

Winter 2020

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



IN THIS ISSUE ...

QF6 News | Community News | QF6 Assists | Shipwreck Tales
Locked Down in the UK | Visiting WAM | Mooloolaba Tides

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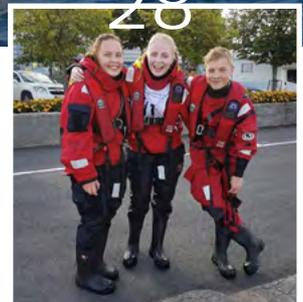
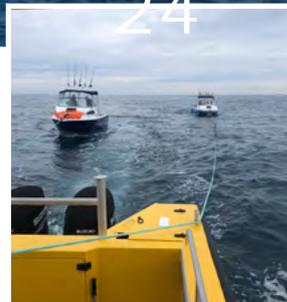
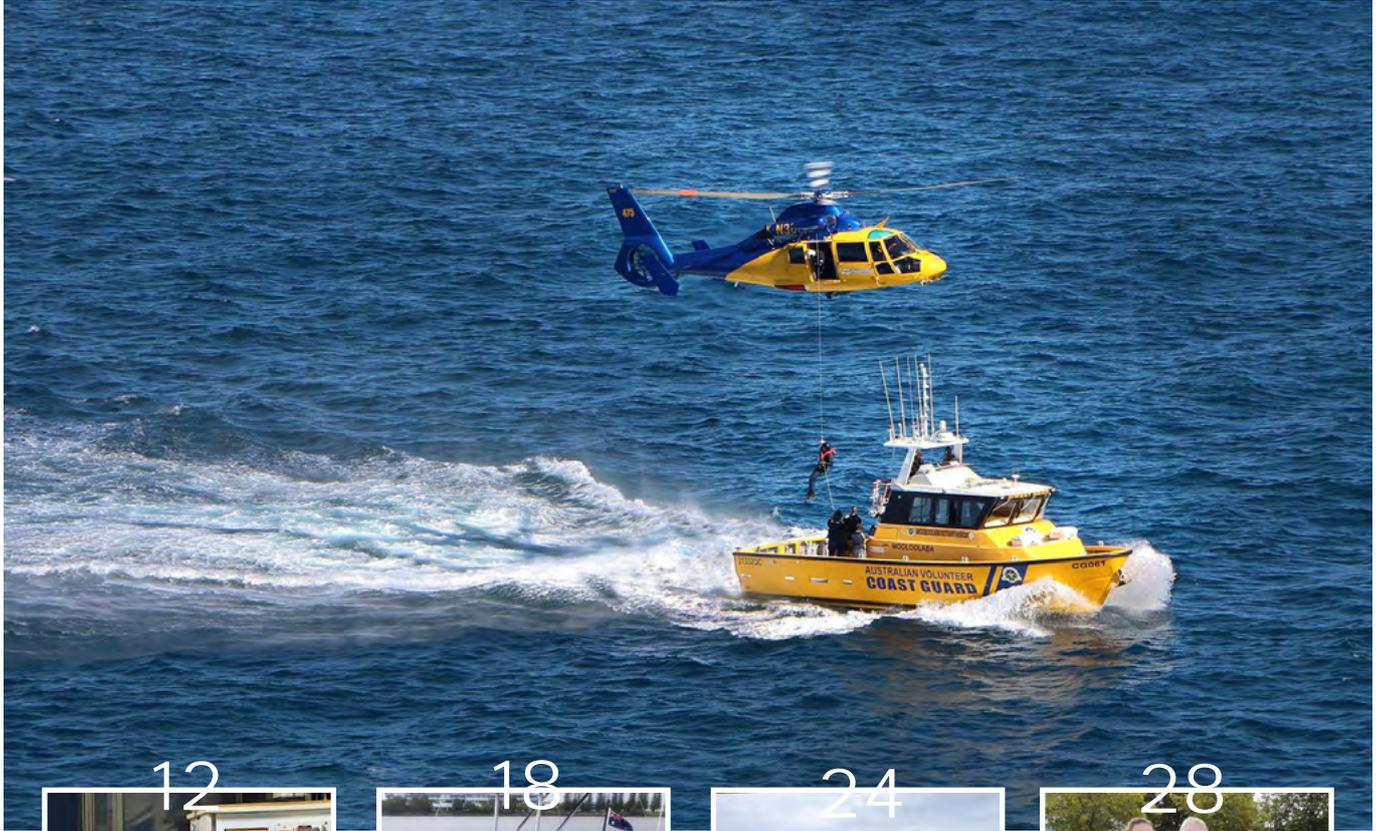
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CONTENTS

WINTER 2020 | ISSUE 5



04 QF6 REPORTS

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

12 QF6 MEMBERS' NEWS

- Covid-Safe Training
- MMR Anchor Chain
- Training Life Rafts
- MMR Refurbishment
- Blast from the Past
- Maintenance News
- Unsung Hero - Debbie Holly

18 COMMUNITY NEWS

- WIN News signage
- Raffle Winners
- Overloading Safety Issues
- Pt Cartwright Radar Update
- Mooloolah River Lead Light
- Dragon Boat racing
- New Water Police vessels

23 MOOLOOLABA TIDES

24 ASSIST STORIES

- 2 SARs in 1 Morning
- Two for One
- *Reel Magic*
- *Sea Harvest*

28 FEATURE STORIES

- Finnish Coast Guard
- The Saga of the *Blythe Star*
- The Wreck of the *Hope*
- Locked Down in the UK
- Fremantle Maritime Museum
- Kids & Religion

40 MEMBERSHIP

41 SUPPORTER SUBSCRIPTIONS

42 FLOTILLA CONTACTS



COMMANDER'S CALL

with **Ian Hunt** - Commander

Welcome to the winter edition of the *Mooloolaba Rescue* magazine. Our Editor is still stuck in the UK – see his story in this edition – and so I have again had the pleasure of chasing up articles and being the editor. It takes a lot of effort to publish the magazine and I thank all those who have contributed and those who are involved in producing and distributing it.

Well, what a difference 3 months makes. From normality in February to a pandemic in autumn with all of the resultant restrictions and lockdowns, which are just being eased thanks to everyone's positive action. The effects on QF6 have been widespread, but obviously not as devastating as the effects being felt by our local industries and workers. We have had to cancel our regular meetings, training courses, visits and fundraising, as well as initially only allowing boat crews to come in to assist vessels requiring help.

With the relaxation of some rules we are now allowing our crews to come in on their crew day using AM and PM shifts in order to keep the numbers down in our building and on the boats. Last week we were advised that limited training could recommence (following the Government Guidelines), and hopefully during the winter period, we will be able to get back on a more normal footing. Our fundraising has had to stop, but hopefully will be allowed to recommence before too long, as it is costing us about \$4,000 a month in lost income. Thankfully, our local boaties are continuing to see the benefits of being a Marine Assist Supporter, with about 40 signing up in the past month, which helps to support our operating costs.

Thanks to the fantastic efforts of our radio operators and boat crews, we have been able to continue our 24/7 radio operations and provide assistance to boaties in trouble during these difficult times. In order to support our local marine businesses, we arranged for the refurbishment of our primary rescue vessel, *Mooloolaba Rotary Rescue*, to be brought forward 3 months. This



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project is getting close to completion and the vessel should be back in service within the next two or three weeks, so keep a lookout for our "new" vessel.

As you will have read, QF6 has been involved in a number of MAYDAY situations recently, with our radio operators being the only station that heard some of the calls. This highlights the fact that our 24/7 radio watch is vital for boating safety, not just around Mooloolaba, but as far as Hervey Bay and Moreton Bay.

During the past 3 months, we have had many requests to attend our Recruit Information Nights and our Radio Courses, but these have had to be put on hold for obvious reasons. If you have put your name down for any of these, please be assured that you have not been forgotten and we will contact you when we can run these events.

As you will read in this addition, we have been successful with a couple of grants recently, and work is well underway to complete the subject projects. Unfortunately, the installation on the radar tower has been delayed, but we hope that it will be completed in the next couple of months, along with the roof over our boat shed deck. Our digital cameras and recording system has been installed, which will give us clearer videos around our area, thus improving safety and security.

Dredging has been completed at the entrance to and in the Mooloolah River, so hopefully with the more stable winter weather, we should have a safe entrance again, but keep your eyes out for Notices to Mariners just in case. There is a new lead light now to show the way into the river, so please have a look at the MSQ Notice to Mariners 191 of 1 June for the details. It is different, but we find it very easy to use once you understand what it is telling you.

Bill Asher continues to provide his Boating Safety Report on WIN News every Friday at around 6.30PM and I have continued doing the weekly Boating and Weather Report on FM104.9 every Friday at 4.30PM. Thanks to WIN News and FM 104.9 for their continued support of both us and the local boating community. Helen Browne continues to take a morning video of the Mooloolah River entrance as a further aid to boaties who might be thinking of heading out for the day and we include the daily Marine forecast with each video. Both the video and the forecast are posted on our Facebook page – Coast Guard Mooloolaba QF6 – so check it out each morning around 0630, "Like" our page and check out the videos and other information that we put up for our followers.

Again, thanks to all those organisations, businesses, supporters and members of the public who continue to support us and we hope you will soon be able to help us more by buying a raffle ticket or a sausage.

Until next time – safe boating and please remember "If in doubt, don't go out".



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FROM THE DFC

with **Rod Ashlin** - Deputy Commander

Like most of the rest of the world, the last 3 months have been somewhat dominated by measures to protect us from Coronavirus.

Our fundraising activities have all been put on hold and at this stage, it is still unclear when they might resume and how that interaction with the public might have to be modified in order to protect everyone from transmission of this virus. The raffle we had in progress when the lockdown commenced was drawn on April 22 and fortunately, only a small number of tickets were unsold. The loss of our fundraising activities is a blow for QF6, but we realise it will be a blow for the entire community in various ways, but we will find ways to adapt to the new situation. QF6 has always managed its funds in a responsible manner and is in a good position to weather the current storm. We believe our services to the public will not be affected by this pandemic.

The new security cameras around our base are now installed and working well.

We have been able to help our neighbouring flotillas with radio coverage and by lending our smallest vessel *Maroochy RSL* to QF4 Caloundra when they had both their vessels offline for a short period. We also lent our radar, which had been removed from our primary vessel, to QF5 Noosa when they had problems with the radar on their vessel *John Waddams*.

The Covid-19 changes do not seem to have made much difference to our calls for assistance, and over the period there have been a similar number of calls as the previous year. We have responded to every call and our radio room has continued its 24 hours a day

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service with several emergencies being handled by our radio operators. Emergency calls at night have been taken from as far north as Hervey Bay and as far south as the southern end of Moreton Bay, with QF6 being the only responder. This is truly an “essential” service.

Unfortunately, on the morning of the 18th of May, 2 people were drowned in separate incidents. One was a crewman who fell overboard from a trawler 25 miles east of Coolumb, and a yacht, inbound from the Marshall Islands, fetched up on the beach at Mooloolaba after its single-handed American skipper fell overboard in rough conditions when he was in sight of our safe harbour. As our primary vessel is being refitted, we conducted the search in our secondary vessel *Rotary III*. The unfortunate sailor was found within an hour of the search commencing, but he was unable to be saved. In both cases, no lifejackets were being worn, so perhaps a timely reminder to all that lifejackets save lives.

Ashes scattering and training have all had to cease, but at the time of writing, we are starting to resume limited training and we hope things will gradually return to normal, although no doubt the new “normal” will incorporate some changes.

