

Winter 2019

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



IN THIS ISSUE ...

QF6 News | Community News | Desperate Search
Outrigger Racing | Runaway Boat | 3 Assists for Gold Sunday
International Rescue | Propellers | Caribbean Sailing

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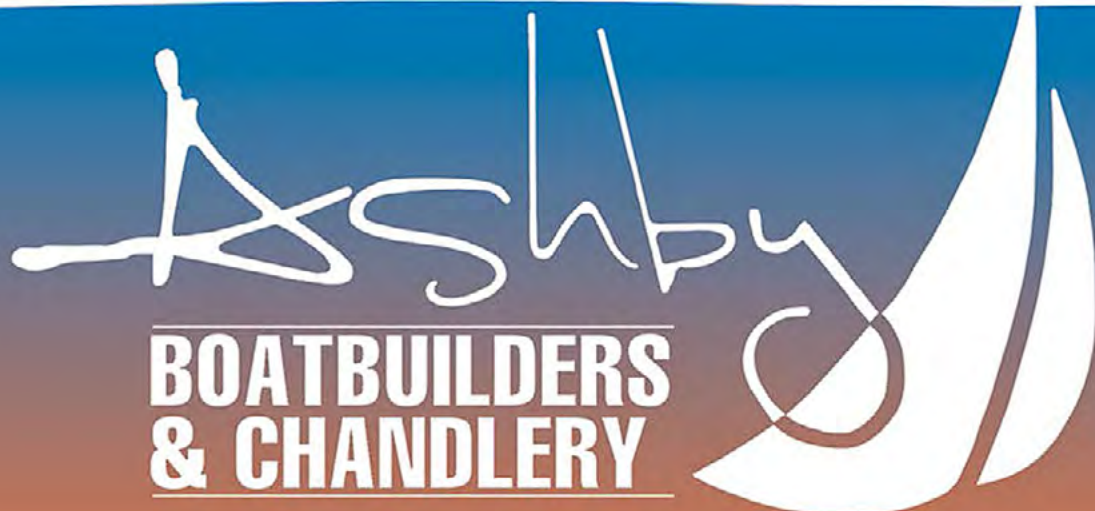
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PUBLISHING INFORMATION

Rescue Mooloolaba is published quarterly by QF6 Coast Guard Mooloolaba.

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Rescue Mooloolaba is available via download. Visit the flotilla's page on the Coast Guard website at www.coastguard.com.au/news/.

For advertising enquiries, please contact the Editor.

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FROM THE EDITOR

with **Ian Hunt** - Editor

Welcome to the Winter edition of the *Rescue* magazine. You will notice some changes to this edition, most obviously that it is no longer the *Rescue Sunshine Coast Squadron* magazine, but just the *Coast Guard Mooloolaba QF6* magazine.

In the Autumn edition, possible publishing changes were advised and these unfortunately have come to fruition, with no other Flotilla apart from QF6 wishing to continue supporting a Squadron magazine. So, after 6 years of contributing to the Squadron magazine, QF6 will go it alone and publish the *Rescue Mooloolaba* magazine, similar to what we had as *The Compass* magazine before *Rescue* came into being.

After 5 years of being the Flotilla editor of the Squadron *Rescue* magazine, this edition is my first and last as editor of the QF6 *Rescue* magazine, with Richard Choroszewski taking over the reins into the future. I am giving up this role as I was elected at the June Flotilla Meeting to be the next QF6 Commander from 1 July. While I was the Flotilla editor when I was previously the Commander, the workload of doing both jobs, as well as being a boat crew skipper is just a bit too much. I wish Richard all the best in his new role and of course I will still be here to help and assist, as required.

The QF6 Executive took the decision to publish our own QF6 *Rescue* magazine to provide continued support to our advertisers, as well as providing an on-going source of marine information and to let our avid readers know what QF6 has been up to over the past three months. We distribute about 500 copies to various agencies and outlets around our area and we appreciate those businesses who make the *Rescue* magazine available to their customers. We'll also have a link to an on-line colour version as well.

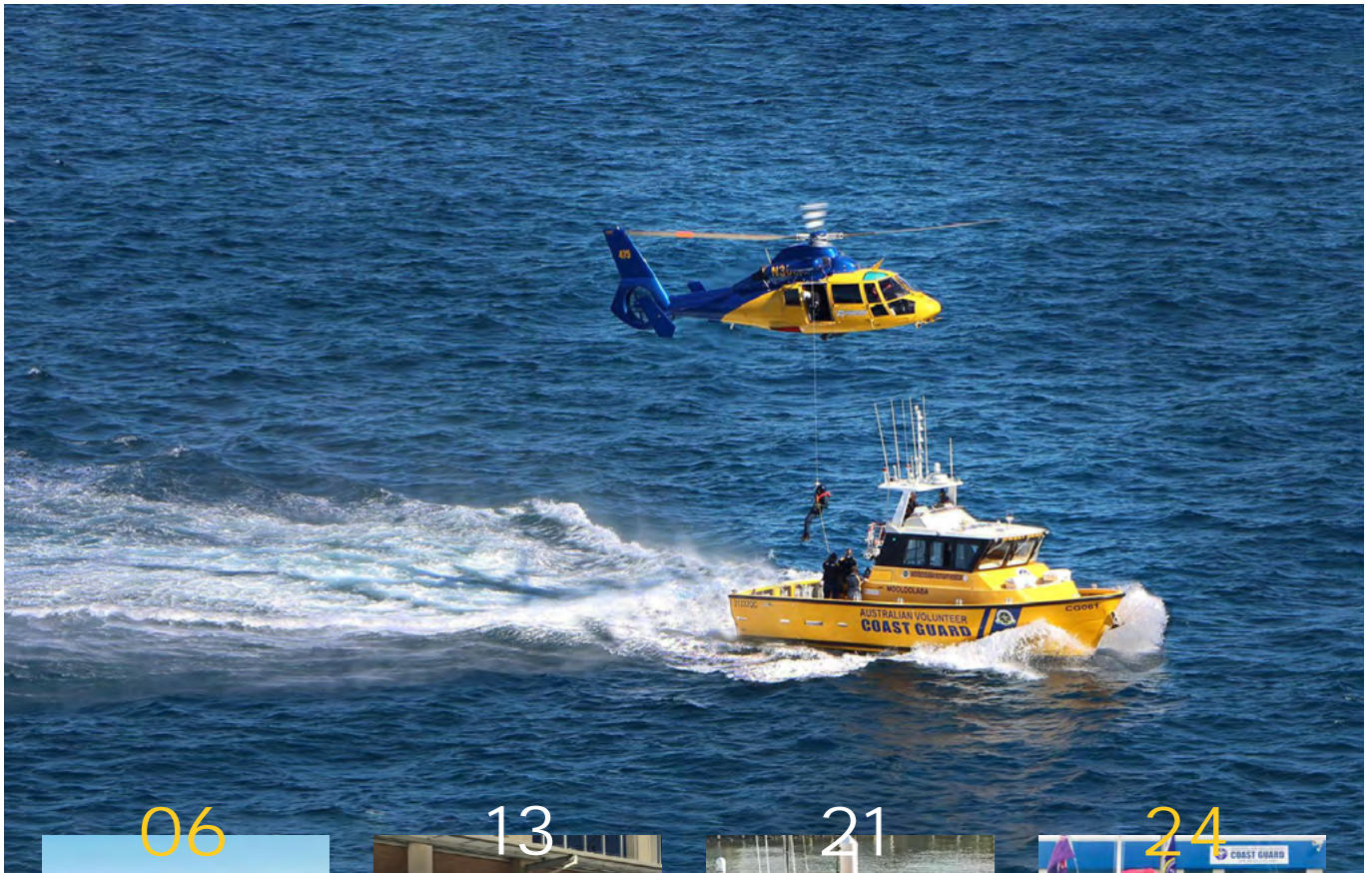
Talking about articles in the magazine, we appreciate any feedback or stories and photos from boaties we assist, so if you want to tell the story from your point of view, or if you have a good "boatie" story, please send it to QF6 for us to look at and maybe include in the magazine.

There are some very interesting stories again in this issue, including one about a major SAR in the Solomon Islands, which is very topical following the recent SAR we had locally when a boat sank and three people were eventually found and saved. Our SAR story is also in this issue, one of three we have been involved with over the past three months.

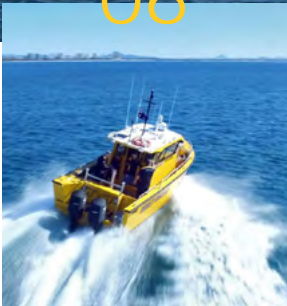
I hope you enjoy the read and that you support the businesses that support us through their advertising. I'm confident we will be able to keep the magazine going into the future.

CONTENTS

WINTER 2019 | ISSUE 1



06



13



21



24



06 QF6 REPORTS

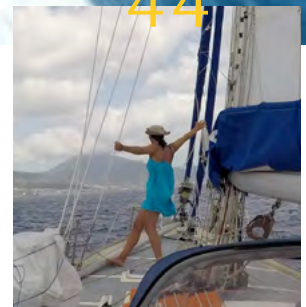
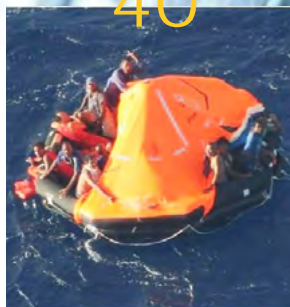
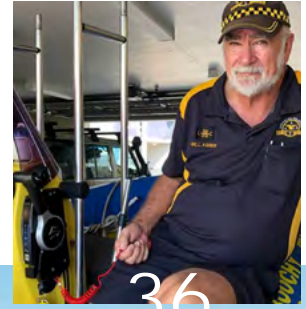
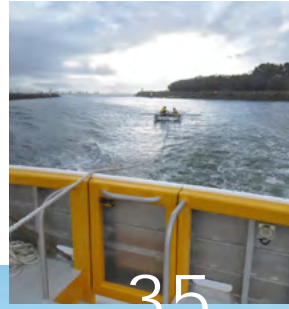
- Commander's Call
- From the DFC
- Operations Report

13 QF6 MEMBERS' NEWS

- Flotilla Elections
- ANZAC Day
- 3 Birthday Boys
- Peter Wollerman
- Training the Coast Guard Way
- Tales from the RLO

21 COMMUNITY NEWS

- Kawana Cubs visit QF6
- WIN Sponsors QF6
- QF6 Raffle Results
- ABC Radio visits Mudjimba Island
- Patron Visits QF6
- Run Ferris Run
- Outrigger Rescues
- Outrigger World Championships



28 ASSIST STORIES

- Desperate Search
- Australian Outrigger Races
- What Were They Thinking?
- 3 Assists for Gold Sunday Crew
- Runaway Boat
- The Target Who Helped Save Himself

40 INTERNATIONAL RESCUE - SOLOMON ISLANDS

43 MAINTENANCE - PROPELLERS

44 SAILING IN THE CARIBBEAN

47 MOOLOOLABA TIDES

48 MEMBERSHIP & SUPPORTER SUBSCRIPTIONS

50 FLOTILLA CONTACTS



COMMANDER'S CALL

with **Bill Asher** - *Commander*

This is my last column as the Commander of QF6. Ian Hunt will resume the position on the 1st of July after a two year "holiday". Thanks to my Deputy, Steve Bellamy, who will also be standing down at the end of June, and to all the Flotilla Officers and members who have supported us over the last two and a bit years.

This is also the first issue of a QF6 only magazine, as detailed further by our Editor, as the rest of the Sunshine Coast Squadron Flotillas found providing a sub-Editor and supplying articles and information too hard.

The Flotilla has had an extremely busy time over the last three months with the number of callouts to Assists increasing by over 20%, together with Police-activated search and rescues and the number of community marine events. Letters of commendation from the Officer in Charge of the Mooloolaba Water Police and Buck Rogers of the Mooloolaba Outriggers attest to the professionalism and capabilities of our volunteers in Marine Rescue.

The Flotilla has had a steady growth in Volunteers over past 12 months with over 100 attending recruit nights and 42 members joining up. Unfortunately, only five wanted to do Radio Duty, which is one of our major functions, being the only Coast Guard Flotilla on the Queensland coast to have a manned radio 24/7 365 days a year. So we are on the lookout for people to join us as radio operators willing to do at least one 6 hour radio shift a week. Please contact us on 5444 3222 for further information if you are interested.

I recently started doing a weekly boating conditions report for WIN News, which is broadcast every Friday at the end of WIN News. I have also continued our weekly Friday boating safety report at 1630 on FM 104.9 and I'm sure Ian will continue with these from July. Following the success of the weekly reports for WIN, QF6 has signed a sponsorship arrangement with the WIN Network for 12 months, which is covered in more detail in this magazine. Our Facebook page continues to gather strength and the videos posted by our new magazine editor, Richard, are getting many positive comments, so have a look.

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FROM THE DFC

with **Steve Bellamy** - *Deputy Commander*

Winter is now with us on the Sunshine Coast, if you can call it that, and the influx of boaties from the South is steadily increasing. We have seen an increase in callouts with three significant events in the last four weeks, so please be very careful out on the water.

My term as Deputy Commander is almost up and the last two years have been a mix of good, great and occasional not so great times. I will remember the achievements over the term which include commencing regular patrols on the Maroochy River, assisting over 300 different vessels, and growing our number of volunteers who turn up whenever called to help.

It's the spirit of the volunteers that makes the operations a success and it's this reason that I put my name forward to be part of the Queensland Fire and Emergency Services (QFES) Commissioner's Blue Water Review Working Group. The Working Group has been tasked with designing a new system for marine rescue in Queensland.

The working group was formed in February and has been set the targets of designing a high-level structure by June and then an implementation plan by November. To ensure that as many volunteers as possible get to hear what's going on, we have held consultation meetings in Southport, Redcliffe, Townsville and Gladstone with more locations to follow.

At a recent stakeholder meeting, the question was asked as to why change was needed and one of the members of the Working Group summed it up extremely well: "Whilst we may have a good system now, if we can make it better for our children and their children, then we can be proud that we have passed on something better than we got it."

If you would like to keep track of how things are going, all the communiques are on the QFES web site: <https://www.qfes.qld.gov.au/Pages/Review-VMR.aspx>

In closing, I would like to thank all the other Executive members and volunteers from Mooloolaba Coast Guard for their support over my term, and I am certain that the incoming Executive will lead us to even better times.



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with **Lee Campbell** - *Operations Manager*

Coastal Bar Crossings: Checklist for Crossing Coastal Bars

Before you cross a bar, use your marine radio to log on and off (once you have safely crossed) with a volunteer marine rescue group. You also need to check:

- the tides and weather updates (for both crossings in and out)
- the steering, bilge, hatches and drains
- lifesaving equipment is ready for an emergency
- all crew/passengers are wearing lifejackets and know where other safety equipment is located
- the decks and secure all lines and movable items
- your boat is in trim and test the engines and controls
- for a position marker or leads so you can find the entrance on your return trip.



Bars form at the entrance to rivers and inshore waterways because of sand drifting along the coast. Queensland has many dangerous coastal bars. They are often the only way boats can access or reach shelter from open waters.

Conditions on a bar can change quickly and without warning, even on a good day. Don't risk crossing a bar if the weather looks bad or is forecast to deteriorate. Local knowledge, experience and the right kind of boat are critical when trying to cross a bar.

Conditions offshore can be ideal for boating, but the conditions on the bar can be dangerous. Never underestimate a coastal bar, as weather conditions can change quickly without warning. Do not try to cross a bar if the weather looks bad or in heavy swells, strong wind, or on a run-out tide when wave conditions are usually the most dangerous.

It's compulsory for everyone to wear a lifejacket while crossing designated coastal bars in open boats under 4.8m. Designated coastal bars include:

- | | |
|---------------------|-------------------------|
| • Currumbin Bar | • Maroochy Bar |
| • Tallebudgera Bar | • Noosa Bar |
| • Jumpinpin Bar | • Gold Coast Seaway Bar |
| • South Passage Bar | • Round Hill Creek Bar |
| • Caloundra Bar | • Wide Bay Bar |
| • Mooloolah Bar | |

Before Crossing a Bar

All bars are different. Local knowledge, experience and the right kind of boat are critical when trying to cross a bar. Only experienced boaters should try to cross a coastal bar and, even then, you should be very careful. You need to learn about each bar by asking local boaters, volunteer marine rescue groups or the local marine authorities who cross it regularly for advice. Make sure you ask about any leads or beacons

that may help you navigate over the bar. Become familiar with a bar by crossing it with an experienced boater before trying to do it by yourself. Make sure the boat is seaworthy, suitable and can handle impacts from waves.

