

Winter 2021

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



IN THIS ISSUE ...

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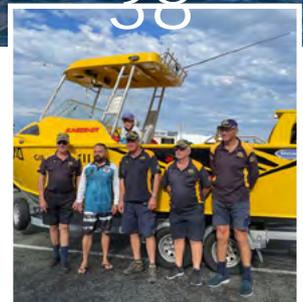
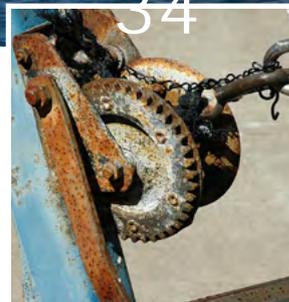
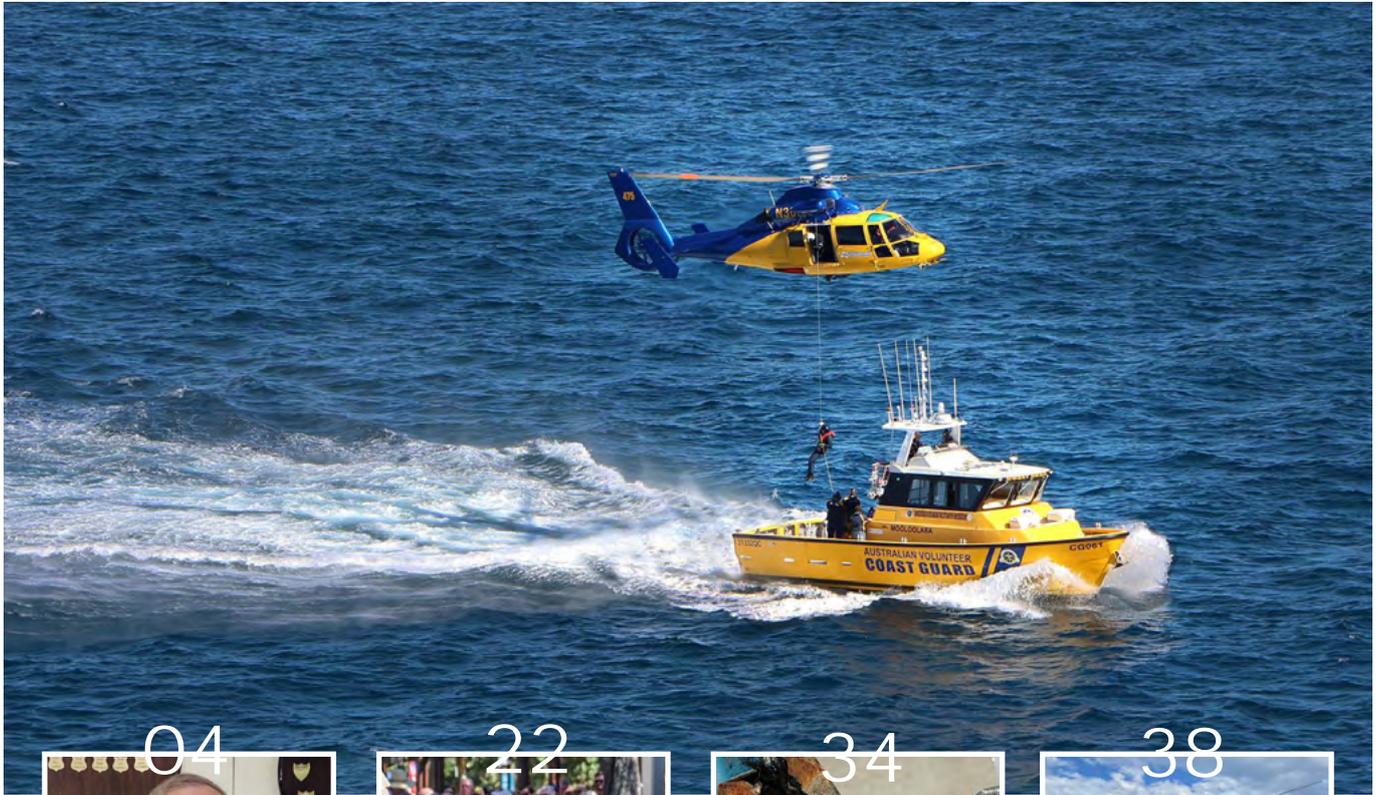
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COMMANDER'S CALL

with **Ian Hunt** - Commander

Welcome to the Winter edition of *Rescue Mooloolaba* magazine. I'm still acting as the Editor because Richard is still in the UK due to business and Covid-19 issues, but he hopes to be back around November and so do I! Thanks again to those who have provided stories and photos for this edition, which I'm sure you will enjoy.