Mooloolaba Rotary Rescue’s refit was brought forward 2 months due to Covid-19 issues. The boat went into Lawrie’s Boatyard on 28th April. Good work is being done by Ashby Boatbuilding towards a full repaint, and the new electronics package is almost completely installed by Suncoast Marine Electrical. By the time this magazine edition is available, we hope our main vessel will be back online in pristine condition to serve the boating public of the Sunshine Coast for many more years.

Happy boating to all

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



Marine Assist Supporters

Coast Guard Mooloolaba would like to thank all our Marine Assist Supporters for their cooperation and compliance with the social distancing rules during the COVID-19 pandemic.

Operationally, Coast Guard Mooloolaba (QF6) is always on duty 24/7 and was during the lock down. All our training was cancelled. However, like many organisations, all of our members continued with studies by internet and emailing their instructors. QF6 has resumed training on weekends and can respond to requests for assistance in a timelier manner.

Until further restrictions are lifted, QF6 is financially reliant on the Marine Assist Supporters' annual subscriptions to maintain our financial position, as our bills still need to be paid. QF6 obviously cannot raise funds in our usual manner (sausage sizzles and raffling), which supplemented these overheads and other operational, maintenance and equipment expenses.

Search and Rescue

A call was received by the Flotilla's Rescue Liaison Officer (RLO) from the on duty QF6 Night Watch Radio Operator (BSRO) at 0400h on the 18 of May, advising him that he had overheard a vessel shouting "Man over Board" and giving his position. The BSRO did not get the all the coordinates and rang Brisbane VTS who passed these on and advised that they had already raised the alarm with the Brisbane Water Police. Our local Water Police boat *Norm Watt* was dispatched and was supported by CG Noosa. The RLO arrived at our Flotilla HQ and assisted the BSRO in monitoring the situation.

On the same day at 0800h, QF6 received a call from the Maroochydore Police advising that a yacht had washed up on Mooloolaba Beach and that there was no one on board, but all instruments and music were on. The Police were in possession of the ship's laptop, which was tracking the vessel's journey. With this information and a report from a member of the public that they had sighted the yachtsman adjusting his head sail about two hours prior, we worked out an approximate search area where QF6 Mooloolaba's rescue vessel, *Rotary III*, with two officers from Maroochydore Police commenced the search, supported by Surf Life Saving Queensland.

The yachtsman was found by Surf Life savers on jet skis about 800m off



RIGHT: The yacht washed up on Mooloolaba Beach

Maroochydoore Beach. Unfortunately, the yachtsman did not survive and was transported to the Sunshine Coast Water Police Station. The yacht was also recovered and taken to the Water Police Station for further investigation. Our rescue vessel and QF4 Caloundra were tasked to continue the search for any other crew in the vicinity of the yacht's track. Rescue vessels continued the search until the Police determined that the yachtsman was a solo sailor and no other persons were involved.

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

March 2020

Received 11 calls for assistance, assisting 22 people on board and saved \$373,000.00 of community boating assets:

- A jet ski with engine issues 9nm north of the harbour entrance was towed back to the CG ramp.
- An 11m yacht with engine issues needed assistance from the free anchorage area to the Mooloolaba Marina.
- A 6.1m vessel with engine problems 20nm due East of Pt Cartwright was towed back to the La Balsa ramp.
- A jet ski with engine issues near the Maroochy River Bar was towed back to the CG ramp.
- A 4m tinnie found anchored and abandoned outside the Harbour entrance in bad weather was towed to the CG pontoon after notifying the Water Police. The teenagers had swum ashore and were with the Water Police.
- A 7.7m charter boat experiencing fuel issues was towed from 1nm North of Pt Cartwright to the Kawana Hotel pontoon.
- A 6m vessel with engine issues was towed from OWI to the CG ramp.
- A 5m vessel with battery issues needed assistance and was towed from 2nm east of Pt Cartwright to the La Balsa Ramp.
- A jet ski south of OWI experienced engine problems and was towed to the CG ramp.
- A 5m vessel with engine problems was towed from the Gneering Shoals to the La Balsa ramp.
- A 5.6m vessel with engine issues at Currimundi was towed back to the CG ramp.

April 2020

Responded to 13 calls for assistance assisting 22 people on board and saved \$639,500.00 of community boating assets:

- *Mooloolaba Rotary Rescue* assisted CG Caloundra in righting an overturned vessel off King's Beach.
- *Rotary III* took over the task from *MRR* and towed the 4.7m vessel to the CG Caloundra pontoon.
- An Assist to a commercial trawler from 1nm off the Caloundra bar was cancelled.
- A 4.85m vessel with battery issues was towed from the Gneering Shoals to the La Balsa ramp.
- A 5.75m vessel with engine problems requested assistance and it was towed from 17.5nm due east of Pt Cartwright to a private mooring.
- A crew was called in to assist a trawler with engine issues, however, as the crew made ready to

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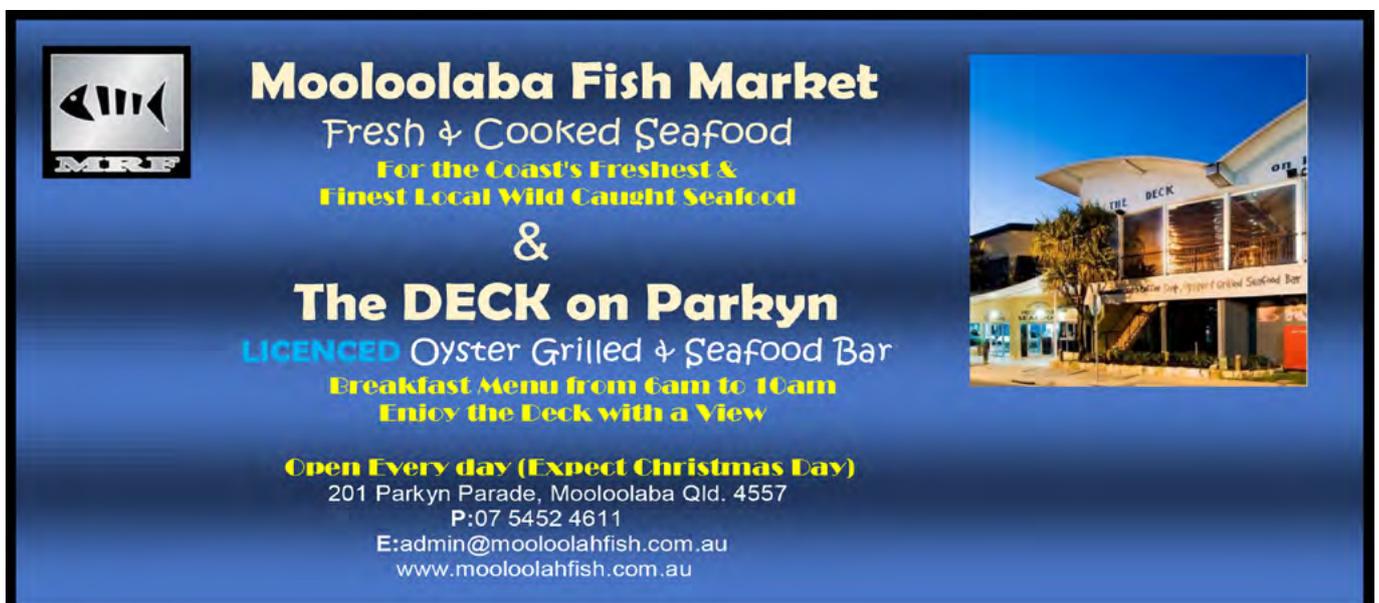
depart the trawler was able to restart its engines and cancelled the request for assistance.

- *Rotary III* towed a 4m vessel from Pt Cartwright to Browns Slipway.
- A 13m cruiser with engine issues requested assistance from 15.5nm SE of Pt. Cartwright and was towed to its home berth.
- A 4.5m vessel with propeller issues was towed 4.5nm from OWI to the CG ramp.
- A 5.1m vessel with leaking fuel line was towed from 3.5nm NW of Pt Cartwright to the La Balsa ramp.
- A 5m vessel with engine issues requested assistance from the entrance of river to its home berth.
- A 5.15m vessel requested assistance when its ignition key broke off and disabled the vessel. The vessel was towed from South of OWI 4nm to the CG ramp.
- A 16m commercial trawler experiencing engine issues was towed from the bay back to its trawler bay.

May 2020

Responded to 12 calls for assistance and 1 Search and Rescue activation; assisting 29 people on board and saved \$430,000.00 of community boating assets:

- A 5m vessel experiencing issues with its fuel line requested assistance and was towed 15nm from NE of Pt Cartwright to the La Balsa ramp.
- A 5m vessel with engine issues was towed from The Blinker to the Mooloolah River.
- A commercial vessel with fuel line issues was towed 16nm from NE Pt Cartwright to the trawler pens.
- A 5.1m vessel with starting problems was towed in 2m seas from 1.5nm off Pt Cartwright to the La Balsa ramp.
- SAR - Missing yachtsman Mooloolaba.
- *Rotary III* re-anchored a drifting vessel in the free anchorage area.
- *Rotary III* re-anchored a second drifting vessel in the free anchorage area.
- A 6m vessel with engine problems was towed back from 5nm E of Pt Cartwright to the La Balsa ramp.
- A 5.7m vessel with engine issues was towed back from 2nm East of Pt Cartwright to CG ramp.
- A 5.8m vessel with steering issues was towed from 11nm N of the Harbour entrance to the CG ramp.
- A 4.7m vessel experiencing electrical issues requested assistance. *Rotary III* responded and arriving at location found that the vessel had re-started its engine and was under way and no assistance was needed. *Rotary III* escorted the vessel back to safe waters.
- A 5.8m vessel with engine issues 27nm NE of Mooloolaba was towed back to the CG ramp.
- A 4.6m vessel with a flat battery was towed back to the CG ramp.



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CHAPLAIN'S CHAT

with **Sue Clarke** - *Chaplain, QF6*



The world as we knew it has changed and there has been much fear and sadness for many people, but I would like to give you a word of encouragement and hope and peace. In my last two articles in this magazine, I started off pre-Christmas with JOY, then pre-Easter with LOVE and now I would like to talk of PEACE.