Going Out

Slow displacement boats and high-speed planning boats may handle crossing a bar differently. The boat must match the energy of each incoming wave by maintaining a speed that will lift the bow over the wave and reduce the chance of the wave breaking over the bow into the boat. Do not hit waves at high speed but take them as close to head-on as possible. Be prepared to take a wave head-on and take water over the bow if there is no other way. When crossing a bar, you should:

- cross on an incoming tide when possible
- look for lulls and choose the line of least wave activity and avoid breaking waves (the calmest water)
- look for the deepest water to avoid grounding
- keep your boat head-on to approaching waves. Do not let your boat turn side on to approaching waves
- head up into the waves and accelerate where possible, but avoid getting airborne
- head for the lowest part of the wave and continue until clear.

Coming In

When coming in, high-speed boats (capable of at least 18 knots) should travel at the same speed as the waves. Slow displacement boats may have to come in very slowly to avoid surfing and getting caught side-on to a wave. The aim is to travel in on the back of a wave and stay ahead of waves that break behind the boat. Watch for patterns and deeper areas. When returning over a bar you should:

- look for lulls and choose the line of least wave activity
- look for the deepest water to avoid grounding
- increase power to maintain speed within the set of waves when approaching from the sea
- position the boat on the back of the wave – do not surf down the face of the wave
- adjust the boat's speed to match the speed of the waves, but do not try to overtake the waves.

In bad conditions, it can be safer to stand off in deeper water, or find another shelter, instead of re-crossing the bar.

Safety Tips

It is recommended everyone always wears a lifejacket while crossing a bar. Your boat can capsize quickly, and it is almost impossible to put on a lifejacket in choppy waters.

Assess the wave patterns and choose your route carefully, avoiding high standing waves. Once you have started, keep going – trying to turn around in front of an incoming wave can be dangerous.

Never underestimate a coastal bar. Even small waves can capsize, swamp, or sink a boat. If you are unsure or inexperienced, don't go out and risk lives. Wait until conditions are good for you to cross safely.

Source: MSQ Last updated 06 June 2018



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

March 2019

Received 19 calls for assistance, involving 1 Search & Rescue activation; assisted 32 people on board vessels and saved \$734,500.00 of community boating assets:

- A 12m yacht with engine issues in rough sea conditions requested assistance to be towed into

Mooloolaba at low tide.

- A 5m vessel with electrical issues and unsure of its position off Pt Cartwright was located by *Rotary III* (*RIII*) and towed back to the La Balsa ramp.
- Investigated the recovery of a jet ski grounded on Mudjimba Is. Insurance company advised and recovery planned for later in the day.
- A 10m yacht with electrical issues gave its position, which was off by 8nm. *Mooloolaba Rotary Rescue* (*MRR*) was able to eventually locate the vessel through Q&A of what they could see.
- 10m yacht with engine problems requested assistance to enter the harbour. *MRR* towed the vessel to the end of C finger at the Mooloolaba Marina.
- The jet ski grounded on Mudjimba Is was recovered under Insurance representative presence and towed back to the CG ramp.
- Assisted a 3m vessel from the Wharf Marina to its river mooring.
- A 6.8m vessel with engine issues requested assistance from the La Balsa ramp to the CG ramp.
- A 10.5m cruiser being towed by CG Noosa requested CG Mooloolaba to take over the tow to the vessel's destination of Mooloolaba. *MRR* met CG Noosa 18nm N of Pt Cartwright.
- A 6.05m vessel with engine issues requested assistance from 1Nm NE of Pt Cartwright. *RIII* towed the vessel back to the La Balsa ramp.
- A 6m vessel with electrical problems needed assistance from 2nm SE of Pt Cartwright. *MRR* towed the vessel back to the La Balsa ramp.
- A 6m vessel needed assistance from 3nm N of Pt Cartwright and was towed back to the CG ramp.
- A 4.5m vessel was reported by a commercial operator travelling in circles at 18 knots with no person on board. Water Police were notified and *MRR* was dispatched for the SAR task. Later report from MBA 2885 that they had pulled a male from the water. *MRR* task was now to capture the runaway vessel. Eventually the vessel was captured with minimal damage to both vessels.
- A 9.0 metre vessel positioned at the Mooloolaba Marina required repositioning to new berth as the engine would not start. *RIII* assisted and positioned it to berth C1.
- Assisted MBA 3130 with engine issues from 5nm ESE of Pt Cartwright to the La Balsa ramp.
- A runabout fishing east of Port Cartwright had engine not starting issues when wanting to head home. *MRR* went out to provide assistance and towed the vessel back to the CG boat ramp.
- A tender to a larger vessel was found drifting near to the Wharf Marina. The tender was returned to the marina and the tender's owner.
- Assisted a jet ski from 0.5nm NE of the entrance to the CG Ramp.
- An 8m sloop requested assistance after experiencing engine issues 3nm SE of Pt Cartwright. *MRR* towed the vessel to the Kawana Marina.

April 2019

Received 17 calls for assistance, involving 59 people on board vessels and saved \$3,257,000.00 of community boating assets:

- A 7.7m vessel requested assistance after experiencing engine failure 1 Nm off the harbour entrance. *RIII* responded and towed the vessel back to its berth at Lawrie's Marina.

LONG RANGE OPERATORS CERTIFICATE of PROFICIENCY COURSE



Coast Guard Mooloolaba, 65 Parkyn Parade,
conducts LROCP courses for Coast Guard Supporters and Members of the Public.
The next 3 week courses commence 9th of September and 11th November at 1900hrs.
All Boat Owners who have MF/HF & VHF Radios must have an operating license.
Unlicensed users can be prosecuted under the
Radio Communications Act.

FOR DETAILS AND COSTS TELEPHONE 5444 3222

- A jet ski with engine issues requested assistance from off Mudjimba Beach to the CG ramp.
- An 11m yacht experienced engine difficulties and gear box issues. *MRR* towed the vessel to its mooring at the Mooloolaba Marina.
- A 14m yacht reported taking on water and issues with its bilge pump. *MRR* remained on standby while vessel resolved the issues.
- An 11m yacht experienced engine issues and was towed from 11nm N of Pt Cartwright to Chippo's Fuel dock.
- A 17m commercial vessel experiencing overheating engines was towed back to the public pontoon.
- A 5.5m vessel that had just exited the river requested assistance when he experienced engine failure. *RIII* responded and towed the vessel to the CG ramp.
- Towed a 17m vessel from Upper Mooloolah River to Lawrie's Lift Out.
- Assisted a 12m yacht with engine difficulties to the Mooloolaba Mooring area.
- Rafted and moved a 7.9m vessel within Mooloolaba Marina.
- A 10m yacht with mast and engine issues requested assistance from 5nm N of Noosa. *MRR* responded and towed the vessel 27nm back to the Mooloolaba Marina.
- A Hobie cat was dismasted in large swell and wind conditions 500m N of the Eastern Break Water. *MRR* responded and towed the vessel to the CG ramp.
- *RIII* responded to a request from SLSQ to take over the tow of 2.5m jet ski rescued from large surf. The jet ski was towed to the La Balsa ramp.
- A 9m vessel experiencing engine problems requested assistance from 11nm N of Pt Cartwright. *MRR* towed the vessel to its home pontoon.
- A 5m vessel experiencing fuel issues was towed from 4nm E of Pt Cartwright to the CG ramp.
- A 7.9m yacht experiencing engine issues requested assistance to enter the harbour. *RIII* towed the vessel to the CG ramp.
- A 14m motor cruiser requested assistance to enter harbour as they believed they had lost their propeller and could not make way. The vessel was towed to the Mooloolaba Mooring area.

May 2019

Received 13 calls for assistance, involving 5 Search & Rescue activations and 1 Medical Evacuation; assisted 30 people on board vessels and saved \$567,000.00 of community boating assets:

- A 7m vessel requested assistance after experiencing engine issues and the skipper taking ill. *MRR* responded and towed the vessel 5nm back to the CG ramp.
- An outrigger canoe overturned N of OWI, *RIII* was nearby and assisted with other support vessels and took 3 persons onboard, then towed the outrigger back to the CG ramp.
- A 7.5m vessel with engine issues at the Northern end of Moreton Island requested assistance. *MRR* towed the vessel back to the La Balsa ramp.
- A 6m vessel with engine problems was assisted from 15nm E of Pt Cartwright. *MRR* towed the vessel to the La Balsa ramp.
- A 13.85m vessel with no engine power requested assistance to be placed on the Mooloolaba Marina emergency berth.

Australian Waters Qualification (AWQ) Course



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

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

The next courses are on the 25th of July and the 5th of September.

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

Unlicensed users can be prosecuted under the
Radio Communications Act.

FOR DETAILS AND COSTS TELEPHONE 5444 3222

- SAR task - Police activated - Search for male in water @ Old Woman Island (OWI).
- SAR task - Police activated - Search for male in water @ OWI.
- SAR task - Police activated - Search for male in water @ OWI.
- SAR task - Police activated - Search for male in water @ OWI.
- A 4m vessel with engine issues requested assistance from 4nm E of OWI. *MRR* broke off from the SAR task to assist.
- *MRR* rafted a derelict 9m vessel from the Mooloolaba Mooring area to Lawrie's Slipway.
- SAR Task - Police activated - Search for a male in the water N of OWI missing from a group of surf skiers heading to Noosa. He was found N of Noosa on the beach suffering exhaustion.
- A 14m vessel relocated from the Mooloolaba Mooring area to Lawrie's lift out facility.
- *MRR* assisted an outrigger paddler unconscious but breathing, providing CPR and DEFIB. QAS advised to meet at La Balsa ramp. QAS took over resuscitation, however, unfortunately the patient was declared deceased a short time later.
- *RIII* recovered the outrigger canoe from the MEDIVAC and returned it to the Organising committee of AOCRA.
- A 15m vessel experiencing loss of power requested an escort into harbour. *MRR* escorted the vessel over bar and no other assistance was needed.
- A 5.8m vessel requested assistance after experiencing electrical issues affecting the engine. *RIII* responded, however, the vessel managed to get its engines going again and *RIII* escorted the vessel into the harbour.
- A jet ski requested assistance with engine failure. *RIII* towed Jet Ski 5nm back to La Balsa ramp.
- A 6m vessel experiencing engine issues requested assistance. *MRR* towed the vessel 3nm back to the CG ramp.

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

QF6 Memorial Wall

Sure, their Ashes are Scattered at Sea (or somewhere else), but their name can live on forever, by putting a Named Plaque on the QF6 Mooloolaba Coast Guard Memorial wall. The plaques are made of brass and will be engraved and highlighted with black enamel. Plaques have the option of either 4 or 5 lines of text, to display the requested tribute.



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

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



MEMBERS' NEWS

QF6 ELECTIONS

Every two years elections are held at Coast Guard Flotillas to elect the Commander and Deputy Commander. QF6 held its election on the 5th of June, with Ian Hunt elected as the Commander and Rod Ashlin elected as the Deputy Commander. Squadron Administration Commodore, Bob Truman, presented them with their Appointment Certificates after they had read out their Oath of Office. Their appointments take effect on the 1st of July for two years. Congratulations to Ian and Rod.

Bill Asher, Commander



FAR LEFT: SADCO Bob Truman (right) appoints Commander Elect Ian Hunt.

LEFT: SADCO Bob Truman (right) appoints Deputy Commander Elect Rod Ashlin.

LIVE LIFE TO THE FULLEST

It is the way that we see things and life that determine what our lives will be like. I have had an incredible life and would not change my last 80 odd years for what the younger generations of today have. I have lived life to the fullest and extracted everything that it has to offer. Yes, the ups with the downs and the good with the bad. There is an old cliché that says "every cloud has a silver lining". What a better world it would be if we all took that as our mantra.

I started life as a newborn baby. The Silver Lining? I grew into manhood and along the way, swam against two of the world's best; fought some Australian Boxing Champions (and won); got married; had kids and worked. What a privilege to just be alive.

In 1981, I became an Ordained Minister and for the next 22 years, travelled to Africa, South Sea Islands and the U.K. where I was privileged to preach in 'The Church of The Holy Rood' in Stirling, Scotland.

I joined the Mooloolaba Coast Guard in 2004 and have been a Radio Operator and Boat Crew ever since. I was appointed Flotilla Chaplain in 2005 by Commander Ken Brennan and was in this position until 2017 when I was sworn in as the Sunshine Coast Squadron Chaplain.

What a life! I grew up without all the IT stuff, TV, travel and the opportunity to make millions of dollars. Let me say "I didn't miss any of it". My generation was happy and content. We did not have the scourge of drugs and violence of today's society. I can only repeat "what a life" and say as my father did: "I wouldn't be dead for quids" (i.e. pounds).

Live life to the fullest and may God keep you in the palm of his hand.

"True knowledge exists in knowing that you know nothing" - Socrates circa 470 BC - 399 BC

*Rev. Neville Geddes (Dip.Ch.Min.; Ba.Div.; M.Th.; Ba.Eng.(Dielsel); Cert IV Counselling.
Vice Captain, Sunshine Coast Squadron Chaplain*

ANZAC DAY 2019

QF6 again supported the Maroochy RSL's ANZAC Day March and Service at the Maroochydore Cenotaph in Cotton Tree Park. Thirty-four QF6 members formed up on a warm and sunny day to march in the parade and then joined the huge crowd for the Service. David Kuss laid a wreath on behalf of Coast Guard Mooloolaba. After the ceremonies were completed, the Maroochy RSL provided drinks and snacks for ex-servicemen and those in uniform, which was much appreciated by those of our members who accepted the invitation.

Ian Hunt, Editor



ABOVE LEFT: Forming up for the March; **LEFT:** Marching.
TOP: David Kuss laying the wreath; **CENTRE:** QF6 Members at the Service; **ABOVE:** Enjoying ANZAC Day hospitality at Maroochy RSL.



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3 x 70TH BIRTHDAYS CELEBRATED TOGETHER

With 210 years of fabulous life between them, Neville Collins, Frank Perrone and Helmut Reichart all celebrated their 70th birthdays in the past 6 months. QF6 Gold Saturday Crew were fortunate enough to be able to celebrate their awesome milestones with them.

Neville is our longest serving 70th Coast Guardian with 11 years' service; joining in 2008, he is an Operational Leading Coxswain and has been awarded - Long Service

Award - 5 years in 2014, Operational Service Award – On-Water 100 activations in 2014 and Long Service Award - 10 years in 2019. Neville spent 6 years with the RAAF as Telecommunication Technician and then with S.T.C. Data Systems in a Technical Support role. Neville did a 4-year training course as an Acupuncturist and then went into practice and later taught at the Australian College of Acupuncture in Brisbane. He has also worked as a Sales Rep. for a jewellery company. Neville's hobbies include building and sailing dinghies, where he went on to become State Champion in the 125 Class of sailing dinghy. Neville had been interested in SCUBA diving and underwater photography from a young age and this interest in photography led to many of his photos being used in diverse areas. Some images became posters for a number of Government departments and others were printed in Government publications and the Australian Geographic magazine. Neville is currently parenting 2 young boys and hasn't quite found the time to retire yet.

Frank has 6 years of service, joining in 2013 and has kept himself very busy at QF6 qualifying as an Operational Restricted Coxswain, Base Station Radio Operator and as our long-suffering Flotilla Training Officer. Frank has been awarded - Operational Service Award - Radio 500hrs in 2016, Operational Service Award - Radio 1,000hrs in 2018, Meritorious Service Award - Training in 2018 and Long Service Award - 5 Years of Service in 2018. Frank retired in 2006 after spending 28 Years working for an International Oil Company and 14 years in the RAAF as an Aeronautical Engineer. Both careers involved extensive overseas travel and appointments. Frank got his Marine Radio Licence in 2008 to gain an understanding of correct radio procedures when using his new fishing vessel. As a Coast Guard supporter, Frank logged in with the Coast Guard on each trip, but was still not comfortable making calls. His answer was to join QF6 as a radio volunteer and improve his skills. This did the trick! Then to improve his boating skills the answer was simple - enrol with the boat crew. Frank is working hard to qualify as a Coast Guard Operational Coxswain, which is a lot of ongoing work, but well worth the effort.

Helmut, being qualified as Competent Crew with 3 years of service, joined QF6 in 2016 and is an enthusiastic member currently working on his Restricted Coxswain's qualification. Helmut was a chef for the past 50 years, only interrupted for 18 months by national service. Helmut has worked and lived in Germany, Switzerland, France, England, New Zealand and Japan. He lectured in Professional Cookery in NZ for 5 years and won the Gold Medal at the 1988 Culinary Olympics in Frankfurt Germany with Team New Zealand. Married for 48 years with 2 children and 2 grandchildren he moved to the Sunshine Coast in 2001 from NZ. Helmut loves being out on the water and wanted to join Coast Guard for years, but his work hours made it impossible. After retirement and a presentation by Ian Hunt at his retirement village, Helmut now had the time, so he joined Coast Guard Mooloolaba. Now Helmut could do what he loved – boating, while giving back to the community. He enjoys the nice mix of interesting individuals on his crew and the way they all get on well.

