

Summer 2018 | QF21 Sandy Strait Edition



RESCUE

Sunshine Coast

The Official Magazine of AVCGA Sunshine Coast Squadron

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

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Welcome to the Summer edition of *Coast Guard Rescue Sunshine Coast* and what a start we've had to the summer with crazy heat, bushfires and wild storms. It begs the question "What else does Mother Nature have in store for us?" Hopefully not too much of what we've just had!

Our rescue crews have been kept busy with reports received of shark attacks, sunken boats, numerous tows and other assists. Where would our communities be without the services of our flotillas?

The Christmas season is now upon us, which leads to an influx of boating visitors to many of our local areas. On behalf of the flotillas of the Sunshine Coast Squadron, I can only plead that you take care on the water, plan your trips carefully, check the weather and remember to log on before you leave and log off when you return.

For Coast Guard, 2019 appears -on paper - to be an uncertain year. We await the outcomes of internal and government reviews into blue water marine rescue operations and the changes these reviews may result in. One thing that is certain is that our rescue services will continue whatever the outcomes - 24 hours a day, 7 days a week, 365 days a year, the guys and girls in the yellow boats will be on hand if you need us. All you gotta do is call us!

As is to be expected at this end of the year, many flotillas are crazy busy preparing for the holiday boating season, so this issue may be a little "light on" compared to previous ones, but there is still plenty of content to keep you occupied while relaxing with a cup of coffee or lazing under a palm tree at the beach (remember to "Slip, Slop, Slap" if you're doing the latter!)

Enjoy the read and on behalf of all flotillas, I'd like to wish all our readers a Merry Christmas and a safe and happy New Year.

Safety by all Means.

Julie Hartwig

Editor, Vice Captain Publications,
Sunshine Coast Squadron



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RESCUE ONLINE

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

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

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with **Jon Colless** - *Base Station Radio Operator, QF21*

We've had a quiet quarter in the main. Radio traffic is down, not so many people actually travelling through and fewer people talking to us. One disturbing feature radio operators notice is the number of vessels transiting the Strait that are obviously unaware that we even exist. The leaders of VMR Hervey Bay and QF17 have been spoken to about this matter and results have been mixed. Hopefully we will see some improvement when the message gets through.

We were fortunate to win a grant for \$35,000 towards the replacement of the engines on *Pride of Maryborough* (right), which will take place before Christmas - we hope! We have a buyer for the old engines, so that matter is no longer a worry. We are awaiting the delivery of the new engines from our suppliers. At the same time, the steering will be surveyed and quite possibly the steering pump will be replaced, as it has been in place for upwards of ten years. The other major item for attention are the windscreen wipers which are less than desirably reliable. The grant makes the exercise not far off cost neutral, so it won't have much budget impact.



Budgeting is going to be a bit of a problem for our Purser because of the lower than anticipated return from the fishing competition. This has been offset to a degree by a much better than expected return from the RSL raffles.

Recruiting is slow, as normal, but we've gained a couple of good members with a couple of very experienced skippers coming on strength soon.



Replacement of the radios in the radio room, relocating the lightning arrestors and battery power unit, and checking over the antennae and cabling on the tower will take place starting Monday December 3rd. If this does not improve our radios' performance we may also have to take the channel 82 repeater out of service for servicing.

The next major project on the board is the replacement of *Jupiter One* and (above) enquiries are underway for another vessel. The vessel is more battered than she appears and is rapidly approaching the end of her service life.

I'd like to take the opportunity to wish everyone a safe and joyous Christmas and New Year.

QF21'S ANNUAL FAMILY FISHING COMPETITION

The weekend of the annual fishing competition started out fairly well and things looked moderately propitious. The lead-up was conducted with virtually a new team, as several of last year's team had departed from QF21 for one reason or another. Our workers were also down a bit in number but made up in participation. We were fortunate, too, that our major sponsors were with us again this year.

Adult entries were down on last year, but junior entries were up. The range of fish varieties caught was almost as good as last year, and a few really good specimens were weighed in.

Good sized flathead, cod and pelagic species made up the larger catches, and it was great to see juniors weighing in some sizeable fish amongst the usual catch of whiting and bream.

Saturday evening raffles went pretty much to plan.

Sunday was a completely different situation. At around 10.30am, ominous clouds appeared on the horizon and by 11.00am, it was obvious a serious thunderstorm was on the way. There was a flurry of activity to get all the prizes and things moved inside (which





I missed, being on radio duty). By 11.30am, south westerly winds were blowing at 25-30 knots and it was raining sideways.

Obviously this brought proceedings to a standstill at the Bowls Club while everyone squashed into the building to get out of the rain. In the middle of this, we took a phone call from a vessel broken down, reportedly in Garry's. Pride of Maryborough was divested of flags and banners and launched to attend. Communications were sketchy to say the least, but fortunately PoM was able to take the short cut to Garry's via Cockburn's Gutter - and came across our broken down vessel in the upper end of the gutter.

They could not return the way they'd come because the wind was now heading for 40 knots, which would have meant a cross wind trip home. Not feasible with an open dinghy in tow - it would have been rolled very quickly. They had to take the long way home via S38, and the passengers on the dinghy got well and truly soused. The crew were unable to get any of the passengers on board because it was just too dangerous. We arranged for them to be met by an ambulance at Tuan ramp because the longer they were out there, the more likelihood of one or more suffering from exposure.

After a 6-knot tow from Cockburn's all the way into Tuan Creek, the dinghy and crew were delivered safe but soggy to the ramp and the attentions of the Ambulance crew. PoM returned home and the crew returned to the fishing comp





after refuelling and putting the boat to bed.

The storm of course wrought havoc with the competition: few more fish were weighed in, and the presentation ceremonies were move indoors.

The outcome was pretty much as expected: the weather caused major disruptions to our fundraising activities for the afternoon and evening. The overall profit was considerably down on last year's result, but we still wound up firmly in the black. Hopefully we can get through next year's competition without having to deal with severe weather!

Jon Colless, FTO, QF21



TRAINING WITH **LifeFlight**

WORDS IAN HUNT | *Blue Sunday Crew, QF6*

An important aspect of training for both our crews and the local rescue helicopter services is to practice winching paramedics to and from Mooloolaba Rotary Rescue and retrieving life rafts from the water. This is also vital training for the helicopter pilots and crewmen, as flying low and close to vessels when rescuing injured people off vessels, being winched to and from a vessel and entering a life raft and being winched from it, are all skills required to be maintained.

The latest helicopter training exercise was planned to be conducted in the late afternoon of 2 December just off Twin Waters. Several sorties were planned, ensuring that all of the required helicopter crew meet their training requirements, as well as giving crew members from a number of our crews valuable training, in case we ever have to conduct a patient transfer by helicopter in a real emergency.

Unfortunately, the weather was against us and even though conditions were reasonable at 1400, by the 1615 scheduled start time the wind was blowing 26 to 28 knots, with 2 metre seas on a 1 to 1.5m swell. After discussing the terrible conditions with the LifeFlight Safety Officer on board, I deemed it unsafe for both our crew and the helicopter crew, especially those having to enter the water, and made the decision to terminate the exercise. Better to be safe than sorry. The next exercise is scheduled for 2 January, so hopefully the weather will be kinder then.



ABOVE: Mooloolaba Rotary Rescue heading back to base after the exercise was abandoned.

STRANDED AT SEA FOR 22 HOURS

A boatie stranded off the Sunshine Coast for almost 24 hours was rescued after his engine lost power. A call from the Police activated the LifeFlight helicopter, which took to the air to search for the man who had left the shore at 3.30pm the previous day.

Just after 1pm, the rescue helicopter located the vessel drifting north towards Double Island Point.

QF5's rescue vessel *Tom Offermann* was activated and the helicopter crew guided the rescue vessel and a Noosa Surf Life Saving jet ski to the stricken boat.

Rescuers said the man was uninjured and very hungry, but otherwise in good health. After 22 hours adrift, the vessel was towed back to QF5's base at Munna Point. Needless to say, the man was very relieved to be back ashore. Well done to Sharks crew on a job well done.

This rescue highlights the importance of logging on with Coast Guard - we are there to help.



PREPARE FOR THE WORST & EXPECT THE BEST



WORDS JULIE HARTWIG | Editor

In recent months, there have been a few boating incidents that have attracted media attention for all the wrong reasons - primarily, people who have bought boats and gone to sea with only the bare minimum of knowledge about the craft they are operating and even less knowledge about the marine environment into which they are venturing. First-time boat owners of this ilk often have starry-eyed ideals about the maritime adventures they are going to have and running headlong into the reality of life at sea can often make or break boat ownership.

So let's look at the scenario: You have just bought a boat. A nice, new hobby for the weekend and it is time to get all that equipment and gear that you have dreamed about and read about in the magazines for so long; time to fill that boat up with all the latest goodies and set sail (or motor) out over the horizon and into the great unknown!

WARNING: When you introduce a boat into the equation, NOTHING is EVER that simple and trouble-free. If you believe it is, the first tip this article offers is to invest in a reality check. Know what you are getting yourself into by venturing into one of the most unforgiving domains on Earth.

The "romance" of the boating lifestyle may be about catching the big one that doesn't get away and watching the sun set with a cold beer. But the reality of the boating lifestyle also involves getting to your destination and getting home again safely, and this experience alone will deliver some of life's greatest lessons. Nowhere are they more painfully learned than in the marine environment where Mother Nature rules without compromise. If you are realistic in your expectations and prepare for the worst, you will have a happy and fulfilling boating life.

Now read on ...

Even on a new boat, mechanical equipment always has the potential to be the source of a vessel's greatest problems. Every boatie's worst nightmare is of breaking down at sea. The last thing you want to do is call for help and admit to everybody that you were not ready/not prepared/your vessel was ill-maintained. So let's look into this before we dive in and fill the boat full to the brim with unessential items such as tools of all shapes and sizes and electrical equipment that would stretch your power supply to its limits.

The crucial point to remember about boat maintenance and repairs is that it should all have been done **before** you even thought of loading the fishing tackle and Eskies. The engine and auxiliary equipment - batteries, fuel tanks, radios, etc - should all be in good, working condition and able to do the job they are meant to do before you cast the last rope off the jetty cleat.

When you leave the boat ramp, marina berth or anchorage, your boat should be

ready and prepared for all situations; you should be able to trust your boat to do the job it is required and designed to do. It is possible that you may breakdown through no fault of your own - parts and equipment sometimes suffer from manufacturing or technical faults that are beyond your control or ability to repair - but in many situations, breakdowns can be prevented by proper preparation.

It must be remembered that the amount of equipment you carry does depend on the skills you possess and if you experience a problem - mechanical or electronic - that is a serious one, nine times out of ten, you will not have the correct tool and/or spare part anyway! Tools are essential and maybe the saving grace to anyone whose boat loses power at sea. You need them to unblock a fuel filter or repair a leaking pipe, but you are not going to be doing a complete overhaul, so leave the heavy workshop tools at home and go to sea with enough tools to make essential repairs.