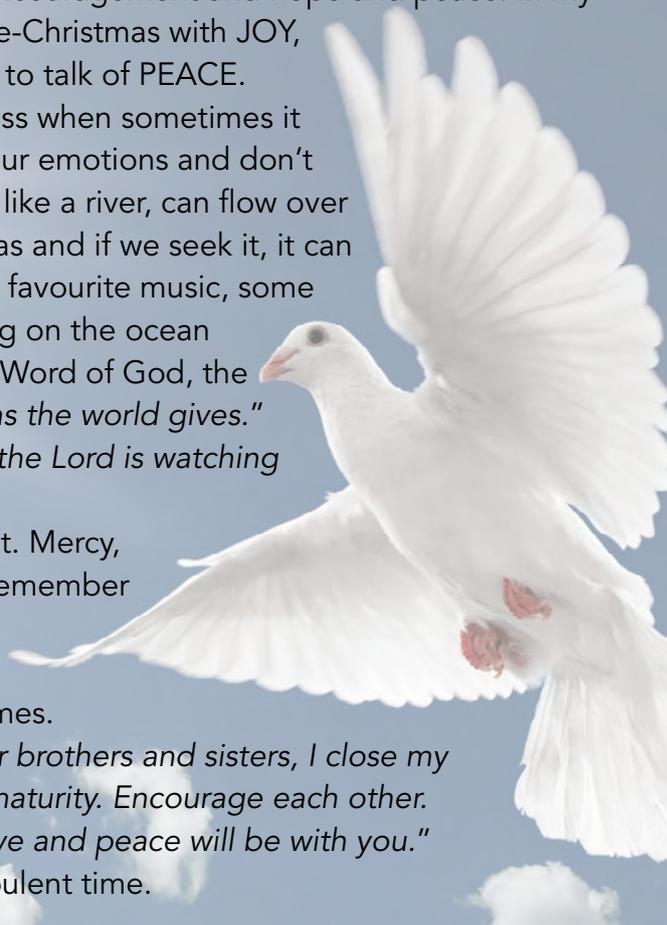
This is something many of us do not possess when sometimes it is required, and we seem to be in conflict with our emotions and don't feel at all peaceful in times of stress. But peace, like a river, can flow over the rough rapids, seep through the swampy areas and if we seek it, it can be found. Some find it through listening to their favourite music, some through exercise or walking, some through being on the ocean and relaxing and others like myself find it in the Word of God, the Bible. Jesus said: *"My peace I give to you, not as the world gives."*

Judges 18 verse 1 says: *"Go in peace, for the Lord is watching over your journey."*

So search for peace and work to maintain it. Mercy, peace and love seem to go hand in hand, and remember the old saying "Peace brother" when we were younger, even if you weren't a hippy. It's something human beings wish they had at all times.

Also, 2 Corinthians 13 verse 11 says: *"Dear brothers and sisters, I close my letter with these last words: Be joyful. Grow to maturity. Encourage each other. Live in harmony and peace. Then the God of love and peace will be with you."*

May we all find peace and God at this turbulent time.



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* McNair Ingenuity Survey 2012

MEMBERS' NEWS



QF6 TRAINING ROOM SET UP TO COVID-19 SPECIFICATIONS

QF6 has now set up our training room to comply with the State Government's "Guide to COVID19 Safe Training" protocol. This is more restrictive than the National Guidelines, but due to our age demographic it seems to be a more prudent course of action. We have been given approval to commence training for up to 9 students, which is good news.

Bill Asher, Flotilla Training Officer



NEW ANCHOR CHAIN FOR MOOLOOLABA ROTARY RESCUE

As part of the refurbishment of Mooloolaba Rotary Rescue, a new 70 metre length of rated anchor chain was ordered before the vessel left for Lawrie's Boatyard. It has since been delivered to QF6. Thanks to Bendigo Bank for providing a grant, which covered half the cost of the chain.

Rod Ashlin, Deputy Commander



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NEW DIGITAL CCTV CAMERAS AND RECORDING SYSTEM

Following the incident in April 2005 when the then *Mooloolaba Rescue* was set adrift by vandals, a security camera and recording system was installed at QF6. This system has served us well over the years, but being an analogue system, the video was not particularly good quality, especially at night.

Following a successful grant application to the Gambling Community Benefits Fund, QF6 contracted OzSpy to install a new digital camera and recording system, including an infrared capability for night viewing and a Pan, Tilt & Zoom camera, which can be controlled by the duty Radio Operator. Thanks also to Kelly Green cranes for once again supporting QF6 radio systems installations.

This installation will enhance the security of QF6 and the surrounding area.

Ian Hunt, Commander



NEW TRAINING LIFE RAFTS

Our old training life raft was no longer compliant with the latest training requirements, so thanks to a grant from the Queensland State Government, the Coast Guard Queensland State Council has purchased two (2) 6 man training life rafts for use by the Sunshine Coast Flotillas for their Shipboard Safety Courses.



QF5 Noosa Flotilla Training Officer, Mark Riley, came to QF6 to load the life raft into their van for transport north. The raft will also be used by QF17 and QF21. The one held by QF6 will also be used by QF4 Caloundra.

*Bill Asher,
Flotilla Training Officer*



FAR LEFT: FTO Bill Asher (left) with QF5 FTO Mark Riley

REFURBISHMENT OF MOOLOOLABA ROTARY RESCUE

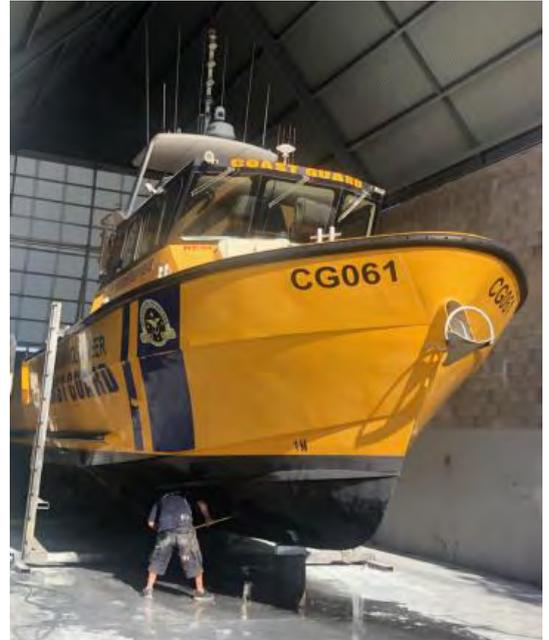
Primary vessels are eligible for grants of up to \$66,000 including GST from the State Government towards refurbishment costs after 7.5 years of service, subject to approval from the Vessel Technical Advisory Group (VETAG) of AVCGA, which has been granted.

We had been planning to commence this refit in early July, but with the Covid-19 lockdown requirements and the impact on business and boating public, we brought the date forward by two months, which was of benefit to all involved.

The boat was lifted out at Lawrie's Boatyard on Tuesday 28th April. The major items that we had identified for attention were a complete repaint of the hull, superstructure and deck, and the replacement of most of the electronics package. The painting and some other minor items was entrusted to Ashby Boatbuilders who have always done our major Shipwright work, and the electronics to Suncoast Marine Electrical who are Simrad agents and situated at Lawrie's Boatyard. We are pleased to report that all funds spent in this refit have been spent with local Sunshine Coast businesses who recognize that our vessels serve the boating public of the Sunshine Coast.

A thorough job of preparation was done by Ashby Boatbuilders, which is of vital importance for a quality paint job, and Suncoast Marine Electrical renewed and reran some other wiring, which had not been overly tidy when first installed. Our electronics were still working satisfactorily, but starting to show signs of their age and use, so a full replacement of displays, radar, autopilot and their cabling was deemed to be best practice. Cameras recording on a continuous loop will now cover forward, aft, both sides, and the engine room.

Some items of refurbishment had already been completed, which included the replacement of the three wheelhouse suspension seats with the aid of a 50/50 Federal grant through Member for Fisher, Andrew Wallace MP. Preventative maintenance on the engines included flushed cooling systems, replaced impellers, diesel lift pump and alternator belts and tensioners by Dolphin Marine. A new anchor chain was purchased with a partial grant from the Bendigo Bank. Other items include new wheelhouse carpet, flybridge seat and re-welding of two cracked bulwarks. Replacement of the port shaft cutlass bearing and recoat of the anti-fouling



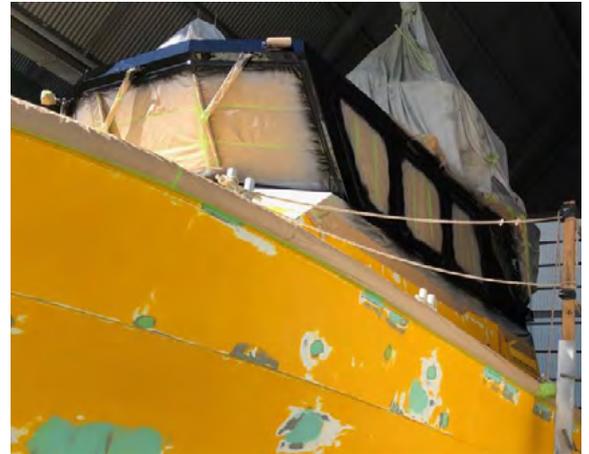
ABOVE, FROM TOP: Let the work begin!; Hull preparation; Inside getting ready for painting; Preparing the transom for painting.

are also planned while the vessel is out of the water.

The vessel's twin 500 hp Cummins diesels have been serviced and maintained by our own QF6 maintenance crew since new, which has resulted in a huge saving in maintenance costs for the Flotilla.

We anticipate that this vessel will be ready to complete another 7.5 years of service before the next planned major refurbishment and will stand ready to service the needs of the boating public of the Sunshine Coast.

Rod Ashlin, Deputy Commander



TOP LEFT: Old screens removed. **TOP RIGHT:** Black window surrounds painted.
ABOVE LEFT: Undercoat started. **ABOVE RIGHT:** Yellow undercoat on.

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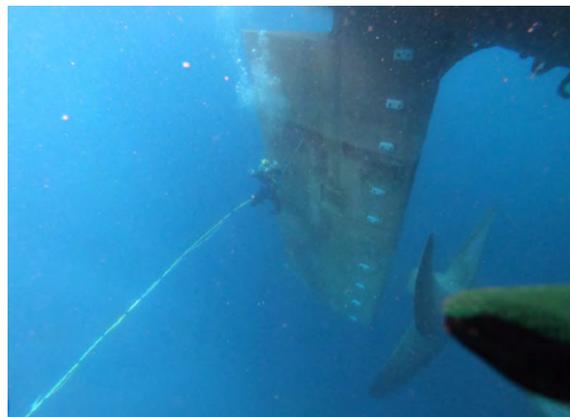
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A BLAST FROM THE PAST

We got a surprise on the 13th of May when our old primary rescue vessel *Mooloolaba Rescue* aka *Rhondda Rescue* cruised by QF6. She is now owned by Moreton Diving and Marine Contracting in Brisbane. They've done a few mods to her, but she looks in good condition.

She was in Mooloolaba doing some ship maintenance diving off the coast, but you might see her around in the future if you keep your eyes open. She still looks like a Coast Guard vessel, but don't be disappointed if they don't answer your call for a tow.

Ian Hunt, Commander



LEFT: Our old Rhondda Rescue.

TOP: Divers at work.

ABOVE: Underwater view of our old vessel.

VESSEL MAINTENANCE

QF6 has a dedicated vessel maintenance team who come in every Thursday morning to look after our three vessels. After almost 8 years of use, the twin Cummins diesel engines on *Mooloolaba Rotary Rescue* look as good as the day they arrived. Well done team.

Rod Ashlin, Vessel Maintenance Coordinator



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UNSUNG HERO – DEBBIE HOLLY

Well, if you want a laugh and a good fun time, Debbie is your girl – full of adventure and life, which makes her an ideal volunteer for QF6, as she keeps us on our toes with her riddles and jokes.

We were fortunate to snag Debbie 5 years ago when she thought she should add another chorus to her song, another tap to her foot, or another line to her life (you can tell she is theatrical, being a song and dance performer) by adding to her full time career in finance and administration, playing tennis and being top doggie in her Toastmasters arena.

Sometimes in the radio room when it is less busy (not often), she can be seen doing her amazing tapestries – so a crafty lady who knits and sews and cooks as well. But her real talent is in networking and connecting people together, so it is noted that she is an advocate for SCOOPS – the social club attached to QF6. As President, she runs a fun ship with her motley crew, who hail her as a great Trivia Night Host, an events organiser to run the Christmas function each year and if only Covid-19 was not in control, she would be working on a Bingo and Pizza night – something to look forward to soon. When able, Debbie has also hosted Ladies Lunches for the female personal, revamped the SOPS (a big manual of rules) and has already achieved her one thousand hours award for radio hours spent saving lives as a very competent Radio Operator.