Happy Birthday guys!



ABOVE: *The Birthday Boys blowing out the candles on their birthday cake.*

Anne Watson, Gold Saturday Crew

UNIQUE FLOTILLA MEMBER - PETER WOLLERMAN

At Coast Guard Mooloolaba we call him "Pete the Purser", but this tall man has many names. I'm sure his wife Shirley calls him something different; his 3 kids call him Dad, and the grandchildren call him Grandpa Woll! But I also know he's called Woll - (Woll the Qual maybe as he's a J.P. (Qual) as well).

Coming from NZ originally and starting his firm, Wollerman's Lawyers, he hasn't always been in law, although 40 or so years is a lot of experience in that field. No, he started off by being 'requested' by his Headmaster to leave school and went into a dairy factory where cheese became his passion. Apart from eating the curds, he went on to qualify as a Cheese Factory Manager, a milk grader, a stationary steam engine driver (apparently you need to have that ticket if you are a manager; he can tell you why if you ask him).

Powering forward, he moved from Carterton to Taranaki, then to Waikato and finally the Bay of Plenty, where he was the First Assistant Butter Maker after being in the Milk Powder Plant operation at Morrinsville in the Waikato district. He was then qualified and licenced to manage a Cheese Factory, a Milk Powder factory and a Butter Factory.

Peter was always moving up and forwards and always a manager in whatever he turned his hand to do. After contracting dermatitis on his hands, he left the dairy industry to return to Carterton where he became a Clerk in his Dad's Law office. Later he went to the University of Victoria in windy Wellington to study to become a Bachelor of Law. He worked part time in the Lands Titles Office and later, when Shirley went to work full time, he finished his Law Degree full time while caring for his kids. Funny, a 26 year old student caring for 3 kids while hitting the books. But he still succeeded anyway, and graduated with a law degree in 1977.

We know Peter is a man of many talents and his passion for motor sport landed him an interesting job in Melbourne as a Race Team Manager. So he diversified again and followed his heart, with his wife and 3 kids all obtaining jobs within three weeks of landing on Australian soil in April 1986. Think you would call the whole family go getters!

But the motor sport position soon ran out of fuel, (you should have stuck to the steam engines Pete) and he went back to what he knew, the Law. He became a salaried partner in Slater and Gordon in that firm's early days. He sat at partners' meetings with 10 others, one being Julia Gillard, later our first female Prime Minister. Not really being interested in the politics of that firm, he went solo and started his own firm in 1989 - Wollermans Lawyers, with a staff of six in Berwick, 45 kilometres East of Melbourne.

Peter was a volunteer Board Member and National Representative for Victoria for three years on the Board of CAMS (Confederation of Australia Motor Sport) until December 2000. During that time he was also a Steward for CAMS – travelling around Australia in that capacity, attending race meetings at various levels from Formula One, to Group A Touring Cars. He became the travelling Judicial Officer for the V8 Super Cars from 2005 to 2012. Peter now continues to volunteer as a Steward at local club events.

He really does follow his passions and heart – at one stage after attaining his pilot's license he owned a Piper Aztec twin engine light aircraft. For a few years he was able to fly around Australia, well



ABOVE: Racing his Number 9 Holden Monaro; **RIGHT:** Hard at work driving his Datsun rally car.

technically through Australia, (Melbourne to Darwin for example, Broome, Derby, Perth, Albany, Alice Springs, Adelaide, Brisbane, Cairns and a few times to Horn Island). As an aviation tragic, coupled with his legal expertise, he specialised in aviation law, becoming something of an expert for those in the industry. Guess he ran out of aviation gas then and sold his practice in 2010, planning to retire, but rev heads don't do that.

You can't keep a good man down and he is off to fuel his need for speed in August when there is a 24th historic sprint in Leyburn, celebrating the 70th Anniversary of the running of the Australian Grand Prix. It should be good fun for this guy who rallied Minis, had his own 2-litre Datsun racing car and lived on the edge many times. In retirement, he and Shirley have given up their Fat Boy and Soft Tail Harleys for a caravan, as a tent in winter on the Birdsville Track was rather chilly, even for a boy from New Zealand, and having had heart surgery with a double bypass, he needs to look after himself. Not that it stops him doing anything.

After selling his law practice, he spent two years travelling about the East coast of Australia in his caravan. A bout of prostate cancer meant finding a base rather than the transient caravan life, and Mooloolaba became home in November 2012. Recovering well, Pete then spent two years driving Oversize Load Pilot cars on the West Coast, and also a couple of laps of Australia lodged under the belt. Enough he thought. Time to spend time at home.

He joined Coast Guard Mooloolaba early in 2015 and continues to serve; he'd served in N.Z. in the Territorial Army as a Corporal, like our Reserves and now is an Associate Life Member of the Maroochy RSL. An Australian Citizen since 1989, who says he's been to the University of Life, but still is passionate or should I say, forthright in his philosophy of not getting caught up in the red tape, living each day to the full and getting hot under the collar with minority groups dictating to the majority. He believes whatever Government is in power, we should all row our boats in the same direction.

Oh, I didn't mention his boats or his holiday house in the Marlborough Sound on the northern end of the South Island of New Zealand that you could only get to on his 30 foot motor launch. Guess he didn't learn to water ski behind that boat, but he had a ski boat as well and all the family were accomplished water skiers.

So for us at QF6, he not only is our Purser, running a tight ship with the public money with which he is entrusted, he has obtained his qualifications as a Radio Operator and Boat Crew. He is a unique, well-qualified man who really enjoys the camaraderie of QF6 Mooloolaba, which he claims is the best Coast Guard Flotilla in the land!! And we appreciate that - and him.

Sue Clarke, QF6



TOP: Flying his Piper Aztec plane.

CENTRE: Pete the Transport Pilot.

ABOVE: On the road with the mobile holiday house.

TRAINING THE COAST GUARD WAY:

A PERSONAL VIEW, WARTS AND ALL – PART 1

Finding myself on the Sunny Coast with a passion for ocean waters and with previous experience with Surf Lifesaving, I wanted another adventure connected with the ocean. Yes, paddling my fishing kayak, stand up paddle board and swimming the Mooloolaba to Cotton Tree foreshore was a great water-based fix, but still I wondered what was out and beyond the shark nets along our Sunshine Coast foreshore.

At 60+ years and retired with no previous boating experience, I took the challenge to join Mooloolaba Coast Guard QF6 Flotilla. Firstly I had to consider if Coast Guard would satisfy my unknowns. Initial research indicated that this was not a bad place to start. The two options with immediate appeal were that of operational boat crew and base station radio volunteer positions. My first choice was to try my hand in the boat crew side of things.

My story begins with the application and being approved by the membership at the monthly meeting. In this I was successful, became a Provisional Member and progressed to completing a number of practical and theory related seamanship courses, which included Life Raft training, Man Overboard, Fire Extinguishing, Emergency Drills and theory components, just to name a few. I was successful and progressed to becoming and accepted as a trainee boat crew member.

The acquisition of the Coast Guard uniform commenced as I pieced together the bits and pieces. Ready and dressed into my Rig 1 uniform for the first monthly meeting, I arrived at 6.45pm. Looking for a familiar face, I found one of my new recruit colleagues and we located seats amongst a number of 'old salts' both male and female from either powered or sailing backgrounds, dressed proudly in their Coast Guard uniforms. During this meeting, a number of official agenda items were discussed and resolved and officials presented training certificates/fundraising/budgets/maintenance reports etc. I also found, like all such organisations, there was a share of banter and use of nicknames, with the most notable being 'Pygmy'. With the meeting closing a joke was told by member Ferdi, raffle ticket drawn and social club info regarding future functions. After the meeting socialisation of finger food, drinks and chats with different groups were had. Feeling a little insecure I found myself leaving the meeting with a bit of apprehension regarding my Coast Guard future and where I would fit in, if at all.

I was soon to find out that Mooloolaba QF6 Flotilla is able to provide the resources it needs to serve the community through regular raffle ticket and sausage sizzle events. These are essential, as additional funding with grants from sponsors, donations, Local and State governments are in themselves insufficient income to keep us afloat. The Coast Guard volunteers often joke about getting their generous 20% annual pay increase this year from zero to two zeros. Intriguing that in spite of the banter, like most volunteer organisations, there is a relatively stable group of dedicated and committed members that spend ridiculous hours over many years ensuring Coast Guard keep providing our local community with essential boating training, support, service and assistance, which in some cases is literally life-saving.

So I said to myself, "give it a go" and agreed to try it out. I was to have a Boat Crew day on the following Saturday. Morning arrived all too quickly and dressed in Rig 5 gear I arrived for my first crew day at 7a.m and was given a warm welcome. The 10-plus crew had arrived and began throwing banter around between themselves. Coffee made and the Skippers Bill and John from the Saturday White crew ran the meeting discussing a number of Coast Guard issues and training for the day. It became obvious from day 1 that I could feel very safe out there in the wide open ocean with these people. This was definitely not a keystone cops operation.

With introductions done, onto the boat I stepped. Each competent crew member knew what had to be done regarding helms/deck/checklist duties for the boats of *Mooloolaba Rotary Rescue (MRR)* and *Rotary III (RIII)*, ensuring the readiness for the crew's training day. These checklists are essential and are completed on each trip for obvious safety reasons. Due to my initial wary approach at first, this aspect became a little overwhelming for me, which I'll cover later in the article. However, I was continually reassured by everyone, particularly Kym, that all would be OK during my training. As a trainee, observations and questions were the order of the day and when invited I was given practical opportunities to get a feel for terms that I had not heard before or maybe just vaguely came across in

the past. Terms such as Bow and Stern lines, Fore and Aft springs, berthing, teardrop fenders, cleats, half hitches, clove hitches, bowlines, bargee hitch and mooring procedures and many boating terms, practices and procedures that I needed to become familiar with to become competent crew. Daunting to say the least. Kym's reassurances that eventually everything would become second nature were very necessary encouragement at that stage. Then, out onto the waters. I now needed to ensure I had my sea legs and knew I was not prone to sea sickness. Although our vessel manoeuvred by the Skippers easily, for me going out through the harbour entrance bar and crashing through two metre plus waves was something of a new experience. They told me to hold on and I now know why! The rocking and rolling on the deck was like something out of a fairground ride.

Out past the Mooloolaba harbour bar the waves continued to crash against the boat and this was an early introduction into realising that in future assists these are the kind of sea conditions I would have to experience and function competently in. Both of the rescue boats had made it out to commence crew training. Knot tying for fenders/towing and rafting, man overboard, search and rescue exercises are not as easy as I expected and require quite a bit of expertise and a lot of practise to ensure that real-life callouts and assists are carried out with the primary goal of safety of people and secondly, where conditions allow, the protection of property. It's a standing joke that as we practice with MRR towing and then rafting RIII and then reversing these roles, that our rescue boats must be regularly breaking down each Saturday and Sunday!

Lunch was completed and back out again to continue training. Understand that each crew member is at a different level of nautical experience and knowledge and the Skippers need to be on top of this, allowing each crew member to build up their skills at an appropriate pace. As a trainee, looking and learning is very important. As we radio in to base that we are about to close station for the day, the cleaning of boats, completing logs, securing the vessels and ensuring they are ready for the next crews, then locking and securing of all boats and equipment are completed before adjourning back inside the building. The day comes to an end, where the religiously observed ritual of accurate and consistent log book write ups are signed off by each Skipper. Proof of skills and emergency procedures are regularly scrutinised by Senior Flotilla Officers. Before going home, a sweep and mop of the lower floors and cleaning of the building's ground-level windows and bins is completed. Coast Guard funding is tight and we do not employ cleaners, so all crew muck in to complete these mundane tasks as a team.

With the first day finished, I left thinking it was a great day out on a boat with no real responsibilities and in 3 weeks' time I will return and get to repeat the exercise. In that first week, I failed to recognise that I was close to useless and indeed a burden to the rescue organisation until I achieved a minimum level qualification of Competent Crew. Once attained, Competent Crew are placed on an "on call roster" for the following week for any assists that are required. This is a 24/7 call out roster.

Doug Golder, White Saturday Crew

Part 2 of Doug's story will continue in the Spring edition. (QF6 Editor)



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TALES FROM THE RLO ...

The Flotilla has an operational position of Rescue Liaison Officer (RLO) that is staffed by 6 senior Leading Coxswains, who provide marine assistance to our Base Station Radio Operators and more junior skippers. The RLOs have a 6 week rotating roster, with each officer on duty for 1 week to be available to provide the Duty Radio Operator assistance with issues dealing with callouts under certain circumstances, as well as providing advice and guidance to other Flotilla skippers, as required. The Duty Radio Operator is required to advise the RLO of any Assists that are more than 10 nautical miles away and for any night Assists.

My example of such a circumstance is as follows:

The phone rings at 0130hrs on a Tuesday morning; it's not my week as duty skipper, but it is my week as the duty RLO. It's a Coast Guard Mooloolaba call and it is for the RLO. A boatie has rung with a report that his boat is sinking and he requires assistance.

I ask the Radio Operator, "Where is the boat?" The answer is, "In the Maroochy River."

"Is he still on the phone?" The Radio Operator says, "No. I said I would get you to ring him back".

I get the number and call; the man answers and I say "Good morning, its Bill from Coast Guard where is your boat?"

He answers, "At the end of the jetty at Picnic Point; it keeps filling up with water and I keep bailing it out. I have gone around it on my paddle board but can't find a leak."

I ask, "What sort of boat is it?"

"A 5metre dinghy," he says.

"Are you there now?"

"Yes," he answers.

"Taste the water in the boat."

"Why?" he asks.

"Just do it."

"OK ... its fresh water," he says,

"Of course it is; it's pouring down rain and filling the boat up. Just pull it up to the bank."

"The bank is all rocky and will damage the fibre-glass," he says.

"The tide is going out, just take it downstream a bit to near Cotton Tree where there is a sandy beach and I will ring you when the sun is up"

Bill Asher, RLO

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* McNair Ingenuity Survey 2012

COMMUNITY NEWS

KAWANA CUBS VISIT QF6

QF6 always welcomes visits from community groups to see our facilities and vessels, to hear about who we are and what we do, and to hear about boating safety. So when the Kawana Cubs leader rang to ask if their group could visit one evening, we were happy to oblige.

On the 29th of April at 1800, thirty four cubs and their leaders arrived with much excitement obvious. After I gave them a short presentation and showed a couple of videos, the group asked many questions about rescuing disabled vessels and working with helicopters.

Ably assisted by Rod Ashlin and Richard Choroszewski, the Cubs were divided into three groups for their tour of the building and safety equipment, the radio room and the vessels. On completion of the tour, the group held a welcoming ceremony to accept new cubs into the group and then thanked us for hosting their visit to QF6.

Feedback from their leader was that they had a great time and now knew more about boating safety and about what Coast Guard does.

Ian Hunt, Editor



TOP RIGHT: Preparing for the AV presentation to Kawana Cubs.

CENTRE RIGHT: Kawana Cubs check out the Radio Room.

RIGHT: Preparing to inspect the rescue vessels.

ABOVE: Skippers of the future check out Rotary III.

WIN NETWORK SUPPORTS QF6

Coast Guard Mooloolaba QF6 supports our local boating community through our Marine Assist Supporter scheme, our 24/7 radio coverage and our boating safety reports. Recently WIN News at 6pm every Friday, commenced screening a QF6 boating safety report following the surf report. Following the success of these reports, QF6 has signed a sponsorship agreement for 12 months with the WIN Network, whereby they will exclusively provide free to air advertising for QF6. As part of this sponsorship agreement, QF6 will, in part, place the WIN News logo on our building and vessels, include WIN News across our social media and support WIN News through recognition in our Rescue magazine and Flotilla Reports. The WIN Network statement regarding this sponsorship agreement is below. Thank you to the WIN Network for supporting QF6.



ABOVE: Commander Bill Asher recording the weekly WIN news boating report.

"WIN Television is very proud to be partnering with the Mooloolaba QF6 Volunteer Coast Guard. We have a corporate and social responsibility to support our local community where possible. By working together and promoting the Coast Guard to the community to increase members and supporters, we believe this will ultimately lead to helping save lives on the water. We see that the Volunteer Coast Guard has been such an important and well known part of the local boating and coastal community for so long. We are grateful to QF6 to have this opportunity to align ourselves with such an iconic community organisation."

Brendan O'Dea, Sales Manager, WIN Network

Bill Asher, Commander



QF6 RAFFLE RESULTS

The QF6 Raffle winners for the raffles drawn during the Autumn period were:

Raffle Number 2 of 2019 - Drawn: 10 April 2019

1st prize - \$500 Coles/Myer Gift Card - Ticket Number: 34968, Ms N of Reesville QLD;
2nd prize - \$300 Coles/Myer Gift Card - Ticket Number: 36036, Mr H of Regents park QLD, and
3rd prize - \$200 Coles/Myer Gift Card - Ticket Number: 34487, Mr E of Noosaville QLD.

