



Spring 2018 | QF5 Noosa Edition

# RESCUE

## Sunshine Coast

*The Official Magazine of AVCGA Sunshine Coast Squadron*

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



QF5 News

SAREX 2018

We, The Navigators

ANZAC Day at The Somme

Sinking Feeling at Inskip Point

Coast Guard Assist Stories



# Coast Guard Noosa

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Laguna Bay

Noosa Head

Noosa Heads National Park



Sunshine Beach

## Noosa Heads

High resolution imagery courtesy of Google Earth Pro



#### PUBLISHING INFORMATION

*Coast Guard Rescue Sunshine Coast* is published quarterly by AVCGA Sunshine Coast Squadron.

Print copies are available from QF4 Caloundra and QF6 Mooloolaba. Please contact the flotilla.

*Coast Guard Rescue Sunshine Coast* is available via download. Visit the flotilla's page on the Coast Guard website at [www.coastguard.com.au](http://www.coastguard.com.au).

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Welcome to the Spring edition of *Coast Guard Rescue Sunshine Coast* and judging by the assist stories I've received for inclusion in this issue, our rescue crews have been kept very busy. With a balmy September now behind us, and boaties beginning to emerge from Winter hibernation, it's timely to remind all of the importance of performing a thorough maintenance check of your boat before you head out on the water for the first time. We've got an article to walk you through this procedure. If you read nothing else in this issue, make sure you make reading that story a priority.

You may all have seen/read/heard about the government review currently being conducted into all marine rescue operations in Queensland. AVCGA are awaiting the outcome of the review and in the meantime are also conducting our own national internal review of operations. This will be a longer process, but with the combined outcomes of both reviews, marine rescue services will emerge stronger and more effective for all who utilise them. One thing boaties can be certain of is that, regardless of the administrative machinations going on in the background, if you need us, we'll be there, 24 hours a day, seven days a week, 365 days a year.

To ensure you get the help you need when you need it, best practice is to log on before you leave. By radio, mobile phone, or in person, the outcome is the same: your trip will be recorded on our sea watch log with the details of your boat, the number of POB, and where you are heading. If the worst case scenario eventuates, we'll know what, who and where to come to assist you.

A better practice is to join our Marine Assist program (like roadside assist but for boaties). For peace of mind, emergency assistance, and access to a range of services, it's worth considering. Contact your local Flotilla to subscribe.

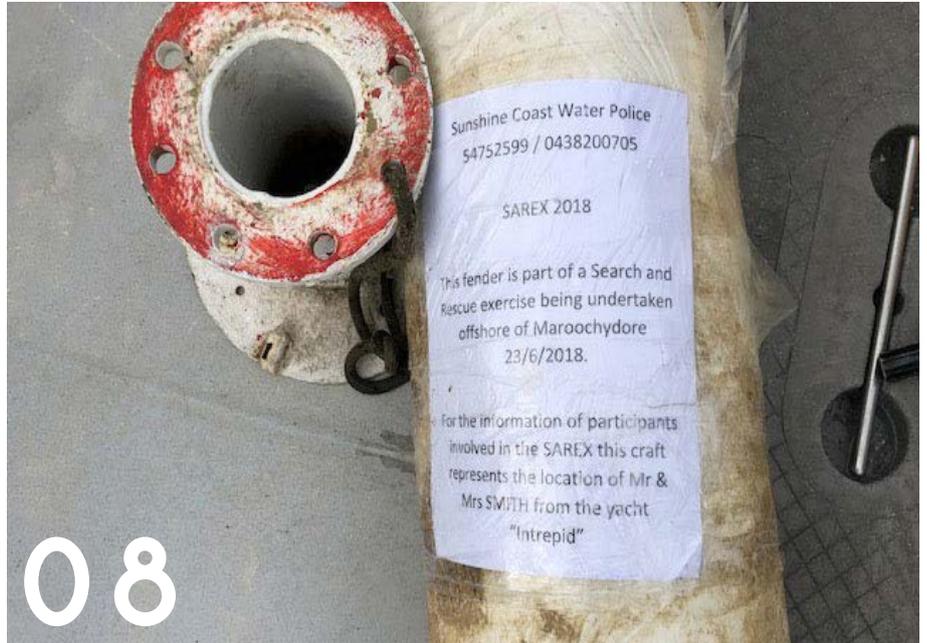
Enjoy the read and remember **Safety by all Means.**

*Julie Hartwig*

Editor, Vice Captain Publications, Sunshine Coast Squadron

# C O N T E N T S

SPRING 2018 | ISSUE 23 | QF5 Noosa Edition



06 FLOTILLA NEWS  
Latest news from QF5

07 NOOSA TIDES

08 SAREX 2018

10 WE, THE NAVIGATORS  
The revival of Polynesian ocean voyaging

13 DESERT ASSIST  
How a personal GPS unit aided in an assist in outback Queensland

14 DAY SHAPES MEAN "KEEP CLEAR"  
Black balls and diamonds: What do they mean?

15 SPRING IS HERE ... IT'S TIME TO CHECK YOUR BOAT

16 ANZAC DAY 2018 IN THE SOMME  
QF6 Radio Section Leader Peter McAndrew takes us to The Somme in France for the 2018 ANZAC Day remembrance service

21 THE MAVERICK STORY

22 INSKIP POINT GETS THAT SINKING FEELING AGAIN



16



22



24



26



27



32

## RESCUE ONLINE

It's easy to stay connected with your local Coast Guard flotilla. If you're on the go and you want to read **Rescue** magazine on your portable device, simply visit Coast Guard's national website and download your local flotilla's edition straight to your smart phone or tablet. You can even get back issues - just click on the issue you'd like to read. Visit [www.coastguard.com.au](http://www.coastguard.com.au), click on Queensland on the map, choose your local flotilla from the list and download.

While you're there, check out all the info about your local flotilla and catch up on the latest news from Coast Guard flotillas across Queensland, Victoria, South Australia and the Northern Territory.

- 24 CAT FLIP  
QF6 respond to a capsized power cat
- 26 MIDNIGHT MEDIVAC
- 27 WHALE OF AN ESCORT
- 28 CREW TRANSFER REQUIRED FOR RESCUE
- 31 BOAT FIRE OFF THE SUNSHINE COAST
- 32 2 TRAWLERS IN 1 WEEK
- 34 MEMBERSHIP & MARINE ASSIST
- 36 SQUADRON CONTACTS

### GET SOCIAL WITH COAST GUARD

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## SEA SHEPHERD VISITS NOOSA

During their visit to Laguna Bay, Sea Shepherd's M/Y *Steve Irwin*, requested assistance from Coast Guard Noosa to act as safety vessel and escort them into Noosa.





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**AUSTRALIA, EAST COAST – NOOSA HEAD**

LAT 26° 23' S LONG 153° 06' E

Times and Heights of High and Low Waters

**2018**

Time Zone –1000

OCTOBER			
Time	m	Time	m
<b>1</b> 0535	0.55	<b>16</b> 0013	1.19
1221	1.68	0602	0.68
MO 1852	0.76	TU 1318	1.57
		2022	0.78
<b>2</b> 0024	1.26	<b>17</b> 0143	1.16
0641	0.61	0717	0.76
TU 1343	1.67	WE 1437	1.56
☉ 2034	0.75	☉ 2131	0.75
<b>3</b> 0219	1.22	<b>18</b> 0314	1.21
0808	0.62	0853	0.79
WE 1505	1.73	TH 1540	1.59
2157	0.65	2225	0.69
<b>4</b> 0343	1.29	<b>19</b> 0414	1.30
0932	0.57	1003	0.75
TH 1609	1.82	FR 1630	1.64
2256	0.52	2308	0.62
<b>5</b> 0444	1.41	<b>20</b> 0501	1.40
1040	0.47	1056	0.69
FR 1703	1.90	SA 1714	1.69
2343	0.40	2346	0.54
<b>6</b> 0536	1.54	<b>21</b> 0541	1.50
1136	0.36	1142	0.63
SA 1753	1.96	SU 1752	1.73
<b>7</b> 0024	0.28	<b>22</b> 0019	0.46
0624	1.66	0619	1.61
SU 1227	0.27	MO 1223	0.57
1838	1.99	1827	1.76
<b>8</b> 0104	0.19	<b>23</b> 0051	0.40
0709	1.78	0654	1.70
MO 1315	0.22	TU 1300	0.51
1923	1.98	1901	1.77
<b>9</b> 0143	0.13	<b>24</b> 0121	0.34
0754	1.85	0729	1.80
TU 1401	0.22	WE 1338	0.47
☉ 2006	1.90	1935	1.77
<b>10</b> 0221	0.14	<b>25</b> 0151	0.29
0837	1.88	0806	1.89
WE 1446	0.28	TH 1417	0.44
2045	1.78	☉ 2011	1.73
<b>11</b> 0256	0.19	<b>26</b> 0224	0.26
0919	1.87	0845	1.95
TH 1530	0.39	FR 1459	0.45
2121	1.64	2050	1.66
<b>12</b> 0328	0.28	<b>27</b> 0259	0.28
0957	1.82	0928	1.97
FR 1612	0.50	SA 1545	0.49
2156	1.50	2133	1.55
<b>13</b> 0357	0.38	<b>28</b> 0338	0.34
1035	1.76	1015	1.94
SA 1655	0.61	SU 1638	0.56
2232	1.37	2220	1.43
<b>14</b> 0430	0.48	<b>29</b> 0423	0.43
1117	1.69	1107	1.88
SU 1746	0.71	MO 1740	0.63
2316	1.27	2315	1.31
<b>15</b> 0510	0.58	<b>30</b> 0517	0.53
1209	1.63	1208	1.80
MO 1858	0.77	TU 1859	0.67
<b>31</b> 0031	1.22		
	0628		0.61
	WE 1323		1.76
	2027		0.64