If you are good at doing engine maintenance and repairs and have knowledge about what you are doing, then you should not have set off with a faulty engine in the first place. If you are not very good at engine maintenance, it is pointless having equipment on board that you cannot use. A good communication system to enable you to call for help will be of much greater use than any attempt to fix the problem yourself.

So, what tools do you really need before you fill every available storage space on board? Essential items should include of a set of spanners, a hammer, a set of screwdrivers, an adjustable shifter, a small wrench, a filter removal strap for the fuel and oil filters, extra engine and lubricating oil, and odds and ends including screws and nuts and bolts. Along with these items should be the essential spares for the engine, including a fuel filter, an oil filter and anything else that the manufacturer recommends for the engine. And let's not forget the peripherals - no boat tool box is complete without rolls of gaffer tape and electrical tape.

The best practise is to ensure before you leave that the engine is in top working condition and that you can trust its ability to take you where you want to go without breaking down on the way and get you home again.

Other preparation items to consider include making sure that your communication system is suitable for your area of operation and in good working condition, so that if a problem does arise, you have the ability to call for help. If you rely on a mobile phone for communication, ensure the battery is fully charged and that you have the means of recharging if the battery depletes to levels that may render you without a means of communication. Remember, pride should not be an issue in a breakdown situation. Safety is of a higher priority.

If going into offshore waters, having a registered and fully functioning EPIRB is a mandatory necessity. If a worst case scenario arises, the knowledge that activating your EPIRB is going to bring help, is worth its weight in gold and could be the difference between rescue and tragedy.

Ensure your batteries are fully charged and capable of handling the power loads you



ABOVE: Tools may maketh the man, but unless you know what to do with them, they won't make a boat owner.



ABOVE: Flat batteries can stop a boat in its tracks.

may impose on your boat's electrical system for the duration of your trip. If your boat has a built-in audio system, will you have the latest tunes playing all day? If you're out overnight, will your batteries handle the power drain of using lights and other domestic facilities? In this day and age when mobile phones are becoming a more common form of communication at sea, will you need to keep your phone plugged into the boat's 12-volt charger to maintain its functionality? Any one or all of these could be the difference between having power to start your engine when it's time to go home and having to call for help.

Finally, fuel. You would be amazed by the number of calls Coast Guard receives from boaties who have "run out of fuel". Put simply, there is absolutely no excuse for this other than poor or non-existent pre-trip checks. Knowing how much fuel you have in your tanks BEFORE you leave is vital. In a worst case scenario, you should have enough fuel to get to your destination, enough fuel to get home and a contingency to cover any unforeseen circumstances that arise. Best practice should require full tanks regardless.

Remember the 5 P's: Proper Preparation Prevents Poor Performance. Regular maintenance and engine servicing, and thorough pre-trip preparation should alleviate all but unforeseen breakdowns and for those you have Coast Guard. Are you prepared for your next boating adventure?



TOP: Communications are vital. A malfunctioning radio or a mobile phone with a flat battery can be an invitation to disaster.

ABOVE: Running out of fuel is one of the most common break down calls, yet it can so easily be prevented by pre-trip checks.

QF21 SANDY STRAIT

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Base Location: 126 Eckert Rd, Boonooroo

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

Radio Call Sign: VMR421 OR Coast Guard Sandy Strait

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

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

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

BETTER TO BE SAFE THAN SORRY

WORDS BILL ASHER | *White Saturday Skipper, QF6*

QF6 received a call from the 13m yacht *Sagacious 2* off Mooloolaba. The yacht reported engine trouble and requested a tow into the harbour when it arrived that night. The skipper was a French national and the language barrier was solved by getting one of our French-speaking crew members to liaise with him.

Now, given its draft and the unknown entrance depths following the recent bad weather, a decision was made for the yacht to anchor in the bay overnight and wait for the high tide the next morning.

A crew was organised with myself as the skipper and we successfully towed *Sagacious 2* to the anchorage area where it awaited a visit from a diesel engineer. There was still quite a big swell running, so the decision to delay the tow until daylight and high tide was the safe option.

Well done to all involved.



TOP: Waves breaking at the entrance to the Mooloolah River.

ABOVE: *Sagacious 2* safely in the river.

MARINE POLLUTION:

What kind of waterways do we want?

WORDS compiled by JULIE HARTWIG | Editor

In the Winter 2018 edition, Rescue magazine ran an article titled “Drowning in a Sea of Plastic”. As the compiler of this article, I hope it brought the issue of marine pollution to your attention and made you think about your own practices when on and around your local waterways.

Since that article was published, I have attended a viewing of the documentary film “A Plastic Ocean”. While compiling my article, I conducted extensive research and viewed many images documenting the extent of the problem. What I uncovered during that research was shocking and disturbing. But seeing the film really rammed home the message that we humans are systematically destroying our planet through our love of all things plastic.

The film brought home the message of how plastics have infiltrated not only the marine food chain, but how this presence is now flowing through to the human food chain. Micro-plastics and their associated toxins have been detected in many fish species which means consumption of these fish species means you are ingesting plastic. If you want to dispute that, recent research by scientists has detected plastic toxins in human faeces for the first time ... yes, we humans are eating plastic! If that doesn't alarm you, it should.

It's fair to say that many people who live a totally landlocked existence have little comprehension that they are contributors to the problem of marine pollution. A large percentage of land-consumed plastic ends up in the ocean, regardless of how the plastic was initially consumed. So it falls to everyone to become aware of how you consume plastic in your day-to-day lives and endeavour to find ways as individuals to minimise your contribution to the problem.

Mariners, on the other hand, have a direct connection to the sea. We go boating and sailing on it. We fish in it. It is our recreational playground, and in some instances, professional livelihood. Therefore, mariners have an even greater responsibility to educate ourselves about marine pollution and find ways to minimise our own pollution footprint.

Granted, there are many laws and regulations in place - many with hefty fines - aimed at protecting the marine environment from pollution. But let's face it: despite the massive size of the problem, you are unlikely to get caught if you chuck an empty plastic bait bag overboard while anchored at your favourite fishing spot. The decision to do that comes down to the individual and it's fair to say, that many would not consider the consequences of their action at the time, if at all.

Furthermore, the vast majority of those regulations have been put in place because a minority are caught doing the wrong thing. While many who do the right thing will continue to do so, it's a sad fact that the initial infringers rarely change their habits and we are left

with basically ineffective legislation that drives the law-abiding majority bonkers.

WHAT IS MARINE POLLUTION?

Basically, it's the depositing of any inanimate object - solid or liquid - in a waterway (e.g. creeks, rivers, lakes, dams, bays, the sea and ocean) that does not belong there. Let's look at a few of the marine specific types of pollution:

GARBAGE: The most common cause of marine pollution comes from everyday items such as cigarette butts, plastic bags, bottles, cans and discarded fishing gear. Whether intentionally discarded or accidentally blown overboard, these objects contribute to increasing pressures on marine ecosystems. In particular, they have a massive impact on marine animals and sea birds which mistake plastic material for food, and without human intervention, often end up dying a slow and painful death from starvation or strangulation.

So how long does it take for these items to decompose?

YEARS TO DECOMPOSE:

- Glass bottle: 1 million years
- Plastic ice cream tub: 600 years
- Plastic bottle: 450 years
- Aluminium can: 80-200 years
- Plastic shopping bag: 20 years
- Cigarette butt/filter: 1-5 years

Source: *The Ocean Conservancy, Pocket Guide to Marine Debris 2006*



Whether your boat is large or small, it is an offence to discharge garbage into Queensland coastal waters. Maximum penalties:

- 3500 penalty units for an individual.
- 17500 penalty units for a corporation.

PAINT SCRAPINGS: In these days of DIY, many people do their own boat maintenance, either at home or in a designated commercial facility. However and wherever this work is undertaken, be aware of the consequences of allowing this material to enter waterways.

Paint scrapings - think sanding off old anti-fouling - and wood preservatives contain harmful chemicals and compounds that have been found to have long-term effects on numerous marine plant and animal species. By preventing paint scrapings from entering the water and mopping up paint spills, you are helping to protect our waterways for the future.

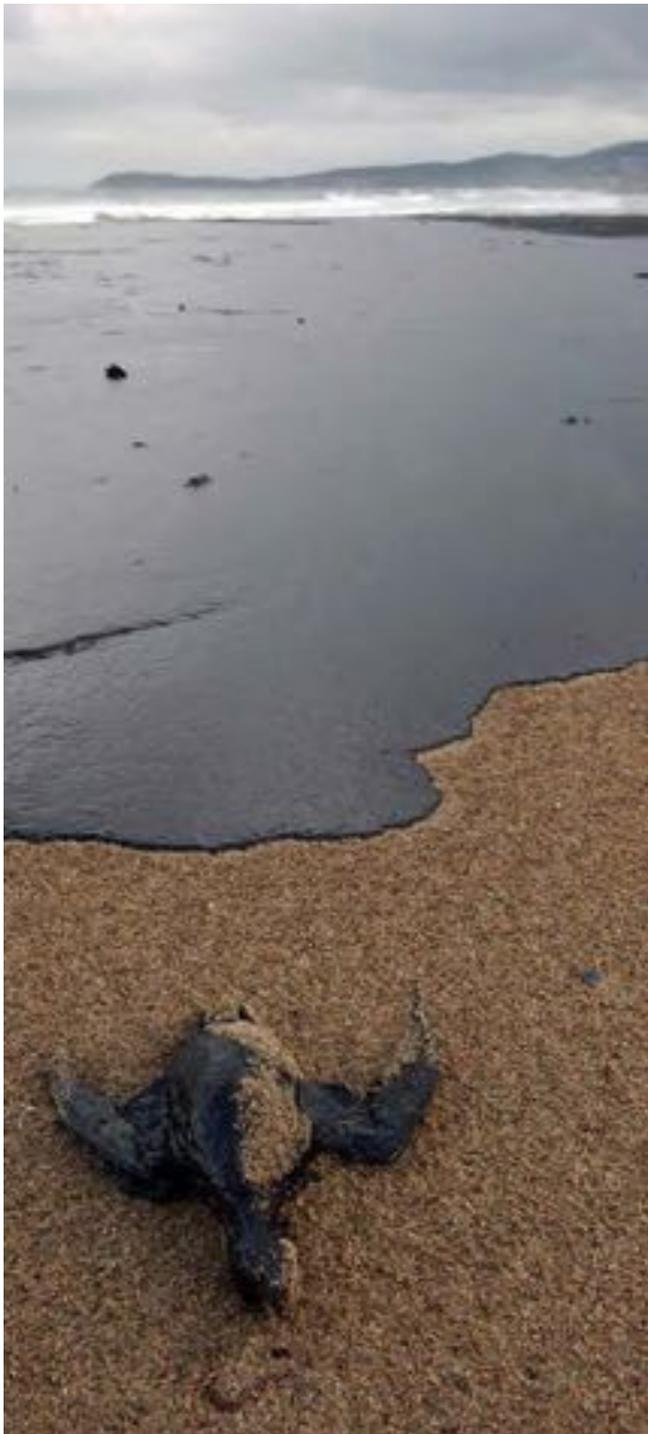
OIL AND CHEMICALS: The vast majority of oil and chemical pollution results from activities such as refuelling, boat maintenance activities and bilge discharges. Petrol, hydraulic and gear box oil, and chemicals such as degreasers and paints contain a range of toxins harmful

Simple measures can help protect marine wildlife and save you the embarrassment and cost of a fine.