Wondering how one person can do all this? Well, I guess you'd have to go back to the beginning in West Yorkshire where her life started. Debbie emigrated to New Zealand with her family when she was 2 years old, then after school she worked for a law firm who gave her a trip to Fiji for two as a bonus thank you. Their downfall - as she then had a taste for travel and took off to see the world, working as a flight attendant (aka Trolley Dolly) for Lakers Airline, and then continued to enjoy travelling up to this year, when after coming home from a cruise, the industry was shut down completely due to the Coronavirus.

Debbie doesn't travel light though. She has just passed on a beautiful timber dresser that accompanied her from NZ to the UK, back to NZ then to Australia, which doesn't sadly fit into her new abode where she's moving to now. Maybe she is downsizing at last, although I don't think so. So for an English Rose, who became a New Zealander and now resides in Queensland, she calls herself an average fella, but those of us who know her think otherwise. To have a fear of the water, doesn't like swimming much, then to join Coast Guard without any small boat knowledge, she has achieved a remarkable amount in her time with us. Mooloolaba is fortunate she was looking for another feather to add to her cap and we are glad she chose a Coast Guard cap. Thanks Debbie and well done.

Sue Clarke, Chaplain QF6

COMMUNITY NEWS



WIN NEWS SIGNS GO UP

WIN News supports QF6 with weekly Boating Reports by Bill Asher at the end of their Friday night news broadcast, and advertisements for our Marine Assist scheme. As part of the sponsorship deal, we have placed WIN News stickers on our vessels, and recently put the new signs up on our HQ. The photo shows the new signs and our Building Maintenance Officer, Robert Bohn, putting the final screw into the last sign to be put up.

Ian Hunt, Commander



QF6 RAFFLE RESULTS

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

Raffle Number 1 of 2020 - Drawn: 4 March 2020

1st prize - \$500 Coles/Myer Gift Card - Ticket Number: 50392, Ms M B of Cleveland, QLD

2nd prize - \$300 Coles/Myer Gift Card - Ticket Number: 49409, Ms M of Carindale, QLD, and

3rd prize - \$200 Coles/Myer Gift Card - Ticket Number: 49564, Ms B of Kiels Mt, QLD.

Raffle Number 2 of 2020 - Drawn: 22 April 2020

1st prize - \$500 Coles/Myer Gift Card - Ticket Number: 51745, Ms B of Mt Creek, QLD

2nd prize - \$300 Coles/Myer Gift Card - Ticket Number: 52690, Ms C of Marian, QLD, and

3rd prize - \$200 Coles/Myer Gift Card - Ticket Number: 53426, Ms D of Marcoola, QLD.

Congratulations to the winners and thanks to all those who bought a ticket. We look forward to getting back to raffles and BBQs again once the Covid-19 restrictions have been lifted.

Rod Ashlin, Deputy Commander

RECKLESS BEHAVIOUR

Do you ever wonder how people get into trouble on boats? The photo was taken on a White Saturday crew day and shows 4 men – not wearing life jackets – In a very small boat crossing the bar to enter the Mooloolah River. Apart from what looks like to be an overloaded vessel, you are required to wear lifejackets when crossing the Mooloolaba Bar in an open boat of less than 4.8 metres. No matter how calm it is, our bar is still a Designated Coastal Bar. Remember also that once outside the entrance you need all the safety equipment required in Open Waters, even if only boating in the bay.

Bill Asher, Skipper White Saturday



RADAR TOWER INSTALLATION

The re-design by the contractor of the antenna mountings for the Pt Cartwright Radar Tower installation for QF6 has just been completed, as requested by the Australian Maritime Safety Authority. Once the new design has been approved, installation will commence of the VHF radio and antenna for our Working Channel (VHF Channel 73), a Point, Tilt and Zoom camera and the microwave link equipment. This installation will greatly improve our CH73 coverage, as well as give our Radio Operators direct vision of the river, our entrance and across to the Maroochy River mouth.

Ian Hunt, Commander



Fishing Closure



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NEW LEAD LIGHT IN MOOLOOLAH RIVER

On 1 June 2020, Maritime Safety Queensland, Brisbane Maritime Region, have issued a new Notice to Mariners (NtM 191 of 2020). This notice covers the Mooloolah River Bar for the replacement of an aid to navigation.

Mariners are advised that both the rear lead light in the Mooloolah River (F Bu(FY day)) in position latitude 26° 40.935' S, longitude 153° 08.814' E have been permanently extinguished.

A Port Entry Sector Light (PEL) has been established on the position of the former front lead at latitude 26° 40.935' S, longitude 153° 08.814' E with the below characteristics by day and night:

- Starboard outer Sector 128.65° T to 129.71° T VQG 0.6s
- Starboard inner Sector 129.71° T to 130.64° T VQG 1s
- Centre Sector 130.64° T to 131.68° T Fixed White
- Port inner Sector 131.68° T to 132.67° T VQG 1s
- Port outer Sector 132.67° T to 133.65° T VQG 0.6s

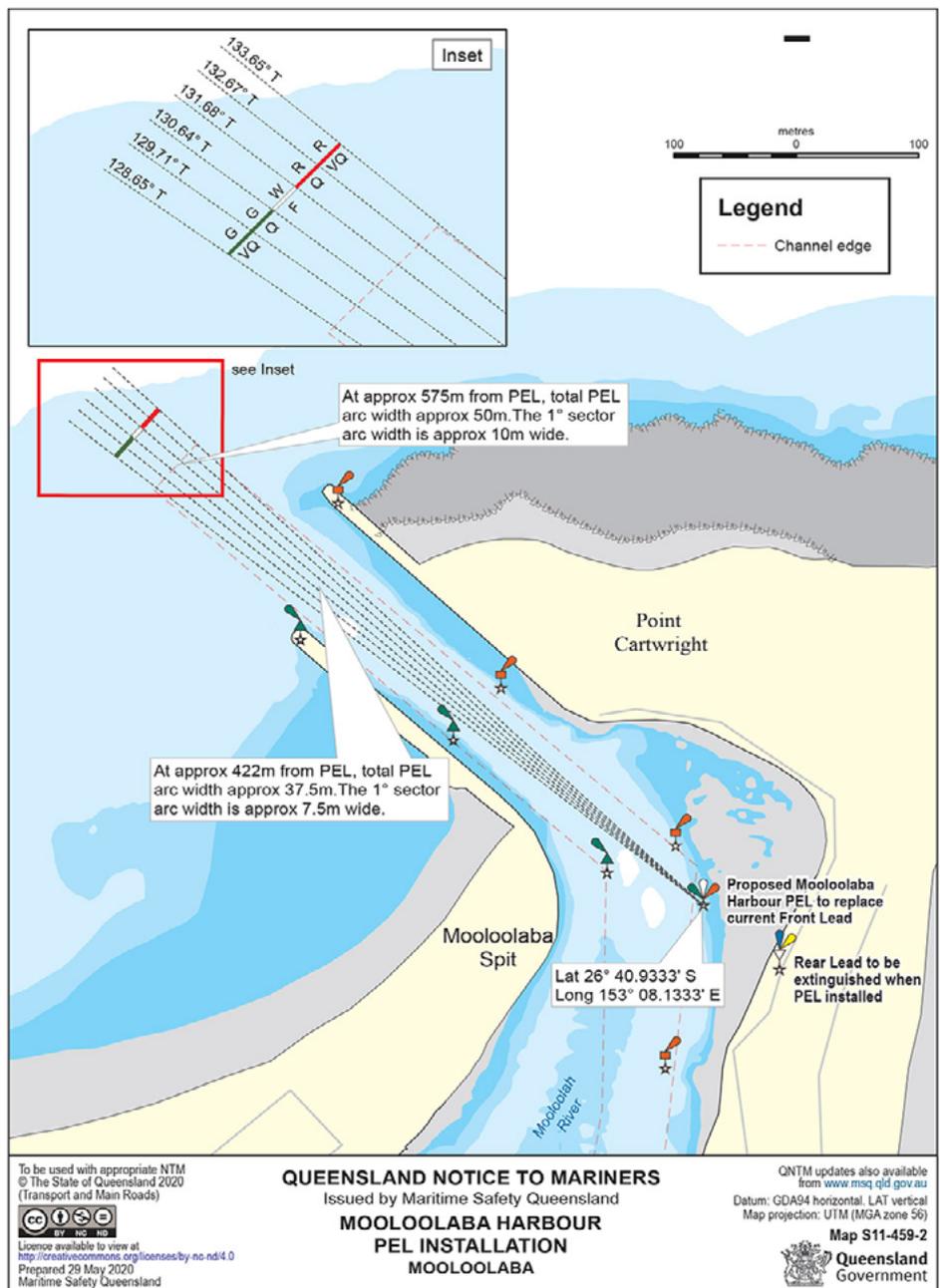
The Port lateral light on the former front lead at 26° 40.935' S, longitude 153° 08.814' E remains unchanged Fl R 4s however is obscured through the arc of the PEL from 128.65° T to 133.65° T.

This notice cancels NtM 171 (T) of 2020.

Notes

Charts affected: AUS 235. Latitude and longitude positions are on WGS84 horizontal datum and are compatible with GDA94 datum. For further information about this notice, please contact the Brisbane Regional Harbour Master's Office on 07 3632 7500 or email vtsbrisbane@msq.qld.gov.au.

This notice is authorized by the Regional Harbour Master (Brisbane) – Maritime Safety Queensland.



RIGHT: Map S11-459-2 shows the Port Entry Sector Light arrangement.

QF6 SUPPORTS QUEENSLAND DRAGON BOAT TITLES

QF6 supported the Queensland Dragon Boat Titles on the 7th and 8th of February. The following articles are the impressions on the task from the two skippers of Maroochy RSL.

Allan Ewart and I were tasked to support the Dragon Boat races on the Saturday of the weekend racing event. Though we had an early start preparing the boat before the official start time, we were still excited for the day's task.

We were surprised to see the large number of teams and boats ready and eager to race the weekend away. The boats all decked out in fantastic colours and designs, with the Dragon head and tails making the event a colourful and enjoyable sight. Each team had their own team colours and there were quite a few sponsor's banners on the boats.

The teams were made up for different race grades; some all women, some all men, and also a mixture. I was surprised by the age spread, from school age up to seniors. As for our duty that day, we had just a couple minor things to attend to, but it gave us time to enjoy seeing the races and hearing the beating time drums of each boat as they raced.

Michael Venner, Blue Saturday

It was a rainy grey Sunday when Tony Green and I arrived at Lake Kawana to assist the Dragon Boat races. The rescue vessel Maroochy RSL was already there from the Saturday races. As the Saturday crew had attended the race the day before, it was agreed that we pick the boat up on site and return it to base when we completed the day.

On arrival we checked the boat ensuring we had all the safety gear and fuel for an expected whole day on the boat. The race coordinator asked us to position ourselves on the end of lanes 5 and 6 and to follow the Dragon Boats as they travelled from the start to the finish line. We were the safety boat ensuring that if anyone fell out of a boat, we would be on hand to retrieve the crew member.

There was 47 races on the straight line circuit and 7 races around the circuit. Fortunately, there was no incidents. The races finished at about 1700 followed by the presentations at the conclusion of the day's activities. We packed up Maroochy RSL and headed back to QF6 and closed the boat. We had a nice, if not rainy day on the water.