NOVEMBER			
Time	m	Time	m
<b>1</b> 0218	1.23	<b>16</b> 0220	1.22
0758	0.64	0740	0.84
TH 1441	1.76	FR 1435	1.58
☉ 2136	0.56	☉ 2129	0.70
<b>2</b> 0334	1.33	<b>17</b> 0328	1.30
0920	0.60	0904	0.84
FR 1545	1.78	SA 1531	1.60
2231	0.46	2216	0.64
<b>3</b> 0435	1.46	<b>18</b> 0420	1.41
1027	0.53	1008	0.80
SA 1639	1.81	SU 1618	1.63
2317	0.36	2257	0.56
<b>4</b> 0525	1.60	<b>19</b> 0504	1.54
1123	0.46	1102	0.74
SU 1728	1.83	MO 1703	1.66
2358	0.27	2334	0.47
<b>5</b> 0610	1.74	<b>20</b> 0545	1.67
1214	0.40	1151	0.68
MO 1813	1.82	TU 1744	1.68
<b>6</b> 0036	0.20	<b>21</b> 0009	0.40
0654	1.85	0624	1.81
TU 1302	0.36	WE 1236	0.61
1856	1.79	1824	1.69
<b>7</b> 0113	0.17	<b>22</b> 0043	0.32
0736	1.94	0704	1.93
WE 1348	0.36	TH 1319	0.54
1938	1.72	1905	1.68
<b>8</b> 0149	0.18	<b>23</b> 0118	0.26
0817	1.97	0744	2.04
TH 1432	0.40	FR 1404	0.49
☉ 2017	1.63	☉ 1948	1.65
<b>9</b> 0221	0.23	<b>24</b> 0156	0.23
0855	1.96	0828	2.11
FR 1514	0.47	SA 1452	0.46
2054	1.52	2035	1.59
<b>10</b> 0251	0.31	<b>25</b> 0238	0.24
0931	1.91	0916	2.13
SA 1554	0.55	SU 1543	0.47
2128	1.42	2125	1.52
<b>11</b> 0319	0.40	<b>26</b> 0324	0.29
1007	1.85	1006	2.09
SU 1633	0.62	MO 1639	0.50
2206	1.34	2218	1.42
<b>12</b> 0351	0.49	<b>27</b> 0413	0.38
1046	1.78	1059	2.02
MO 1717	0.68	TU 1741	0.54
2248	1.27	2317	1.34
<b>13</b> 0430	0.58	<b>28</b> 0511	0.48
1131	1.71	1158	1.93
TU 1814	0.73	WE 1851	0.56
2341	1.22		
<b>14</b> 0519	0.69	<b>29</b> 0030	1.29
1224	1.64	0621	0.57
WE 1925	0.75	TH 1303	1.84
		2001	0.55
<b>15</b> 0051	1.19	<b>30</b> 0159	1.32
0619	0.78	0742	0.63
TH 1328	1.59	FR 1413	1.78
2033	0.74	☉ 2105	0.51

DECEMBER			
Time	m	Time	m
<b>1</b> 0315	1.40	<b>16</b> 0227	1.32
0900	0.65	0750	0.89
SA 1516	1.74	SU 1422	1.59
2200	0.45	2113	0.67
<b>2</b> 0418	1.52	<b>17</b> 0332	1.43
1009	0.64	0908	0.89
SU 1612	1.70	MO 1521	1.59
2249	0.39	2201	0.60
<b>3</b> 0512	1.65	<b>18</b> 0425	1.57
1110	0.61	1018	0.85
MO 1703	1.67	TU 1616	1.60
2332	0.34	2247	0.52
<b>4</b> 0559	1.78	<b>19</b> 0514	1.73
1205	0.57	1120	0.78
TU 1750	1.65	WE 1707	1.61
		2330	0.44
<b>5</b> 0010	0.29	<b>20</b> 0559	1.88
0642	1.89	1216	0.70
WE 1254	0.54	TH 1756	1.61
1835	1.62		
<b>6</b> 0048	0.27	<b>21</b> 0012	0.36
0723	1.97	0644	2.02
TH 1340	0.52	FR 1307	0.61
1918	1.58	1845	1.61
<b>7</b> 0124	0.27	<b>22</b> 0054	0.28
0802	2.01	0730	2.14
FR 1423	0.52	SA 1357	0.52
☉ 1958	1.53	1935	1.60
<b>8</b> 0156	0.31	<b>23</b> 0139	0.23
0839	2.00	0817	2.22
SA 1503	0.55	SU 1448	0.46
2036	1.47	☉ 2028	1.58
<b>9</b> 0226	0.36	<b>24</b> 0227	0.21
0914	1.97	0907	2.24
SU 1540	0.59	MO 1540	0.42
2111	1.42	2121	1.55
<b>10</b> 0256	0.43	<b>25</b> 0317	0.24
0947	1.92	0958	2.22
MO 1616	0.62	TU 1633	0.42
2147	1.38	2215	1.51
<b>11</b> 0329	0.49	<b>26</b> 0410	0.31
1023	1.86	1050	2.14
TU 1654	0.66	WE 1729	0.44
2228	1.34	2311	1.46
<b>12</b> 0406	0.57	<b>27</b> 0506	0.41
1103	1.80	1142	2.02
WE 1739	0.69	TH 1828	0.47
2313	1.30		
<b>13</b> 0449	0.67	<b>28</b> 0013	1.43
1145	1.72	0609	0.53
TH 1830	0.72	FR 1238	1.90
		1926	0.49
<b>14</b> 0006	1.27	<b>29</b> 0128	1.43
0537	0.77	0719	0.64
FR 1231	1.66	SA 1338	1.77
1926	0.74	☉ 2025	0.50
<b>15</b> 0112	1.27	<b>30</b> 0246	1.48
0636	0.85	0834	0.72
SA 1323	1.61	SU 1441	1.66
☉ 2021	0.72	2122	0.50
<b>31</b> 0357	1.57		
	0950		0.76
	MO 1543		1.58
	2217		0.48

**Noosa Offshore Fishing Club**

Members and guests meet once a month on the last Wednesday of each month at the Villa Noosa at 6pm.

For further information contact the secretary Brian Brooke on 0497 830 980 or just turn up to one of our meetings.



\*NOTE: Tide depths at the Noosa River can vary as bar conditions change. All bar crossings should be approached with care following a visual check of conditions. Noosa Tide Times are provided courtesy of and are © Copyright the Commonwealth of Australia, Bureau of Meteorology.

# SAREX 2018

WORDS LEE CAMPBELL  
Operations Officer, QF6



In 2006, off the South African coast, a playful whale breached over a 40' yacht significantly damaging the yacht and luckily, only causing minor injuries to the crew. The number of whales that migrate up and down the Queensland coast has significantly increased over the past 10 years to an estimated 10,000 whales. This increases the possibilities of whales and humans interacting more frequently and the possibilities of marine incidents more likely.

Coast Guard Mooloolaba and the Water Police conduct frequent training exercises in line with possible scenarios. On the 23rd of June, the Water Police conducted such an exercise - SAREX18 - to reaffirm training for their members and to exercise the Coast Guard SAR procedures and multi vessel search coordination.

The scenario was a yacht with 3 POB departed Redcliffe heading North during the night of the 22nd of June. During the morning of the 23rd of June, it was struck by a whale breaching over it approximately 10 nautical miles East of Point Cartwright. The incident saw three persons in the water after their vessel Intrepid sank: husband and wife with life jackets and their son, seen by a trawler operator later that morning on a kayak with no paddle.



**TOP LEFT:** Rotary III from QF6 Mooloolaba and Caloundra Rescue from QF4 Caloundra taken from Mooloolaba Rotary Rescue.

**CENTRE:** SAREX Operations room at QF6 Mooloolaba.

**LEFT:** One of the two targets ... Mr & Mrs Smith.

The SAREX18 Radio Operator received a Mayday call from the vessel advising of the whale strike and that they were sinking fast, 3 POB and at Longitude 153.22.5 before losing contact. This information was immediately passed onto the Water Police by phone to their Mooloolaba office number. The Water Police arrived at QF6 HQ advising the QF6 Rescue Liaison Officer (who just happened to be there) of the incident and asked for a summary of available vessel resources from Mooloolaba, Caloundra and Noosa. Two QF6 vessels and one each from QF4 Caloundra and QF5 Noosa participated in the exercise.



ABOVE: The last search run of the day.

This exercise was also an opportunity for the operations staff of QF6 to relocate the Operations Room, so that better visual resources could be utilised. This included, Windy.com displaying “real time” information on direction, speed and height of wind, waves, swells and currents. Additionally, this was enhanced with a Google Earth map with an AIS overlay showing SAR vessels and other vessels in or approaching the search area; our CPLOT program provided an additional visualisation for the operational planners by displaying a track of the Mooloolaba SAR vessels, confirming to the planners that their instructions were being followed.

Mr and Mrs Smith were found, but unfortunately their son was not (the kayak was found on the beach at Double Island Point the next day).

The exercise did run overtime, however, all involved believed that the SAREX was immensely beneficial; numerous lessons learnt, which were documented and scrutinised in order to improve our procedures for future exercises or if a real life SAR is required.

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# WE, THE NAVIGATORS

WORDS JULIE HARTWIG

Editor



*The Polynesian voyaging canoe, Hokule'a. Photo: Na'Alehu Anthony, Polynesian Voyaging Society*

Long before Captain James Cook charted many of the Pacific Islands during his three Voyages of Discovery in the late 1700's, Polynesians had been voyaging within the vast Polynesian Triangle using outrigger canoes or double-hulled canoes for thousands of years. They used traditional wayfinding techniques that employed a range of tools to enable them to find their way from island group to island group across the Pacific Ocean from Hawaii in the far north to New Zealand in the south.