Raffle Number 3 of 2019 - Drawn: 5 June 2019

1st prize - \$500 Coles/Myer Gift Card - Ticket Number: 36500, Mr W of Point Arkwright QLD;
2nd prize - \$300 Coles/Myer Gift Card - Ticket Number: 38344, Ms H of Beerburrum QLD, and
3rd prize - \$200 Coles/Myer Gift Card - Ticket Number: 36813, Ms K of Kallangur QLD.

Congratulations to the winners and thanks to all those who bought a ticket.

Steve Bellamy, Deputy Commander

ABC RADIO VISITS MUDJIMBA ISLAND

Over the last couple of years we have had a good connection with the local ABC Radio, particularly with Annie Gaffney. When I received a call from Kathy Sundstrom from Rob Blackmore's morning program, I was only too pleased to talk to him about Mudjimba Island and the many assists we had to perform from there.

Rob was keen to get onto the island, but I explained that as there was no jetty or beach, our vessels could not put anyone ashore, unless they were willing to swim in from about 20 metres out.

We finally agreed to take him on a sightseeing tour of the island to show him the crashing waves on the seaward side and the tumult of the opposing swells on the landward side. The fact that Rob turned up in a pirate hat and Kathy had a black eye patch gave a somewhat whimsical note to the venture.

Bill Asher, Commander



ABOVE: The ABC's Kathy Sundstrom (right) and Rob Blackmore with Commander Bill Asher aboard Rotary III on the way to Old Woman Island.

OUR PATRON VISITS QF6

In 2015, Fiona Simpson MP was appointed as our Patron and has helped us over the years in many ways. Before Fiona was appointed as our patron, she supported us as our local MP, most notably negotiating the approvals through Government for our building extension.

On the 9th of April, Fiona visited QF6 to get an update from Commander Bill Asher on the Review into Queensland Marine Rescue Services, to discuss local marine issues and to discuss further ways she could help QF6.

Ian Hunt, Editor



ABOVE: Commander Bill Asher (right) with Patron Fiona Simpson MP and Commander Elect Ian Hunt.



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RUN FERRIS RUN

WORDS MIKE MIDDLETON | QF6 Media Liaison Officer

A radio call came through from Moreton Island:
"Marine Radio Bribie ... I need to log on ... I am on a stand up paddle board heading over from Moreton Island to the bottom end of Bribie Island."

I was on Radio duty that day and this call caught my attention. I heard him get safely over to Bribie.

The next day I heard on the news feeds that there is this guy paddling from Byron Bay to Cairns. As it happens, I had berthed my own boat at the Wharf Marina and a day or so later, was going for a coffee and saw this poor guy looking dazed and heading down the ramp to a stand up Hobie Mirage paddleboard. I had a hunch ... was it him? I walked over and asked if he was headed to Cairns ... "YES" ... the rest is history.

I asked if he was OK. He was cold, wet and tired and I said "Coast Guard Mooloolaba is just up the way there. Would you like a hot shower and to dry out?" He took the offer and I sent him up to the radio room to see Charlie. He had his hot shower and I came up to chat to him. He was heading north with only a radio and camping gear; the photos say it all. I offered him a bunk on my boat to get some hard earned rest - he accepted and after a few beers I got the whole story.

He was on a mission; an interesting one. I took him back to QF6 and introduced him to the team who warmly responded and welcomed him. From that introduction, Ben Ferris became our most unusual Marine Assist Supporter. After Carol helped him get his MBA number and paperwork done, Ian Hunt explained the importance of a Navionics Chart to him so he could work out where to go from here. That was another challenge ... his Mum paid for the Navionics app and he loaded the app onto his phone and he was ready to go. Thanks to Ian talking him through how Coast Guards up the coast can help him and keep him safe along his journey.



TOP: Made it to Mooloolaba before dark.

CENTRE: Ben in the QF6 radio room with Don (left) and Charlie.

RIGHT: Our most unusual supporter.



ABOVE: Ben at the QF6 Skippers' Meeting.

TOP RIGHT: Saying goodbye to Mooloolaba.

RIGHT: Ben at school spreading the cleaner oceans message.



The next morning, I followed him out of the harbour in my Zodiac tender and took a few photos. His adventures have been amazing. He was washed up on Teewah Beach, broke the paddleboard but had it fixed with the assistance of a passing 4WD fisherman and he made it to Tin Can Bay, where Coast Guard Flotilla QF17 welcomed him. He went through the Great Sandy Straits up to Bundaberg where I met up with him and took him to a local Marine Advisory Committee meeting and to meet the team from the Great Barrier Reef Marine Park Authority (GBRMPA). The next day I drove him around local schools to visit and talk to the students. Ben is a good - actually a terrific speaker – and has inspired a lot of the young people he has presented to.

As such, the Director of Education at GBRMPA has asked him to speak at other schools along the way and they have even gone down to the beaches to watch him and welcome him. His energy is infectious and the reason for all this is for ... you guessed it ... cleaner oceans and less plastic, and inspiring the use of a new product called SEABINS. Little does he know yet that a number of marinas have taken note of his efforts and soon we will see SEABINS going in to marinas up and down the coast. I was fortunate to help Ben Ferris get to Great Keppel Island and have some R & R and bit of a break. Now he is on his way to Yeppoon to do school talks for a few days before heading to the Whitsundays and YES, WIN TV have been following him too, as have other networks. Ben is gaining media attention with the TODAY show and The PANEL as he gets closer to Cairns. It is a bit of a watch this space as he becomes the celebrity he is by achieving the World's Longest Run on Water. His Facebook page is unique and entertaining if you can take the time to follow him or even better donate to his worthy cause.

His Facebook page is #runferrisrun - <https://www.facebook.com/runferrisrun/>

The Background on Ben Ferris:

First person to run across Australia Solo unassisted.

Ran across England in two and a half days non-stop (no sleep).

Ran across Belgium in one day.

Ran Sydney to Brisbane twice.

Ran Sydney to Melbourne in gumboots in the footsteps of Cliff Young.

Ran across Indonesia pulling a big solar panel.

Numerous Ironman and triathlon competitions, including the Kona world championships in Hawaii.

Has the "Marathong" program for indigenous kids to run in thongs.

Served 7 years in the military.

SUPPORTING OUR COMMUNITY

WORDS NEVILLE COLLINS | *Gold Saturday Skipper*

Coast Guard members are known for assisting the boating community when they need help out on our waters. However, we also support many water sports groups whenever they hold large organised events. This was just such a case when the Mooloolaba Outrigger Club recently hosted their South East Coast Competition over the May Day long weekend and we were asked to provide safety cover to the participants.

Crews from the Gold Coast to Wide Bay attended and made quite a spectacle with all the boats pulled up on the beach at the Mooloolaba spit. The weather on the other hand looked less than inviting. While there was not much wind the sky was overcast with the forecast of rain. This did not deter the paddlers, as these cooler conditions are preferred to the hotter summer temperatures.

The course was from the Mooloolaba Beach around Mudjimba Island and back, a distance of nearly 9 nautical miles, but this is not long by Outrigger paddler's standard. For those training for the big Maui race in Hawaii between the islands of Maui and Molokai, the distance is 26 nautical miles, with some of these crews often training for this major international event by paddling from Mooloolaba to Noosa headland and back, which is approximately 36 nautical miles!

The hazardous part of this day's course was the rounding of the island, where swells from both sides meet and collide with each other, making for a confused sea that was challenging for crews to handle.

The first race progressed without incident. However, the second race was for the male crews. As the Mooloolaba outrigger was rounding the island they caught a wave in the danger area in an effort to gain a place. They cut it too fine and met another wave coming in the other direction. This had a disastrous effect, with the outrigger float breaking, which caused the canoe to overturn, leaving 6 paddlers in the water. Shortly after, another crew suffered a similar fate. Now there were 10 paddlers in need of help. All the safety boats were quickly on the scene to render assistance.

Thankfully the only thing hurt on the paddlers was their pride. Apart from a dunking, no one was injured. The same could not be said for their boats. Without their outrigger floats these vessels could not be paddled home. Once the canoes were righted and bailed out, two of the rubber duckies were brought in to act as temporary flotation and were now able to limp home. The crews were shared between our Coast Guard boat *Rotary III* and other rescue boats for their trip back to the beach.

Despite the mishap, the Mooloolaba paddlers were in good spirits and pleased with their performance prior to their dunking. For our Coast Guard crew members it was all part of our service with a smile. We do enjoy our work at times like these and it's a pleasure to serve our community when called upon.



FROM THE TOP: Broken outrigger; Capsized outrigger; Right way up again, but minus the float; "Rescued" float on board *Rotary III*.

WORLD OUTRIGGERS COMING TO MOOLOOLABA

WORDS EMMA HARDING | AOCRA Operations Team Manager

AOCRA (Australian Outrigger Canoe Racing Association) is hosting the 2019 International Va'a Federation World Distance Championships at Mooloolaba, Sunshine Coast, Queensland, Australia August 9th – 16th, 2019

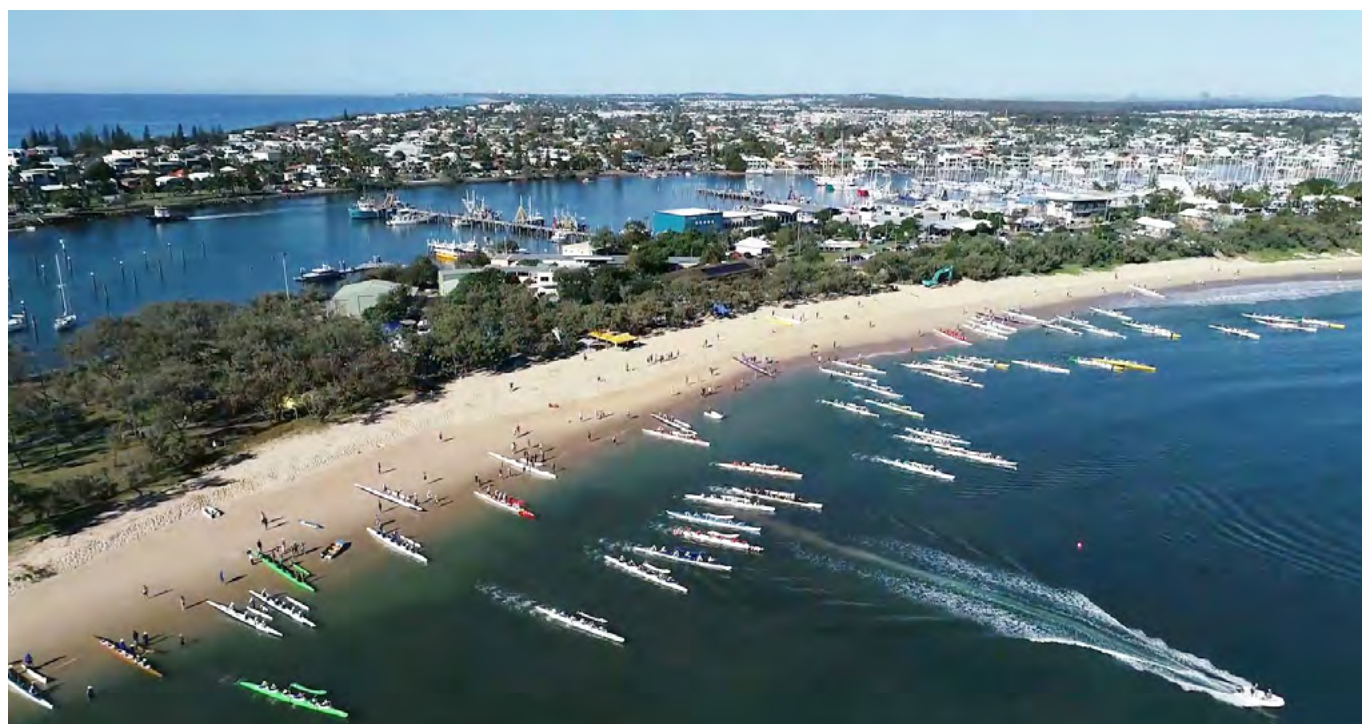
The World Distance Championships is becoming the pinnacle of the world outrigger canoe marathon racing. Held every 2 years, it is attracting the best outrigger paddlers from across the world to paddle for the titles. With the inaugural event in Tahiti in 2017, Mooloolaba now has its opportunity to showcase the Sunshine Coast to the world this August. Australia has put together its best to take on the international teams in the beautiful waters of Mooloolaba. AOCRA promises to deliver much, much more than a sporting event; it will deliver a spectacle of multicultural colour and racing energy.

The event's vibrant hub will be The Spit, Mooloolaba, with races starting and finishing at Mooloolaba's popular tourist leisure area at the end of Parkyn Parade. The proposed racecourse will allow for maximum spectator opportunities at all the local headlands and beaches. Aged 16 to 84 years, paddlers will compete in marathon distance events. Races will include a 24km marathon for V6 (6-man outrigger team) and 16km for V1 (rudderless 1-man canoes). The event will be held over nine days with an opening ceremony, cultural evening, five race days and a closing ceremony.

International Va'a Federation member countries across the world will be sending their most qualified teams to compete against the world's best in a solo and six-man canoe team marathons in age divisions as follows: U19, 14 – 19 years / Open <40 years/ Masters 40 (40 – 50 years)/ Masters 50 (50 – 60 years)/ Masters 60 (60 -70 years)/ Masters 70 (70+ years). Twenty six countries will participate, with Australia, USA, Canada, Great Britain, Italy, New Zealand, Tahiti, Singapore, Brazil, Japan, Hong Kong and Hawaii amongst the countries represented.

With the team at Volunteer Coast Guard Mooloolaba Flotilla QF6 assisting with safety on the water, we look forward to some exciting racing and championship titles being awarded to the deserving winners.

AOCRA would like to thank our destination partners Sunshine Coast Council and major ongoing sponsors Visit Sunshine Coast, Arthur J Gallagher Insurances and Tourism Events Queensland for helping to make this event possible.



ABOVE: Action from a recent outrigger event held at Mooloolaba. Photo credit: Jamie Gray

ASSIST STORIES



DESPERATE SEARCH – FANTASTIC OUTCOME

From the Boat Crew Perspective

WORDS IAN HUNT | *Blue Sunday Skipper*

I'm a QF6 Duty Skipper on the 9th of June and am enjoying my sleep until the phone rings at 0145. Sure enough it was the Duty Radio Operator at QF6 with the horrible news that there was a MAYDAY situation, with a boat sinking at Caloundra 9 mile with three people on board. Well, that gets you awake quickly and into action – request the Radio Operator to call in a crew, get dressed (no time for a shave today), into the car and off at a good pace to QF6.

On arrival, the Duty Rescue Liaison Officer (RLO), Rod Ashlin, is there with the Radio Operator, Michael Cass, who has done a terrific job on his first solo assist – what a way to start his QF6 'career'. A quick briefing by Rod on the situation. Luckily, the vessel's skipper had logged on with QF6 the afternoon before so we had his details (he is a QF6 Marine Assist Supporter), and therefore we knew what type of boat we could be looking for and its likely position. However, he had called in that he was rapidly sinking, so our worst fear was that the three would be in the water alone. It became even more serious when we found out that one of the three on board was a 7 year old boy.

With Ray Rahn on the helm and Joe Keily and Duncan Slaven as crew, we quickly completed *Mooloolaba Rotary Rescue's* Emergency Checklist and got underway at 0230 to the search area. With the waypoint set into our GPS, and the radar and Forward Looking Infra-Red (FLIR) on, we exit the harbour and see on our Multi-Function Display that the Water Police vessel *Norm Watt* is a couple of miles ahead of us. We make contact with *Norm Watt* and also see the cargo ship *Maersk Launceston* searching the area close to where we think the boat sank. Other cargo ships are anchored nearby



TOP: As the sun rose, Rotary III was in the line search with two Water Police vessels.

ABOVE: The line search displayed on the GPS.

and have been advised of the situation, but their pivotal role in the rescue lays some hours ahead.

On the way to the estimated location, we keep a good lookout with Joe watching the FLIR and radar screens, Duncan scanning around with our hand held spotlight and me on the flybridge with our Night Vision Binoculars in case those in the water had a torch to shine towards any vessel nearby. Ray was on the helm taking up a position just off *Norm Watt* as directed by them to start the expanding search pattern, with no luck after several legs.

As daylight started to break, vessels from VMR Bribie Island, Coast Guard Caloundra, Coast Guard Redcliffe, our secondary vessel *Rotary III* and two more Water Police boats joined the search. Just after sunrise, the Rescue 500 helicopter from Brisbane flew overhead and started searching. Surely with 8 vessels steaming in line 200 metres apart and the helicopter overhead, we would find the three missing persons.