Raoul Cruz, Blue Sunday



NEW WATER POLICE VESSELS

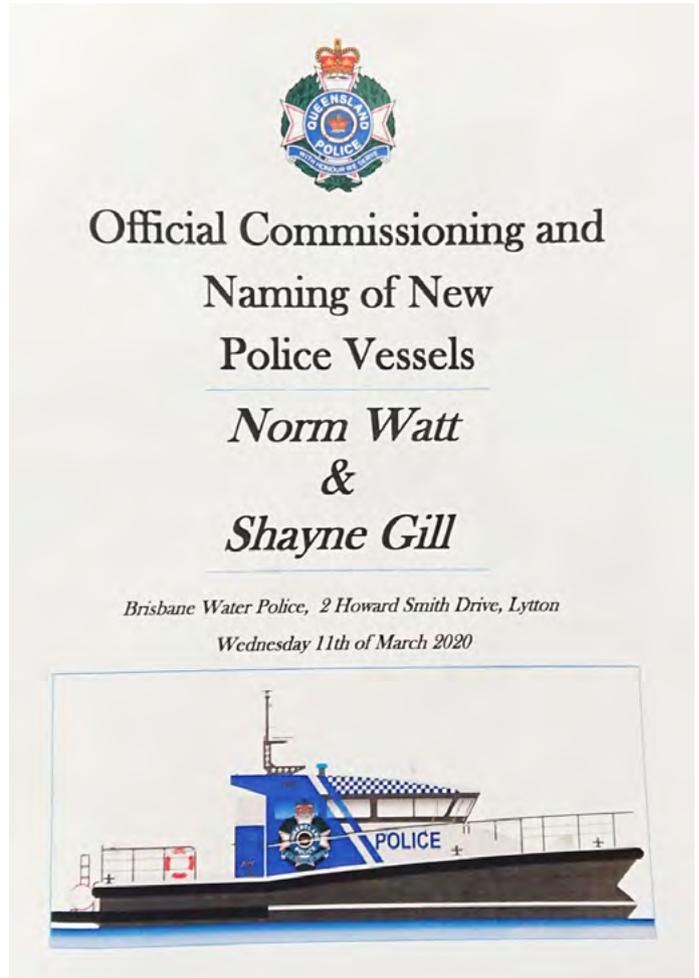
On 11th March, I attended the Commissioning and Naming Ceremonies at the Water Police Base in Brisbane for the two new Water Police vessels *Norm Watt* and *Shayne Gill*. The ceremony was attended by representatives of all the Queensland Emergency Services and Government Ministers and officials, as well as many Police Officers, some of who had worked with Senior Constable Norm Watt and Constable Shayne Gill. It was a moving event, with the remembrance plaques being uncovered by members of the officers' families, before they attended the Blessing and Naming ceremonies on the respective vessels.

Senior Constable Watt was killed in the line of duty on the July 21, 2000 and Constable Gill was killed in the line of duty on the May 21, 1996. The naming of these vessels is a tribute to these dedicated Police Officers and it ensures that their names will be remembered well into the future.

The *Norm Watt* will be stationed at the Mooloolaba Water Police Base and the *Shayne Gill* will be stationed at the Hervey Bay Water Police Base. These vessels will provide many years of service to the boating community along the south east coast waters.

Ian Hunt, Commander

BELOW: Unveiling the plaques. **BELOW RIGHT:** The new police boats to be named. **BOTTOM LEFT:** The plaques. **BOTTOM RIGHT:** The Norm Watts.



ASSIST STORIES



TWO SARs FOR TWO MEN OVERBOARD

Our radio operator picked up a MAYDAY call at 0300 from a trawler about 28nm NE of Mooloolaba that a crew member had fallen overboard. VTS Brisbane also picked up the distress call and advised the Water Police. A search was started involving the Water Police vessel *Norm Watt* from Mooloolaba, *John Waddams* from Coast Guard Noosa, Life Flight helicopter from Maroochydore and the AMSA SAR jets from Cairns and Melbourne. The search continues.

At about 0800, we received a call from a member of the public that a yacht had run aground on the beach just north of the Mooloolaba Surf Club. It was found that nobody was aboard and further calls received indicated that there had been someone at the front of the yacht trying to get a sail down to the north east of Mooloolaba.

A SAR was initiated which involved our vessel *Rotary III*, which had two QPS Officers onboard (after fitting life jackets and a vessel induction), *Caloundra Rescue*, the Mooloolaba Water Police RIB and Surf Lifesaving assets. A Surf Lifesaving jetski found the yacht's skipper, but unfortunately he did not survive the ordeal. The yacht was retrieved from the beach and is in the custody of the Water Police. Media interviews were conducted at QF6 by several TV channels to get the latest information. Once it was confirmed that the skipper was alone on the yacht our vessels were stood down.

Well done to all involved in the search. Our condolences to the skipper's family and friends.



ABOVE RIGHT: *Assisting the police to fit life jackets prior to the commencement of the search.*

RIGHT: *The yacht aground on the beach.*

A TWOFER

An early start to our crew day began with a call for assistance to a 5.8 metre vessel broken down near the Blinker. The Distressed Vessel (DV) had given the Radio Room his latitude and longitude, but using our radio Room CPlot display it indicated that he was off Caloundra. We contacted him again and he said that he was about 500 metres to the west of the Blinker and he gave us another set of latitude and longitude, but this time it showed him off Point Arkwright. When we again queried this checking to see if this was from his phone or his GPS, he admitted he could not use the GPS.

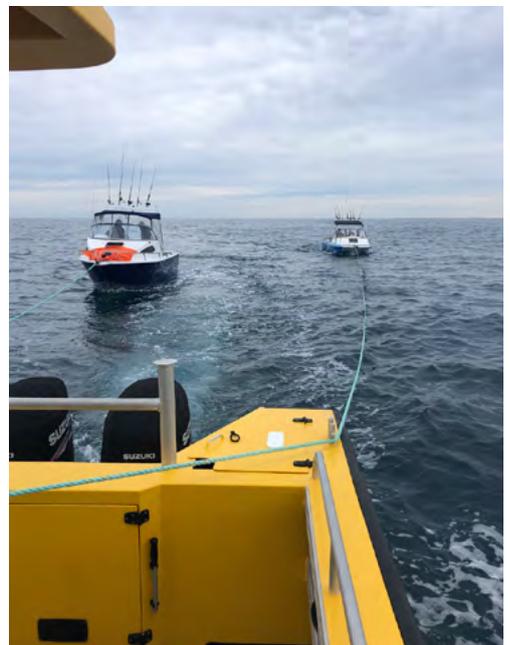
We set a course for the Blinker and finally located him about 1 nm south of the Blinker. We had just attached the tow line and were starting back when we got another call from the Radio Room about another vessel requiring assistance. This vessel had seen us passing and had tried waving us down but one of our crew just thought they were being friendly. Did they not know about displaying a V sheet when in trouble?

The second vessel was a 5.7 metre half cabin boat and only 1 nm to the east of Point Cartwright, which was on our way back.

We decided to take the second vessel in with a tandem tow as the wind was going to pick up during the morning and our turnaround time could be over an hour.

With the wind coming from the north west, we repositioned our first tow to our port cleat and took the other end of our tow line and approached the 2nd vessel from the south east and put them on a short tow from the starboard cleat. The vessel could not get his anchor up and we had to manoeuvre around to take the strain to break the anchor free.

After determining the ramps the DVs wanted to go to, we were able to raft up the number 2 assist to our port side and leave number 1 on a short tow to put him on the La Balsa pontoon and then we took the number 2 assist to the Coast Guard ramp.



Bill Asher, White Saturday Skipper

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REEL MAGIC

On the 20th of April our Radio Room got a call for assistance from the 13 metre flybridge cruiser *Reel Magic* with engine problems.

After mustering a crew and entering the Distressed Vessel's (DV) latitude and longitude into our navigation systems, we slipped our lines just before 0800hrs and left the pontoon. Navigating our way out of the harbour, we made a note of the new position of the dredge working in the river mouth, where a calm sea welcomed us. As we cleared Point Cartwright headland, we set our course to 096 degrees, with a distance of just over 18nm to the DV.

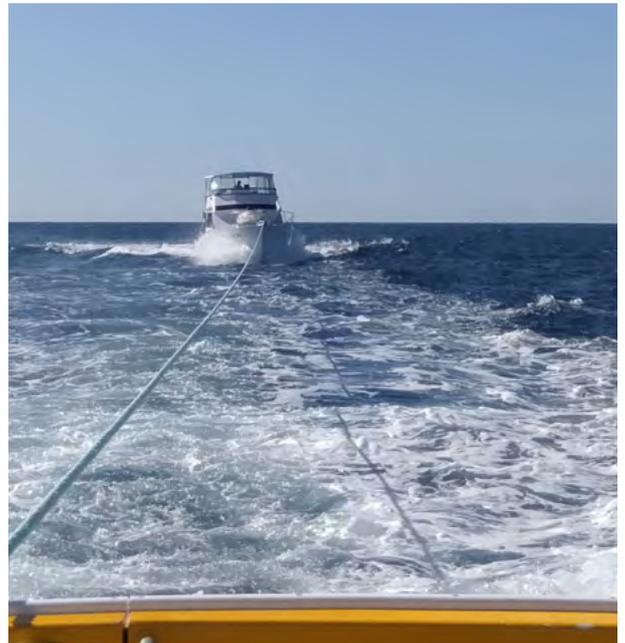
With the assist as a PAN PAN and not a MAYDAY we adjusted our speed to a comfortable 18 knots, making the transit time just an hour, during which we communicated with the DV over the radio to their delight! At a distance of 5nm away, we again called the DV; this time not only to give them an update, but more for us to pinpoint their new position via our Radio Direction Finder, which allowed us to take in to consideration their drift in the last hour and to adjust our course.

We were alongside them just after 0900hrs and we found out their problem was a major oil pressure loss in the main engine. With the tow line secured we set a course for Mooloolaba and at a slower speed of around 9 knots and a passage time of over 2 hours we picked our way through the seven ships at anchor awaiting entry into the Port of Brisbane.

As we slowed outside the River Entrance to shorten the tow line, we observed that the dredge had moved from her early position and her floating pipes were across the entrance. A quick call on VHF Channel 16 and the Dredge Master made a clear passage for us, into the safety of the Harbour. After a discussion with DV's skipper as to where her berth was, we rafted her to our starboard side and made our way up the Kawana Waters Canal to her berth in Jessica Haven. With a bit of nimble manoeuvring by our helmsman Ray Rahn, we had her safely in the berth around 1130hrs.

We were back on our pontoon and ready for the next Assist by 1200hrs. All feeling pleased with ourselves that we had made a difference that day, with a crew and their vessel safely home - the reason why we are here.

Clive Surridge, Blue Sunday Skipper



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 course for 2020 is on the 14th of August.

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

SEA HARVEST ASSIST

During the morning of Monday the 27th of April, our Radio Operator received a call from a heavily laden 16 metre trawler with engine overheating problems. The vessel *Sea Harvest* was ten miles NE of Point Cartwright and inbound to Mooloolaba with a full catch.

We quickly had a crew together and set off to assist the vessel. Fortunately, this was the day before our primary rescue vessel (RV), *Mooloolaba Rotary Rescue* was to be hauled out for its planned major refurbishment after 7.5 years of hard work serving the boating public of the Sunshine Coast. As the estimated weight of the trawler was around 60 tonnes this was a job that only our primary RV could handle.