## **NAVIGATING BY THE SUN, STARS, SWELL, WIND AND WAVES**

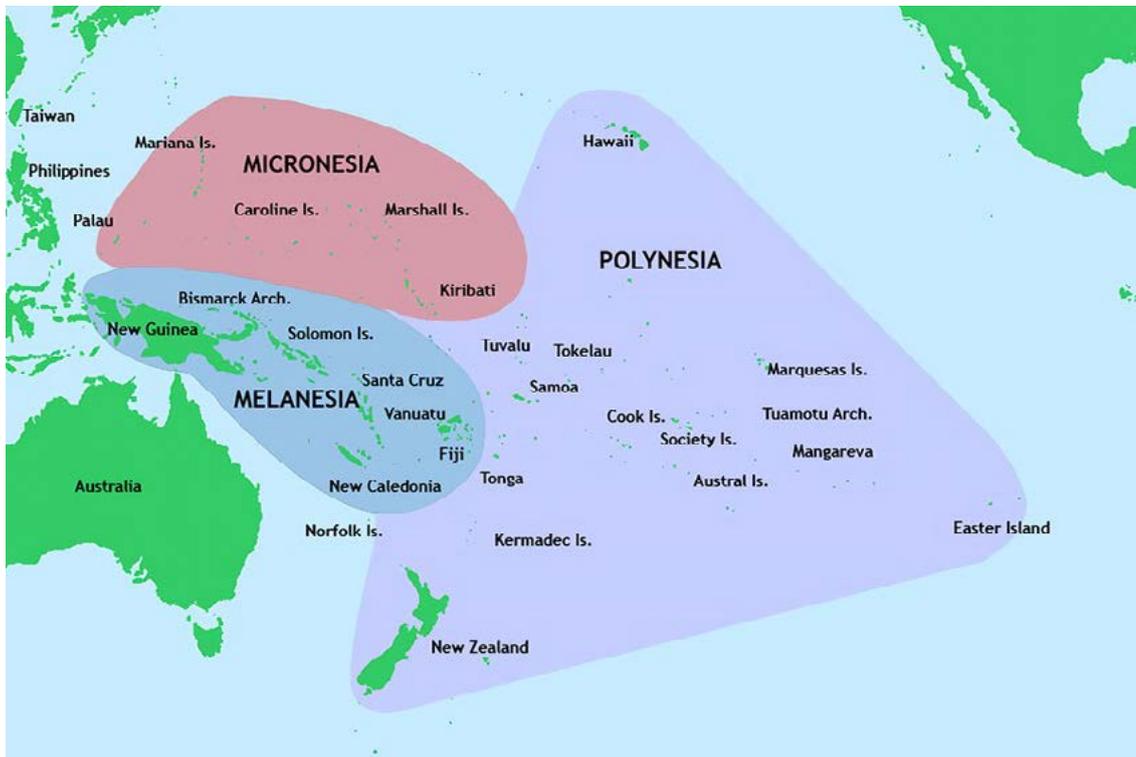
The sun was the main guide for voyagers because they could follow its exact points as it rose and set. At night, they used the rising and setting points of stars.

The positions of stars helped guide Polynesians along their voyaging routes. Stars- as opposed to planets - are able to hold a steady position year-round. The only thing that changes is the time the star rises which changes seasonally. Polynesian voyagers would follow stars near the horizon whether they were just rising or about to set and they used these specific stars for guidance until those stars rose too high and were no longer easy to follow. Once a star rose too high, they used the next star that rose from the previous star's exact rising point and so on until the sun rose. The canoe's latitude and the course being steered determined how many stars the navigator needed to follow to reach his destination.



*Above: Navigating by the sun.*

When there were no stars or sun because of clouds, they relied on other observations including the movement of ocean currents, wave patterns, winds and swells. Because swells move in a straight direction, they provided a more reliable method of navigation than waves which are determined by local wind conditions, and made it easier for the navigator to maintain his course.



*LEFT: The Polynesian Voyaging triangle extended over vast areas of the Pacific Ocean.*

Polynesian navigators also observed the wind's effect on the sea surface and used this as another navigation tool. When winds are strong close to land, waves are steeper and swells are larger. The longer the wind blows, the longer the swell lasts. Because the swells of the open ocean can remain consistent for days, navigators relied on them to carry their canoes in a straight line.

Many of the habitable areas of the Pacific Ocean are located in groups of islands or atolls in chains hundreds of kilometres long. These island chains have predictable effects on waves and currents and navigators used their observations of air and sea interference patterns caused by these islands and atolls.

Navigators who lived within a group of islands learned the effect various islands had on the shape, direction, and motion of waves and swells, and used these observations to determine their proximity and approach to islands.

Once they were close to a destination island, they would pinpoint its location by observing the flight and behaviour of land-based sea birds, cloud formations, and the reflections shallow water made on the undersides of clouds.

### **REVIVAL**

The ancestors of the Pacific islanders are widely accepted as being the greatest ocean voyagers and navigators. Their knowledge and skills have been passed down by indigenous knowledge systems through generations for thousands of years. But in late the 1700's, contact with and colonization by Europeans began the erosion of this knowledge base. Within 200 years, the knowledge was mostly lost and remained alive with only a few navigators in Micronesia.

Recent times have seen a drive by the indigenous cultures in the Pacific to regain and revive their lost voyaging knowledge and thanks to a transfer of knowledge from these Micronesian navigators to other Pacific navigators, the practices and knowledge of



*ABOVE: A modern-day traditional Polynesian voyaging canoe.*

traditional Pacific Ocean navigation and ocean voyaging are being actively preserved and revived.

Research into traditional canoe building methods and use has also found that the vessels are still very much in everyday use throughout the Pacific islands. A number of noteworthy expeditions - many instigated by indigenous Polynesian groups - have been undertaken that involve building traditional designs, and the knowledge and skills gained on these expeditions has enabled practical conclusions to be made about the seaworthiness of traditional Polynesian canoes and how Polynesians are adapted to seafaring.

### **HAUNUI VOYAGES TO NORFOLK ISLAND**

Currently, a voyaging expedition is being undertaken by the Te Toki Voyaging Trust which was established over 30 years ago by the Maori waka expert, Hoturoa Barclay-Kerr. The Trust has built up an internationally-recognised training fleet of small sailing canoes and double-hulled voyaging canoes or to use the Maori term, waka, and is committed to ensuring that traditional ocean navigation knowledge and practices survive in the modern age.

One of the Trust's wakas - *Haunui* - departed Auckland on 18 September on a 500 nautical mile deep sea training voyage to Norfolk Island in preparation for a future pan-Pacific voyage to Hawaii for the Festival of Pacific Arts to be held in 2020. Norfolk Island lies on the western edge of the Polynesian Voyaging triangle and evidence of Polynesian settlement has been found on the island, suggesting that the island was a stopping point on voyages between the Polynesian islands to the north and New Zealand to the south.

For the *Haunui* voyage, twenty-four Maori and Pacific island voyagers - split into two crews of twelve - crewed the waka on each leg of the voyage. It was a big undertaking, costing around \$70,000 to prepare and supply the waka for the voyage, pay for flights to and from Norfolk Island to enable the crew swap for the return voyage, and provide workshops for the school and community while on Norfolk Island.

The wind conditions were excellent for the voyage. However, cloud cover for four of the five days tested the trainee navigators' skills. Voyage navigator Piripi Smith, with support from Hotura Barclay-Kerr, mentored the navigators who used traditional navigation skills including observations of the sun, stars, moon, winds and ocean, much as their ancestors did.

Just after sunrise on the 22nd of September, Norfolk Island was sighted in a perfect landfall which confirmed the wayfinding skills perfected by the crew's ancestors over thousands of years.

*Haunui* was escorted into Cascade Bay on the east coast of Norfolk Island and after anchoring, the crew were taken ashore for an official welcome by the island's Council of Elders. After several days of official ceremonies, workshops and meeting the islanders, the outbound crew flew back to New Zealand and a new crew were flown to Norfolk Island to sail *Haunui* back to Auckland and on to more voyaging adventures in the Pacific.

What this all proves is that the traditional wayfinding navigation skills of the Polynesians are alive and well ... and that finding one's way without a GPS is possible in the modern world.



**TOP:** *Haunui* departing Auckland for the voyage to Norfolk Island.

**ABOVE:** *Haunui* anchored in Cascade Bay at Norfolk Island. The 500 nautical mile voyage took just 5 days. Photo: Betty matthews/ Norfolk Island Photos.

# DESERT ASSIST

WORDS JOHN GASPAROTTO

Editor: QF4



*Senior Constable from Birdsville Police surveys the Simpson Desert from the top of Big Red. Photo courtesy Queensland Police*

**B**ern Johnson, the Base Senior Radio Operator (BSRO), had just closed the station at 17:00 on Thursday 21 July when he noticed a man at the front gate on his mobile phone. Bern went out to check on him. The man, called Brian, said he had received an unusual message from someone at the International Emergency Response Coordination Centre in the USA regarding his partner Duncan who was out West traveling in the Big Red Bash event (at the Big Red sand dune) west of Birdsville.

Apparently, Brian had been listed as an emergency contact for Duncan, hence this phone call. Brian and Bern played the message several times over and Bern then checked the international calling code for the USA in the caller ID. It was the correct code.

Brian said he had tried to contact Duncan, but he was out of range. Prior to this, he had tried to call the person who had contacted him from the Emergency Response Centre but couldn't return the call. Bern asked Brian if he had tried to ring the Birdsville Police and he said that he hadn't thought of doing that.