With no luck on our first northerly search, the 8 boats turned to run south again at about 0730. By now the survivors (we hope) have been in the water for 6 hours. We had just commenced our run south when the anchored cargo vessel *North Sea* reports on the radio that they have sighted two people in the water near their ship. Well this started a stampede of vessels towards their position, with the helicopter obviously winning the race.

We then hear that the helicopter has picked up the 7-year-old boy and one of the Water Police boats has picked up the remaining two adults – what a relief for all the search teams and I'm sure the families of the survivors. The search vessels then are directed by *Norm Watt* to stand down and so with much relief after 6 hours of searching, we head back to Mooloolaba to be greeted by the sight of the two survivors being taken to waiting ambulances and news crews waiting for interviews about the search.

From the Radio Room Perspective

WORDS RICHARD CHOROSZEWSKI | *Base Station Radio Operator*

For me, it all kicked off with a call from RLO Rod Ashlin at 02:18am asking if I could suit up for an assist right now. I had to say no. I was due for a Base Radio shift at HQ at 0530 that morning. He told me it was unlikely that the SAR (Search and Rescue) would be completed by then. I settled back in under the warmth of the duvet, but curiosity got the better of me and I fired up my VHF and within seconds realised that I could be of help as the radio traffic was intense in terms of both volume and drama.

Fifteen minutes later, unwashed and unshaven, I arrived at HQ to find Michael Cass on Night Watch (NW) duty and Rod with Channels 16, 73 and 66 (dedicated to the SAR operation) plus phones all lit up with comms traffic. At that point, while things were being set up between Water Police, vessels (both commercial and recreational) that happened to be in the Caloundra 9 mile area, helicopter, and other VMR/Coast Guard stations, it was clear that Mooloolaba was the centre of operations for now. So my disappointment at not making boat crew was tempered by the realisation that I could help my colleagues in a critical situation.

First on the scene in the area where we believed the incident had occurred was the cargo vessel *Maersk Launceston*. Rod had several exchanges with their ship's radio operator while *Mooloolaba*



Rotary Rescue and the Water Police launch *Norm Watt* sped southward out of Mooloolaba.

The immediate priority for Rod was to try to narrow down the search area. Caloundra 9 mile and 12 mile are by no means specific focused locations, rather a reef that covers a wide area of many square miles. Rod gathered information from Coast Guard Caloundra's Deputy Commander, his own experience and other sources to establish an X marks the spot Latitude and Longitude on our C Plot electronic chart, and sent this location out to the converging vessels as the suggested start point for the search. Taking into account the anticipated set and drift over the 6 or so hours that the 3 people were in the water, his 'guesstimate' position turned out to be remarkably accurate. So much so that in the review of our operations that took place after their successful conclusion, our skippers only half joked that in the pitch blackness they encountered on their way to the scene, there was the very real danger of actually running the survivors over!

One issue that caused us difficulty was that this was the one night when our radio traffic recording system had a technical glitch and we were unable to replay the 2 transmissions from the stricken vessel. We had to rely on Michael's recollection and the initial call on Channel 16 stating "Securitee" which then went to 73 (our operational channel for non-emergency traffic) as Michael directed. It was correct for him to do so as that first contact could just have been to report floating debris, or a faulty buoy light or similar and it wasn't until the second transmission that the nature of the situation was recognised, more through the urgency in the caller's voice rather than his subsequent repeated incorrect use of the phrase 'Securitee' rather than 'MayDay' – entirely understandable under the suddenness and extremely stressful circumstances this guy found himself in – a fast sinking boat that foundered in seconds, at night with 1 other adult and 7 year old child (not wearing life jackets) asleep below. The clincher for Michael was the word 'sinking'.

After that, all further communication ended. Michael tried their mobile phone as well but immediately realised that a call had to be put through to the Water Police and our RLO. His fast action belied the fact that this was his first real assist as a solo operator. We train for these types of situations regularly, but they are (thankfully) rare and you never really know how you will react to pressure until after the fact. On this night, Michael performed brilliantly and his speedy reactions and insisting that the RLO get to HQ immediately were a vital piece of the jigsaw that saved 3 lives that night.

Talking of pieces of the jigsaw reminds me to give a mention to Debbie Holly who had been on B watch Radio the previous day. The stricken vessel's skipper had popped his head round in to our Reception mid-afternoon that day to say he was overnight parking his vehicle and trailer and it was Debbie who suggested he might want to log on with his details, which were duly recorded on our SeaWatch system. The party were QF6 Marine Assist Supporters and this one act also went a long way to contributing to the good end result, as we had access to additional information that was vital to the rescuers efforts, without which the chances of their survival would have been close to nil.

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By 0400, Water Police had all their assets in place and Rod's role diminished somewhat as they took over the handling of directing the SAR. We all were no less busy in the Radio Room though. By now, the media had got wind of the news and had started to converge on us wanting the latest situation report and interviews. Members of the public, friends and relatives were also starting to call in. We had David Kuss and Johnno Johnston coming in to help and try to obtain the original recordings of the distressed vessel's calls. In addition, Water Police asked all local marine rescue stations to broadcast an alert to all vessels in the area to keep a lookout to help in the search. The willingness of several boats in the area and those willing to divert to the area to help was heart-warming.

With a positive weather report from BOM at 0445, it was going to also be a busy day for Radio in our normal duties of maintaining the SeaWatch and logging the coming and goings of our boating community. So, in readiness for taking over from Michael, my tasks

included setting up the station's 3 flags, logging the new weather report, updating the tide and weather board, checking NTMs, emails and other routine admin duties. In addition, I set up a couple of video cameras to record the action so that we could access a record of the events and maybe have some material for future training purposes and maybe a Facebook post.

At 0530 I logged on for duty and we allowed Michael to depart for a well-earned rest. Some light was coming in from the approaching dawn, but by that time knowing that in all probability 3 people had been in the water for approaching 4 hours we all kept a brave face to the world, but were secretly thinking that another tragedy was heading our way after the recent sad deaths of a jet skier and an outrigger canoeist. This was reinforced by the discovery of floating debris in the form of floating bits and pieces, Esky and fuel tank and the Water Police's request to log the location on their GPS. At that point we noticed that the initial expanding square search had changed to a line search heading north and did not change back to a southerly heading until past the East Cardinal Marker.

At about 0730, a call came in from the anchored ship *North Sea* stating that they could see two heads in the water. The helicopter attended immediately and it only had sufficient fuel remaining to air lift the 7 year old child out of the water and race to the hospital where he was put in intensive care and an induced coma straight away. With his tiny frame he was the most likely to succumb to the effects of hypothermia as he'd been in the water for something close to 6 hours. The remaining two adults were picked up by a Water Police boat and sped back to Mooloolaba followed closely by our two supporting rescue boats *Mooloolaba Rotary Rescue* and *Rotary III*. By 0800 they were back at our pontoon ready to be whisked away by the waiting ambulances and paramedics.

Good news on the following Monday that the two men had been released from hospital and then on Tuesday we heard that the 7 year old had woken from the induced coma and was now in a stable condition. A fantastic outcome and well done to all involved.



TOP: QF6 Media Liaison Officer Mike Middleton speaks with relatives and friends of the missing boaties.

ABOVE: Mooloolaba Rotary Rescue skipper Ian Hunt and Rescue Liaison Officer Rod Ashlin talk to the media.

AUSTRALIAN OUTRIGGER RACES - MAY 2019

QF6 Provides Safety Cover

WORDS RICHARD CHOROSZEWSKI | *Blue Saturday Crew*

Blue Saturday and Sunday crew days experienced a change in their usual training routines on the weekend of the 18th and 19^h of May when over 750 Outrigger canoe paddlers from 41 clubs came to Mooloolaba to race. Teams arrived here from all over the State and even further afield. As well as being the hosts, Mooloolaba welcomed teams from Noosa, Gold Coast, Bayside, Port Hacking, Redcliffe, The Lakes, Caloundra, Outrigger Australia, Scarborough, Brisbane, Cronulla, Tweed Coast, Surfers Paradise, Fraser Coast, Burleigh Point, Polynesian Va'a Alo, Bundaberg, Rockhampton, Sunshine Coast DBOCC, Northcliffe, BRD, Northern Beaches, Coffs Harbour, Coconuts, Inland, Pacific Dragons, Port Macquarie, Club Outrigger Whitsunday, Townsville, Port Stephens, Northern Rivers, Cradle Coast, Burrum, Panamuna, Five Islands, Koa Kai, Hervey Bay, Ikaika, Te Ika Nui and Mandurah.

We were tasked with providing safety cover for the race weekend. This was an official Australian Outrigger Canoe Racing Association (AOCRA) Nationals event and for our Blue crews it was a great opportunity to rehearse the skills that will be needed when this Association hosts the World Championships meeting at Mooloolaba in August (see separate story). For some of us, one tragic incident in particular will live long in the memory.

Day 1, Saturday started with a briefing from the organisers to establish timetables for the various races, the likely courses and resources and communications provided by the Outriggers and Coast Guard Mooloolaba. For our part, we planned to use *Maroochy RSL*, our inshore 4.7m RIB to patrol close to shore and primarily cover the junior's races and activities in the morning. *Rotary III* was tasked with patrolling the area or races held further offshore and being the primary safety boat.

For the early morning start, we were joined by Deputy Commander Steve Bellamy. He was planning to put Mick Venner through his training, as Mick was due to have his assessment for Operational Restricted Coxswain (ORC) a couple of weeks later.

The weather was squally with rain showers coming through regularly. This frequently upped the wind from 10-15 knots during the lulls to 22+ knots whenever the squall passed directly through the fleet. The crew of our 13.8m Blue Water Rescue boat *Mooloolaba Rotary Rescue* had intended to conduct normal training duties, with just a watching brief on an 'if needed' basis, but the 'lumpy' conditions combined with poor visibility, waves and cross swell versus the low freeboard of the canoes provided challenges to the degree that it was best use of resources and safety to use the 'big boat' as well. Not least as an aid to visibility, as the offshore buoy turning point in particular was not clearly visible to the competing crews.

In the afternoon, the course was laid out with 2 circuits of 10kms and our crews could not help but admire the strength and tenacity of



RIGHT: The crew on Mooloolaba Rotary Rescue assist with positioning race buoys.

these competitors. One race in particular that morning was almost ruined because of a drifting race buoy and from then on, our crews took it upon themselves to take a more active role in both the planning of the course and in doubling up on the length of the buoy's tackle, in particular the offshore buoy that was anchored in 15 metres of water. The original plan to race round Pt. Cartwright to abeam of Kawana Beach and back was abandoned on our advice due to the difficulty of the conditions.

By the afternoon, our Deputy Commander departed as did *Maroochy RSL*, as the remainder of the racing activity fell to the more experienced racers wanting to operate in deeper offshore waters. At this point, shipboard discipline relaxed somewhat to the extent that we fashioned a Coast Guard takeaway by getting *Rotary III* to raid the fridge back at HQ and return with our crew's lunchboxes. Don't let on to our senior skippers (traditionalists to a fault), but this worked so well we might try to insert this into a regular part of the training regime in future! Although we might rename the drill to 'transfer of victuals' to give it a more nautical feel.

Suitably revived, both boats settled into an afternoon routine of *Rotary III* patrolling the fleet and tail-enders in particular, while *Mooloolaba Rotary Rescue* held station near the offshore buoy. On this day we witnessed a handful of capsizes, but with one exception that was towed back to shore by a patrolling Outrigger RIB, each boat was turned back up and bailed out with racing resumed. Where these crews got their energy and determination from to both compete and complete courses that saw them paddling for mile after mile for well over an hour was beyond belief.

The final race of that day fell to the seniors with a course length of twice around an 8 kilometre route, which by this time the organisers were happy for us to plan and lay down. It was a great training



TOP: Outrigger racing.

ABOVE: Assisting an overturned outrigger.

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opportunity for us in handling challenges that differed from our norms. For example, in moving and anchoring race marker buoys, race communications, and planning a canoe-friendly route taking into account set and drift, wind and waves with confused seas, cross swells and squalls passing through regularly. The requirement to plot and position the buoys with distances between gave us useful exercises in honing our navigation, anchoring and manoeuvring skills, all under the useful additional stress of having to do these tasks in a timely way so as to ensure that the event ran smoothly and without our vessels getting in the way of crews trying to race their outriggers from point to point.

At about 4pm, as we watched the last three Outriggers round the offshore buoy tailed by *Rotary III*, one and then all three vessel's crew raised and waved their paddles as a signal of there being a problem. We took about 2 minutes to come alongside, but already from the agitation of the signalling it was clear that we were dealing with a very serious situation. From about a 100 metres out we heard the dreaded words 'Heart Attack', at which one of the crew rushed down below to grab the blankets, first aid box and the defibrillator machine that *Mooloolaba Rotary Rescue* is equipped with.

In those moments, we'd already phoned the organisers and informed them of the serious nature of the incident and to call triple zero to get the emergency services to attend on shore. This communication was abruptly finished as the lengthy six man Outrigger came alongside our boat and their craft then rolled over and the whole crew dumped into the sea. It was a horrifying moment to witness the clearly limp and unconscious casualty sinking fast. The paddlers reacted quickly and ducked under to retrieve him.

We had the lifting strop and lifelines ready but by then two of our crew were on the marlin board and had grabbed the casualty, while the paddlers supported him in the water. An unconscious person is very heavy and it took a lot of strength for our two crew with the paddlers help with a 3rd crew member assisting and protecting the casualty's head, manhandling him onto the insulating blanket ready to connect the defib machine. The paddlers shouted and signalled "Go, Go, Go!", so we powered up immediately and headed back to shore at maximum speed.

While he was being connected up, cardiac compressions commenced and except for the 3-4 times that the defibrillator instructed us to stand back and shock the casualty, cardiac compressions were maintained for the entire 10 minutes it took to get back to the waiting ambulance.

Our skipper, Clive Surridge, took the decision that as time was of the essence we would not reduce speed as we entered the channel and instructed the emergency services to attend at the La Balsa pontoon. Because of the event on the spit he rightly concluded that an ambulance may get held up in the traffic if they headed for Coast Guard's pontoon at Parkyn Parade and this alternate location would save precious minutes.

Sadly, within minutes of the paramedics taking over from us their body language began to indicate to the crew that this was one battle that may be lost and in spite of a team of five or so working furiously for some 20-30 further minutes, it was decided that the man could not be revived.

The Outrigger crew were being towed back by *Rotary III* to the same pontoon, as the Police wanted to take witness statements and conduct a formal identification. Because this would have meant that they would raft up alongside our vessel and have to cross our boat with their mate on board, out of concern for them Police agreed to Clive's sensitive and tactful suggestion that it would be best that *Mooloolaba Rotary Rescue* departed the pontoon and held off mid channel until after the Outrigger crew had been landed.

It was a sombre and thoughtful crew that eventually moored up back at our home pontoon that evening.

Some of the lessons we learned or may consider worthy of further discussion:

1. Value of regular crew drills really does prove its worth in helping with clarity of thought when emergencies happen.
2. Suggest Outrigger cover boat crew and perhaps even paddlers themselves use life jackets?
3. Maybe arrange practice sessions for towing outrigger canoes and crew transfers once or twice a year with local Outrigger clubs?
4. Hone the use of the lifting strop? It is alarming how heavy an unconscious adult body is and how difficult it is to retrieve from the water even over the marlin board.
5. Expired Air Chest Inflator kit to be part of our equipment?

WHAT WERE THEY THINKING!!!

WORDS CHARLIE THURGOOD | *White Saturday Crew*

It was a White Saturday crew day with seas and swell 1.5 to 2.0 metres, with a strong SE blowing making for "boisterous conditions".

The Skipper of *Mooloolaba Rotary Rescue* set out to investigate reported changes in the depth of the Mooloolaba Entrance channel along the lead lines and at the same time provide the newer members of the crew with vital experience of safe handling in 'challenging conditions' and crossing the bar, which was exciting to say the least.

As we were leaving the river mouth, we observed a small sail boat with a crew of 2 bouncing across the waves. It was suggested that "they were cruising for a bruising" and we continued on our way into the bay.

Shortly after, we received a radio message that the sail boat (a Hobie cat) had been dismasted and a Surf Lifesaving jet ski was in attendance. We went to the scene where we found 2 very wet sailors on the boat with mast and sails laying across the hulls and over the starboard side. Time to put our training to good use.

Our vessel's tow line was passed across and the stricken craft's crew attached it to a more or less centre point, however, when towing started, it immediately became clear that the drag of the sail and mast caused the very light craft to travel at high speed first to port and then abruptly to starboard, causing the distressed vessel's crew huge concerns as they were hanging on with all their might.