We made ready our heavy towline and attached our purpose-built bridle to it and handed it over to the trawler on arrival. Fortunately, the weather was good with only a moderate sea and an easterly breeze. The tow back to Mooloolaba was uneventful at just under 7 knots, but there was no doubt that it was a heavy tow and we made good use of the towing capacity of our twin 500 HP Cummins diesels coupled to shaft driven propellers, which has been a great asset during a number of similar jobs .

Sea Harvest was safely deposited back at the Trawler Pier much to the relief of the Skipper and the following day *Mooloolaba Rotary Rescue* was lifted out for its refit, which is estimated to take 4/5 weeks. We hope that any more similar sized vessels do not require assistance until it is back online.

Rod Ashlin, Gold Sunday Skipper



TOP: *Sea Harvest* under tow.
ABOVE: Entering the Mooloolah River.



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Coast Guard Mooloolaba, 65 Parkyn Parade,
conducts LROCP courses for Coast Guard Supporters and Members of the Public.
The next 3 week course commences on the 7th of September 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

AN ENCOUNTER WITH THE FINNISH COAST GUARD

WORDS IAN HUNT | *Blue Sunday Skipper, QF6*

In January this year, a couple walked into my office and said hello. They explained that they were originally from Finland, that their granddaughter was a member of the Finnish Volunteer Coast Guard, and that she was to visit them in February and March. They then asked if it would be possible for her to spend a day with one of our crews to see how we did things in the Australian Volunteer Coast Guard. This was an opportunity not to be missed, so I arranged that she would visit QF6 for the day with my Blue Sunday Crew.

Early on the morning of Sunday the 8th of March, Julia Vuorela joined Blue Sunday for what was hopefully going to be an interesting day for her – and us. Julia was kitted out with a crew shirt and cap to make her feel part of the team and was then given a Visitor's Induction on *Mooloolaba Rotary Rescue and Rotary III*, before partaking in various training exercises during the morning. We had arranged a special seafood lunch, which was picked up from Bridge Seafoods and set up around our table in the boat shed. It was then enjoyed by all.

After lunch, Julia showed us a Power Point presentation about the Finnish Volunteer Coast Guard, which was extremely well received by the crew and, as it turned out, our new QF6 volunteers who were there doing their Shipboard Safety Course before being allocated to a boat crew. Julia explained that she had joined the Finnish Coast Guard at Espoo near Helsinki as a junior member at the age of 16 and after 2

THE FINNISH LIFEBOAT INSTITUTION



BOATING IN FINLAND

- ❑ One of the highest boat densities in the world
- ❑ Approximately 800 000 pleasure craft
- ❑ Most of the boats are small in size
- ❑ Boating season lasts only 4-6 months



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ESPOO STATION BOATS

PV1

- 8 metres
- Steyr 160kw
- Jet
- 32kn
- 4 hrs operation



PV4

- 14 metres
- 2 x Cat 311kw
- 2 x RR jet
- 35 kn
- 7 hrs operation



11 • Finnish Lifeboat Institution •

years, became a qualified deckhand.

Julia gave us some very interesting facts, including:

- The Finnish Lifeboat Institution was founded in 1897 and they now have 62 stations
- They have 1400 active crew members and 130 lifeboats
- Finland has 188,000 fresh water lakes, making up 10% of the area of Finland
- Finland has 60% of the world's navigation marks
- In 2019, the Finnish Lifeboat Institution helped over 3,000 persons in distress
- There are about 800,000 pleasure craft in Finland, but the season only lasts 4-6 months

Julia really enjoyed her day with us and even got to go along on an Assist for a disabled jetski at the Maroochy River mouth, for which she was grateful.

Julia gave us some Finnish lollies and snacks to try and before she left, presented me with a mascot of the Finnish Coast Guard, which sits behind my desk with our other display items. Julia thanked us for letting her spend the day with us, then said goodbye and was picked up by her grandparents.

Julia's plan was to go to Sydney for a few days, before heading home, so we hope that she got back home safely before the pandemic lockdowns were put into place.

ABOVE: Facts about the Finnish Coast Guard.

RIGHT: Junior Members.

BELOW: Julia Vuorela (centre, front row) with the Blue Sunday crew.

BELOW RIGHT: Finnish Coast Guard mascot (dog) on display.

MERPELASTUSSEURA
SJÖRÄDDNINGSSÄLLSKAPET

THE FINNISH LIFEBOAT INSTITUTION

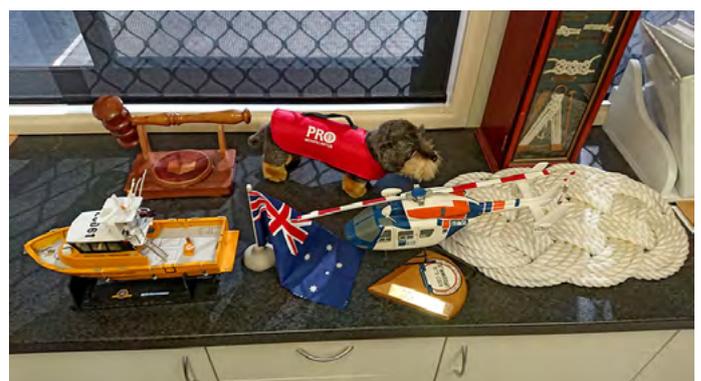
- ❑ Our core values
 - Selflessness
 - People orientation
 - Safety
 - Competence
 - Environmentally friendly
- ❑ Founded 1897 ->
- ❑ A registered charity
- ❑ 62 lifeboat stations in total
 - 32 at coastal area
 - 30 at inland lakes
- ❑ 1400 active crewmembers, all volunteers
- ❑ Over 22 000 members
- ❑ 130 lifeboats
- ❑ Over 1600 calls per year
- ❑ Headquarters in Helsinki
- ❑ FLBI primary function is to save lives at sea and on inland waters and to assist persons in distress

5 • Finnish Lifeboat Institution •

MERPELASTUSSEURA
SJÖRÄDDNINGSSÄLLSKAPET

NUMEROUS WATERWAYS

- ❑ 10 % of area of Finland is fresh water, 188 000 lakes
- ❑ Coastline 8 times around the world (315 000 km)
- ❑ Sensitive archipelago and lake areas, 180 000 islands
- ❑ Mainly shallow waters
- ❑ 60% of worlds seamarks are located in Finland !



THE SAGA OF THE BLYTHE STAR

WORDS ROD ASHLIN | *Deputy Commander, QF6*

The year was 1973 and the Watergate scandal was big news around that time.

The *Blythe Star* was a small coastal freighter owned by the Bass Strait Shipping Co. She was 141 feet long and 370 tonnes displacement, built in France and was now used to ship freight around the islands of Bass Strait.

On the 12th of October she left Hobart with a cargo of super-phosphate destined for King Island off Tasmania's North Western tip. No doubt due to an Easterly forecast, the Captain, George Cruikshank, decided to go via the West coast of Tasmania. Around 8 AM the next morning, while rounding South West Cape at the bottom of Tasmania and in easy conditions with a moderate swell, the vessel took on a list to Starboard, which continued to increase until water was flowing into the vessel and she sank with little warning. The crew of 10 were all able to get off into a life raft, but there was no time to get off any radio distress call.

Over the next 8 days they drifted well south of the coast and then north right up the east coast of Tasmania past Schouten Island and then back south west and finally they were blown ashore on an isolated and rugged part of Tasman Peninsula.

The Chief Engineer, John Sloan, died after just 3 days at sea, possibly due to a lack of his medication and he was buried at sea. Two more crewmen died after they reached shore due to hypothermia and the horrendous conditions whilst in the life raft. It was 3 days after making land before 3 crewman were able to battle through the bush and came across a logging contractor who raised the alarm and the remaining 4 were rescued by helicopter.

I lived in the Huon Valley, south of Hobart at that time and I remember it well, as the search was big news at the time. I also remember the weather, which was easterly and usually brought dismal showery weather with mist and fog for several days, and this was no exception.



ABOVE: Blythe Star

Everyone had given the crew up for dead by then and it was exciting and welcome news that survivors had been found after the search had been called off the day before they emerged from the bush. The search involved 14 aircraft and numerous vessels, and was the largest maritime search in Australia to that date. An inquiry was instigated into not only what had happened, but why these people were not found when they had been drifting around for 11 days at times right under the noses of the searchers. One of the big problems was that there was no compulsory reporting system in place in those times. It was not known if the vessel had gone via the east or west coast, and it was 3 days before any search was started and it was spread over a huge area to cover all possibilities.

The inquiry went on for many days and I always thought the Captain, George Cruikshank, got a raw deal, because all authorities were looking for someone to blame. He was even heavily criticised for not taking charge in the life raft, when he was the oldest member and not in good health and was lucky to have just survived. Some of my boating friends who knew a little more about this boat told me that this vessel had almost capsized while at anchor at King Island and was a very unstable craft. Cruikshank never went to sea again.

For all the time spent on the inquiry, it came to very few conclusions, but it was obvious that maritime searches left a lot to be desired, and your chances of being found if you had to take to a life raft were very poor. Of course, these were days before GPS and EPIRB's. However, one positive that came from it was the introduction of the Ausrep Maritime Reporting system into the Australian Navigation Act, as the lack of knowledge regarding where and when this voyage was taking place was heavily criticised.

The general opinion was that something unusual had happened with the transfer of ballast water, which was taking place at the time of the capsizing, but this could not be confirmed because the crewmen involved did not survive. There were other instances of less than satisfactory searches conducted from Canberra around those and even later years, but lessons have been learned and there have been great strides with technology that now give shipwrecked sailors a much better chance of rescue. Even so, it is a big ocean out there, so take care!



ABOVE: The Blythe Star's route on her fateful voyage



ABOVE: The Blythe Star memorial plaque at the Tasmanian's Seamens' Memorial at Triabunna.

THE WRECK OF THE HOPE

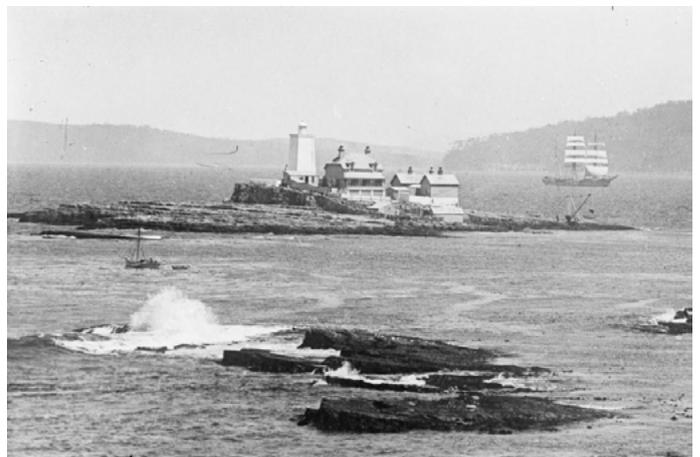
WORDS ROD ASHLIN | *Deputy Commander, QF6*

Here is a true story that is one of many that appears in a book I have, entitled "Wrecks in Tasmanian Waters" by Harry O'May. Produced in 1950, it is now a collector's item and is written in very old prose of the 1800's. It relates to all the wrecks around Tasmania since 1797. This reportedly true tale is one of many that gives an idea of what life was like in the early days of Tasmania.