Both Brian and Bern first thought the phone call was "spam", but both also thought it was worth checking out, so they went into the Radio Room and rang the Birdsville Police - "when in doubt, check it out".

As it happened, Bern knew Birdsville well as he had been the Principal of the school out there two and a half years ago and was familiar with the terrain and special travel conditions required. He also kept up with events happening at Birdsville.

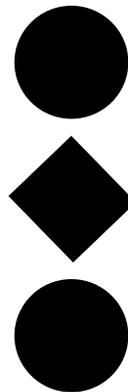
Bern phoned the Birdsville Police and spoke to the officer giving him all the details of Duncan's vehicle and of his travel plans. The police officer said there had been two motorcycle accidents out there just that day and thought that perhaps Duncan had stopped to lend assistance to one of the motorcyclists and had set off his EPIRB to get help.

The following day Coast Guard Caloundra received a phone call back from the Senior Constable who confirmed that yes, Duncan had activated his EPIRB to help a stranded motorcyclist.

Maybe this will go down in history as QF4's first "desert assist".

It was just a tad coincidental that Brian happened upon a radio operator at the Coast Guard who knew the difficult road and communication issues faced by people living in and travelling to Birdsville, on the edge of the Simpson Desert in far south west Queensland! To coincidence is even more remarkable given that Thursday afternoon was not Bern's usual radio shift!

# DAY SHAPES MEAN KEEP CLEAR



WORDS JOHN GASPAROTTO  
Editor, QF4

Over the last couple of months, a lot of wind surfers, jet skiers and other users of our waterways are putting themselves in danger by not keeping clear of Coast Guard vessels when they engaged in assist activities that require displaying a day shape.

Day shapes are signals that visually indicate the status of a vessel to other vessels on navigable waters during daylight hours whether making-way, anchored, or aground. These signals consist of a set of simple geometric shapes - ball, cylinder, cone, and diamond - that are displayed, on a vessel, in a prescribed manner to indicate a vessel's operational status. Their meanings are defined by the International Regulations for Preventing Collisions at Sea (ColRegs).

When a vessel displays a day shape consisting of a ball, diamond, ball, it means the vessel is restricted in its ability to manoeuvre. Coast Guard vessels will display this day shape when towing another vessel.

Day shapes are designed to correspond to the various navigation lights that are required to be shown at night, and are required to be complied with by day from sunrise to sunset. The appropriate lights may also be displayed during the day at times of restricted visibility or other necessary circumstances.

So if you see a Coast Guard vessel displaying a day shape, please keep well clear.



*Above: Coast Guard Caloundra vessel displaying the correct day shape during a training towing exercise.*



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# SPRING IS HERE ... IT'S TIME TO CHECK YOUR BOAT

**WORDS** JOHN GASPAROTTO

*Editor, QF4*

**A**ccording to Jerry Jurczak, Coast Guard Caloundra's Maintenance Officer, the first signs of warmer weather should be a reminder for boaties to check their vessels and gear thoroughly before heading out for another boating season.

These checks are vitally important particularly if your boat has been in storage for the winter months as failure to do so could lead to a range of problems that, left unchecked, may result in a tragedy on the water.

Jerry's first suggestion is to check all safety equipment, particularly life jackets and expiry dates on items like flares and EPIRBs.

Next, check the trailer, the tow hitch, lights, overall trailer condition and don't forget the tyres and wheel bearings.

Begin the boat check with a close inspection of the hull for damage or deterioration, followed by the operation and security of the navigation lights, as you are more likely to be out on the water after sunset in the warmer weather.

Simple things like checking that the bung for the bilge is in place or at least located where it won't be forgotten when launching can make a huge difference to your day out.

Next, check steering and throttle operation and check engine oil level and condition.

The majority of calls to Coast Guard Caloundra for breakdowns on the water are attributed to fuel problems. So pay close attention to the fuel system, particularly any rubber components and fuel lines that can be subject to deterioration, even when the boat is stored. If the fuel on board has been there for a while, drain the tank(s) and refill with fresh fuel.

Test start the motor at home. Doing this will result in a reduced chance of a failure to start when launching at the ramp. If there are issues beyond these basic checks, consult a qualified outboard mechanic. A regular service and check on the motor is critical to your safety.

If you have a marine radio, check the connections and the aerial, and test the radio operation properly by calling Coast Guard Caloundra for a radio check from the ramp before backing the trailer in.

If you follow this basic maintenance procedure, you should have an enjoyable - and trouble-free - day when you venture back out on the water.



*Above: A thorough boat check is essential before heading out on the water.*



**WORDS & PHOTOS** PETER "PYGMY" McANDREW  
*Radio Section Leader, QF6*

### **23 April**

After a 45 minute flight to Charles de Gaulle airport in Paris, that's where the fun for the day began. Three people in the queue in front of us at the Hertz counter, 45 minutes before we were served, then another 45 minutes for the car to arrive. I felt sorry for the 20 people still in the queue when we left.

We had the usual domestic skirmishes around navigation on the way out of the airport, then a lovely 2-hour drive through the country side to Amiens. We didn't follow the motorway but stuck to the country roads, as this way we enjoyed seeing the local areas. Jill did a great job picking the unit in Amiens. We will have no problems being here for three nights.

### **24 April**

We had reasonably good night's sleep considering our body clocks are still trying to catch up. We took it easy in the morning before we left to recce the Australian National Memorial (ANM). Trying to get there was quite a chore as the police had closed all the roads to the ANM. So we went to Corbie to check on the wreath I had ordered for the Maroochy RSL. Marie had done a brilliant job. She informed us Malcolm Turnbull had been in an hour before us to pick up a wreath, and Tony Abbott had been in earlier in the day.

We spent a while meandering around Corbie, a typical small French village with some cobbled streets, town squares and the obligatory large, ancient church. We were informed that the Musee Somme 1916 in Albert had recently had some updates, so we jumped into the car and went over to Albert to check it out.

The drive through the French countryside is always pleasant at this time of year, with fields of Rape and wheat showing patchwork of yellow and green. The museum is housed in a 13th century tunnel which was used as an air raid shelter during WWII. The main part of the museum is 250 metres long with numerous small offshoots containing different scenes from scenarios from the battlefields. There are some excellent collections of wartime artefacts and stories. The museum is definitely worth a visit.

We then had to decide on which memorial to see, as we had been to The Somme a number of times before. So it was off to check out the Welsh Memorial outside the town of Mametz. If you missed any of the signs, you have no chance of finding it, as it is located in the middle of farming land along narrow country roads. It would have to be one of the most poignant memorials, clearly representative of their country.



**ABOVE:** With Marie and the Maroochy RSL wreath.

We still hadn't sorted out our communications. After all our homework, we settled on Orange for our mobile coverage and the staff at the Orange store in Glisy were extremely helpful, even setting up both our phones.

Back to our accommodation and dinner. Whilst we were waiting for our dinner to be prepared (read, waiting for the pizza to be cooked), the police blocked the intersection outside. Much to the chagrin of the locals, who showed their displeasure by sounding their horns. It was to let Malcolm Turnbull through to his next gig for the day. It was an early night as we planned on getting up at 0030.

### 25 April

On the road to Glisy at 0100. A park and ride had been setup to move everyone to and from the Dawn Service, with all the security checks carried out there. Probably a very good idea because if anything kicked off, we were 15kms from the ANM. The whole process of security checks and transfers went off extremely smoothly with no delays. The only small hiccup was me not reading all the joining instructions, especially the bit about not bringing opened drink containers. Jill was filthy she had to give up her favourite water bottle, but it was all okay as we were given a ticket to pick them up after the service.

We were on site at the ANM by 0200. Remember that the service here doesn't start until 0530. The two massive grandstands filled early, but there was plenty of pre-service activity. The Army Band and a choir from Brisbane kept us entertained in between historical videos from battles in the area. Apparently, the service was ticketed for 8,000 and everyone had a seat and a decent view of the service.

The wreath I was to lay for the service weighed a ton. Beautiful fresh flowers all stuck into an oasis, with the oasis filled with water so the flowers will last at least a week. That's where all the weight came from. If you have ever been to Villers-Bretonneux (VB), you will remember the walking distance from the entrance to the cemetery and then to the memorial would be over 300 metres.

So, Jill and I are carrying the wreath into the seating area, trying to figure out how we were going to get into the stands and sit with the wreath for the next 4-5 hours. That's when the RAAF came to the rescue. A Wing



**FROM THE TOP:** The Welsh War Memorial at Mametz. Then Prime Minister Turnbull's cavalcade passes through Amiens. Waiting for the Dawn Service to commence. **LEFT** Peter with the Maroochy RSL wreath.

Commander spotted us, and probably recognised a fellow Blue Orchid, suggested we should follow him. Next thing we know, he is pointing to seats in the dignitaries' area. We are in the eighth row back! This is how RAAFies look after each other!

We were seated at the end of the row so we could put the wreath on the ground. We were in a great position with a big screen just to our left and the main podium slightly to our right.

At around 0500, the dignitaries started arriving. A few we recognised were Tony Abbott, Warren Snowden, Derryn Hinch and Tim Fischer. They were eventually followed by our Prime Minister Malcolm Turnbull, the French PM and Prince Charles. We couldn't believe they were seated just a couple of rows in front of us.