- Don't throw anything overboard.
- Have secure bins or garbage bags to store garbage on board until you return to shore.
- Use crockery or re-useable plates and cutlery.
- Make the effort to retrieve lost or damaged fishing gear.
- If garbage does end up in the water, take the time to retrieve it.
- Don't abandon crab pots as floats and lines can entangle wildlife and foul boat propellers.

If you accidentally spill oil or chemicals into the water, or see a spill, contact your local Harbour Master, Marina Manager or Port Authority, so the spill can be contained and cleaned up as soon as possible.

Many marine installations now provide locations where hazardous material (HAZMAT) can be responsibly disposed. Contact your local harbour master, marina manager or regional council to find out what facilities are available in your local area.

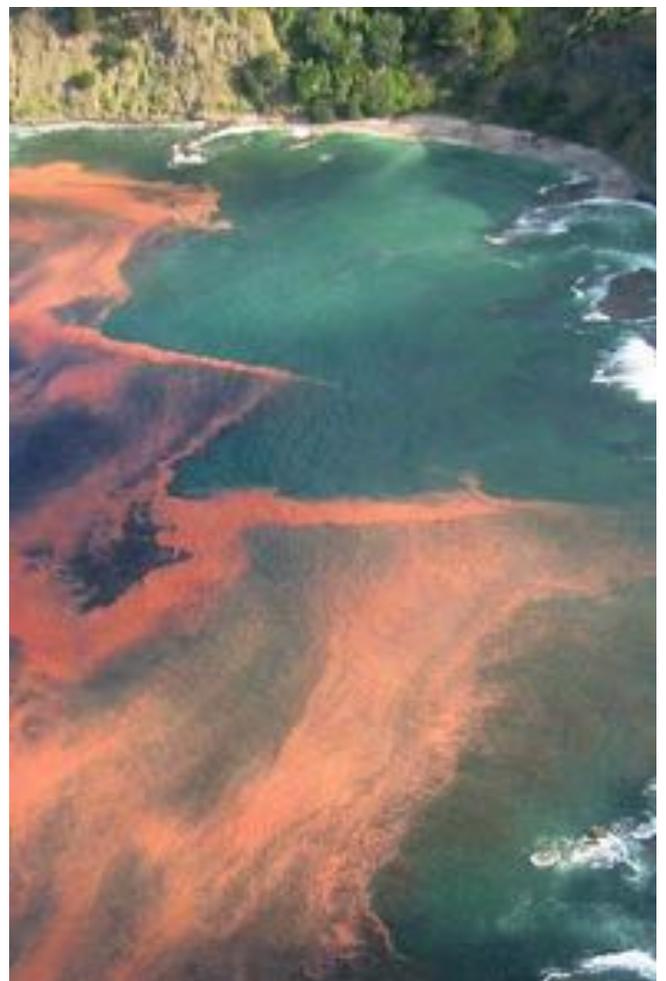


to both marine animals and humans. Once these toxins enter our waterways, they have the potential to retard or prevent the reproductive development of many marine animals, which can have a flow-on effect on the whole ecosystem. Furthermore, contaminated fish stocks and filter feeders such as oysters and mussels can pass on harmful chemicals to humans, if consumed. **SEWAGE:** The discharge of sewage into the marine environment poses serious health and environmental issues.

Pathogens such as viruses, parasites and bacteria found in sewage can potentially be passed on to other waterway users while swimming, surfing or diving, or by consuming contaminated shellfish such as mussels and oysters.

Given the right conditions, excess nutrients entering the water from sewage discharges can also lead to algal blooms. As blooms die off and decompose, they release toxins and deplete the oxygen in the surrounding water.

To reduce the impact associated with ship-sourced sewage, Maritime Safety



Boat operators can help reduce oil and chemicals entering our waterways:

- Do not overfill your tank/s.
- Watch the breathers for signs of 'blow-back' or overflow.
- Ensure your bilges are clean before discharging them.
- Use phosphate-free biodegradable detergents.
- Carry absorbent material on board to clean up any accidental spills.
- Repair oil and fuel leaks when first noticed.

Queensland imposes restrictions on the locations where different types of sewage can be discharged. Sewage is categorised as either treated or untreated.

Untreated Sewage: Untreated sewage is sewage that has not passed through an on board treatment system. Untreated sewage must pass through a macerator before being discharged, in order to assist with dispersion and improve visual amenity for all waterways users.

Declared ships must have a sewage holding device if operating in areas where sewage discharge is not permitted. A declared ship is a vessel that has a fixed toilet and are:

- Domestic commercial vessels with a certificate of operation issued under the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 stating its class (e.g., 1B, 1C, 1D, 1E, 4C, 4D or 4E ship); or
- Other Queensland ships regulated under the Transport Operations (Marine Safety) Act 1994 and Regulation 2016 designed to carry more than 12 passengers.

Treated Sewage: Treated sewage is sewage that has passed through an on board treatment system and is graded as either A, B or C depending on the level of treatment it has received. Treated sewage can be discharged in Queensland coastal waters subject to the following restrictions:

Grade A treated sewage (highest treatment): No restrictions other than Prohibited Discharge Waters such as canals, marinas, boat harbours, the Noosa River and designated areas of state marine parks.

Grade B treated sewage (medium treatment): Nil discharge in Prohibited Discharge Waters such as canals, marinas, boat harbours, the Noosa River and designated areas of state marine parks. Nil discharge in Hervey Bay waters, northern Moreton Bay waters, open waters and smooth waters within 700m of a person in the water, aquaculture fisheries resources and coral reefs.

Grade C treated sewage (lowest treatment): Nil discharge in Prohibited Discharge Waters such as canals, marinas, boat harbours, the Noosa River and designated areas of state marine parks. Nil discharge in Hervey Bay waters, northern Moreton Bay waters, open waters and smooth waters within 926m ($\frac{1}{2}$ a nautical mile) of a person in the water, aquaculture fisheries resources and a coral reef.

Macerated sewage is not classed as 'treated sewage'.

TREATMENT SYSTEMS: To ensure your treatment system is operating correctly, the system should be tested at the legally required intervals. These test results, along with the system's service records, must be kept on board your ship at all times. Failing to have your treatment system tested or keep system documentation on board your vessel at all times is an offence. The maximum penalty is 350 penalty units per offence.

MACERATORS: All vessels with a fixed toilet and operating in Queensland coastal waters must have macerators fitted. Owners must also ensure that sewage cannot bypass the macerator before being discharged.

Untreated sewage is prohibited from being discharged in the following areas:

- Prohibited discharge waters including canals, marinas, boat harbours, the Noosa River and designated areas of state marine parks.
- Smooth waters (includes rivers, creeks and designated smooth waters).
- All other ships with 1-15 people on board within 1852m (1 nautical mile) of reefs, aquaculture fisheries resources or the mean low water mark of the mainland.
- Open waters Within 926m ($\frac{1}{2}$ a nautical mile) of a wharf or jetty other than a jetty that is a marina
- Within 1852m (1 nautical mile) of aquaculture fisheries resources.

For ships with 7-15 people on board, as above plus within 1852m (1 nautical mile) of a reef or the mean low water mark of an island or the mainland.

For ships with 16 or more persons on board, no discharge of untreated sewage is permitted in Queensland coastal waters.



RIGHT: By taking responsibility for our marine pollution, popular locations like the Tangalooma wrecks can be enjoyed by everyone for years to come.

For further information on sewage requirements for commercial and recreational vessels, discharge maps and locations of pump-out facilities, visit: www.msq.qld.gov.au/home/environment/sewage

It's in everybody's interest to help protect the marine environment. You can do this by engaging in responsible waste management practices on board your vessel and reporting marine pollution to Maritime Safety Queensland as follows:

- Brisbane (07) 3305 1700
- Mooloolaba (07) 3305 1700
- Hervey Bay (07) 4971 5200
- Bundaberg (07) 4971 5200
- Gladstone (07) 4971 5200

For more information visit the Maritime Safety Queensland website at www.msq.qld.gov.au
Images and information courtesy of Maritime Safety Queensland.



MAROOCHY RIVER ASSISTS

WORDS FRANK PERRONE | *Gold Sunday Crew, QF6*

We get many calls for assistance offshore, but less often on the Maroochy River. So, it was even more unusual to assist two boats on the same day.

Our RIB Maroochy RSL performed two assists on the Maroochy River on Saturday the 10th of November.

One was a 4m tinny with engine failure. He was very slowing making his way back using a small electric positioning motor. We were at the wetlands pontoon and since we were uncertain if he would make it back, we towed him back to the Bli Bli ramp.

The second was a 5.85m Quintrex with an inboard motor with engine problems. He requested an assist through the radio room about 0845. The vessel with two persons on board was on the northern side of the river opposite the mouth of Petrie Creek. It was a heavy boat and Maroochy RSL worked hard to keep it under control. We delivered the vessel to the Bradman Avenue ramp.

Two more happy boaties.



ABOVE: Towing the 4m tinny back to the Bli Bli ramp.



WORDS & PHOTOS ROBERT BOHN & TRISH GAUDRY | QF6

When you spend more than 150 hours a month doing volunteer work, well you just need to get away for a break. On this occasion, it was around the world in 60 days and why not?

First stop was to Berlin via Singapore and London, followed by a cruise to the Baltic Sea countries that finished in New York. We then visited a friend in Rochester (NY), then flew to Washington (DC), over to Seattle, then a quick visit to Vancouver and back to Seattle to catch another cruise home to Sydney via Hawaii.

It's rather hard to put a 60-day holiday into a few pages, but we shall do our best.

We spent three days in Berlin and loved every minute. Our first day included a four-hour walking tour. We feel the only way to gain a real understanding of the people and the city is to walk and talk with a local.

We visited many sights including where 20,000 books were burnt by the Nazis, and the beautiful monument by the famous artist Kath Kollwitz, called Mother with Her Dead Son. Please Google this. It's a remembrance to all victims of war and tyranny. Of course, a lot of discussion was on how and why Berlin was divided, the Berlin airlift,



TOP: Marx and Engels.

CENTRE: Pretend guards at Checkpoint Charlie.

RIGHT: All that is left of The Berlin Wall.

Checkpoint Charlie, the Berlin Wall, the differences between East and West and of course the Fall of the Wall.

It was chilling to hear stories about some of the successful and unsuccessful escapes from East Berlin, with much of this happening in our own life time. How cramped the Communist housing was with low ceilings and paper thin walls that enabled everyone to hear everything about their neighbours.