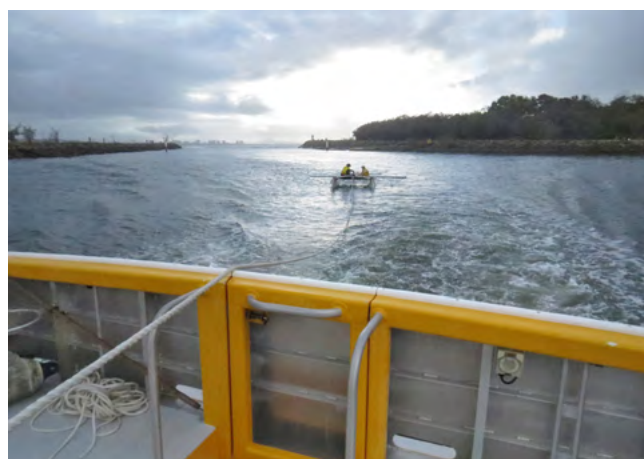
We quickly slowed down and pulled the craft in close, where it was decided to remove the sails and position the mast out of the water and across the vessel, which required the judicious use of our on board bolt cutters on the tangled rigging.

This task was completed and the tow line was now re-attached to the centre of the hulls' cross stanchion. The tow proceeded at a more orderly pace back to the Coast Guard ramp after the - by now very cold - yacht crew were advised that there was no way we would take them back to the beach!

Although the Surf Lifesaving jet ski was quickly in attendance, it wasn't capable of towing the sail boat and while it could have taken the crew back to the beach, this would have left their boat sitting low in the water as a navigation hazard virtually at the harbour's entrance.

As there were no other boats out at the same time as the Hobie's crew, who were wearing just swimmers and life jackets, they would have started to feel the effects of hypothermia quite rapidly. It was fortunate that our Coast Guard boat was in the area and available to assist these people.

Maybe these sailors should have checked the conditions, their vessel and maybe their abilities before heading out ...



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THE RUNAWAY BOAT RESCUE

WORDS IAN HUNT | *Editor*

It was a Thursday morning and the QF6 maintenance team were on the job maintaining our vessels when an urgent call came in about a fisherman falling overboard and his boat doing circles at high speed. All maintenance ceased immediately and with Rod Ashlin as the skipper, Mooloolaba Rotary Rescue headed out to try and retrieve the runaway boat from the shipping area off Mooloolaba. The following story, with contributions from QF6 was reported on the ABC website.

A 24-year-old man has vowed to always wear a life jacket after a lucky escape from a boating accident off Queensland's Sunshine Coast. The Coolumb man fell overboard from his 4.5m runabout around three kilometers off Mooloolaba on Thursday. As well as not using a life jacket he wasn't wearing a safety lanyard that, when attached between the skipper and the ignition, automatically stops the motor if the skipper gets thrown out.

Commercial fisherman Bill Gilliland said he felt sick when he came across the out-of-control boat circling at high speed. Mr. Gilliland was heading closer to shore as conditions were too rough further out when he noticed something wasn't right.

"I saw a boat in the distance going around in circles and I continued to watch it and after I saw it do about 40 circles in the same spot, I thought 'There's something wrong here'," he said. "So I went over to the boat and there was no-one in it. I called the Mooloolaba Coast Guard immediately and it felt rather sickening when you just don't know where to look. It's a horrible feeling. You don't know how many people were in it, how long it has been going around in a circle for. You have no idea where to start."

Mr. Gilliland said the driverless boat continued doing circles at high speed when he approached another boat nearby and asked for help. "They said, 'Well, it's your lucky day mate, we just picked him up'," he said. "It was my lucky day that the first boat in the distance had the bloke on board, so it was a miracle."

Mr. Gilliland said he could only speculate what had led to the incident but, with the number of sharks and rubbish around, being in the water was the last place he would want to be.

"The conditions must have been a lot rougher than he expected and obviously something went wrong and he popped over the side," he said. "He was just so lucky it's unbelievable. It's his lucky day."

Coast Guard Mooloolaba Commander Bill Asher said the rescued 24-year-old man was unhurt and "shaken, but not disturbed". He was taken back to Mooloolaba for a police interview, but declined media interviews. The man told the Coast Guard that he would wear a life jacket from now on. Mr Asher said, "With seas up to 1.5m at the time, it was pure luck that the out-of-control runabout didn't hit him. It was a lucky escape. The lucky part is that he didn't get hurt getting thrown out of the boat. If he had been knocked unconscious or something, he would have drowned. He was lucky it was a good day with lots of other boats out there, but if it was a bad day and he was on his own, three kilometers is a long way to swim back in again."

The commander said the situation was "most uncommon" but had happened before. "It was only a few years ago up in Cairns the skipper of a "mother ship" fell out of his dinghy," he said. "The dinghy was going around in circles and came around and ran over him and he drowned."

While the man was safe, the rogue boat was adjacent to a busy shipping channel where cargo boats were waiting to enter



ABOVE: "Detaining" the runaway boat.

the Port of Brisbane. It was also a threat to other fishing vessels in the area. With this in mind, the Coast Guard deployed its large rescue boat *Mooloolaba Rotary Rescue* to bring it under control.

"Water Police advised us they were going to put up a helicopter and we were tasked to go out and see what we could do," Mr. Asher said.

The Coast Guard used their vessel to reduce its speed, then were able to drop a line over the back of the boat onto the outboard motor and tie that onto our boat so we could slow it down. When they got it to a manageable speed, a crew member got on board the boat and cut the engine.

A spokesman from Maritime Safety Queensland (MSQ) said it was "strongly recommended" that skippers of all boats have a safety lanyard attached to their wrist or life jacket. This ensures the engine cuts out the instant the skipper is not next to the engine, such as in a man-overboard situation. By taking the additional simple step of clipping on your safety lanyard you can prevent a mishap becoming a serious incident.

MSQ also recommended a life jacket when boating alone or at night. According to the MSQ figures, in the 25 years to 2017, 135 recreational boaties drowned or were presumed to have drowned in Queensland waters. Only four were known to be wearing a life jacket. However, Coast Guard Commander Bill Asher said very few people actually wore life jackets – even those who could not swim. He said, "We have had to go out and rescue people who have come out of a boat or couldn't swim." He said there were legislative requirements for wearing them, but it was also common sense. "For any vessel under 4.8m the operator has to have a life jacket on for crossing a designated coastal bar. Once you cross the bar, you can take that life jacket off and just sit out there. In calm conditions, people get away with it 99 times out of 100. But when the seas are up, it's just a good idea to put them on," Commander Asher said.

Well done to Rod Ashlin and his crew and to others who assisted.



RIGHT FROM THE TOP: The main shipping channel off Mooloolaba is a dangerous place for small boats; Commander Bill Asher demonstrates the importance of small boat operators wearing a safety lanyard; Life jackets - vital items of safety equipment.

3 ASSISTS FOR GOLD SUNDAY

WORDS RICHARD CHOROSZEWSKI | *Blue Saturday Crew*

I am a self-named crew tart and can often be seen begging a ride with any skipper and crew that will tolerate me sticking a video camera into their faces. Here is my story of a chance assist that came my way ...

Early on Sunday morning Carol Hutchinson was on duty in radio room. It was a glorious morning with a forecast to match and after weeks of recent unsettled weather, the flood gates had breached and every man/woman and their dog was out boating that day when the call came in that a motor boat was unable to get their engine going and was drifting off Pt Arkwright and requiring assistance.

It was Gold Sunday crew's day of operations with Rod Ashlin as skipper in chief, but at that time in the morning the regular crew had not yet assembled at HQ. I'd agreed earlier with Rod that I'd pop by to take some drone footage and as I've often got my hand held VHF operating in the background I could hear that Carol had her hands full with radio traffic (some 80-90 vessels having gone onto the log even at that early hour). So I decided to head on down to HQ early to see if I could help in any way. Imagine her surprise when the call came in from Carol that she was struggling to get a crew together and that I'd be there in 5 minutes!

Rod had asked for two of his regular crew which included Mat Tyler, but Carol thought he'd said Taylor and so he was a little discombobulated to find that his 2 crew members of Wayne Taylor and me were not exactly what he'd asked for.

Rotary III was quickly prepared and heading north to pass seaward off Old Woman Island. Wayne took the helm and we made good speed and I got some good footage in a flat calm sea. Picking up the target vessel was pretty straightforward in that we'd got an updated Lat/Long from her skipper. The only issue was in trying to identify which boat needed help as there were so many in that immediate area. It would really be a great help to the boat crews if Radio Operators could stress that vessels requiring assists should deploy their V sheets.

As conditions were so calm we dispensed with the usual heaving line and half threw/passed the tow line with sacrificial attached. The carabiner clip was duly attached to the target vessel's towing point and the tow commenced. Having got a reasonable amount of video footage, and having recently obtained my MARK001 assessment (allowed to be helmsman on assists) I was delighted when Rod suggested I take over the helm for the return trip. Having logged a few minutes of this before we got a signal from the casualty that they'd been able to get their engine restarted and were wanting to detach. Duly released it was decided that it would be prudent to remain in attendance in case of further difficulty and we escorted the vessel back to the La Balsa pontoon. All the time the radio was buzzing with log ons and offs and by now the regular Sunday crew would be back at base looking forward to us getting back to resume normal service and get their skipper back. Events as usual disrupt best laid plans and as we approached La Balsa another request for assistance came in from a jet ski with 2 POB who also had engine failure and required a tow.



As we approached and passed the towing line over, we made sure that it was clear to the 2 POB that they should close their inlet shut off valve as we have been advised that otherwise it is possible that during towing an open inlet hose can allow water to siphon back into the jet ski's engine. Judging by the blank looks they either did not have an inlet stop valve or had no idea where or what it was. The tow back was uneventful and appreciated by the 'rescuees'.

Finally getting back to HQ, we took on the normal crew training complement and most of the rest of the day was spent in routine training tasks. To some these repeated practicing of drills, navigating, man overboard recovery, throwing heaving lines, towing and rafting and the hundred and one other things we do in training may seem boring, but recent tragic events on the Sunshine Coast have fully demonstrated that a well-drilled team has a far better chance of a successful outcome when the stress of a situation could otherwise lead to poor decision making and mistakes.

Towards the end of the day we had another call for a 3rd assist. This time a motor boat had engine trouble in the bay and the 2 POB plus a beautiful young Alsatian dog were towed back to the CG pontoon without further incident.



THE TARGET WHO HELPED SAVE HIMSELF

WORDS NEVILLE COLLINS | *Gold Saturday Skipper*

A story from the past (2012), which is still as relevant today as ever.

The day was ending much like any other Friday. "Dinner will be ready in 15 minutes," said my wife and then the phone rang. "We have a jet ski that won't start just north of Old Woman Island. Are you available for an assist?" came the dulcet tones of the QF6 radio operator. All thoughts of dinner were put on the back-burner for a while.

As the sun set behind Buderim and all opening checks were completed, we started the motors on *Rhondda Rescue* and cast off. We would probably be searching in the dark, so we came equipped with the night vision equipment. The fact that the target was small would not help the matter. We also made ready our spot lights as they would definitely be needed.

The evening was unusually balmy and while there was some swell there were no strong winds to make things uncomfortable on the night. The full moon was yet to rise so the sunset held on a little longer. We made best speed to the search area and began the task. From the flybridge we could see only one fishing vessel trolling close to Old Woman Island and nothing else. Just then we spotted what was, perhaps, a small flashing white light some distance off.

Upon investigation it was the jet ski, which was quickly taken in tow. How lucky was that, or was it? The owner had helped by calling us in good time with an accurate location. He also had safety gear in working order. His vessel lights were operational, as was his torch and mobile phone.

Mechanical malfunctions can occur to any one of us, but it was his safety equipment that helped us locate him. This could easily have had a very unpleasant ending. As it was my dinner was only somewhat spoilt. What a small price to pay.



INTERNATIONAL RESCUE

WORDS DAVID SPENCER | *Gold Saturday Crew*

I was a member of the Regional Assistance Mission Solomon Islands (RAMSI) maritime unit 2010-2012, a multinational peacekeeping force dedicated to capacity building (training) the Royal Solomon Islands Police Force (RSIPF). As Search and Rescue (SAR) Coordinator, I was responsible for SAR operations for the entire archipelago of over 1000 islands at various times. The challenges were immense, a vast area with sparse population, limited local SAR resources, uncharted coral reefs, limited communications, language barriers and cultural differences.

One of the biggest challenges facing Search and Rescue (SAR) operations is the management of resources, both human and mechanical. The decisions to deploy assets or hold them can be the toughest any SAR coordinator can make. Getting it wrong can cost lives, of both the missing persons and the searchers. Fatigue management is critical. The general rule is get as many out as soon as you can, but how do you deal with an operation that lasts days or even weeks? The loss of Trading Ship *Solfish 1* tested our abilities to the max and showed the importance of team work and training. As the SAR coordinators, we provided continual command and control 24 hours a day for four days. This required regular shift changes between coordinators, detailed hand-overs and meticulous note taking. We could not afford mistakes with so many lives at stake.

Running a maritime unit in the Solomon Islands was never boring. I had just got back from a 3-day croc hunt (it had attacked a child in a village) and my phone was running hot with calls from AUSAR (Australian Search and Rescue) about *Solfish 1*, a 500 ton, 27 meter long steel trading ship that had been on a routine run from Honiara to Lata, a distance of over 350 nautical miles.

This vessel had reported in at around 3 pm Wednesday that they were 48 miles from Lata and would be due to arrive at 9 pm. However she failed to arrive. The local Marine Rescue Authority were called and due to the scale of the operation we got involved. The remoteness of the location caused major logistical problems, it would take 28 hours to get a vessel to the area from Honiara and there were few other vessels in the vicinity. The island of Lata is actually closer to Vanuatu than Honiara. The Lata area is a bit of a "Bermuda triangle" for us. Vessels have gone missing there in the past never to be found, mostly small banana boats. For us, this was the first time a full-size ship had gone missing. The water is up to 4km deep as the Solomon trench runs right through the area.

There were no real local resources available for immediate use, so it fell on us to sort it out. Our Helicopters (Bell 412s) were on standby; unfortunately, Lata was at their maximum operational range, with no time on target to conduct a search. At best we could use it as a rescue platform, however, we had to find them first. In situations like this, AMSA (Australian Marine Safety Authority) and AUSAR step in. We requested assistance and they sent out 9 aircraft! A Dornier, a P3 Orion, as well as a QLD government Lear jet and a couple of our twin Otter and local Dash 8 aircraft.



ABOVE: The AMSA Dornier SAR aircraft.



ABOVE: A P3 Orion SAR aircraft.

We were initially told the missing ship was carrying hardware supplies, had a crew of 17 and was carrying 9 passengers. We were sceptical; in two years I have never seen a Solomon Islands trading vessel carrying only 9 passengers! Heck, most of the small banana boats carry more than that! So, in theory we were looking for 26 people. The vessel had 5 life rafts (also in theory) and carried EPIRB satellite rescue beacons. With the vessel now approaching 18-hours overdue why had we not got an EPIRB activation? With no response to radio calls, we were taking it pretty seriously.

The sea conditions were poor with the usual 15-20 knot South East trade winds and a developed swell. Not unusual and certainly something a heavy island trading ship should be able to handle. The best case scenario was that it may have simply broken down, the worst that it had sunk. With no radio contact the latter was looking likely.

The P3 Orion SAR plane from Australia was first on scene, but at night it could only do a radar search. Nothing was detected. Over the next few days, RCC Australia (Rescue Coordination Centre) arranged numerous sorties of aircraft to search the huge expanse of open ocean. Over 7,000 square nautical miles was searched. Time was rapidly passing. With RCC looking after the air search we, battled to get some surface assets into the area. Finding the missing people was only the first step; you need to be able to get them out of the water and onto land. A fixed wing aircraft can't do that.

A local trading vessel was in the area, a mere 60 nautical miles away and was instructed to assist. Under international law a ship's master MUST assist in a SAR if they are closest. The only ground for non-compliance is if it would place the vessel in jeopardy. Well, nothing goes as planned. Yes, they were going to assist. Yay! We now had a surface asset in the area that could be a rescue platform if and when the aircraft found them! What they didn't say was that they were going to complete their trading run by driving out of the search area and dropping cargo at Duff Island 170 miles away from the search area! Twenty-four hours later we found that the vessel was no longer of any use to us!

In the meantime, we were struggling to get the local police patrol vessel to get into gear and help. After the initial "heads" up that there was a problem, the vessel was still in port! When we again requested it to go, we were told it would take time to find a crew, maybe tomorrow! Pressure was applied and it finally headed off, minus some crew that failed to show. They were still over 24 hours from being in the search area.

Now over 100 hours had passed since the last contact with *Solfish 1* and things were getting bleak. The trading vessel that was supposed to help now headed back to Lata and then refused to assist, claiming the weather was too bad, which was unlikely as they had just sailed through it and it had not deteriorated. It was also a 37m vessel! The excuse then changed to fuel problems. In short, they weren't going to help.