After the dignitaries had laid their wreaths, it was time for the rest of us. The MC informed us to proceed to the form up point and lay our wreath as soon as we can; he would read out the names of those laying a wreath and the people they were representing. This was quite fortunate as my name was read out 20-25 minutes after I sat down. Well, as we were sitting up the front, I walked up and was number 5 to lay a wreath. Luckily I went when I did. When I turned around from laying the wreath the line-up went back about 100 metres. I then walked back to my seat, passing in front of all the aforementioned dignitaries. The good thing about going up early was having the choice of where to lay the wreath. The top step of the memorial was for Prince Charles. The second step was for the Australian PM, French PM, and NZ Ambassador. The third step - Maroochy RSL.

This has to be the highlight of my trip to VB. Jill and I had been planning to be here for 10 years. We had been at VB for the 90th anniversary and I told Jill that I must be here for the 100th anniversary. For numerous reasons I was starting to feel a wee bit emotional as I was honouring and representing my grandfather, Tommy Mahoney. He survived the war after arriving in Egypt on the first convoy. He didn't come to France, spending the whole of the war in the desert with the Second Light Horse. And secondly, I was proud to be representing my Maroochy RSL. A simple throwaway line last year had come to fruition. I mentioned I was going to VB for the 100th anniversary service; maybe I could lay a wreath on behalf of Maroochy RSL. Well that thought had come to pass, thanks to Ian Hicks, Mick Liddlelow and Clare Patton.

The weather changed somewhat throughout the course of the service. It was pleasantly cool when we arrived at 0200. At around 0330 the wind speed increased and the temperature plummeted. I was tossing up whether to wear thermals or not. Glad Jill talked some sense into me. Finally, whilst we were



TOP: Preparing to lay the wreath.

ABOVE: With the mountain of wreaths laid at the Memorial.

laying our wreaths, it started to drizzle. It was just heavy enough to be annoying. I have to say it didn't really bother me as I was still taking it all in. Funny, but the 90th anniversary weather was far colder.

Throughout out the service, the local French had tea, coffee and croissants available for free. I'm not sure how many coffees I had to try to warm up.

The planning to get 8,000 people to the service went off like clockwork, as people arrived over a number of hours. Unfortunately, you can't move 8,000 people away from site easily if they all want to leave at the same time. When we decided to leave, it was a bit after 0700. We walked to the entrance, but decided against lining up as the queue was huge. We wandered around the cemetery and bumped into a Channel 9 reporter (Michael Best), who was just finishing a live feedback to Australia. He was an extremely pleasant bloke to chat with. We ended up leaving at around 1000. All in all, a very fulfilling morning for me and another tick off from my bucket list.

We went back to our digs in Amiens for a couple of hours, as we had an appointment to visit the Sir John Monash Centre (SJMC) at 1330.

### Sir John Monash Centre

The SJMC had only opened 2 days previous. We weren't sure what to expect but were not going to miss the visit. The staff who met us at the entrance to the ANM were Aussies and we instantly felt at ease. We had preloaded our phones with the SJMC app so all they did was show/tell us how it worked. With our headphones on, we walked to the entrance to the ANM and moved to positions indicated by the interactive map on our phones. Once at the correct location, the app would start and explain the details of the soldier whose grave we were adjacent to. This process was duplicated a number of times until we reached the entrance to the SJMC, at the rear of the memorial wall.



TOP: A free supply of coffee & croissants to warm the masses.

ABOVE: With Jill at the Sir John Monash Centre.

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The entrance to the SJMC is behind the memorial wall and below the level of the surrounding landscape. Once again, we were met by friendly, helpful staff. By the way, I believe they are all DVA staff. The SJMC is basically an interactive experience, with hardly any artefacts, mainly videos and photo stories. We spent 2 and a half hours meandering around the centre, but I think I couldn't have spent another half an hour there; I was starting to become a bit weary due to the long day.

I have some conflicting thoughts on the experience.

My past allowed me to adjust to the way the experience was presented, which I thoroughly enjoyed. But I could see a lot of the generation older than myself, struggling. Maybe it was too big a step forward. There were a couple of teething problems, like the electronic lockers, but I'm sure they will be ironed out. Overall, I thoroughly enjoyed the experience, but could I see a \$100 million value? No. I believe we need a memorial over here, but I'm sure DVA could have used some of this money to help/support veterans who are still alive. Just my thoughts.

Back to our digs for dinner and bed. We had only had 3 hours sleep in the past 38. Must be getting on, as we could do this sort of routine easily a few years ago.

There is an unfortunate postscript to our time in The Somme. Whilst I was writing some of the updates, I received an email from Nicole Alston and Jon Welch regarding the passing of Ian Hicks. I cannot highlight the very significant effort Ian put in to ensure the process of organising the wreath approval happened.



ABOVE: The Sir John Monash Centre.

## CROSSING THE NOOSA BAR?

*The Noosa Bar can be dangerous. Remember to always log on with Coast Guard Noosa before you cross the bar. This can be done on VHF Ch16 or 22, 27MHz Ch88 or by phoning the base on 5474 3695 or 5449 7670. Remember to give your vessel name or registration and POB (number of persons on board).*

*Once you make a safe crossing, remember to call in and let us know. We'll want to know your destination and estimated time of return (ETR). If you decide to change either of these, then just call us back and let us know so we don't start worrying when your original ETR comes around. Remember, all this information is for your own safety – if you have an accident or emergency we'll know where to look!*

*On your return, call us again to notify us that you're crossing the bar. Once you're safely across let us know and we'll take you off our log. If you do forget to radio in and tell us you're back safely, then please give us a call as soon as you remember - this will save us initiating a search to come and find you.*

**Coast Guard - Safety By All Means**



# THE MAVERICK STORY

WORDS DAVE COLES

*Skipper, Blue Saturday Crew, QF6*

The phone rang in the early hours of the 10th of July. It was the Blue Saturday and Sunday duty week, so the likelihood that the call would be for an assist was high. It was. The details were brief: a yacht about 6nm north of Mooloolaba with two POB, had hit something - possibly a whale - and was taking on water. The Water Police had asked us to assist.

By the time I reached *Mooloolaba*, *Rotary Rescue* was ready to go with the engines running and all checks completed thanks to the extremely capable crew of Clive Surridge, David King and Steve Doulgeris. The Assist Sheet showed that the vessel was *Maverick*, a 6.5m racing yacht. Turns out it was returning from the Melbourne to Osaka yacht race with owner/skipper and his wife on board.

As we moved through the harbour, we prepared our Honda pump and readied our electrical bilge pumps expecting that an urgent situation was unfolding at sea. The Water Police informed us that they were standing by *Maverick* and that our job was to assist *Maverick* safely to the harbour.

As we approached *Maverick*, we spoke to the skipper, who explained that there was a large crack across the forward bulkhead floor with the hull flexing about the crack and water pouring in. His wife was manually pumping and an electrical pump was operating. Together they were just keeping ahead of the inflow.

The conditions were rough enough to damage both vessels and injure crew if we had to go alongside with our pumps, so we arranged to closely shadow *Maverick* on the starboard side with the Water Police on the port side, ready to immediately assist if the vessel's condition deteriorated. We had our large tear drop fenders and lines ready for a quick approach.

*Maverick* held together and we guided her to the Coast Guard public pontoon where we relieved the skipper's wife of her pumping duties with two of our electrical pumps, much to her huge relief. The crack was 1.78 metres across the hull, so they were lucky to get to harbour intact. We stood down when we were sure that *Maverick* was going to survive the rest of the night.

The next morning, *Maverick* was given a priority haul out at Lawrie's Marina for repairs.



*Above: Maverick is hauled out at Lawrie's Marina at Kawana.*

# INSKIP POINT GETS THAT SINKING FEELING

WORDS JULIE HARTWIG

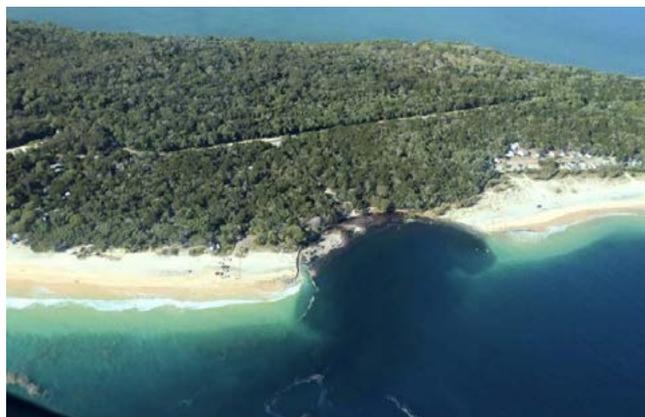
Editor, QF17

**O**n Monday 24th September, school holiday campers at Inskip Point had a brush with Mother Nature when another “sink hole” opened up on the north side of the Inskip peninsula between the Fraser Island Barge landing site and the Inskip Point leads. This was the latest in a number of “sink holes” that have similarly affected this stretch of beach.

In the last seven years, five similar events have occurred. On March 1, 2016 at around 8.00am, a 100m section of beach collapsed into the sea. This collapse followed a major incident near the same site six months earlier. At around 10.30pm on Saturday 26 September, 2015, a 200m long by 50m wide section of the beach at the MV Beagle Campground collapsed into the sea. It left a hole estimated at 9m deep that swallowed a caravan, a car, a camper trailer, several tents and camping equipment. 140 campers were evacuated and while no injuries were reported, without the action of nearby fishermen who raised the alarm when they noticed the sand moving, the outcome could have had tragic consequences. Prior to that incident, on 27 June, 2011 at around 10.00am, a section of beach in the same area collapsed into the sea leaving a hole approximately 100m wide and 6m deep.

So what is going on at Inskip Point? According to Peter Davies, an Associate Lecturer on Earth Sciences, all of these incidents are near-shore landslides, not sink holes.