QF6 is part of the Sunshine Squadron, comprising Caloundra, Noosa, Tin Can Bay and Sandy Straits Flotillas. The two-yearly Squadron elections were held in May. Congratulations to John Milland and Tony Barker who were re-elected as Squadron Commodore and Deputy Squadron Commodore, respectively for another 2 years. Our Training Officer and WIN News personality, Bill Asher, was appointed as the Squadron Training Commodore, which is recognition of the outstanding training job he has done and will continue to do for QF6. Congratulations Bill. The QF6 elections were held on the 2nd of June and I was re-elected as Commander, with our Operations Officer, Lee Campbell elected as the Deputy Commander following Rod Ashlin's decision to stand down from the position. Congratulations Lee.

Many thanks to Rod Ashlin for serving as my Deputy for the past 2 years. We are not losing Rod's services as he will still be the Gold Sunday Crew Lead Skipper, our Fundraising Officer and our Vessel Maintenance Coordinator. Apart from those duties, as you will see in the article on the Marine Rescue Implementation (MRI), Rod has been appointed to the Fleet Sub Working Group, whose role is to provide advice to the MRIWG, to assist QFES in establishing future fleet requirements and



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the development of a fleet management plan to progress the transition to an integrated state-wide marine volunteer service. Congratulations Rod.

QF6 operations have kept our crews and radio operators busy over the last 3 months, with many assists, searches and rescues. You can read about these in the Operations Update Report. We are still astounded by the number of boaties who go to sea ill-prepared and in unsuitable conditions. A case in point is the boat that rolled over on the Maroochy River bar on Saturday the 29th of May, after many warnings of strong winds and dangerous seas and swells were issued. Please heed the warnings.

We continue to operate under the Covid-19 Guidelines and now display the Queensland Government QR code at our reception counter for visitors to register their visit. The hard-copy sign in book is still available for those who do not have access to a QR Code scanner. This month we had ten new members join QF6, but we are still short of Radio Operators, so if anyone out there is interested in radio operations, please send email us at qf6@coastguard.com.au or call us on 5444 3222 for details of our next Recruit Information Night.

As you will read in the News pages, we have been very fortunate in receiving approved for several grants during the past 3 months. These funds will really help offset our fundraising shortfall. We also received a \$1,000 donation from the Lioness Club of Buderim, which is really appreciated. Sadly, the Lioness Clubs worldwide are being closed from 1 July, so we thank them for their past support of QF6. Our Grants Officer's article in this edition will give you some insight into the time and effort put into preparing Grant Expressions of Interest and Applications, a task which sometimes doesn't get the accolades it deserves, so thanks Kevin for the great job you do. Our Marine Assist Scheme is a valuable source of income and we are almost up to 1,800 Supporters, which is fantastic, but more would obviously be appreciated. As I mentioned in the last edition, it's easy to join. Go to www.coastguard.com.au and then following the Marine Assist prompts. It's good insurance if you need assistance out on the water and for \$80 for your first boat, \$55 for your second and \$30 for your third, it's also a bargain.

The Marine Rescue Implementation continues to gain pace and you can read an update article in this edition. The Queensland Government has stated that there will be one Marine Rescue Service in Queensland, so it's just a matter of time before that eventuates. This will mean better funding for vessel replacement and refurbishment, provision of uniforms, no costs for training, reduced insurance and operating costs and better coordination between all Marine Rescue sites throughout the State.

Bill Asher continues to provide his regular weekend weather and Boating Safety Report on WIN News every Friday at around 6.30PM. However, following the WIN/Channel 9 reorganisation, this looks like changing to the end of the 5.30PM Local News. My weekly Boating Safety and Weather Report continues on FM104.9 at 4.30PM every Friday, so again thanks to WIN News and FM 104.9 for their continued support of both us and the local boating community. Helen Browne continues to provide us with the morning video of the entrance, rain, hail or shine, which is posted on our Facebook page (Coast Guard Mooloolaba QF6) every morning around 0600. If you're a boatie heading in or out, have a look and Like our page, which has over 5,000 Likes now, so thanks to all our followers.