One way the East Berliners received news was on an electronic billboard on the west side that just happened to face East Berlin. Everywhere we walked, we could see marks on the road where the wall used to be, sometimes very close and at other times where there would have been a huge 'death strip' that divided the East and West. Again we were reminded that this all happened in our own lifetime.

With so many museums to visit and only three days to available, we chose to visit the DDR Museum where the propaganda from both the East and West portraying the same event was really interesting.

From there we walked to the Palace of Tears (Tränenpalast) Museum adjacent to the Friedrichstrasse train station, which was one of the original checkpoints for civilians. For me, this was the best museum and I came away with a better understanding of border procedures, the trauma, heartache and the tragic goodbyes that the division of the city caused its people and again knowing that all this happened in our own lifetime. I just kept saying this to myself over and over again!!!

We also visited the Bunker Story Museum. The WWII bunker was on three levels with three metre thick concrete ceilings, and documented the full Hitler story up to his death. A chilling, vivid reminder from a dark period of our recent history.

So my thoughts on Berlin ... Loved the city and the people. It's all flat, everyone rides around on bikes or public transport, and there is heaps to do. Could have easily spent a month here, in good weather, as I loved watching everyone sitting outside, especially in the afternoons, drinking beer and catching up with friends. Add Berlin to your bucket list if you haven't already been here.

Time to leave Berlin to catch our ship in Rostock which was three hours away.

The *Regal Princess* is 142,000 tons, and accommodates 3,600 passengers. We decided very early on that we didn't need to visit the gym each day as we had a 300m walk to the dining room for meals.

Once again, we can only give a brief description of each port. Our first port of call was Tallinn, the capital of Estonia, and then we cruised to St Petersburg, which has been called Russia's Window on the West, perched on the bank of the river Neva and criss-crossed by canals that reminded us of Amsterdam and Venice. Peter the Great built a lot of the Baroque and Neo classical buildings in and around the city. With only 60 sunny days in a year, we got two of them!

We always organise private tours rather than ship tours as they are better value, cost less, you get to visit more of the city and always travel in smaller groups. So for our two days in St Petersburg, our group of 16 was off the ship early, through Russian customs and gone before most people had finished breakfast. A great start in an effort to stay in front



ABOVE: The Regal Princess. (right) berthed beside the Silver Wind in Rostock.

of the *Princess's* buses disgorging their masses. Our tour included a visit and train ride to two beautiful subway stations. From there we moved on to the Peterhof summer residence, with a walking tour of the gardens and sparkling fountains set to music. The Peterhof Palace was built to rival Versailles and sits overlooking the Gulf of Finland among 300 acres of parkland.

Afterwards we moved on to Catherine's Palace, but first it was lunch at a typical Russian restaurant. From here we walked across the road to the palace. This summer palace was built for Catherine I in the baroque style. Every room was breathtakingly beautiful but the amber room with its ornate panels of amber and gold, was truly excessive and decadent.

Day two started at 7.30am. We managed a canal cruise and from there we went to the Hermitage. The Hermitage Museum was founded in 1764 by Catherine the Great and was her Winter Palace. It has ornate parquet floors, ornate staircases and gilded ceilings similar to the other palaces, but when I saw the queues my jaw dropped. Luckily, we had pre-paid timed tickets so we rushed past the queues. Just as well we all had headphones on as we would have lost our tour guard very quickly due to the hordes of people visiting that day. You could spend a month just in the Hermitage to really appreciate the art. After many hours, it was good to get out into the fresh air.

After another lunch stop, we visited St Isaac's Cathedral, Church of the Saviour on Spilled Blood and a few other stops. Two long 8-9 hour days in St Petersburg was sufficient for us and we were happy to head home and enjoy one sea day before we cruised into Helsinki, Finland and Nynashamn, Sweden which was the port for Stockholm, then on to Copenhagen, the capitol of Denmark.

Denmark was founded on a series of islands and is laced with beautiful canals. It is well known for Hans Christian Andersen's little mermaid and the Tivoli Gardens. Again we had organised another walking tour for this city. Our guide was enthusiastic and loved his city. The nicest part of the city was the Rococo palaces lining Amalienborg Square, which is home to Fred and our Mary and their little princelings. Such down



FROM THE TOP: St Petersburg subway station; The Peterhof Palace; St Isaac's Cathedral. Amalienborg Square, Copenhagen.

to earth Royal parents, as they are often seen riding their bikes around the city.

On the subject of bikes, fifty percent of the population ride a bike to work or school. The bike lanes are wider than the footpaths and whatever you do don't wander into a cycle path as they will not stop for you! Everything in Denmark has 25% VAT added to the cost, plus wage earners pay 44% - 60% income tax, so as a retiree I don't think we could afford to live here.

Our next port was Aarhus, Denmark. This is the second largest city in Denmark located on Jutland the mainland of Europe. This is a really pretty city and much nicer than Copenhagen as it was less crowded. It was founded in approximately 1100 by the Vikings and was a major trading port. Nowadays it's known as a university town and where the Danish monarchy has their summer palace.

Next port was Kristiansand, Norway and our first day of overcast drizzle rain, up with the umbrella, down with the umbrella, sun out then more drizzle not that exciting to walk around in. Anyway, Kristiansand is Norway's fifth largest city and was founded by Christian IV in 1641 as a market town. There was not a lot to see and with the weather so miserable we were glad to just have a walk.

So, for us that was a quick trip around Scandinavia. I always say to people that with cruising into a new port and only staying 8-12 hours it's like a little taste test of a city or country. You will know very quickly if you ever want to come back and spend more time. Scandinavia is definitely an area worthy of a much longer in depth visit. Our bucket list grows longer each day!!!

From Scandinavia we cruised to Greenock, Scotland, which sits on the banks of the mighty Firth (or River) of Clyde.

Before we left Kristiansand, the *Regal Princess* was connected to shore power for the first time, but there was a spike and we lost power, which fried the computer systems on board. This meant that everyone on board, including the crew, had to be manually checked off a paper list to ensure everyone was accounted for before we left. It also left the ship with no phones, TV or computers etc, but it was all up and running by the next morning. However, the delay meant we had missed the tide and had to take the long route around to the west coast of Scotland. To make it worse, we had a driving wind to contend with and a lumpy sea all night. With this detour, we were over four hours late arriving into Greenock. All full day tours now became half day tours so our little group of 23 didn't get to Inveraray Castle.



TOP: The Great Anchor Memorial.

CENTRE: Meeting an Aarhus local.

ABOVE: Sampling whiskey at Loch Lomond.

Instead, we took a bonny wee trip to Loch Lomond and enjoyed the quaint village of Luss on the western shores of the Loch. We stopped for a photo shoot overlooking the Loch while sipping a single malt whisky. As I have said before, with cruising you only get a taste test of a city/country and this time even less than that, so I would definitely like to come back to Scotland, pick up a hire car and stay longer. Another idea for our bucket list!

Next stop Dublin, Ireland which was originally settled by the Vikings in the 9th century and sits on the river Liffey. Once again, we had organised another walking tour. Our tour guide was Conor and what a comedian he was. An absolute wealth of information and no subject was left untouched. From how Ireland came under the yoke of the English all the way up to the present day referendum on abortion. There were so many places of interest that we didn't have time to visit, including Trinity College (which houses the Book of Kells), which was founded by Queen Elizabeth I in an effort to reduce Popery. We had a good laugh about a Protestant queen lording over Ireland, which was a very Catholic country.

Back on board, we were treated to some fantastic Irish pub music and songs with lots of people singing along. Many of the songs were happy with a few sad songs, which was mostly new to us, but it was fun to sit back and listen to our new Canadian drinking friends sing very loud and hearty all night. A great night was had by all.

Our last port before cruising across the Atlantic Ocean was to Cobh (pronounced Cove), which was the last port of call for the *Titanic* on its ill-fated journey. As we were here just two years ago and did a tour to Blarney Castle etc, today we were just happy to walk the village. I went to the *Titanic* Experience and as you entered they gave you a boarding pass with the name, age and class of a real passenger who was on the *Titanic*. I was one of the second class passengers lucky enough to have survived.

From Cobh we crossed the Atlantic Ocean to Halifax, Nova Scotia. We had not seen the sun in days and although the Atlantic crossing was relatively flat, for the first few days leaving Ireland, the sea state quickly changed to a very angry sea as we attempted to dodge a massive cold front heading straight for Ireland. This was the remnants of one of the hurricanes that had worried the southern states of the US.

We arrived at Halifax to a brilliant blue sky, so we sat on the back deck of the ship with our breakfast and just revelled in the slightly warm sunshine. As it was good walking weather we walked to the Maritime Museum of the Atlantic, the oldest and biggest maritime museum in Canada. It was from Halifax and Sydney that the convoy ships left for England during WWII. Halifax also had a strong link with the *Titanic* disaster with more than 100 victims interred in the cemetery here.

Afterwards we walked up the hill (nearly killed me!) to visit the Citadel which overlooks the city. It was founded in 1749 and from 1856 was a major British naval fortification right up to 1906. You can't see much as its dug into the hill but it has a massive defensive ditch, ramparts, musketry gallery, powder magazine and signal posts. It also provided barrack accommodations during WWII. It was never attacked.

From here we walked slowly down the hill via the grog shop and bought a lovely bottle of Australian wine to have with our dinner. Enough of Chilean and American wine!

So, this just about ends our wonderful three-week cruise on the *Regal Princess* with just one more sea day before we arrived in New York and the start of the next leg of our around the world holiday.



ABOVE: The Citadel, Halifax, Nova Scotia.

We managed an early morning walk off the ship as we had an 8am shuttle organised to take us to La Guardia airport. We didn't stay in New York this time as we were only here about two years ago. After an anxious wait, a beaten up SUV that looked like it had been in a recent road rage incident stopped beside us and held up a sign with Robert's name on it. Is this guy safe? We found out Dominique was new to driving shuttles and he used his GPS on never quite knowing what lane to be in. We are all reading road signs as we go, Delta Gate C we say. Did you say gate C? Yes Gate C, yes Gate C we repeat!! At the airport we nearly miss the turn off to the departure area, left here we say, left we say again. He stops the car and reverses, cars behind honking horns. We just look at each other. Welcome to New York. Let us out of here, please!!!

La Guardia Airport is an eye opener and it's not even the biggest. What planet are we on or what bubble do we live in? People walking around with dogs, there goes another one! Lady in the toilet queue with her suitcase in one hand and her dog in the other! There were also lots of people standing at the bars drinking alcohol at 9.30am, and eating large, large pizzas with everything ordered by credit card from individual iPads on every seat so all you do is swipe your card and keep on ordering. Now this I actually liked.



From New York we flew north to Rochester to stay with friends. Trish and Monica have known each other for 40 years. They hadn't seen each other in years so they just started talking and never stopped.