ABOVE & RIGHT: The SAR charts.

Two other ships were coming to assist, both sister-ships owned by Solfish. Unfortunately, one was close to the area but had no fuel, the second was bringing fuel, but again was not due until much later. It later broke down and so we were back to square one. The Solfish Company was trying hard to assist; they had staff in our aircraft as spotters and were doing everything they could do to help.

Then Friday afternoon, some luck, of sorts. The Lear jet spotted some debris in the water, red plastic and plywood. We checked with the company and they confirmed that the ship had been carrying plywood. Calculating set and drift patterns we estimated the likely position of survivors. SAR work is a mixture of technical skill and luck. The AMSA Dornier aircraft had dropped a beacon that simulates the drift rate of a life raft and it uplinks to a satellite and allows real-time tracking. The data from this is used by AMSA to accurately determine a net water drift. The beacon has a self destruct and at the end of its life a small charge fires, sinking it. At \$5000 a go you don't want to waste them. If you're wondering why they are not reusable, well the \$5000 for the unit is nothing against the \$20,000 an hour for the aircraft needed to somehow get it back!

As always, these things always happen on the edge of your chart! Fortunately, the drift was back onto the centre of the chart. With the new data, the specialist aircraft was sent in. Within an hour they had sighted the rafts ... all 5!

Great news ... but a head count showed over 35 people on board. So much for the 27 on the manifest! It subsequently ended up being 49! But now what? As sunset was approaching, the nearest surface assets were still 10 hours away. A ship, *Micronesia Pride* (diverted from Vanuatu), had been requested to assist and looked like being the most help, but with an ETA after midnight we still ran the risk of losing the rafts. A continual overwatch was set up using the AMSA Dornier and the Navy P3, partly to keep track of the raft but also to encourage them not to give up hope. At around 0030hrs on Saturday, the *Micronesia Star* recovered all 49 (34 men, 9 women and 6 children at last count) and took them to Kira Kira. Miraculously, all were in good condition in spite of being stuck in a raft for over 110 hours!

The credit for the operation goes to the RCC/AUSAR/AMSA crews and the *Micronesia Pride*. Top job all round. The value of teamwork.

David Spencer is Operational Restricted Coxswain with the QF6 Gold Saturday Crew and has been a member at QF6 for some 2 years. Prior to that he served 5 years with Victoria Water Police and 2.5 years attached to the Australian Federal Police Maritime Unit. His qualifications include Master V unrestricted, MED 2 and National SAR Coordination. This SAR operation is just one of many incidents packed into an exciting career that now continues with Coast Guard Mooloolaba. We are lucky to have him and the knowledge and experience that he brings to our team.



ABOVE: The sight of all five life rafts saw the rescue of 49 passengers and crew after 110 hours adrift after the trading vessel Solfish 1 sank.

PROPELLERS

WORDS IAN CRANNEY | *Vessel Maintenance Officer*

We were sitting around having our monthly skipper's meeting when our editor asked me to write an article for our magazine. The usual response from me, "What about?" "Why don't you do an article on propellers? Shouldn't take much."

Where do you start after a statement like that? I suppose the obvious thing is to explain what propellers do and how they work. To keep it simple, they rotate and push the vessel through the water. Just a fancy pump that uses Newton's 3rd law (and a fairly inefficient pump at that.)

A propeller is just a fancy screw. Like a screw, it needs a pitch to enable it to move through the water. Pitch is measured by the distance travelled in one rotation, usually measured in inches. Because water is a liquid (obvious, I know) we can't get the full travel with each rotation. What we get is called slippage. Usually about 5 to 15% loss. The next thing to get excited about is diameter. Diameter is governed by the clearance between the tip of the blade and the hull or leg.

Pitch and diameter ratio is critical to the performance of your boat. Too much pitch you get high speed, low power. Too little, low speed, more power at low revs. The ideal is to match the pitch to the power and weight of the engine/vessel combination. Simply put, too much pitch and you won't get maximum revs from your engine, too little too many revs for low speed.

The number of blades and the cup of the blades is also a factor to keep in mind when selecting a prop for your vessel. Different operating conditions can mean that a different prop is required. You might notice that race boats have a large selection of different props for different conditions. Unless you have deep pockets, engage the help of an expert.

Materials used in the manufacture of props is another interesting subject. The main governing factors for use on your boat is a choice between vessel type, durability and price. Not necessarily in that order. Aluminium, stainless steel and bronze being the most common. Plastic is used on small electric trolling outboards.

Aluminium is the most common material used on outboard motors mainly due to the cost. Not the best due to the wear factor and ease of damage. Bounce one off a hard object and you can end up with a bent or broken blade or a sheared rubber core.

Stainless is the best for outboard use. The material is stronger than aluminium and less likely to suffer too much from striking a submerged object. They can cost up to three times the cost of aluminium but will give much better service.

Bronze is the favourite for most larger vessels. Strength and durability are big factors in that choice. They can be subject to dissimilar metal corrosion so make sure all your anodes are correctly placed and in good condition.

I could talk about maintenance of your propellers, but apart from a visual inspection when out of the water, you'll soon know if you have a problem. Vibration and loss of power will be fairly obvious.

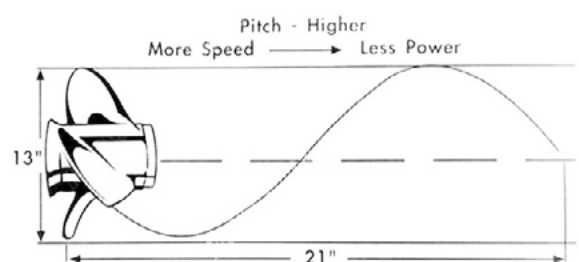
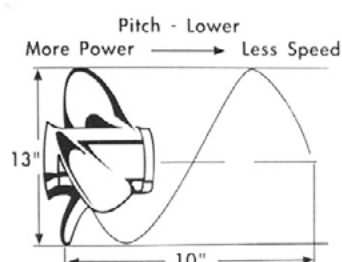
I could cover a lot more but space is limited. We can have counter-rotating props, shifting props, folding props and then talk about left and right hand combinations but I think that will do for now.



ABOVE: *Aluminium propeller.*



ABOVE: *Stainless steel propeller.*



SAILING THE CARIBBEAN

WORDS MIRANDA VAN DEN HEUVEL | *White Saturday Crew*

Miranda Van Den Heuvel is a boat crew member of White Saturday crew which she joined in April 2016. Her career with Marine Rescue started with a short stint at VMR Whitsunday, but with the Blue Water Review in full swing we won't hold that against her! She arrived here from the Netherlands 11 years ago and as her story of daring in the seas of the Caribbean below testifies, she has a deep love of nature, boats and the sea. Before arriving in Mooloolaba, she was a QFES Rural Fire Service Volunteer in St. Agnes. She has just last week returned from a fantastic sailing trip with fellow Mooloolaba yachtie Michael Ray and below is her account of these exciting travels, hopefully soon to be resumed.

Ter land ...ter zee en in de lucht.... or in English... by land... by ocean and by the sky.

Where to begin ... guess the beginning will do! It was about a year and a bit ago that I first met Michael at the Sunshine Coast Yacht Club, on board Harry Smith's *Mustang*, a MASRM 920 yacht. The strong British accent made clear where his roots were from. Michael was keen to learn all he could stow in his brain about sailing, as he had no prior experience of the art; asking all about the jargon and uses of lines and sheets that are in abundance aboard any sailing boat.

Over the next weeks and months, he completed several courses at the sailing school; competent crew, navigation and day skipper and he then informed us that he had sold his powerboat. Expressing an interest in books about sailing and more specifically about the S&S (world renowned and classic yacht designer architects,) he asked me in those months to look for an S&S yacht that was for sale at one of the local marinas. In the end, he found a sailing boat, a little bit further away in Lanzarote ... one of the Canary Islands to be precise, near the North West Coast of Africa!

This find was due to Kevin - an Australian participant of the Golden Globe Race (solo nonstop world sail event with no modern instruments) - who exited the competition on *Sagarmatha*, a 35ft Tradewind built 1993, which ended up in the Rubicon Marina, when he instructed the Race Director, Don McIntyre, to sell it.

The sale went through in July 2018 and Michael's quest to return *Sagarmatha* to Australia began. Michael organised one of the Mooloolaba sailing instructors, Jay, to join him with the first crossing of the Atlantic to Antigua, which they completed from Portugal in 30 days just before the New Year. After a short break, which included working in Scotland, he returned to Antigua in the beginning of May 2019 and that's where I joined him.

I own my own sailing boat here in Mooloolaba and whilst I don't characterise myself a sailing expert, I am comfortable with most aspects of the art. I love the feeling of sailing and to hear the harmonising heartbeat of wind and water. Most importantly, I just love being out on the water, away from the stresses and excesses of land-based madness and the day to day dramas that bombard us, be it through traffic, media, social and economic pressures.

Anyhow, on a Saturday morning before I started my boat crew duty with Coast Guard, I received a message from Michael asking me what I was doing over the next few weeks. He was in Glasgow at the time finishing up a project for a UK public transport company and preparing to head over to Antigua and reunite himself with his new born passion and life on his boat (I have been advised not to use the word yacht too much - makes people think you are a millionaire). This part of his journey's goal was in getting to Grenada before the start of the hurricane season on the 1st of June.

After thinking out loud for about 3 minutes - and a frank monetary discussion - we basically agreed to put our so called shoes on and "just do it!" Before I ended my Coast Guard morning duty and after an emergency approval of an extraordinary request for time off work was granted (very thankful for that! I do love my job!). Flights were booked and within two weeks I was on my way to Antigua in the Caribbean to start the sail for 12 degrees North (insurance policies like boats to be below 12 degrees 7 minutes North latitude, as it tends to be a safer area regarding hurricanes).

And so it happened - a long trip starting from Mooloolaba via Vancouver and Toronto ended on Saturday afternoon in a thrilling musically swinging bus ride to the Nelson Bay slip yard in Antigua, where

Sagarmatha was proudly introduced to me by Michael. We got ourselves settled in the knowledge we had time to stock up till Tuesday and made ourselves comfortable and explored the local Freeman's Bay and other nearby parts of the island.

That Tuesday we left Nelson's Dockyard and anchored (basically around the corner) in the calm and smooth waters of Freeman's Bay. The bay where every day around 5pm chemicals were spread in a smoky white cloud to fight possible dengue fever-prone grey tiger mosquitoes! Before dark we were playing music. Michael used to be a music teacher and also played in several Irish-orientated bands, playing mainly the violin. I myself make some tunes in harmony at intervals on a Spanish guitar. We must have made it sound ok for we attracted two people, a couple from Sweden who were due to head back after finishing nearly six months in the Caribbean. We ended up spending the evening on board and took note of their experiences on the charts of places to visit, people to talk to and those to avoid.

We had our first long stretch of sailing the next morning. Michael was very precise and passionate about his logbook and navigation upkeep and always made sure to stay well away from the coast and any potential other dangers. I attempted to get him to snug the coast a bit more, but this did not happen until just after we passed an undersea volcano just north of Grenada! Coming from where I first met Michael it was a joy to see his growing skills and ability that he'd accumulated and he made it his own on how to handle *Sagarmatha* by himself rather well, using reefs, letting go of reefs ... number one ... number two sail ... and no code zero (*Mustang* joke).

The picture lists all the passages and places where we anchored, moored or berthed, so I will just share with you how I experienced the land, nature and the people, as I believe that's in the end what makes the most lasting memories. We had a warm welcome into Portsmouth, Dominica, where a fresh sea bugs BBQ was going on and after I asked the very casual bartender Christopher to serve me his favourite drink, Michael relaxed and agreed to stay, where shared a beautiful night of dancing, eating and drinking with a few locals and other sailing people transiting through.

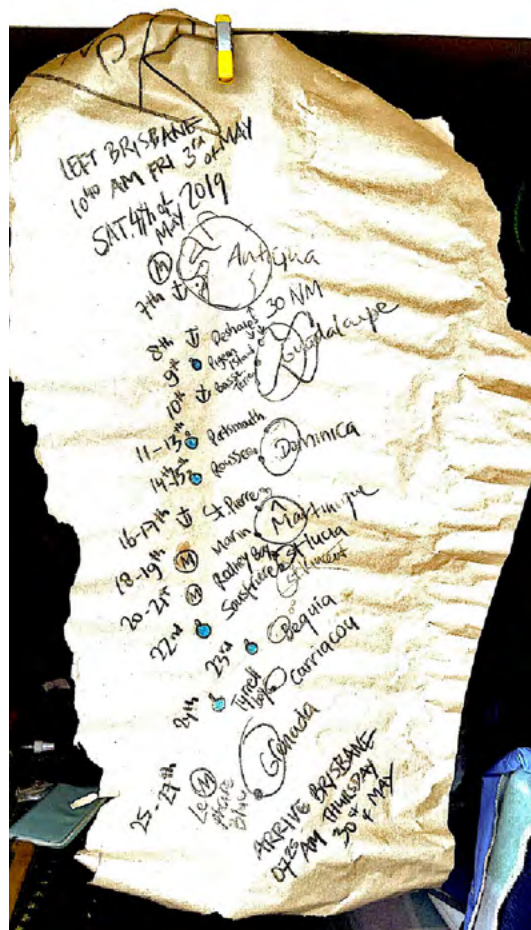
In Rosseau, also Dominica, we were warned to be wary for the "boat boys", as they would harass and not give you a break until you gave them something. Michael used the pilot book 'Traveling through the Windward Islands', which gave a lot of local info including a number for a guy called Marcus, that the Swedish couple had also mentioned. He was meeting us, racing up to us in a speedy 50hp Yamaha enhanced "Jah Guide", "Jah's blessing" or "Jah rules" type named vessel. He was like a scene from a movie, wearing a tight black sock over his head, big nearly 2 meters tall and full of muscles, but with a friendly smile. He helped us arrange a few things, including a trip to the scene of the waterfall of the Pirates of the Caribbean (Deadman's Chest) and visiting a snorkelling area (Champagne Reef) where bubbles coming out of the ground are due to active mother earth activities creating a fantastic experience.

In Martinique, we caught up with an ex-Buderim inhabitant who moved back after 20 years to look after her disabled sister. She showed me a day in her life in Mourn Rouge, which was a real treat. Her garden maintained by herself and two brothers was full of goodness; fresh vanilla branches, a flowering moringa tree (whose leaves contain high levels of minerals and vitamins and the flowers were delicious!), cabbages, chilli peppers, broccoli and much more. We enjoyed deliciously made creole spiced fish, fried plantain bananas - some things I can't remember the name of - and



ABOVE: *Sailing into Antigua.*

RIGHT: *Miranda in Portsmouth, Dominica.*



yes the local rum. In the morning on our walk, we ate fresh picked tamarind on trees along the lush tropical volcano rich growing soil. I was taken to another waterfall and to volcano Mount Pelée, which erupted in 1902 and killed all 28,000 inhabitants of St. Pierre at the time. One lucky prisoner survived - crime did pay for him - Ha-ha.

We hardly endured any rough seas, but between Martinique and St Lucia we were dobbing away quietly with 10/15 knots of wind and out of the blue it seemed the ocean just wanted to make itself felt and so stirred us up with near 3 metre waves straight onto our beam!. However, the sun was still shining so we just put on our life jackets with safety harnesses, hooked ourselves up to the security lines that were set up over the deck and changed our course slightly - got to love being flexible!

In St Lucia we stayed in Rodney Bay. At that point, we were contemplating making a change to the whole trip and possibly see if we could make it all the way back to Australia, like there and then! I made numerous calls and messages and tried to see if I could manage this change of plan on my journey. However, after a frenetic day we were unanimous and agreed we were not yet fully prepared. So we enjoyed another day in paradise, knowing Grenada was our eventual destiny, if only on this chapter of the trip.

I ended up chatting with the Commodore of St. Lucia's Sailing club, Peter and another local, Jazz or Jeremy, as he introduced himself, who lived part time there looking after his sick mother, as well as being a journalist for London's Daily Telegraph. We all watched in hope to see the apparently famous but rare Caribbean green shimmering flash after the sun set, however, it was not meant to be that night. In Bequia, we ended up being welcomed by a lady on a boat named *God's Blessing*. Michael did use her mooring buoy after being convinced by this lady, Lucy - after my attempts to not just blindly trust a pilot book failed - we had a laugh about that later.

We then met a lovely couple called Lynn and Michael from South Africa who were motoring around the world (they'd also visited Mooloolaba and Lady Musgrave Island) for the last 12 years. We watched the sunset, awaiting the green flash on a floating rum pontoon between the moored sailing and motorboats, but again to no avail, apart from the green limes to compensate for the disappointment! For dinner that evening we went to the Fig Tree as they had a three man band playing. After ordering, I started to get the moves and danced, professionally guided by Neil, who was accompanied by two locals, Karen and a friend. As the evening went on, I ended up joining in playing 'Danny Boy's' nylon string guitar and Michael went to get his violin and we played together with the band some Irish tunes and 'When the lion sleeps tonight'. Fond memories were made.