“A near-shore landslide is a phenomenon caused by fast moving currents along a coastline, undermining sand beneath the surface, which eventually causes the surface sand to collapse into the water,” he explained. “This type of landslide is not an isolated occurrence at



**TOP:** The 2015 landslide at the MV Beagle Campground. Photo: Kieren Hudson.

**CENTRE:** The 2016 landslide. Photo: Bruce Newnham.

**ABOVE:** The 2018 landslide. Photo: Glen Cruickshank, Rainbow Beach Helicopters.

Inskip Point. It's an inherently unstable area greatly affected by local tide and current conditions, and because of that, landslips of this nature will continue to occur periodically."

It's notable that many of these recent events have occurred during school and public holiday times when visitor number to the Inskip Peninsula are higher than normal. However, Col Lawton, a Senior Ranger with QPWS, said that experts did not believe the landslips were related to camper numbers or vehicle traffic on the beach.

Mr Lawton said, "Nobody really knows what triggers these landslips, but it is known fairly specific conditions need to be present for them to occur. The area along the north-facing beach on the Inskip Peninsula is prone to sudden erosion. There's a really deep channel right along there with a lot of water coming in and our across the Wide Bay Bar."

Scientific research indicates that landslips need a sub-marine slope steeper than 18 degrees and a height of at least 5m. The mapping obtained in that area after the 2015 slip indicated a slope of about 22 degrees, so the conditions were ideal for a slip.

However, observations indicate that the affected areas do recover by themselves. By the time of the March 2016 slip, the hole opened up by the 2015 collapse had almost returned to its pre-slip geography.

"The tides and currents had washed sand back into the cavity," said Mr Lawton. "Except for the trees sticking out of the beach, you'd hardly know a landslip had occurred there."

QPWS rangers are continuing to monitor the erosion at the site of the latest landslip. The adjacent area remains closed to camping and people are advised to stay clear of the area for their own safety.



ABOVE: The 2018 landslip and Inskip Peninsula.  
Photo: Glen Cruickshank, Rainbow Beach Helicopters.



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# CAT FLIP

WORDS NEVILLE COLLINS

*Skipper, Gold Saturday Crew, QF6*

The Gold Saturday Crew were on duty on the 4th of August when a call came in about an upturned boat in the bay and people in the water. Upon hearing this, a crew was scrambled to Rotary III to render assistance. The call had come in from the police who had received emergency calls from the public about a vessel which had turned over near the Mooloolaba main beach and that people were swimming to shore.

The day had dawned bright and clear. Because of the calm conditions, there was another cruise ship anchored quite close in the bay and was ferrying its passengers ashore with its own brightly coloured tenders. In the morning both our vessels had conducted search and rescue training further out to sea. No one could have anticipated that we would be put to the test so quickly.

Upon arriving on site, which was a little further along the beach from the surf lifesaving club house, we found two people sitting on the hull of their upturned boat and were able to attach our towing line to their towing hitch. A lifesaver on a jet ski was able to help with this. He then helped transfer the two people onto our vessel safe and sound. Our thanks go to him as he made our job so much easier.

We were ever mindful of the closeness of the shoreline and the wave break and by this time it was getting dangerously close. With two wet people safe and their inverted boat in tow we made slow progress out into deeper water. On the way back, the owner told us what had happened.

It being such a wonderful day, he and his wife together with seven other people and two dogs had gone out for a pleasant afternoon on the water. After being out for some time, they were cruising along the bay enjoying the spectacle of the ship close in and the beach scene. Then it happened so quickly, with most of the people on one side and one swell just a bit higher than the rest. One hull dug in, the wave lifted the other and over it went.

He said that he found himself in the water but a quick head count showed that his wife and the two dogs were still inside the upturned boat. He dived down and brought out his wife and then went back for the dogs. Luckily everyone escaped injury. He and his wife stayed with the boat while the others made their way to shore.

With a borrowed phone, the owner was able to contact his insurance company and made some arrangements for salvage. After a slow tow back at one and a half knots, we



*LEFT: Not a pretty sight.*

*ABOVE: Entering the Mooloolah River.*

were able to bring the still inverted boat back and secure it to the public pontoon. The insurers were to take over from there.

Upon reflection, we wondered just how you would consider the incident. Would it be a rollover at 20 knots and all valuables gone and perhaps a right off of the boat? Or would it be a boat rollover and no lives lost?

When we put to sea we don't always know the outcome. We always hope and plan for the best. We just don't know when we will need a helping hand and where it will come from.



*ABOVE TOP: In the Mooloolah River.*

*ABOVE CENTRE: Ready to start manoeuvring at the pontoon.*

*ABOVE: Getting into position.*

*TOP RIGHT: Securing to the pontoon.*

*RIGHT: Righting and putting back on the trailer the next day.*



# MIDNIGHT MEDIVAC

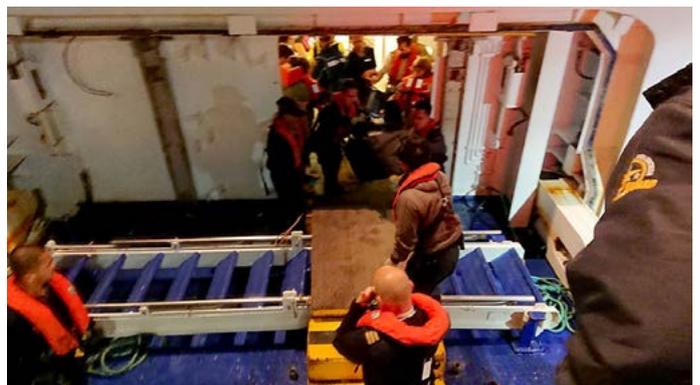
WORDS IAN HUNT  
Editor, QF6



The call came in to Coast Guard Mooloolaba around 2200 with a request to assist with a medivac from the cruise ship *Pacific Dawn* off Mooloolaba. We activated a crew, and after two paramedics came on board at 2345 and following a briefing, we departed at 0030.

After waiting for the Pilot to go on board, we went alongside *Pacific Dawn* to get the patient with suspected appendicitis, her companion and their luggage, then returned to Mooloolaba.

After disembarking our guests at 0130, we put *Mooloolaba Rotary Rescue* to bed and went home to a well-earned sleep. A great effort by all involved and we wish the patient a speedy recovery.



TOP: The cruise ship *Pacific Dawn* at anchor off Mooloolaba.

CENTRE RIGHT: Coming alongside.

RIGHT: Transferring the patient from *Pacific Dawn* to *Mooloolaba Rotary Rescue*.

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# WHALE OF AN ESCORT

WORDS & PHOTOS JIM WARDHAUGH

Duty Crew 3, QF17

On the 24th September, members from Coast Guard Tin Can Bay were treated to a special presentation when out beyond the Wide Bay Bar, east of Rainbow Beach. The crew on QF17's primary rescue vessel, Cooloola Rescue III, were escorting eleven vessels from the R. Crawley Marine Riviera Club, across the Wide Bay Bar as part of the Club's voyage north when a migrating humpback whale decided to join in the fun.

The humpback was one of several whale sightings that morning and fortunately both the rescue vessel and the Riviera cruisers were able to take evasive action to ensure the safety of both whales and vessels.

The R. Crawley Marine Riviera club conduct similar activities throughout the year and QF17 are more than happy to assist with escorting the vessels across the Bar. The Club provide financial support to QF17 to assist with the costs of the exercise.

QF17 use the operation as part of their training regime to provide members with navigation, seamanship skills, and bar crossing experience.



TOP: Riviervas approaching the start of their Wide Bay Bar crossing when a Humpback whale breached in front of them.

ABOVE: Safely across the bar and heading up the Great Sandy Strait.

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# CREW TRANSFER REQUIRED FOR RESCUE

WORDS JOHN BURGE

*White Sunday Crew, QF6*

At 1600 hrs on Sunday the 12th of August 2018, QF6 White Sunday Crew responded to a request for assistance from the yacht *Four Winds* located 35nm north of Point Cartwright. The yacht was reported to have propulsion problems caused through a disabled propeller shaft. It was having difficulty making headway under sail into a moderate SW breeze, but with the breeze rising to strong wind levels in the next couple of hours.

CG Noosa was unable to respond due to unworkable bar conditions, so QF6 responded as the yacht was Mooloolaba-based and wished to return here.

The two hour northward journey was uneventful, although sea conditions were deteriorating as the wind speed increased to about 18 to 20 knots. In the meantime, darkness had descended and the running lights of the yacht were detected from amongst other light sources - mostly campers on Teewah Beach.

On arrival, the yacht owner and skipper indicated that he needed time to bring down the sails and ready the yacht for towing. The crew of *Mooloolaba Rotary Rescue (MRR)* noticed activity on deck and then a light in the water, presumably a torch, which drifted away from the yacht and was retrieved by the crew of *MRR*. Some further work was done on the foresail, which was able to be roller reefed.

At this point, further radio communication indicated that the owner had been struck on the head by the mainsail boom, narrowly averting a fall overboard. However, he had lost the torch overboard in the process and was suffering some head pain and the effects of concussion. He requested that, if possible, one of our crew come on board to assist, because he was not capable in his present condition of getting the mainsail down himself and also doing the other tasks associated with getting a line secured and the tow underway.

One of our crew, Michael Dickson, immediately volunteered to be the transferee. He had the necessary boating and sailing experience to lower the mainsail and attach our line. Our next problem was to work out a way to get him safely aboard the yacht. A 'come alongside' transfer in the 1.5m slop was the absolute last option, so something more innovative was needed. The yacht was towing an inflatable dingy on a short line, so a request was made to lengthen the line so that we might be able to 'come alongside the dingy' for our transferee, then pull the dingy up to the stern of the yacht to permit boarding.