In 1827, the square rigged ship *Hope* arrived in Storm Bay from Sydney and was boarded by the Pilot to enter the Derwent River and so up to Hobart. The Pilot, Mr Mansfield, boarded just before sunset and at the time the vessel was being towed by two of the ship's boats. He ordered the boats in but the Captain wanted them to continue. The Pilot contended that his long experience would enable him to make the passage without the assistance of the boats.

The wind was light and variable and so the Captain deferred to the Pilot and turned in, although he alleged he got up several times to check on progress. For any that have entered the Derwent there is low land and a long beach to the East of the entrance at the Iron Pot, which had a lighthouse built on it later, but it was not there in 1827. The Chief Officer was on deck at 4am and said "can you not hear breakers?" The Pilot said there was no danger and he knew what he was doing, although the later inquiry noted he had had a few glasses of grog during the night.

There was some arguing and the Captain came on deck and the helm was put up, but she went up in the breakers on the beach to the East of the Iron Pot rock, which



TOP: Iron Pot Rock.

CENTRE: The Sydney to Hobart yacht Maluka of Kermandie rounds Iron Pot Lighthouse.

RIGHT: Hope Beach.

now bears the name of Hope Beach. A cast of the lead showed 7ft and as the vessel drew 15 ft there was a definite problem. The Captain evidently flew into a terrible rage at the Pilot who stood dumbfounded and silent.

Distress guns were fired and two whaling boats came to assist and ran out a kedge anchor, but the vessel was already starting to break up in the surf. Eventually all were got off the ship and later the wreck was purchased by a Captain John Laughton. When he came to have a closer inspection in following days the boat he was in was swamped and he drowned.

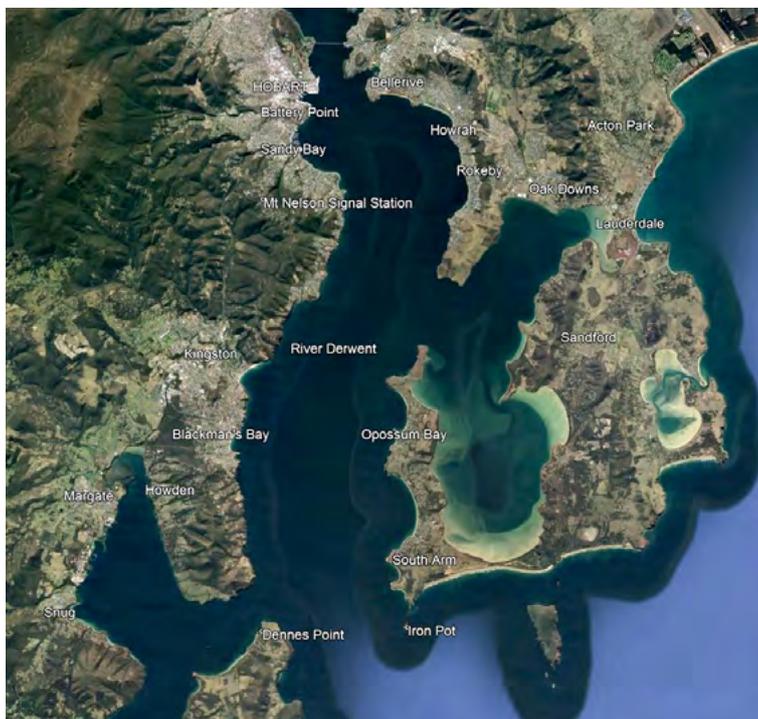
Now this might sound enough adventure for one story but there is more. Although not mentioned in the account of the wreck of the *Hope*, it was believed that the *Hope* had a considerable sum of money aboard and was guarded by two soldiers. It was said that it was the pay for the Garrison stationed at Hobart Town. This money mysteriously vanished at the time of the wreck and it was suspected that the two soldiers buried it in the sand dunes with the intention of retrieving it later.

This was never possible as they were transferred to India, where one of them died and the other was returned to England where he was discharged. This man told his story to an Irish farmer named McKinnon and convinced him the treasure was still to be found where they had planted it. McKinnon sold his farm and with a rough plan of the locality supplied by the ex-soldier he came out to Hobart Town. He purchased stores, tools and a Miner's right and engaged the owner of the passage boat *Mary Kay* to land him not on Hope Beach but on Kelly's Point on Bruny Island, which is on the opposite side of the entrance and separated by 3 miles of water.

The *Mary Kay* took McKinnon to Kelly's Point (now Denne's Point), where some locals helped him off with the gear, which included a large heavy box that took 3 men to lift. The local Denne family became suspicious of his evasive answers to questions and contacted the Brown's River Trooper. When asked what he was doing prospecting on private property McKinnon said he was looking for honing stones (for sharpening tools). When asked what was in the big box he said snake bite cure and when it was opened it had 2 small bottles with some liquid in them.

McKinnon continued to prospect in the area for some time and then disappeared. He turned up again after 18 months. It was learned later he had gone back to Ireland and secured from the soldier another map with more detailed instructions. He engaged Captain Bill Whisby of the Ketch *Ann Allen* to take him to Bligh's Point about a mile further down the Channel and told Captain Whisby what he was searching for and this time he gave all the gullies in the area a thorough searching before he abandoned the search. With all his money gone he returned to Hobart Town and worked as a labourer.

Periodically, treasure hunters have visited the area of Denne's and Bligh's points on Bruny Island and Hope Beach and tonnes of sand have been shifted by searchers over the years, but as far as is known no treasure has been found. Perhaps you might like to take a holiday to the area and don't forget your bucket and spade.



LOCKED DOWN IN THE UK

WORDS RICHARD CHOROSZEWSKI | *Editor (at large), QF6*

Richard Choroszewski, boat crew member, radio operator and (former?) editor of this magazine was suddenly called back to the UK. Commander and (Acting?) Editor Ian Hunt asked me to send in an article on how things are going and here is my contribution.

On Monday 11th of November, while on callout with Coast Guard Mooloolaba, I started getting urgent calls from my firm in the UK that our HQ had been hit by a ransomware virus and that our 3-person IT team was struggling to restore our systems. Forty plus staff were due to come in to work that day and were currently unable to access any of our systems and data.

At that time, I was on *Mooloolaba Rotary Rescue* with crew Matt, Glenn on the helm, and Rod Ashlin in command, on an assist out to the Gneerings to bring back a disabled 5m runabout.

By the time we got the distressed vessel back to shore, I'd discovered that our IT guys were struggling and that I needed to get back to the UK urgently to help out. By Tuesday, the office was back up and running (albeit with lots of systems still down or being repaired) and I was back in Cornwall by Thursday. The ensuing 3 months proved to be really tough as we struggled to get our 2 relatively inexperienced IT guys up to speed.

As well as repairing systems and handling the day to day issues that IT frequently have to cope with, I had to manage the department, mentor my 2 colleagues (the 3rd having resigned from the resulting stress) and re-impose a workflow. It wasn't until the end of March that, as a department, we felt we were finally getting on top of all the issues and back to a routine.

Before leaving I'd informed our Commander that I hoped to continue to assist with Video posts to Facebook and contribute a little in my role as editor, but it became clear that working almost 20 hour days (including weekends) for weeks on end left me in no state to do anything other than crash for a few hours of troubled and stressful sleep each night. For my company, it was an existential crisis. The business is an International Freight and Logistics provider and when the Chinese New Year's shutdown was followed by the Covid19 lockdown worldwide, my hopes to organise a rapid return to Oz vanished.

At first glance, compared to Europe, Australia and New Zealand have been successful in enforcing the kind of strict measures to keep the spread of the virus under control. The UK started with an undeclared policy of herd immunity but, understandably under the circumstances, lost its nerve after Italy's health system was overwhelmed. It's now clear that we are following the herd and being reactive in trying to adopt policies that appear to be working elsewhere around the globe, to the extent that social lockdown appears to be damping down the outbreak. It seems uncertain how any country can continue with these measures and not see their economies tank. This virus is out in the wild and a vaccine and other measures will take time to implement, so we'll have to live with it for some time, if not indefinitely. The inevitable second wave may therefore force a review of what the best policy is. However, by then we will know more about the disease and how to focus counter measures to cushion the impact.



ABOVE: *My workplace.*

With Covid19 taking centre stage here, Brexit as an issue has virtually disappeared from our daily concerns. There is a deadline looming at the end of June, which is the last date that either party can request/agree an extension to the negotiations. The current health scare may change minds and allow the bending of laws, but failing that, if we don't agree to an extension by the 30th June, then effective 1st January 2021, we come out on whatever rushed agreements can be cobbled together - or more likely - on WTO rules. Interestingly, we are replacing the term 'on WTO terms' with 'on Australia-like terms', probably because it seems more palatable to the other common term in use of 'leaving without a deal'.

Speaking of terms, a new one I predict will end up in common use is 'FOGO' (Fear of Going Out). It seems that much of the population accepted the need to stay at home at the start of the lock down, but are now reporting a dread of leaving their domestic sanctuary and re-joining normal life and the workplace. A development that Coast Guard's volunteers do not have the luxury of entertaining. Hopefully, we as a society will someday soon be able to laugh off the hysteria now forming around the safety issues of mixing with our fellow man as we find that a bit of common sense and regular washing of hands resolves many of the issues for almost all of us.

Compared to my former life as Coast Guard crew with Blue Saturday, my time in the UK is relatively humdrum, exacerbated by the social distancing forced upon us here. Even if work allowed some time off to myself, I'm at least 20 minutes' drive from the nearest RNLI stations in Plymouth or Looe. So, no boatie activity for me. Apart from regular evening 7.5km runs up to Kit Hill and back, the only non-work alternative is to grow fat from comfort-eating on the sofa watching Netflix.

My last post on Facebook was to show that final call out to the Gneerings in November. I can't raise any enthusiasm to post videos from here, as in comparison to Mooloolaba life, daily existence in the UK is uneventful. True, Cornwall has a lot to offer in terms of scenery, wild weather, moorland walks etc, but nothing to compare with rescuing people and their pride and joy stranded on the high seas, or the excitement in handling a Mayday callout in the middle of the night, or the camaraderie of a grid search in the company of a small flotilla of Police boats and neighbouring Coast Guard vessels and the resultant photo/video opportunities.

AVCGA feels like a living thing to me. Leaving aside the politics and uncertainty over our future under the Blue Water Review, our officers, boat crew, radio room operators and back room admin staff are a great bunch of people from all walks of life and experiences. Each one is proud of the volunteer contributions they make to society and our local boating community (and believe me, the work they put in is often outstanding and unsung). Members actively think about what we do and how we can improve our contribution, efficiency, training and safety. I am proud to be part of such a great bunch of people and I am appreciative of all my colleagues who regularly post updates to keep me in touch with what is happening and asking when I will return. I thank you so much for this, as it encourages me to carry on and get back into Coast Guard service as soon as I can.

I do look forward to getting back to Australia and wish all my friends, crews and radio operators all the best and that they stay well and keep safe. Finally, a big thanks to our Commander, Ian who has so far refused to accept my resignation offer as editor of the *Rescue Magazine* due to this prolonged absence. On top of all his other duties, he is now covering my job as well and that is a huge burden to bear.



ABOVE: *Conquering Kit Hill.*

FREMANTLE ... A TIME IN HISTORY

WORDS MICK VENNER | QF6

My passion for anything nautical started in my later years. Having got the sailing bug since coming to Australia, and joining the QF6 Volunteer Coast Guard, I started to get more interested in historical and modern maritime activities and anything to do with the maritime industry.