The next day we are up early to beat the traffic and tourists for a drive to Niagara Falls which is less than two hours away. The sun was out, no cold wind and we found a free car park on the American side of the falls. Isn't life wonderful! We walked to Goat Island which brings you up close and personal to the falls. The power and energy of the water crashing over the falls is an amazing sight and it's hard to believe that the whole river including the falls freezes over in winter.

TOP: La Guardia Airport.

ABOVE: Niagara Falls.

The following day we headed off on the local wine trail. It was great to check out the countryside and taste heaps of white and red wines. We are both still of the opinion that Australian and NZ wines are hundred times better. Oh well, at least we had a great day out.

Alas the weather was changing. For our last day in Rochester we visited the George Eastman Museum and house. Eastman was the founder of Kodak and a great philanthropist. We spent hours and hours there. Of course we couldn't go home without lunch and we ended up having a wood fired pizza which was actually really good. So ends the first part of our two-week stay in the US. A very pleasant interlude with great company, food and wine. Off we go to Washington DC tomorrow!

We left Rochester in pouring rain and cold and arrived in Washington DC just over an hour later to brilliant sunshine and 28 degrees. So for our first afternoon, we roamed the streets and saw the White House and no, Mr You Know Who wasn't at home to greet us. In fact there were more temporary fences to keep people even further back from the White House than normal with a huge police presence everywhere.

On our way home we found a nice little cosy bistro to have an early dinner or was it a late lunch? We both find American food on a whole not so interesting (I'm being polite) but we shall do our best to experience as many different flavours as possible. So, tonight we had a pulled pork burger with coleslaw and half a plate of something that looked like potato gems. It was good but still way too much food for one person. Oh, by the way, we loved the Metro system, especially when it's attached to the airport, so we didn't have to drag our suitcases too far.

The next morning we started the day with a coffee and muffin for breakfast! Really, is this what people eat? We were staying in Foggy Bottom and had a two-minute walk to the Metro. From here we travelled to Union Station and then popped next door to visit the Postal Museum which had some really interesting collections. From there we moved on to Capitol Hill Visitors Centre. The security everywhere is tight so we had to sit outside eat our apple and muffin and tip our water out before we could enter. There are timed tours and queues for everything (but not for the toilets, there's a win!) so we were lucky to get tickets and all we had to do was fill in time before our tour while learning about how Congress works and how this magnificent building was constructed. This is all a must see if you come to Washington and I can't do justice in this brief article to it.

After the tour, we moved on to the Library of Congress via a tunnel so at least we didn't have to go through more security lines. The world's largest library and has some great temporary collections. You need way more time to do justice to these buildings. As it was now late afternoon and pouring rain we caught the Metro back to Foggy Bottom and found an early dinner so we could go on our night tour. Unfortunately, it rained most of the evening so every time we got off the bus to look at a monument it was rain jacket and umbrella



TOP: Washington Monument, Washington DC.

CENTRE: The Capitol Building, Washington DC.

RIGHT: The Iwo Jima Memorial.



weather, but still a fantastic night out. We were told by many people that if you go to Washington, this is a definite “must see” tour and they were right.

Of course the sun came out for our last day in Washington and another very long walking day to revisit some of the monuments we saw the night before. The rest of the day was spent in two of the Smithsonian museums which are all free!! We chose the Air and Space Museum and the Natural History Museum and that’s all the time we had. By this time our little tootsies were extremely tired.

My view on Washington? I absolutely love the city except the traffic is a bit crazy. They have a great Metro system and it only costs about \$2.30 each way. The people are friendly and willing to help. With 90 museums to visit, you could spend weeks here if not months and still not see it all, but alas it’s time for us to repack our bags as we have an early flight to Seattle.

Cross the country to Seattle. A six hour flight and a three hour time change which made a very long day indeed. At the airport, we picked up a car for the next six days. We stayed close to the airport as we were both tired and it gave Robert practice driving on the wrong side of the road for the first time, listening to the GPS which at least we changed to metric to make it a bit more meaningful. Otherwise, what is an eighth of a mile?

The next morning refreshed and ready to tackle the hectic Seattle traffic, we visited the Space Needle and the Chihuly Glass and gardens. Everything that we had heard about Chihuly Glass still didn’t prepare us for the exhibits. Amazing, stunning, breathtakingly beautiful in every way. Alas we had a tight schedule, so off we drove north to Canada, and our B&B for one night at White Rock which was just over the Canadian border.

It was now the 1st October but actually the 2nd in Australia and Trish’s B’day so we thought we should celebrate both days just to make sure. Our lovely elderly B&B hosts gave

TOP LEFT: Space Shuttle.

TOP RIGHT: The Starship Enterprise.

ABOVE: The Space Needle, Seattle.

us a great breakfast and we sat and chatted with them for hours. They suggested we visit the Gulf of Georgia Cannery Museum at Steveston. We love finding surprise places to visit! It seems that once Seattle and Vancouver get to the end of September, the whole area just closes down so we weren't surprised to find that there were not many people around. We had our own volunteer guide for the whole two-odd hours, explaining the whole process of fishing and canning salmon and its history in the area.

From Steveston it was a quick drive to Vancouver City via Granville Island, which is just south of the city. It's filled with waterfront restaurants, theatres, galleries, shops and cafes. An absolutely hive of activity, but we were keeping an eye on the sky as the clouds were getting lower and lower but at least they weren't snow clouds, not yet anyway. It rains in Vancouver for the next six months. How we would absolutely hate to live here in the cold and wet, but would definitely love to visit in the summertime. For the next two nights we did an Airbnb in West Vancouver. Great location as it was close to the shops and the waterfront. We scouted the shops for a nice restaurant to go to the next day and after that was sorted out, we picked up a nice bottle of NZ wine, cold meats, Turkish bread, cheeses and olives and went home for a picnic dinner.

Finally it was the 2nd October and Trish's birthday. We tend to travel in the shoulder period if possible which means she has most of her birthdays away. Lucky thing! So this morning we travelled to a salmon hatchery for a wonderful walk amongst the moss covered trees where lots of people were fishing for salmon. We crossed the river several times and walked back to the car park and from there on to the salmon ladders to watch the fish jump up the river to the hatchery.

From here we drove back into Vancouver City to visit the Dr Sun Yat-Sen Chinese gardens and later in the day to Horseshoe Bay for drinkable coffee and brownie and watched the ferries load and unload. Trish loves boats and ships so she was a happy little vegemite.

Before I forget, driving on the wrong side of the road as a driver and passenger, listening to a GPS, and dealing with strange road rules (e.g., four way stop signs and who gives way to whom, turning right even on a red light) was stressful. We were extremely grateful for the GPS in the car whom we called Gypsy and even when we didn't interpret what she said correctly, she recalculated extremely quickly and got us unstressed and at our destination with the minimum of fuss.

On our last morning in Vancouver, we woke to a very cold morning and ice on the car windscreen! What the??? Time for these two little cold bunnies to head south for just two more nights before we boarded our ship to sail home to Australia. Do border patrol people have a sense of humour? Usually not, but this morning when the officer asked us where had we come from and we replied "Australia by ship". He smiled and said we must have had the biggest cabin to get our car on board! A sense of humour from American border control? Unheard of!!!

For our last two nights, we stayed close to the Seattle University. We looked like the grandparents to most of the university kids, but all was good. We enjoyed the best Thai food we had ever had. It was an extremely small restaurant with seats for 24 people and a line up outside for take away. Most people sat around a counter and watched the chef do his magic wok tossing. The noise was incredible but the smells were fantastic. Afterwards we walked a few blocks but with the temperature dropping quickly it was time to go home and watch some Star Trek all night! We are both happy!

For our last day, we had booked a tour of the Boeing factory which is the biggest building in the world by volume. Here we saw 747s, 777s, and the 787 Dreamliners in



ABOVE: Salmon fisherman.

various stages of assembly. Afterwards, we drove to Mukilteo for some light lunch at Ivar's Seafood Restaurant and watched the ferries come and go. Great seafood and yes more ferries for Trish to enjoy!

On the 5th October, we boarded the Explorer of the Seas for our cruise home to Sydney. Why fly when you can take three weeks to get home? Our favourite cruise line is Princess Cruises, while Royal Caribbean ships are more geared for families with rock climbing, wave board rider, ice skating and much more noise in general and the ship is very much geared to American tastes, with atrocious coffee but thankfully a good range of teas.

With many sea days in front of us, we both quickly got into a routine. Breakfast in the dining room followed by Trivia at 10am and a progressive Trivia at 1pm. It's always handy to gather a team from different countries as there's always a few questions that only the Americans or Australians would know. Afterwards we would often meet up with a few friends for another cup of bad coffee. On this cruise we were

fortunate to have a number of excellent lecturers with a retired forensic specialist who gave daily lectures on modern day controversial murders explaining the different types of clues and methods used and how different the CSI series is to the real world. Other lecturers were not so good, like the very knowledgeable man who talked astronomy but he had a rather monotone voice that just put us to sleep every time.

After lunch we would go to the gym, ride a bike, lift a few weights, enjoy the sauna and steam room in an effort to offset the excess calories but alas we were losing the battle of the bulge. With over 6 weeks at sea with food, food and more food, what does one expect is going to happen? Most people just blame the salty air for their shrinking clothes!

By the time we reached Honolulu the weather was 30 degrees and humid. The ocean was a gorgeous tropical aqua blue. It was so good to be warm again and back in shorts and sandals. We have been to Honolulu several times so we were just happy to walk to the nearest beach, watch the locals swim and the Japanese newly-weds have their photos taken. The only thing we really wanted was some Wifi, good coffee, two more bottles of wine to bring on board. It was a gamble to get the wine back on-board but the vino gods were with us and we passed through security unlike most people who had their alcohol confiscated and returned to them at the end of the cruise.

From Honolulu, we cruised overnight to the tender port of Lahaina on Maui. A really quaint little beach town with heaps of arts and crafts for sale, but all we wanted again was free Wifi and good coffee. Mission accomplished. From Maui, we continued cruising to well-known ports that we had visited many times including Fiji, Vanuatu and New Caledonia, finally arriving in Sydney 60 after leaving.

We always enjoy researching our holidays, organising tours and accommodation, but still the best part of travelling is returning home and being grateful that we truly live in the best country in the whole wide world. Oh yes a day to unpack, wash clothes, buy groceries and back to Coast Guard Mooloolaba on Monday morning where some cheeky fellow tells us to sign the Visitors Book!!!



ABOVE: Mukilteo Bay.



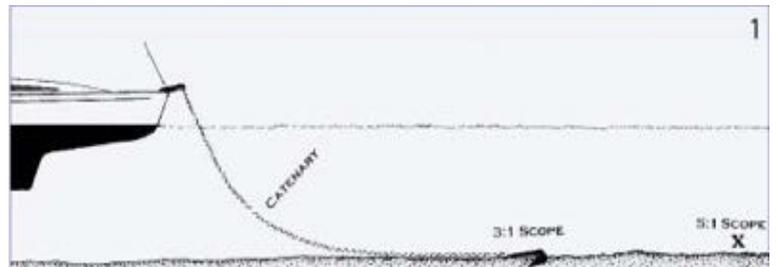
ABOVE: Explorer of the Seas in Sydney.