Further communication indicated that the dingy painter was fouled and unable to be lengthened. Our response was to send a heaving line with one of our longer mooring lines, with instructions to cut the painter, attach our longer line and let the dingy fall back from the stern for the full length of the line (about 20 m).



In the difficult conditions, two unsuccessful attempts were made to come alongside the dingy (more precisely to get near to it, and pull it to us). The learnings from the first two attempts allowed the third to be successful and Michael our crewman was able to drop into the dingy from the side deck door while *MRR* fell back and Michael rapidly pulled himself to the stern of the yacht and boarded by the stern ladder.

It should be stated that this may not be the best possible or safest procedure, but in the circumstances it was considered the least dangerous and the only workable one we could come up with in the conditions: night time with 20 knots of breeze stirring a 1.5metre slop and an injured yacht skipper, unable to fulfil the tasks needed to get the sails down and the tow line securely attached.

With our crewman aboard the yacht, we passed a second heaving line and then the tow line, which was attached and we were able to slowly turn the yacht and tow it into the wind. This allowed our transferred crewman, with the assistance of the yacht crew, where possible, to furl and stow the mainsail and secure the jib and anchor. When ready, we reduced speed, paid out a full tow line and readied all for the long slog home.

By this time, the conditions were SW at 20 to 22 knots, so it was going to be a long 35 nm punch into the breeze with some hard potholes along the way. We settled the tow at about 6 to 6.5 knots, which allowed the yacht crew a lumpy but manageable ride, with limited green water coming over their deck.

As we proceeded south there was some easing of wind and sea conditions, which allowed us to maintain a 6.5 to 7 knot tow speed. We reached the mouth of the Mooloolah River at 0030 hrs into Monday the 13th of August and we secured the yacht on the public pontoon at about 0100 in the wee small hours. The task had taken 9 hours.

All the crew - consisting of Mal Spink, Nev Watt, Robert Bohn, Michael Dickson and me - were feeling the effects of a long day on duty, followed by a long job flowing over into the next day. Despite the fatigue, I felt we did very well and were innovative in solving what may have been a very serious and possibly life threatening problem.

Special mention needs to be made of the task that Michael Dickson volunteered for and undertook with great skill and presence of mind. His work, in serious and dangerous circumstances, permitted 2 crew, one injured and not fully-functioning and the other with limited boating skills, to get themselves and their damaged yacht to safety. The yacht crew reported that their propulsion and shaft problem, plus possible damage to steering gear, may have been brought about by coming into contact with a large underwater object near

Double Island Point - their suspicion is a collision with a whale.

#### **Four Winds Crew Perspective of their Assist**

*"As the injured skipper, I cannot express my gratitude enough for White crew and radio support for the rescue on Sunday. I am very touched by the phone calls asking after me from QF6; thank you all. If you have a boat, be a supporter. If you don't have a boat, buy sausages or a raffle ticket!!!"*

Charles Halter, *Four Winds*

*"After some rest and analgesia for the bruising, we are still coming to terms how wonderful everyone was on duty from Coast Guard Mooloolaba QF6 on Sunday night. We encountered a problem with the drive shaft shortly after going through the Wide Bay Bar at 1045hrs Sunday, but were not stressing as sailing conditions were good and we cruised at about 5-6 knots with amazing weather.*

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After coming around Double Island Point, we had a head wind, but still all seemed OK although back to 2-3 knots. By 1530 hrs, conditions deteriorated with wind gusts up to 20 knots coming from all directions. Not having the motor to fall back on, we were heading East and managed to lose sight of land and lost phone reception. At this stage we contacted Tin Can Bay Coast Guard to inform them of our situation. We managed to regain some direction and head South West hoping to regain phone reception.

By this stage it was clear we were not going to make Laguna Bay Noosa, where we had decided to anchor and then sail back to Mooloolaba the next morning. As we were losing daylight and at low tide, it was impossible for Noosa Coast Guard to get a boat out, we were handed over to Coast Guard Mooloolaba and Mal Spink and his White crew were on their way. By this stage our position was approximately one nautical mile out from 90 mile beach and 35 nautical miles north of Mooloolaba and we had lost all daylight with winds still gusting at 20-25 knots.

At 1800 hrs, we could see the lights of Mooloolaba Rotary Rescue - what a relief. So to make things easier we sailed East towards them. We were able to get the jib in easily, then once close to Mooloolaba Rotary Rescue, Charles attempted to pull down the mainsail, but was then struck on the head by the boom and was unable to assist me. After informing Mooloolaba Rotary Rescue of this, they placed their crew member Michael Dickson into our dingy we had on tow and he came aboard Four Winds.

Once we were firmly attached to Mooloolaba Rotary Rescue and turned into the wind, Michael lowered the main sail amazingly, as now, being attached and winds still gusting, we had water spraying us from all directions. Michael then went into the galley to assist Charles and take over on the radio, as at this stage I had been at the helm for 12.5 hours. Finally we were on tow, very wet but relieved and pleased to have Michael on board for quite a rough ride for 6 hours, then safety tied up at the Mooloolaba Public Pontoon at 0130 hrs Monday.

Later that morning, Coast Guard Mooloolaba, going above and beyond, assisted us to our berth at the Mooloolaba Marina. With rest and hot showers, Charles has recovered and we are just so grateful to all the radio and boat crew that helped us on Sunday night and Monday morning. I urge all to support their local Coast Guard by joining or donating, as they are an amazing group of people." Sandy Halter, Four Winds

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# BOAT FIRE OFF THE SUNSHINE COAST

WORDS & PHOTOS QF5

The owner/skipper of the motor yacht *Atlas* is a lucky man. Travelling from the Gold Coast to Tin Can Bay, the vessel caught fire just south of Noosa Heads. Thankfully, mild sea conditions prevailed and the skipper, the only person on board, escaped in a 3-metre tender with just a couple of scratches. He was initially picked up by a nearby boat.

The drama began around 4.30pm when local Surf Life Saving staff reported seeing smoke billowing from a vessel about 4km off Marcus Beach. They remained on the beach until a helicopter arrived on the scene. Coast Guard Noosa responded, and brought the skipper back to shore. Police responding to the incident confirmed reports that the skipper was safe and uninjured.

Media reports at the time stated that the vessel “flipped”. However, *Atlas* did not capsize, there were no explosions, and no flares were discharged. *Atlas* was a total loss and the incident was reported to Maritime Safety Queensland.





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# 2 TRAWLERS IN 1 WEEK

WORDS IAN HUNT

*Skipper, Blue Sunday Crew, QF6*



Mooloolaba Rotary Rescue arriving at Seadar Bay's location

As told in previous editions of the magazine, with a large fishing fleet at Mooloolaba, sooner or later we will get a call for assistance from a trawler. However, getting two in three days is a bit unusual.

It was Blue Sunday crew day on the 8th of July and we had the vessels open and were preparing our training program for the day ... or so we thought. At 0730, I got a call from the radio operator that a trawler had nets tangled around its propellers and needed assistance from 35 nautical miles North East of Mooloolaba. Well, an actual assist was better than doing training assists with *Rotary III*, so we got ready with extra supplies and departed at 0810 for an expected 10 hour assist.

About three hours later, we arrived at the vessel *Seadar Bay*, threw them our heaving line, with the towline attached and then proceeded with the slow tow back to Mooloolaba at 6 knots. Six hours later, we arrived back at Mooloolaba and realised that we would have to raft up *Seadar Bay* in the bay to safely get it back to its berth. With Ray Rahn on the helm and Steve Doulgeris as the deck supervisor,

this was quickly done, before entering the Mooloolah River and docking at the trawler berth. At 1730, we docked and closed down *Mooloolaba Rotary Rescue* after a long but satisfying assist.



TOP: Seadar Bay on a shortened tow line, ready to raft up.

ABOVE: Rafting up Seadar Bay.



**ABOVE:** Docking Seadar Bay.

**TOP RIGHT:** Faysea G at anchor awaiting our assistance.

**RIGHT:** Faysea G under short tow.

**BELOW RIGHT:** Faysea G rafted up.



Fast forward to Wednesday the 11th of July and I got a call that the 20-metre trawler *Faysea G* was anchored in the bay and unable to return to its berth due to broken steering.

A crew was called and we assembled at QF6 for the second trawler assist in three days. However, two slight complications - we had to wait a while until high water due to *Faysea G's* draft and there was another trawler at the refuelling dock where they wanted to put *Faysea G*.

Eventually, we arrived at *Faysea G* and with Steve Doulgeris on the helm and Ray Rahn acting as deck supervisor, we set up a short tow, entered the river until adjacent to QF6 and rafted *Faysea G* to *Mooloolaba Rotary Rescue*, ready to berth the trawler at the allocated time the fuelling dock would be free.

Well, Murphy's Law struck and the departing trawler was behind schedule, so we sat in the river for almost half an hour until we were able to dock *Faysea G*. After three hours, we were back at QF6 closing down after another successful trawler mission.

Well done to the crews who took part in both of these assists.





# Regular Membership

## QF5 Coast Guard Noosa

### “Join the Team”

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

#### **QF5's Marine Rescue Services**

Each year, Coast Guard Noosa volunteers respond to numerous calls for assistance at sea. These calls include EPIRB and Mayday activations, search and rescue operations, medical evacuations, assisting sinking and grounded vessels, towing disabled vessels and providing assistance to vessels overturned on the Noosa Bar.

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

We operate three fully equipped rescue vessels to cover inshore and offshore operational areas extending from Double Island Point to Point Arkwright, including the Noosa River and associated lakes, and to 50nm seaward of the coast.