So many more things to share, but all things have a place, a time and a season. This is a world full of magic to be lived and loved! So until the next trip, Cheers!

MOOLOOLABA TIDES

AUSTRALIA, EAST COAST – MOOLOOLABA

LAT 26° 41' S LONG 153° 08' E

Times and Heights of High and Low Waters

2019

Time Zone +1000

JUNE				JULY				AUGUST				SEPTEMBER			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0032 0.58		16 0125 0.49		1 0057 0.53		16 0200 0.47		1 0216 0.28		16 0244 0.37		1 0319 0.08		16 0307 0.26	
SA 0618 1.54		SU 0700 1.47		MO 0628 1.42		TU 0728 1.33		TH 0754 1.44		FR 0826 1.38		SU 0918 1.64		MO 0910 1.52	
1233 0.30		SU 1307 0.23		1238 0.20		TU 1328 0.26		● 2033 2.14		FR 1422 0.25		SU 1520 0.04		MO 1508 0.31	
1902 1.82		1949 1.96		1919 1.96		2010 1.91				2053 1.81		2140 1.98		2121 1.62	
2 0114 0.52		17 0212 0.47		2 0144 0.45		17 0238 0.45		2 0301 0.22		17 0315 0.36		2 0402 0.11		17 0336 0.27	
SU 0657 1.52		MO 0744 1.42		TU 0716 1.42		WE 0809 1.33		FR 0844 1.48		SA 0900 1.40		MO 1007 1.65		TU 0945 1.52	
1308 0.24		MO 1344 0.25		1322 0.15		WE 1403 0.27		2119 2.14		SA 1454 0.28		MO 1609 0.16		TU 1543 0.37	
1940 1.92		○ 2029 1.97		2003 2.05		○ 2046 1.89				2124 1.77		2224 1.82		2151 1.53	
3 0157 0.48		18 0255 0.47		3 0230 0.39		18 0314 0.45		3 0347 0.20		18 0345 0.36		3 0444 0.17		18 0406 0.30	
MO 0737 1.50		TU 0826 1.37		WE 0806 1.43		TH 0847 1.33		SA 0935 1.51		SU 0936 1.40		TU 1058 1.62		WE 1022 1.52	
● 2021 1.99		TU 1420 0.28		● 2049 2.10		TH 1439 0.29		2206 2.07		SU 1527 0.32		TU 1702 0.32		WE 1621 0.45	
		2107 1.95				2121 1.86				2155 1.71		2308 1.62		2221 1.43	
4 0241 0.45		19 0337 0.49		4 0319 0.35		19 0348 0.45		4 0435 0.21		19 0417 0.38		4 0528 0.25		19 0438 0.33	
TU 0820 1.47		WE 0907 1.33		TH 0856 1.42		FR 0924 1.33		SU 1027 1.51		MO 1011 1.40		WE 1154 1.58		TH 1102 1.50	
TU 1424 0.20		WE 1456 0.33		TH 1455 0.13		FR 1513 0.33		SU 1623 0.18		MO 1602 0.40		WE 1803 0.49		TH 1703 0.54	
2104 2.04		2145 1.90		2136 2.11		2154 1.82		2252 1.95		2226 1.62		2355 1.41		2256 1.32	
5 0329 0.44		20 0418 0.52		5 0409 0.34		20 0423 0.47		5 0522 0.25		20 0449 0.40		5 0615 0.34		20 0515 0.38	
WE 0907 1.42		TH 0947 1.30		FR 0948 1.41		SA 1002 1.32		MO 1121 1.50		TU 1051 1.38		TH 1300 1.52		FR 1150 1.47	
WE 1506 0.23		TH 1533 0.39		FR 1544 0.18		SA 1548 0.39		2340 1.78		TU 1639 0.49		TH 1924 0.63		FR 1755 0.63	
2150 2.04		2222 1.84		2225 2.07		2228 1.75				2258 1.53				2338 1.21	
6 0420 0.45		21 0459 0.55		6 0501 0.35		21 0459 0.49		6 0612 0.30		21 0524 0.42		6 0052 1.23		21 0600 0.44	
TH 0957 1.37		FR 1028 1.26		SA 1042 1.39		SU 1041 1.30		TU 1221 1.48		WE 1134 1.37		FR 0710 0.43		SA 1250 1.45	
TH 1552 0.29		FR 1611 0.46		SA 1636 0.26		SU 1625 0.46		TU 1819 0.48		WE 1722 0.58		○ 2100 0.68		SA 1909 0.69	
2238 2.01		2301 1.76		2316 1.99		2303 1.68				2333 1.42					
7 0517 0.47		22 0542 0.58		7 0555 0.37		22 0537 0.50		7 0031 1.60		22 0604 0.45		7 0210 1.11		22 0038 1.11	
FR 1051 1.32		SA 1112 1.23		1141 1.38		MO 1124 1.28		WE 0704 0.35		TH 1225 1.36		SA 0818 0.48		○ 0702 0.48	
FR 1643 0.37		SA 1652 0.54		SU 1732 0.37		MO 1706 0.55		WE 1332 1.47		TH 1816 0.68		SA 1539 1.52		SU 1410 1.46	
2332 1.94		2341 1.68				2340 1.59		1935 0.62				2224 0.65		● 2055 0.68	
8 0619 0.49		23 0629 0.60		8 0009 1.87		23 0619 0.52		8 0128 1.42		23 0015 1.31		8 0339 1.08		23 0216 1.06	
SA 1154 1.29		SU 1202 1.21		MO 0652 0.39		TU 1214 1.27		TH 0801 0.40		FR 0651 0.47		SU 0936 0.49		MO 0820 0.48	
SA 1742 0.46		SU 1739 0.63		MO 1247 1.38		TU 1753 0.64		TH 1451 1.50		FR 1330 1.36		SU 1642 1.57		MO 1529 1.55	
				1836 0.49				○ 2105 0.69		1928 0.74		2324 0.57		2221 0.58	
9 0031 1.87		24 0026 1.60		9 0104 1.74		24 0020 1.50		9 0236 1.29		24 0112 1.21		9 0448 1.12		24 0350 1.11	
SU 0724 0.50		MO 0720 0.60		TH 0749 0.40		WE 0704 0.52		FR 0901 0.42		SA 0748 0.47		MO 1044 0.46		24 0941 0.41	
SU 1309 1.29		MO 1303 1.21		TU 1401 1.41		WE 1313 1.28		FR 1604 1.56		SA 1448 1.42		MO 1732 1.62		TU 1634 1.67	
1852 0.54		1836 0.71		○ 1951 0.60		1852 0.73		2229 0.68		○ 2105 0.75				2320 0.44	
10 0134 1.80		25 0116 1.53		10 0204 1.61		25 0108 1.41		10 0349 1.22		25 0233 1.15		10 0007 0.49		25 0456 1.23	
MO 0826 0.47		TU 0813 0.59		WE 0845 0.39		TH 0754 0.51		SA 1003 0.41		SU 0855 0.45		TU 0539 1.19		25 1051 0.30	
MO 1427 1.35		TU 1415 1.24		WE 1516 1.49		TH 1424 1.32		SA 1706 1.64		SU 1600 1.53		TU 1137 0.40		WE 1729 1.81	
○ 2010 0.60		○ 1946 0.77		2112 0.65		○ 2008 0.78		2336 0.61		2235 0.67		1814 1.67			
11 0238 1.73		26 0213 1.48		11 0306 1.50		26 0206 1.33		11 0454 1.20		26 0357 1.16		11 0042 0.42		26 0006 0.30	
TH 0924 0.43		WE 0903 0.55		TH 0939 0.38		FR 0848 0.48		1102 0.38		MO 1003 0.38		WE 0621 1.27		26 0551 1.37	
TU 1538 1.45		WE 1524 1.32		TH 1623 1.59		FR 1534 1.42		SU 1755 1.71		MO 1700 1.67		WE 1220 0.34		TH 1150 0.18	
2128 0.61		2102 0.79		2230 0.65		2133 0.77				2338 0.54		1850 1.71		1818 1.93	
12 0338 1.68		27 0310 1.44		12 0407 1.42		27 0312 1.28		12 0026 0.54		27 0504 1.23		12 0113 0.37		27 0048 0.17	
WE 1016 0.37		TH 0950 0.50		1032 0.35		0941 0.43		0549 1.23		1106 0.27		TH 0657 1.35		27 0640 1.51	
WE 1640 1.58		TH 1622 1.44		FR 1720 1.70		SA 1633 1.54		MO 1153 0.34		TU 1752 1.83		TH 1257 0.29		FR 1242 0.07	
2239 0.59		2215 0.76		2337 0.62		2250 0.71		1838 1.77				1923 1.73		1904 1.99	
13 0434 1.63		28 0404 1.42		13 0505 1.37		28 0417 1.28		13 0106 0.48		28 0028 0.40		13 0143 0.32		28 0129 0.07	
TH 1103 0.32		FR 1033 0.43		1121 0.32		1034 0.35		0635 1.27		0600 1.32		FR 0731 1.41		28 0727 1.64	
TH 1734 1.72		FR 1710 1.57		SA 1809 1.79		SU 1725 1.69		TU 1236 0.30		WE 1203 0.16		FR 1330 0.26		SA 1331 0.01	
2341 0.55		2315 0.70				2351 0.60		1915 1.81		1841 1.97		1954 1.74		1948 2.00	
14 0525 1.58		29 0454 1.41		14 0032 0.56		29 0516 1.30		14 0141 0.42		29 0112 0.27		14 0211 0.29		29 0208 0.01	
FR 1147 0.27		SA 1115 0.35		0558 1.34		1126 0.27		0715 1.31		0652 1.43		SA 0804 1.46		29 0813 1.73	
FR 1823 1.83		SA 1753 1.71		SU 1207 0.29		MO 1814 1.84		WE 1313 0.27		TH 1255 0.05		SA 1403 0.25		SU 1418 0.02	
				1853 1.86				1949 1.82		1928 2.07		○ 2023 1.72		● 2031 1.93	
15 0036 0.51		30 0009 0.62		15 0118 0.51		30 0043 0.48		15 0213 0.39		30 0155 0.16		15 0239 0.27		30 0248 0.01	
SA 0614 1.52		SU 0541 1.41		0645 1.33		0611 1.34		0751 1.35		0742 1.52		SU 0836 1.49		MO 0900 1.79	
SA 1228 0.24		SU 1156 0.27		MO 1249 0.27		TU 1217 0.17		TH 1348 0.25		FR 1344 -0.02		SU 1435 0.27		MO 1507 0.09	
1907 1.92		1836 1.84		1933 1.90		1900 1.97		○ 2022 1.82		● 2013 2.11		2053 1.68		2113 1.80	
						31 0130 0.37				31 0237 0.10					
						0704 1.39				0829 1.60					
						WE 1307 0.09				SA 1432 -0.02					
						1947 2.08				2057 2.08					

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Datum of Predictions is Lowest Astronomical Tide

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



Regular Membership

QF6 Coast Guard Mooloolaba

“Join the Team”

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

QF6's Marine Rescue Services

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

Rescue Vessels & Areas of Operation

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

Rescue Boat Crew

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

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

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

Radio Communications

This is our “bread and butter” operation; it's what we do

7 days a week, 365 days a year. A team of volunteer base radio operators maintain a “listening watch” on marine radio frequencies 24 hours a day. If a boatie calls for help, the radio operators are usually the first point of contact. Radio coverage extends to VHF, 27 MHz and phone.

Fundraising Activities

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

We receive very little government funding - only \$24,000 per year. The rest of our operating budget is earned through fundraising and donations, so the Fundraising Team is a vitally important part of our operations. Fundraising activities including selling raffle tickets at Cotton Tree and Fisherman's Road markets, as well as other approved locations, BBQs selling sausage sandwiches and drinks at Bunnings Maroochydore and other opportunities for fundraising that arise. It's often said that “many hands make light work” and this is especially so of fundraising.

Administration

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



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

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



QF6 COAST GUARD MOOLOOLABA

COAST GUARD SUPPORTER SUBSCRIPTION

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

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

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

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

We look forward to your valued subscription.

Please contact the Base on 5444 3222 for an Application Form and more information.

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

BECOME A COAST GUARD VOLUNTEER OR SUPPORTER

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

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

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

We look forward to welcoming new Volunteer Members and Coastguard Supporters to QF6 and hope it will be the start of a long and mutually satisfying association with a fully volunteer organisation providing a vital service supporting the boating public using our local waterways.

Coast Guard ... Join the Team

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

Name: _____

Address: _____

P/Code: _____

Telephone: _____

Email: _____

Please send me an Application Form for:
VOLUNTEER MEMBERSHIP (Operational) ☐
COAST GUARD SUPPORTER SUBSCRIPTION ☐

SUNSHINE COAST FLOTILLA CONTACTS

QF21 SANDY STRAIT

Base: Phone 07 4129 8141 | Fax 07 4129 8907

Email: 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 Channels 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

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

Radio Channels 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

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 Channels 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

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 Channels Monitored: VHF 16, 67, 73, 80 | 27MHz 88, 90

Operational Area: North to Point Arkwright, south to Point Cartwright & 50nm to seaward

QF4 CALOUNDRA

Base: Phone 07 5491 3533 | Fax 07 5491 7516

Email: operations.qf4@coastguard.com.au

Post: PO Box 150, Caloundra, QLD 4551

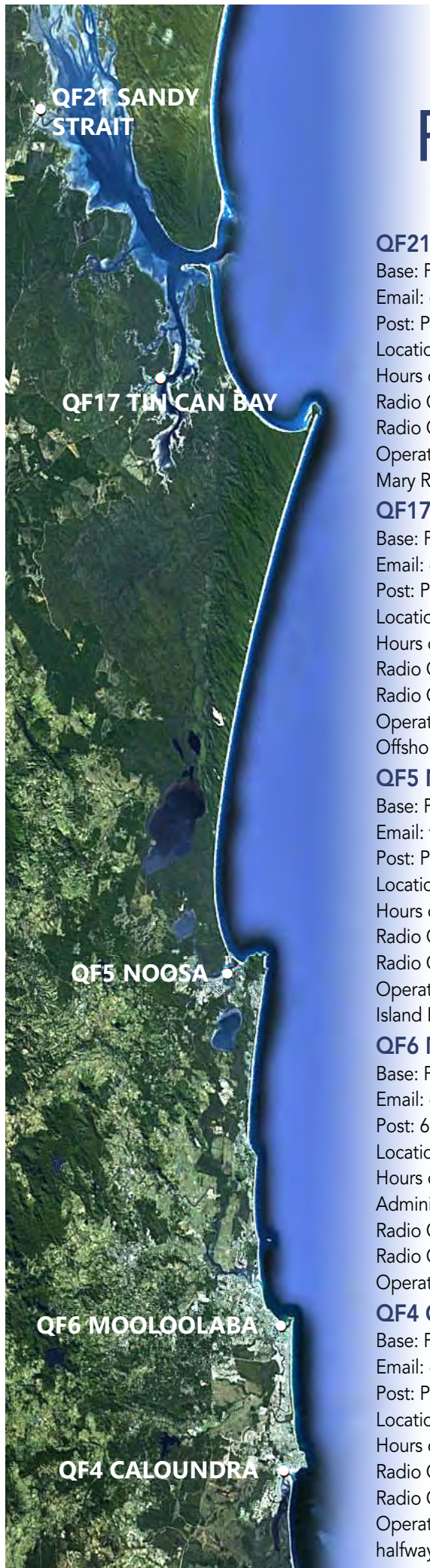
Location: Tripcony Lane, Caloundra off Maloja Avenue

Hours of Operation: Weekdays 0530 - 1200 | Weekends/Public Holidays 0530-1700

Radio Call Sign: VMR404 or Coast Guard Caloundra

Radio Channels Monitored: VHF 16, 73 | 27MHz 88, 91

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





Paul Searell

Ph: 0427 002 908

E: paulsearell@bigpond.com

Kawana Waters Marina
16 Orana Street, Buddina 4575



Mooloolaba Fuel Supplies P/L



MOOLOOLABA MARINA

Mooloolaba Marina is in a magnificent location in the heart of the Sunshine Coast.

It is a two minute walk to the famous Mooloolaba beach and a short stroll to the cafés and shops on the Esplanade.

The Marina is in a safe, protected harbour with modern facilities. Overnight and long term rentals are available for berths and hardstand.

Visitors are welcome to experience our spectacular marina.

Mooloolaba Marina

33-45 Parkyn Pde. Mooloolaba Qld

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

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