MANAGING YOUR ANCHOR

WORDS ALAN LUCAS

Knowing your anchor effectively is as important as any other part of boat-handling. A dragging anchor in good-holding ground is no stranger to those who unquestioningly obey the mantra of 3:1 scope (cable length to depth of water). This ratio can be okay in deep water where weight of cable produces a heavy catenary, but such things are less evident in the shallower depths favoured by recreational sailors (Diagram 1 below).

When dropping anchor there is no such thing as 'standard scope', it being dependent on type of ground, prevailing winds, weather forecasts and available swinging room. If an anchorage is crowded and you must use it, lay out as much cable as possible related to space available and, if necessary, compliment its holding power with a weight run down the cable to improve its catenary. The weight can be a commercial unit or a second anchor lowered on rope and attached to the main cable by an oversize shackle tied off just above the low tide level.



In a commodious anchorage, economising on scope makes no sense whatsoever. The cable belongs in the water rather than in its locker as useless, unwanted ballast. A minimum scope of 5:1 – or even 10:1 if circumstances so dictate, should be the rough rule. To facilitate this, mark your chain every few metres with coloured cable ties.

CLEANING THE CABLE

During strong winds over mud, cable accumulates less mud thanks to the self-rinsing action of gusts and lulls. During calm weather, when the cable lies almost dormant on the bottom, things get pretty messy when it is winched home. For this reason, cleaning cable after strong, gusty winds is easier than after a flat calm, but this is no excuse for frugality of scope in fair weather because calms have the nasty habit of producing storm cells while you're ashore.

As for washing off, there are ways to ease the burden: For example, if your chain is stainless steel, its smooth surface will accumulate less mud in a given period of time than galvanised chain. That's the good news: the bad news is that stainless chain costs four times that of galvanised steel and it work-hardens under changing stress levels. Furthermore, it is very susceptible to electrolysis if left too long in the water. (I have seen stainless chain links lose their welds completely [Diagram 3] after a few months underwater.)

On average, galvanised chain is the best choice and a deck hose eases the burden

of washing off, or a dedicated water blast outlet might be fitted just below the anchor roller (Diagram 4). Otherwise, a person with a galvanised bucket and lanyard will find washing off tiring but cheap.

To extend the periods between re-galvanising and to reduce mud's tenacity, dry chain can be periodically sprayed with silicone in its locker. Alternatives such as fish-oil, Lanoline and WD40 show promise in this regard but are not as slippery or as long-lasting as silicone.

A natural way to reduce wash-off time when weighing anchor is to start the process an hour or so early by shortening up every 10-15 minutes (weather and sea room allowing).

This lifts the chain incrementally out of the mud to allow a natural washing process to take place. When the cable is vertical with the anchor about to break out, go astern rather than ahead to break it out then keep going astern dragging the remaining cable and anchor through the water whilst slowly winching it in. The beauty of breaking out astern rather than ahead is that you don't over-ride your cable and cause damage to anti-fouling and lower topsides

And talking of over-riding your cable, this is common in wind-against-tide anchorages when deep-keel yachts suffer the most for the way they sail across and around their anchor to the constantly varying forces. Whether the cable is rope or chain, it regularly ranges aft beneath the hull where it scrapes the anti-fouling and lower topside paint. If you have a centreboard, lift it up to encourage the vessel to respond more to wind than current. Otherwise, reduce the damage by trying different rudder angles to discourage the most damaging angle of attack.

The above scenario is better or worse according to two things: anchor roller outreach and shape of stem. The modern, almost vertical stem is the worst off, the least amount of ranging causing the cable to gouge the topsides and scrape the anti-fouling paint. Its anchor sprit needs to be as long as possible, leverage and foredeck strength being limiting factors.

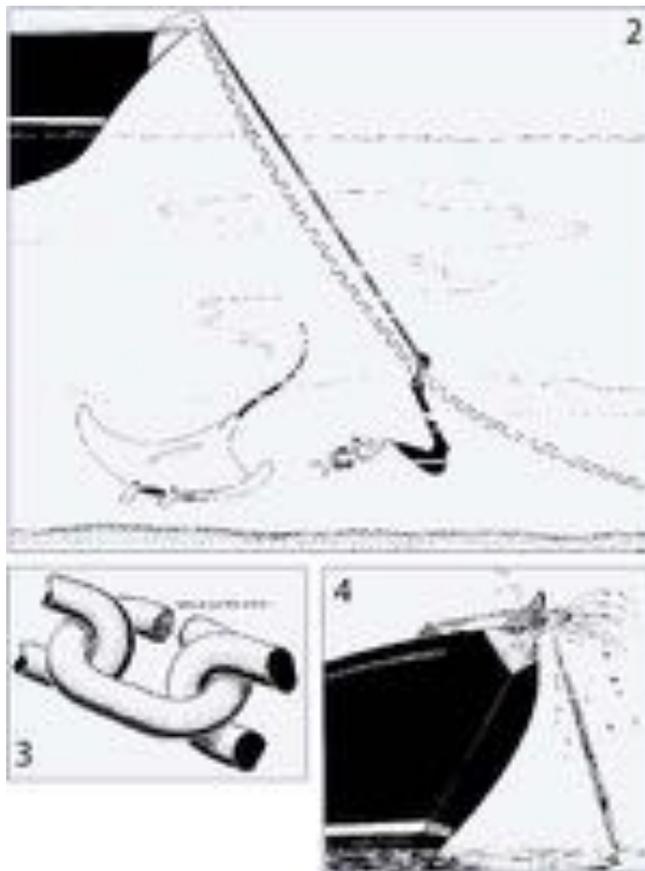
A forward-angled stem needs only a short anchor sprit or, if very raked, no sprit at all. But regardless of anchor roller outreach, damage in a bad windward-tide anchorage is only minimised, never prevented entirely.

DREDGING AND KEDGING

Anchor management in general goes way beyond the basic functions of the hardware involved and the holding of a vessel in one place. It includes manoeuvre-assistance, dredging (or 'drudging') anchor being one classic example.

When departing a berth – and presuming there are no submarine cables – dredging anchor is a means of controlling the bow of a vessel as she backs out in a beam wind that may blow the bow off in the wrong direction as she clears into the channel. To offset this, after singling up lines drop the anchor to the bottom and pay out about one third the depth, then secure the cable. Now warp her astern until negative tension is on the anchor cable then start reversing out as lines are let go. The anchor does not dig in, but its resistance forces the bow to track in a truer, more predictable line, fenders over both sides insuring against things going pear-shaped.

A classic anchor management tool is that of kedging an engineless vessel out of a difficult berth or anchorage. There are many variations on the theme, but basically it works



like this: A sheet anchor and its cable, with its inboard end attached to the mother ship, is lowered into the dinghy then rowed out to a chosen point beyond the berth or anchorage, its cable running out over the stern. At the end of its cable the anchor is dropped then used to haul the mother ship into the stream where she temporarily swings to the sheet anchor while sail is set and she gets under way.



If more distance-off is needed, the process of kedging-off is repeated as often as necessary.

The sheet anchor is best on rope cable and chain trace to facilitate its easier handling into and out of the dinghy, and it can be smaller than the main bower because the manoeuvre should only be carried out during fair weather: Patience – it should always be remembered – is a vital element when anchors become the alternative to engines.

In the days of sail-dependence, anchor management reached extraordinary heights, such as running the bower anchor over the stern under reduced sail to bring hundreds of tons of cumbersome ship to a halt before being bridled beam-to-wind for purposes of enemy engagement or berthing in congested ports. Even in today's world of powerful engines, azimuth drives and bow thrusters, failures occur, leaving it to the good old faithful anchor to rescue a rapidly deteriorating situation. Learning its good management is no less important than any other aspect of boat handling.

QF21 Coast Guard Sandy Strait Seaman's Memorial

QF21's Seaman's Memorial is located on the seafront about 150 metres north of the Big Tuan launch ramp. The site is accessible from the Tuan Esplanade.

Plaques can be placed on the memorial in memory of those who had an affinity with the waters of the Great Sandy Strait.

Flotilla members' plaques are provided at flotilla cost.

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



SUCCESSFUL REFLOAT

WORDS LEE CAMPBELL | Skipper, Gold Saturday Crew, QF6

It was a beautiful day on the water off the coast of Mooloolaba; the wind was subtle and the sea was outgoing with very little swell. At approximately 0800hrs, the QF6 Base station Radio Operator received a call that a fishing vessel - the *Elsie Anne* - had engine troubles and had gone aground on Mudjimba Beach. The Gold Saturday duty crew responded and arrived at the scene to find another vessel - *Prophecy* - standing offshore.

After assessing the situation and seeing that the vessel was well and truly beached, we advised *Prophecy* that there was nothing we could do until the tide turned and more water was around the vessel, and that we would return at 1500hrs to give assistance.

The crew continued with training for the remainder of the day and returned at the agreed time. During the day, the vessel owners had organised a long strengthened tow line and a Jet Ski operator to ferry the line to our vessel from the shore. Their tow line was attached around the stern of the beached vessel and to the bow. The tow line was ferried from the shore to our rescue vessel *Mooloolaba Rotary Rescue*.

As the tow line was thin, I directed that no one was to remain outside the wheel house during the operation in fear that this tow line could snap back towards the crew. As the tide commenced to come in and surround *Elsie Anne*, we saw the vessel commence to rock. This was our cue to commence taking the strain on the tow line. However, being on the surf line it proved very difficult to maintain tension. The tow line broke twice and on the third attempt my fears were realised as the tow line snapped back towards the rescue vessel and coiled around the Sampson post and our tow line box.

The fourth attempt was more successful, freeing *Elsie Anne* from the sand and towing her out to deeper water. We instructed the crew on board *Elsie Anne* to ensure that they were not taking on water before we changed tow lines and used our tow line to return her to her pen in the Mooloolah River.