My wife Julie and I recently visited Perth and Fremantle, so my focus on this article is the Fremantle Maritime Museum and surrounding area.

Having visited the maritime museum at Sydney's Darling Harbour and toured Cockatoo Island, I took the opportunity to visit the Western Australia Maritime Museum at Fremantle. The museum is on the smaller size, but is still impressive with regards to local (Australian) history. The maritime history is also present on the exterior of the museum grounds, as I will go into more detail later.

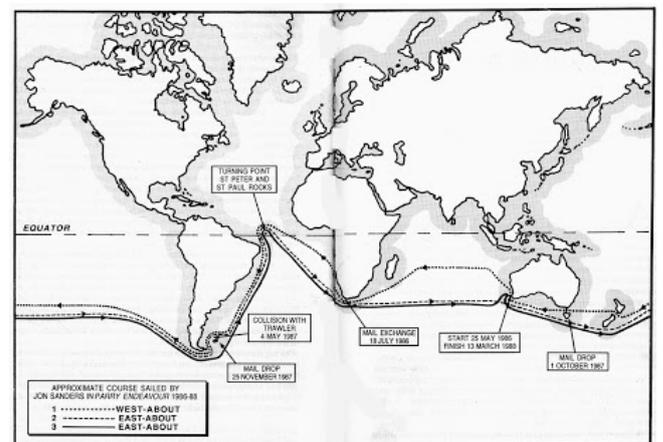
A couple of the exhibits I will focus on within the museum deal with achievements gained through hard work, and sheer determination.

Personal achievement

The first ever 3 times solo circumnavigation of the world was achieved by Jon Sanders between 1986 and 1988. This feat of endurance and determination is graphically depicted in the museum, with the actual vessel *Parry Endeavour* exhibited. Jon Sanders started from Fremantle and finished in Fremantle. The exhibition explains and shows one situation where the vessel was nearly broached from behind by a massive wave, with Jon clinging to the mast so not to be washed overboard and lost at sea forever.

Team achievement

Yacht racing has always been a popular sport in Australia and around the world. Many of the large racing events are noteworthy, but none so much as the Americas Cup.



TOP: Parry Endeavour; **CENTRE:** The routes of Jon Sanders' triple circumnavigation; **RIGHT:** Australia II.

Australia II, based at the Royal Perth Yacht Club in Fremantle, was a participant in the 1983 race and at the last turn was in second place behind the American yacht *Liberty*. Whether it was sheer skill, luck or both, as *Australia II* rounded the last turn they started to gain on the Americans and passed them to win the race. The boat fitted out with models of the crew was well exhibited.

Welcome Walls (A Nations Achievement)

Fremantle was the gateway to Australia for millions of migrants who arrived here by sailing ship, steamship, naval vessel and ocean liner. Many made Western Australia their home, while others stepped ashore here on route to new lives in the other states.

In 2004, the State Government initiated a project to pay tribute to these migrants as part of the celebrations for the 175th anniversary of European settlement. The Welcome Walls (around the museum entrance) are a lasting tribute to the significant contributions that migrants have made to Western Australia and a celebration of their individual lives.

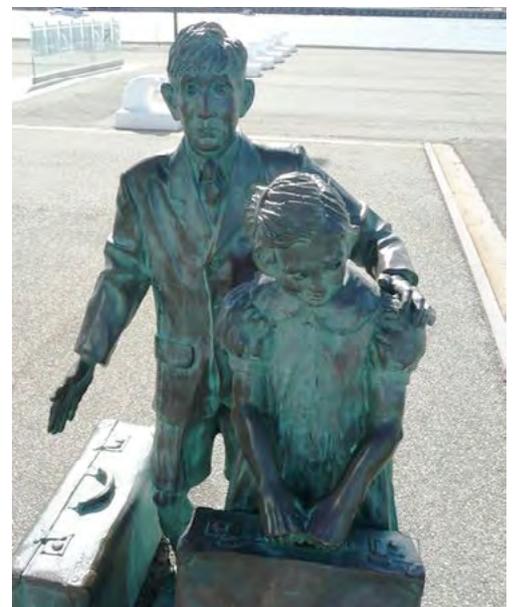
The names inscribed on the "Stainless Steel" Welcome Walls, represent just some of myriad of tales that complete the migration experiences. Some tell of hardship and pain, some tell of joy and excitement, but whatever laid ahead, this is a new beginning for all.

Some families can trace their migrant history back to the 21,000 people who were among the first to undertake this arduous voyage to this new colony. There are still many people who have personal memories of arriving in Fremantle to begin new lives in this country. The walls record the name of the migrant, the ship of passage and the year of arrival, as well as images and quotes evoking memories of the history of this port.

The names, wall locations and stories can be found by visiting: www.museum.wa.gov.au/welcomewalls

Fremantle

Fremantle itself is a major shipping port with a rich maritime history. The marina is well known for its (not so micro) Brewery "Little Creatures" along the boardwalk, as well as an array of different style restaurants and cafes. The beach area is a nice bay which is usually packed out with tourists and locals alike, to catch the amazing sunsets over the Western horizon. There are statues dotted around



TOP: SS Manchester, a merchant ship loading troops for the Boer War in 1899.

CENTRE: The Welcome Walls list the names of emigrants, the ships they travelled to Australia and the year they arrived.

ABOVE: New beginnings began when the emigrants disembarked from the ship.



**FAR LEFT
& LEFT:**
Fishermen at
work statues.



ABOVE LEFT: Beach sculpture.
LEFT: Bon Scott statue.
ABOVE: Western Australia Maritime Museum.



the area depicting life as it was many years ago reflecting on the port and fishery workers in the early years. There is also an exhibit every year (Feb-Mar) called "Sculptures on the Beach" with artists making sculptures of all shapes and sizes along the foreshore area.

Rock Star

Fremantle is also known as the birthplace of Bon Scott (1946-1980), who was the lead singer and lyricist of the famous rock band AC/DC from 1974 until his death in 1980. A memorial statue of Bon takes pride of place on the marina central.

KIDS AND RELIGION

WORDS NEVILLE GEDDES | *Chaplain, Sunshine Coast Squadron*

If you know the Bible, even a little, you'll find this hilarious! It comes from a Catholic elementary school test in which kids were asked questions about the Old and New Testaments. The following 25 statements about the Bible were written by children. They have not been retouched or corrected. Incorrect spelling has been left in. Pay special attention to the wording and spelling. Can you imagine the nun sitting at her desk grading these papers, all the while trying to keep a straight face and maintain her composure!

1. In the first book of the bible, guinnessis. God got tired of creating the world so he took the sabbath off.
2. Adam and eve were created from an apple tree. Noah's wife was joan of ark. Noah built and ark and the animals came on in pears.
3. Lots wife was a pillar of salt during the day, but a ball of fire during the night.
4. The jews were a proud people and throughout history they had trouble with unsympathetic genitals.
5. Sampson was a strongman who let himself be led astray by a jezebel like delilah.
6. Samson slayed the philistines with the axe of the apostles.
7. Moses led the jews to the red sea where they made unleavened bread, which is bread without any ingredients.
8. The egyptians were all drowned in the dessert. Afterwards, moses went up to mountcyanide to get the ten commandments.
9. The first commandments was when eve told adam to eat the apple.
10. The seventh commandment is thou shalt not admit adultery.
11. Moses died before he ever reached canada then joshua led the hebrews in the battleof geritol.
12. The greatest miricle in the bible is when joshua told his son to stand still and he obeyed him.
13. David was a hebrew king who was skilled at playing the liar. He fought the finkelsteins, a race of people who lived in biblical times.
14. Solomon, one of david's sons, had 300 wives and 700 porcupines.
15. When mary heard she was the mother of jesus, she sang the magna carta.
16. When the three wise guys from the east side arrived they found jesus in the manager.
17. Jesus was born because mary had an immaculate contraption.
18. St. John the blacksmith dumped water on his head.
19. Jesus enunciated the golden rule, which says to do unto others before they do one to you. He also explained a man doth not live by sweat alone.
20. It was a miricle when jesus rose from the dead and managed to get the tombstone off the entrance.
21. The people who followed the lord were called the 12 decibels.
22. The epistels were the wives of the apostles.
23. One of the oppossums was st. Matthew who was also a taximan.
24. St. Paul cavorted to christianity, he preached holy acrimony, which is another name for marraige.
25. Christians have only one spouse. This is called monotony.



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, \$50.00 for a second vessel and \$25.00 for a third vessel (all fees include 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 Guard Flotillas
- 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 more information on how to become a supporter.

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

BECOME A COAST GUARD VOLUNTEER OR SUPPORTER

There are two options to become a QF6 Supporter:

1. Got to the following website - <https://coastguard.com.au/marine-assist/> - and complete the form. OR
2. Come to QF6 headquarters to fill in the required on-line form.

Upon completing your 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 Coast Guard 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.

To apply to become a Volunteer Member of QF6 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: _____

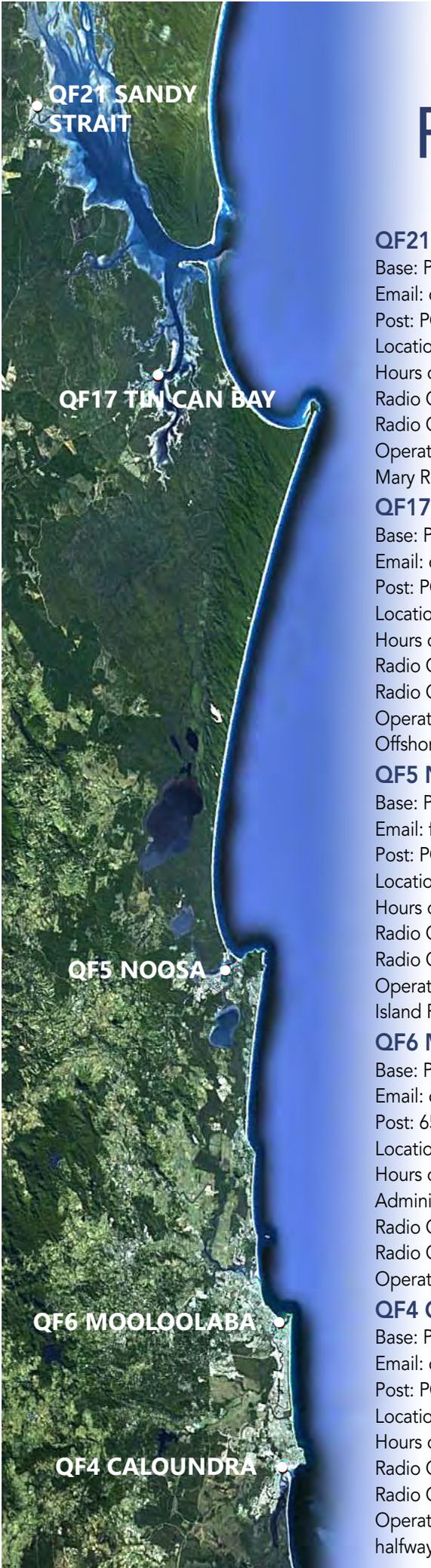
Telephone: _____

Email: _____

Please send me an enquiry form for volunteer membership

Coast Guard ...Join the Team 

SUNSHINE COAST FLOTILLA CONTACTS



QF21 SANDY STRAIT

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

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

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

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, 21, 22, 67, 73, 80, 81 | 27MHz 88, 90

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

QF4 CALOUNDRA

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

Diesel available
7DAYS

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 cafes and restaurants 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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