7) and collisions between objects (6).

Cairns Boat Safe Training owner Wayne Christiansen said many accidents involve people running into reefs or sandbars in shallow water.

"You always see them running into ground behind Yorkeys Knob, because people think they are 200 metres off the beach and can just turn left to Port Douglas, then they don't realise they are in ankle deep water," he said.

"I have seen two people end up in the drink there because they hit the sandbar so hard they just go over the front of the boat and end up in the water."

Mr Christiansen is a former commercial charter operator who has been driving boats since 1978.

He said the mouth of the Barron River is another area that catches boaties off guard.

"The key problem is people don't know what the tides do and they don't know the depths of water that their boats requires," he said.

The report revealed four capsizings, three boat fires/explosions, three floodings, one person overboard and one swamping.

Local charter fishing operator Kim Andersen said floating debris was the biggest concern.

"Floating objects and logs post wet season is the biggest

hazard I can think of, but some how I manage to avoid them all," he said.

Mr Andersen said most boaties also have trouble managing stocks with fuel.

Port Douglas QF10 Coast Guard's **Ross Wood** said engine failure was a common issue.

Statewide there were 16 marine incidents reported for every 10,000 boats registered.

Mackay and Brisbane also recorded more marine incidents than the state average.

The report notes that marine incidents often go unreported.

TOWNSVILLE V CAIRNS CAIRNS

• 22,031 recreational vessels, which is one vessel for every 13 people.



QF9 Cairns' rescue vessels on the water.

• 41 marine incident reports involving 60 vessels — 50 Queensland regulated vessels, 10 domestic commercial vessels.

• The most commonly reported incidents were collisions between ships (12), collisions between objects (6) and groundings (7).

• 35 vessels were damaged including 9 lost, 3 with major

damage and 6 with moderate damage.

• Seven people were injured including 1 who died and 3 who were hospitalised.

TOWNSVILLE

• 23,126 recreational vessels, 1 vessel for every 12 people.

• 28 marine incident reports involving 33 vessels — 31 Queensland regulated ships and 2 domestic commercial vessels.

• The most commonly reported incidents were collision with a ship (4) and flooding (7).

• 21 vessels were damaged — 4 lost, 1 with major damage, 6 with moderate damage.

• Six people were injured, including 2 who died and 3 who were taken to a hospital.

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QF9 **Cairns**
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& 07 4051 2384

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VF6 **Safety Beach**
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VF4 **Hastings**
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VF9 **Queenscliff**
Tel. 03 5258 2222 **VMR369**

VF8 **Geelong**
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VF2 **St. Kilda**
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VF11 **Lake Hume**
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VF15 **Mallacoota**
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VF16 **Warrnambool**
Tel. 03 5561 2615 **VMR817**

VF17 **Portland**
Tel. 03 5523 6111 **VMR2233**

VF18 **Lakes Entrance**
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VF19 **Port Albert**
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VF20 **Port Welshpool**
Tel. 03 5688 1537 **VMR 392**

VF21 **Marlo**
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VF22 **Paynesville**
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SOUTH AUSTRALIA

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SAF6 **O'Sullivan's Beach**
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SAF1 **North Haven**
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SAF11 **Kangaroo Island**
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