Boonaroo & Tuan Tides - 2019

	7-Jan	14-Jan	21-Jan	28-Jan
M	3:55	2:51	3:18	3:09
O	10:19	8:50	9:34	9:34
N	16:58	14:59	16:10	15:20
	22:28	21:58	21:53	21:55
				0.80
1-Jan	2:03	4:06	4:04	4:32
	6:16	4:26	4:04	4:32
T	12:35	10:51	10:20	11:04
U	18:06	17:32	16:57	16:29
E		23:01	22:40	23:03
S				0.81
2-Jan	0:41	5:16	4:50	5:55
	7:11	11:34	11:06	12:25
W	13:34	17:16	17:43	17:44
E	19:04	23:36	23:27	2:12
D				
S				
3-Jan	1:29	6:17	5:37	6:13
	7:57	11:54	11:53	6:56
T	14:24	18:41	18:28	13:26
H	19:54	1:91		18:51
U				1:79
R				
4-Jan	2:11	0:52	0:15	2:07
	8:37	7:10	6:25	0:49
F	15:08	12:31	12:39	2:44
R	20:38	19:21	19:14	0:56
I				
5-Jan	2:48	1:42	1:06	2:00
	9:13	7:59	7:17	0:67
S	15:47	13:12	13:28	2:25
A	21:17	20:05	20:02	0:65
T				
6-Jan	3:22	2:30	2:01	1:93
	9:48	8:47	8:18	0:85
S	16:24	14:01	14:20	2:06
U	21:54	20:57	20:54	0:74
N				

BOONLYE Tides - 2019

	7-Jan	14-Jan	21-Jan	28-Jan
M	3:47	3:05	3:10	3:23
O	10:33	8:42	9:48	9:26
N	16:50	15:13	16:02	15:34
	22:42	21:50	22:07	21:47
				1.16
1-Jan	2:95	4:20	3:56	4:46
	6:30	4:18	4:20	4:46
T	12:27	11:05	10:34	10:56
U	18:20	17:24	16:49	16:43
E		23:15	22:54	22:55
S				1.18
2-Jan	0:33	5:30	4:42	6:09
	7:25	11:36	11:20	12:17
W	13:26	17:58	17:35	17:58
E	19:18	23:50	23:41	3:08
D				
S				
3-Jan	1:21	6:31	5:29	6:05
	8:11	12:08	12:07	7:10
T	14:16	18:33	18:20	13:18
H	20:08	2:78		19:05
U				2:61
R				
4-Jan	2:03	0:44	0:29	3:01
	8:51	7:24	6:17	0:71
F	15:00	12:45	12:53	3:54
R	20:52	19:13	19:32	0:81
I				
5-Jan	2:40	1:34	1:20	2:91
	9:27	8:13	7:09	0:97
S	15:39	13:26	13:42	3:27
A	21:31	19:57	19:54	0:95
T				
6-Jan	3:14	2:22	2:15	2:80
	10:02	9:01	8:10	1:23
S	16:16	14:15	14:34	3:00
U	22:08	20:49	20:46	1:07
N				

Boonaroo & Tuan Tides - 2019

	4-Feb	11-Feb	18-Feb	25-Feb
M	3:13	1:09	2:17	1:28
O	9:31	7:10	8:32	7:50
N	16:05	13:12	15:08	13:41
	21:39	20:00	20:53	20:03
	5-Feb	12-Feb	19-Feb	26-Feb
T	3:44	2:03	3:06	2:27
U	10:02	8:07	9:18	9:01
E	16:37	14:04	15:53	14:39
S	22:11	20:54	21:40	20:59
	6-Feb	13-Feb	20-Feb	27-Feb
W	4:14	3:12	3:53	3:47
E	10:31	9:27	10:02	10:43
D	17:07	15:15	16:37	15:56
S	22:42	22:06	22:25	22:13
	7-Feb	14-Feb	21-Feb	28-Feb
T	4:44	4:32	4:38	5:26
H	10:59	11:02	10:46	12:13
U	17:37	16:40	17:18	17:29
R	23:14	23:20	23:09	23:42
	1-Feb	15-Feb	22-Feb	
F	1:12	5:46	5:23	0:33
R	7:44	11:27	11:28	2:57
I	14:15	18:08	17:59	0:42
	19:44	23:48	23:53	2:24
	2-Feb	16-Feb	23-Feb	
S	1:59	6:48	6:08	0:49
A	8:24	11:58	12:10	2:37
T	14:56	18:41	18:39	0:53
	20:27	19:06	19:06	1:91
	3-Feb	17-Feb	24-Feb	
S	2:38	7:42	7:42	2:14
U	8:59	12:32	12:54	0:68
N	15:32	19:17	19:19	2:15
	21:05	20:02	20:02	0:66

BOONLYE Tides - 2019

	4-Feb	11-Feb	18-Feb	25-Feb
M	3:05	1:23	2:09	1:42
O	9:45	7:02	8:46	7:42
N	15:57	13:26	15:00	13:55
	21:53	19:52	21:07	19:55
	5-Feb	12-Feb	19-Feb	26-Feb
T	3:36	2:17	2:58	2:41
U	10:16	7:59	9:32	8:53
E	16:29	14:18	15:45	14:53
S	22:25	20:46	21:54	20:51
	6-Feb	13-Feb	20-Feb	27-Feb
W	4:06	3:26	3:45	4:01
E	10:45	9:19	10:16	10:35
D	16:59	15:29	16:29	16:10
S	22:56	21:58	22:39	22:05
	7-Feb	14-Feb	21-Feb	28-Feb
T	4:36	4:46	4:30	5:40
H	11:13	10:54	11:00	12:05
U	17:29	16:54	17:10	17:43
R	23:28	23:12	23:23	23:34
	1-Feb	15-Feb	22-Feb	
F	1:04	6:00	5:15	0:48
R	7:58	11:41	11:42	3:73
I	14:07	18:00	17:51	0:61
	19:58	2:68		
	2-Feb	16-Feb	23-Feb	
S	1:51	0:96	0:07	3:25
A	8:38	3:30	6:00	0:71
T	14:48	12:12	12:24	3:44
	20:41	18:33	18:31	0:77
	3-Feb	17-Feb	24-Feb	
S	2:30	0:88	0:52	3:11
U	9:13	3:37	6:48	0:99
N	15:24	0:99	13:08	3:13
	21:19	2:82	19:11	0:96

Boonaroo & Tuan Tides - 2019

	4-Mar	11-Mar	18-Mar	25-Mar
M	2:23	6:08	1:07	0:56
O	8:37	12:00	7:21	2:46
N	15:08	0:66	18:37	0:73
	20:46	2:00	19:49	2:10
	5-Mar	12-Mar	19-Mar	26-Mar
T	2:57	0:61	2:03	2:02
U	9:09	2:31	6:51	0:86
E	15:39	0:62	12:38	1:89
S	21:18	2:06	19:15	0:80
	6-Mar	13-Mar	20-Mar	27-Mar
W	3:28	0:57	1:29	1:98
E	9:38	2:32	7:45	0:95
D	16:09	0:60	13:28	1:77
S	21:49	2:09	20:07	0:86
	7-Mar	14-Mar	21-Mar	28-Mar
T	3:58	0:56	2:34	1:96
H	10:05	2:30	9:01	1:01
U	16:37	0:59	14:43	1:67
R	22:20	2:12	21:20	0:89
	8-Mar	15-Mar	22-Mar	29-Mar
F	6:35	2:01	4:28	0:56
R	13:12	0:91	10:33	2:26
I	18:41	1:73	17:05	0:61
	22:51	2:12	22:48	0:84
	9-Mar	16-Mar	23-Mar	30-Mar
S	0:54	0:85	4:59	0:61
A	7:23	2:12	11:00	2:19
T	13:57	0:80	17:34	0:63
	19:31	1:83	23:24	2:11
	3-Mar	10-Mar	17-Mar	24-Mar
S	1:44	0:75	5:32	0:67
U	8:03	2:21	11:28	2:11
N	14:35	0:72	18:04	0:68
	20:11	1:92	23:59	2:08
				1:94
				1:94
				0:71
				5:51
				0:53
				2:21
				11:42
				2:21
				6:49
				2:03
				18:01
				0:53
				13:26
				0:80
				19:07
				1:82

BOONLYE Tides - 2019

	4-Mar	11-Mar	18-Mar	25-Mar
M	2:15	0:97	0:13	3:02
O	8:51	3:30	6:00	1:10
N	15:00	0:96	12:14	2:91
	21:00	2:90	18:29	1:06
	5-Mar	12-Mar	19-Mar	26-Mar
T	2:49	0:88	0:53	2:95
U	9:23	3:36	6:43	1:24
E	15:31	0:90	12:52	2:75
S	21:32	2:99	19:07	1:16
	6-Mar	13-Mar	20-Mar	27-Mar
W	3:20	0:83	1:43	2:88
E	9:52	3:37	7:37	1:38
D	16:01	0:87	13:42	2:57
S	22:03	3:04	19:59	1:24
	7-Mar	14-Mar	21-Mar	28-Mar
T	3:50	0:81	2:48	2:84
H	10:19	3:35	8:53	1:47
U	16:29	0:86	14:57	2:43
R	22:34	3:07	21:12	1:29
	8-Mar	15-Mar	22-Mar	29-Mar
F	6:49	2:92	4:20	0:82
R	13:04	1:32	10:47	3:28
I	18:55	2:51	16:57	0:88
	23:05	3:07	22:40	1:22
	9-Mar	16-Mar	23-Mar	30-Mar
S	0:46	1:23	4:51	0:88
A	7:37	3:08	11:14	3:18
T	13:49	1:17	17:26	0:92
	19:45	2:66	23:38	3:06
	3-Mar	10-Mar	17-Mar	24-Mar
S	1:36	1:09	5:24	0:97
U	8:17	3:22	11:42	3:06
N	14:27	1:05	17:56	0:98
	20:25	2:79		
				2:81
				19:09
				2:81
				17:53
				0:76
				13:18
				1:16
				19:21
				2:64

Boonaroo & Tuan Tides - 2019

	1-Apr	8-Apr	15-Apr	22-Apr	29-Apr			
M	1:17	0:83	5:18	0:65	2:28	5:35	0:59	1:94
O	7:30	2:12	11:04	2:03	12:43	0:61	11:15	2:03
N	14:02	0:71	17:30	0:59	18:39	1:98	17:26	0:53
	19:45	1:94	23:37	2:21		23:45	2:27	
T								
U	1:57	0:74	5:56	0:72	2:49	0:59	6:20	0:74
E	8:05	2:19	11:38	1:92	6:55	2:41	11:56	1:85
S	14:35	0:63	18:04	0:66	13:35	0:47	17:59	0:66
	20:20	2:03			19:32	2:15		19:11
W								
E	2:33	0:66	0:18	2:16	1:45	0:47	0:27	2:13
D	8:37	2:23	6:41	0:80	7:45	2:48	7:08	0:86
S	15:06	0:58	12:19	1:80	14:20	0:37	12:39	1:69
	20:51	2:12	18:45	0:74	20:18	2:30	18:35	0:80
T								
H	3:05	0:61	1:08	2:09	2:35	0:38	1:14	2:00
U	9:06	2:24	7:37	0:89	8:31	2:50	8:05	0:97
R	15:35	0:54	13:15	1:69	15:01	0:31	13:33	1:57
I	21:23	2:18	19:39	0:83	21:02	2:41	19:22	0:92
F								
R	3:37	0:58	2:13	2:05	3:22	0:35	2:13	1:89
I	9:35	2:22	8:52	0:93	9:14	2:45	9:22	1:01
	16:03	0:53	14:35	1:62	15:39	0:29	14:45	1:51
	21:55	2:22	20:56	0:88	21:44	2:45	20:29	1:03
S								
A	4:09	0:58	3:33	2:06	4:07	0:38	3:33	1:85
T	10:03	2:18	10:24	0:89	9:55	2:35	10:49	0:98
	16:31	0:53	16:13	1:66	16:16	0:33	16:19	1:54
	22:27	2:24	22:26	0:85	22:25	2:45	22:01	1:05
S								
U	4:43	0:60	4:52	2:15	4:51	0:47	4:57	1:87
N	10:33	2:12	11:41	0:76	10:35	2:20	11:53	0:89
	17:00	0:55	17:37	1:79	16:52	0:41	17:38	1:65
	23:00	2:24	23:44	0:73	23:05	2:38	23:32	1:00