#### **Rescue Boat Crew**

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

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

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

#### **Radio Communications**

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

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

#### **Fundraising Activities**

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

We receive very little government funding. The rest of our operating budget is earned through fundraising and donations, so the Fundraising Team is a vitally important part of our operations. Fundraising activities include selling tickets for our monthly raffle at the iconic Eumundi markets every Saturday and Wednesday. Tickets for special raffles are also sold at shopping centres. At Christmas, Easter and Queens Birthday Holidays we have Roadside Collections at the North Shore Ferry. It’s often said that “many hands make light work” and this is especially so of fundraising.

#### **Administration**

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

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

Being part of a team that saves lives at sea gives our volunteers an immense amount of satisfaction and a real sense of achievement. If you would like to be part of the Coast Guard Noosa team, call 5474 3695, email us at: [fao.qf5@coastguard.com.au](mailto:fao.qf5@coastguard.com.au), or visit our Base at the Munna Point Caravan Park.



# QF5 Coast Guard Noosa

## MARINE ASSIST

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

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

Each year Coast Guard Noosa volunteers make numerous rescues, including assisting sinking vessels, vessels that have run aground, towing broken-down vessels, escorting vessels across the Noosa Bar and assisting those who capsize on the bar.

Taking out a Marine Assist subscription for an annual fee of \$65.00 (including GST), will give peace of mind for not only yourself, but also your boat. Becoming a Marine Assist subscriber entitles you to the following benefits:

- A call sign (NSA number) identifying you as a Noosa-based vessel
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- Opportunities to attend educational courses
- *Coast Guard Rescue Sunshine Coast* magazine emailed to your inbox (4 issues per year)
- One free assist/tow per year

To take out a subscription, contact the Base on 5474 3695 or email [fao.qf5@coastguard.com.au](mailto:fao.qf5@coastguard.com.au) for more information.

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

### COAST GUARD MEMBERSHIP - REGULAR AND MARINE ASSIST

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

For Marine Assist subscriptions, upon returning the completed form, you will receive your call sign (NSA number) and subscriber's package.

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

We look forward to welcoming new Marine Assist subscribers and Regular members to QF5 and hope it will be the start of a long and mutually satisfying association with a fully volunteer organisation providing a vital service supporting the boating public using our local waterways.



**Coast Guard ...  
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To apply for Regular membership of Coast Guard Noosa or a Marine Assist subscription, complete the enquiry form below and post to PO Box 274, Tewantin Qld 4565 or drop it in to the Base at Munna Point in the Caravan Park.

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# SQUADRON CONTACTS



## QF21 SANDY STRAIT

### QF21 SANDY STRAIT

Commander: Murray Longland - 0432 810 195  
Deputy Commander: John Scragg - 0458 101 566  
Base: Phone 07 4129 8141 | Fax 07 4129 8907  
Email: qf21@coastguard.com.au | Operations - operations.qf21@coastguard.com.au  
Post: PO Box 341, Maryborough, QLD 4650  
Location: 126 Eckert Rd, Boonooroo  
Hours of Operation: 0700 - 1800 daily | 1800 - 0700 Duty Skipper on call  
Radio Call Sign: VMR421 or Coast Guard Sandy Strait  
Radio Frequencies Monitored: VHF 16, 80, 82 | 27MHz 88, 90  
Operational Area: Great Sandy Strait south to Kauri Creek and north to McKenzie's Jetty; Mary River up to the Barrage

## QF17 TIN CAN BAY

### QF17 TIN CAN BAY

Commander: Phil Feldman - 0414 591 947  
Deputy Commander: Terry Murphy - 0447 581 947  
Base: Phone - 07 5486 4290 | Fax - 07 5486 4568 | Mob - 0419 798 651  
Email: operations.qf17@coastguard.com.au  
Post: PO Box 35, Tin Can Bay, QLD 4580  
Location: In the boat ramp car park, Norman Point at 25° 54' S / 153° 00' E  
Hours of Operation: 0600 - 1800 daily  
Radio Call Sign: VMR417 or Coast Guard Tin Can Bay  
Frequencies Monitored: VHF 16, 67, 80, 82 | 27MHz 88, 90  
Operational Area: Tin Can Inlet & adjacent creeks; Great Sandy Strait north to S38; Offshore waters north to Indian Head, south to Double Island Point & 50nm to seaward

## QF5 NOOSA

### QF5 NOOSA

Commander: Andrew Leak - 0408 083 252  
Deputy Commander: Ian Hutchings - 0432 234 246  
Base: Phone - 07 5474 3695 | Emergencies - 07 5449 7670  
Email: fao.qf5@coastguard.com.au  
Post: PO Box 274, Tewantin, QLD 4565  
Location: Russell St, Munna Point in the Noosa River Caravan Park  
Hours of Operation: 24/7 | 365 days  
Radio Call Sign: VMR405 or Coast Guard Noosa  
Radio Frequencies Monitored: VHF 16, 22, 80 | 27MHz 88, 91  
Operational Area: The entire Noosa River and its lakes; Offshore waters north to Double Island Point, south to Point Arkwright & 50nm to seaward

## QF6 MOOLOOLABA

### QF6 MOOLOOLABA

Commander: Bill Asher - 0477 699 746  
Deputy Commander: Steve Bellamy - 0412 385 730  
Base: Phone - 07 5444 3222 | Email: operations.qf6@coastguard.com.au  
Post: 65 Parkyn Parade, Mooloolaba, QLD 4557  
Location: In the boat ramp carpark, 65 Parkyn Parade at 26° 41.1' S / 153° 07.6' E  
Hours of Operation: 365 days 0600 - 2200 | 2200 - 0600 Night watch (CH 16)  
Administration Hours: Monday, Wednesday, Friday 0800 - 1200  
Radio Call Sign: VMR406 or Coast Guard Mooloolaba  
Radio Frequencies Monitored: VHF 16, 67, 73, 80 | 27MHz 88, 90  
Operational Area: North to Point Arkwright, south to Point Cartwright & 50nm to seaward

## QF6 MOOLOOLABA

## QF4 CALOUNDRA

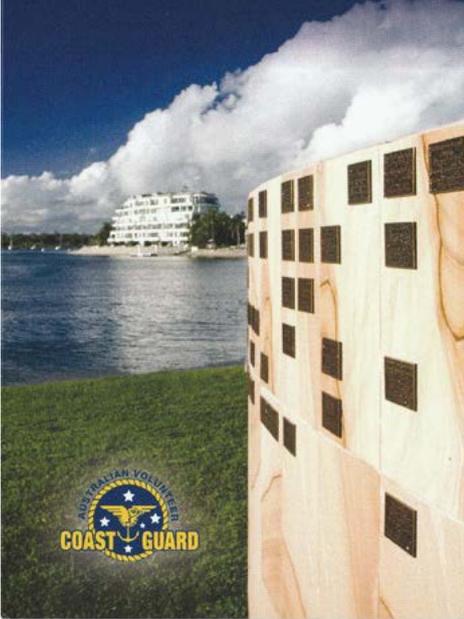
### QF4 CALOUNDRA

Commander: Joe Allen - 0439 913 533  
Deputy Commander: Kevin Wager - 0439 913 522  
Base: Phone 07 5491 3533 | Fax 07 5491 7516  
Email: operations.qf4@coastguard.com.au  
Post: PO Box 150, Caloundra, QLD 4551  
Location: Tripcony Lane, Caloundra off Maloja Avenue  
Hours of Operation: Weekdays 0530 - 1200 | Weekends/Public Holidays 0530-1700  
Radio Call Sign: VMR404 or Coast Guard Caloundra  
Radio Frequencies Monitored: VHF 16, 73 | 27MHz 88, 91  
Operational Area: Offshore waters north to Point Cartwright, south to approximately halfway down Bribie Island & 40nm to seaward

COAST GUARD NOOSA'S

# Memorial Services

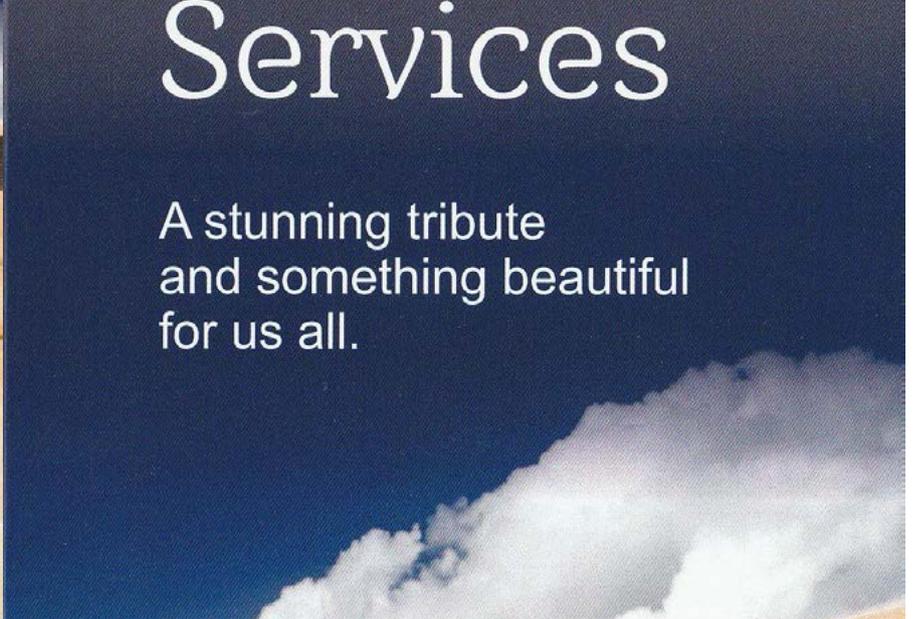
A stunning tribute and something beautiful for us all.



COAST GUARD NOOSA'S

# Memorial Services

A stunning tribute and something beautiful for us all.



## Making a Bequest

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