BOONLYE Tides - 2019

	1-Apr	8-Apr	15-Apr	22-Apr	29-Apr			
M	1:09	1:21	5:10	0:95	6:12	3:31	5:27	0:86
O	7:44	3:08	11:18	2:94	12:35	0:88	11:29	2:94
N	13:54	1:02	17:22	0:86	18:53	2:88	17:18	0:76
	19:59	2:81	23:51	3:22		23:59	3:29	
T								
U	1:49	1:07	5:48	1:05	0:41	0:85	6:12	1:07
E	8:19	3:18	11:52	2:79	7:09	3:50	12:10	2:68
S	14:27	0:92	17:56	0:96	13:27	0:69	17:51	0:96
	20:34	2:95			19:46	3:13		19:25
W								
E	2:25	0:96	0:32	3:14	1:37	0:68	0:41	3:10
D	8:51	3:24	6:33	1:17	7:59	3:61	7:00	1:25
S	14:58	0:84	12:33	2:62	14:12	0:53	12:53	2:45
	21:05	3:07	18:37	1:08	20:32	3:35	18:27	1:16
T								
H	3:49	0:88	1:22	3:04	2:27	0:56	1:28	2:91
U	9:20	3:25	7:29	1:29	8:45	3:63	7:57	1:41
R	15:27	0:78	13:29	2:45	14:53	0:45	13:47	2:28
I	21:37	3:17	19:31	1:21	21:16	3:50	19:14	1:34
F								
R	3:29	0:84	2:27	2:98	3:14	0:51	2:27	2:75
I	9:49	3:23	8:44	1:35	9:28	3:56	9:14	1:47
	15:55	0:76	14:49	2:35	15:31	0:43	14:59	2:19
	22:09	3:23	20:48	1:28	21:58	3:56	20:21	1:49
S								
A	4:01	0:84	3:47	3:00	3:59	0:56	3:47	2:68
T	10:17	3:17	10:16	1:29	10:09	3:41	10:41	1:42
	16:23	0:76	16:27	2:41	16:08	0:48	16:33	2:23
	22:41	3:26	22:18	1:23	22:39	3:55	21:53	1:53
S								
U	4:35	0:87	5:06	3:13	4:43	0:69	5:11	2:71
N	10:47	3:07	11:33	1:10	10:49	3:19	11:45	1:29
	16:52	0:80	17:51	2:61	16:44	0:60	17:52	2:40
	23:14	3:26	23:36	1:06	23:19	3:46	23:24	1:45



Regular Membership

QF21 Coast Guard Sandy Strait

“Join the Team”

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

QF21's Marine Rescue Services: Each year, Coast Guard Sandy Straits volunteers respond to numerous calls for assistance at sea. These calls include EPIRB and Mayday activations, search and rescue operations, medical evacuations, assisting sinking and grounded vessels and towing disabled vessels. Often the assistance required is advice on tide times and heights for the tricky passage through Sheridan Flats.

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

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

Rescue Boat Crew: This is the “coal face” of our operations. If you've ever had to call for assistance, these are the people you're glad to see. Rescue boat operations include deck hand duties, radio operations, navigation, helmsman duties and Search and Rescue operations. In the floods experienced in Fraser Coast region in early 2013, our Maryborough resident crews were on standby for flood operations supporting the State Emergency Service flood boats.

Like all activities requiring training, you start at the bottom as a trainee and progress through the ratings starting as a Competent Crew. From this point, with commitment and ongoing training, you can achieve coxswain rating, skippering rescue vessels. Whatever the rating, our volunteers train continuously to obtain and maintain a high standard of competency, both on and off the water, day and night, in all areas of operation.

Radio Communications: This is the most important facet of Coast Guard operations. Without communications everything else becomes extremely difficult. We operate 7 days a week, 365 days a year. A team of volunteer base radio operators maintain a “listening watch” on marine radio frequencies from 0700 to 1800 daily. After 1800, the base phone is diverted to the duty skipper, who has the local knowledge and experience to manage 99% of eventualities and knows who to call for the other 1%. If a vessel requires assistance, the radio operators or the duty skipper are usually the first point of contact. Radio coverage extends to VHF, 27 MHz and phone.

Fundraising Activities: This is the “lifeblood” of our operation for, without funds, we could not continue to provide our rescue service to local boaties. We receive very little government funding - only \$20,000 per year. The rest of our operating budget is earned through fundraising and donations, so the Fundraising Team is a vitally important part of our operations. Fundraising activities include the Saturday evening Goose Club at Maryborough RSL, our annual fishing competition, escorting the Spirit of Hervey Bay on the Hervey Bay Boat Club cruises to Maryborough via the Mary River and annual events like the Pub Fest.

Administration: These people are the “backbone” of our team, for without their leadership, guidance and support, the rest of the organisation would find it difficult to operate. Administration roles include general administration, operations, financial management, training, data entry, stores and provisioning, repairs and maintenance, Workplace Health and Safety, media relations and flotilla publications.

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

Coast Guard - Join the Team: Are you looking for a new challenge? Would you like to help your community? Would you like to learn new skills? Do you have spare time? If the answer is YES, Coast Guard Sandy Straits needs YOU!

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



QF21 Coast Guard Sandy Strait

MARINE ASSIST

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

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

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

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

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

We look forward to your valued membership. Please contact the Base on 4129 8141 for more information.

We need your support today you may need ours tomorrow

COAST GUARD MEMBERSHIP - REGULAR AND MARINE ASSIST

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

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

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

We look forward to welcoming new Marine Assist and Regular members to QF21 and hope it will be the start of a long and mutually satisfying association with a fully volunteer organisation providing a vital service supporting the boating public using our local waterways.

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



To apply for Regular or Marine Assist of Coast Guard Sandy Strait, complete the enquiry form below and drop it in to the base at 126 Eckert Road, Boonooroo (Opposite the Bowls Club).

Name: _____

Address: _____

_____ P/Code: _____

Telephone: _____

Email: _____

Please send me an Application Form for:

REGULAR
(Operational)

MARINE ASSIST
(Non-Operational)

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 (Acting): John Macfarlane - 0419 687 106
Deputy Commander (Acting): Dieter Voss - 0412 094 004
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

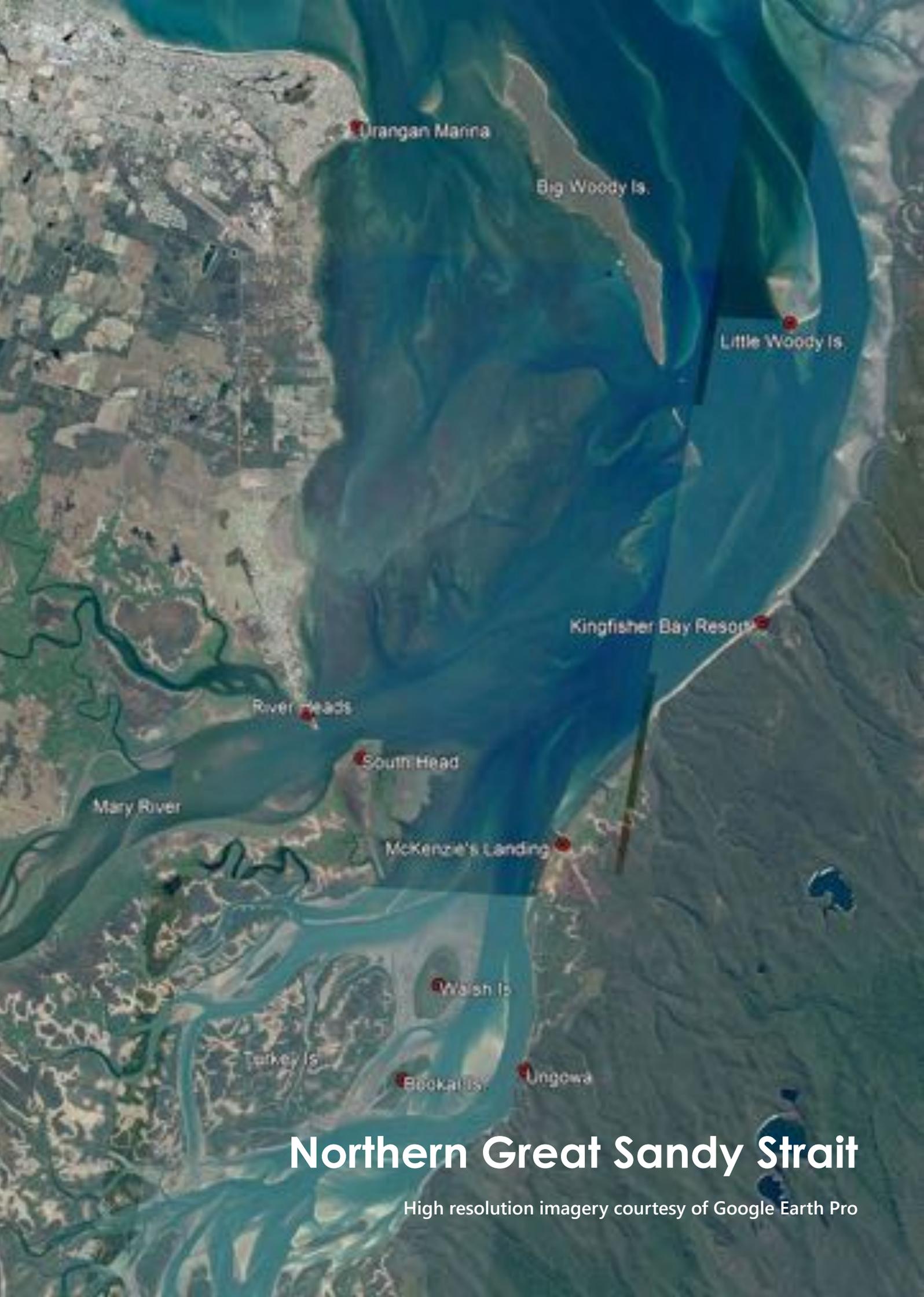
QF6 MOOLOOLABA

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

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 Bribe Island & 40nm to seaward



Northern Great Sandy Strait

High resolution imagery courtesy of Google Earth Pro



**QF21 Coast Guard Sandy Strait
REMEMBER!**

**Log On BEFORE You Leave
Log Off When You Return**

VHF 80 or 82 or Phone 4129 8141