I can't say it enough, but thanks again to all those organisations, businesses, Supporters and members of the public who continue to support us, especially those who advertise in this magazine, which covers our production costs. If you would like to place an advertisement in the magazine, please give me a call.

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



FROM THE DFC

with **Rod Ashlin** - Deputy Commander

Greetings to all! The last quarter has seen what we now expect are the normal numbers of calls for assistance, searches, Ashes Scatterings, community events and ongoing training schedules. These activities are increasing each year with our expanding population. The Outrigger Canoe Paddlers and Dragon Boats again requested our assistance as safety vessels for their events. Calls for assistance have ranged from rescuing vessels overwhelmed by extreme weather during night time hours to bringing in jet skis from the river entrance.

Our primary rescue vessel (RV) *Mooloolaba Rescue* has been slipped, cleaned and had a major service in the period and our secondary RV, *Rotary III*, has also received a major service. Our small RIB *Maroochy RSL* has been used for a number of events as safety vessel. Our vessels continue to be reliable, with no major problems, which is the way you want your vessels to be and is due to good decisions regarding how they are managed and maintained.

Our fundraising activities continue to see a significant decrease due to Covid-19. However, we are now doing an increased number of BBQs at Bunnings Kawana and Bunnings Maroochydoore, which is helping with some of the funds lost from raffles. We, along with all Marine Rescue bases in Queensland, have been granted an additional \$10,000 each from the Queensland Government to help with the decrease in fundraising opportunities and we welcome that support.

This will be my last report as Deputy Commander as I did not nominate for re-election to the position at the June elections. I feel it is time to hand over that responsibility to someone perhaps a little younger with enthusiasm for new ideas. Mooloolaba Coast Guard is very fortunate in having a number of very capable people in its ranks to fill the major officer positions. I am sure the incoming Deputy Commander, Lee Campbell will do a great job in assisting Commander Ian Hunt who is



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continuing in that capacity, as are most of our other Executive members. I would like to thank all the people I have worked with over the last 6 years and who have helped to make this Flotilla the success that it continues to be.

I intend to remain active in the Flotilla as a Lead Skipper, Fundraising Officer and any other tasks the Executive may feel I can help with.

There have been some challenging periods over the last 6 years, but I am pleased to report that some of those challenges have emerged as an exciting way ahead for Marine Rescue in Queensland and we all look forward to the new integrated and properly funded service now being put in place by the Queensland Government through QFES. Coast Guard has played an important role in maintaining those services in the past, but time brings change and I note that a recent review in Victoria has recommended a similar integrated service in that state following the success of Marine Rescue NSW. This will align all the Eastern states – and perhaps soon the whole country – in providing improved Marine Rescue Services for the future.

I have been appointed by the Queensland Government, through QFES, to the Fleet Sub Working Group, which will advise the Government on all aspects relating to the replacement or refurbishment of vessels for the new Marine Rescue service which will involve around 100 vessels. Funds have been allocated to replace a number of older vessels in the Marine Rescue fleet and I look forward to assisting in that role as upgrades to all vessels will continue into the future.

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OPERATIONS REPORT

with **Lee Campbell** - *Operations Officer*

SWIM BETWEEN THE FLAGS

On the 27th of March, the Sunshine Coast Water Police requested Coast Guard Mooloolaba and Coast Guard Noosa to assist in the search for a missing swimmer who was caught in a rip off Coolum Beach. Police Vessel (PV) *Norm Watt* was joined by rescue vessel (RV) *Mooloolaba Rescue* and RV *Rotary III* and later by RV *John Waddams* from QF5 Noosa. All four vessels conducted an extensive search North and South of Coolum Beach and 4 Nautical miles out to sea.

The search was postponed for the night and resumed at first light the next day with PV *Norm Watt* and RV *Mooloolaba Rescue* again conducting an intensive search up to 6Nm off the coastline from Mudjimba Island to Peregian Beach with no result. The young swimmer was eventually found deceased two-days later on Peregian Beach.

THAT SINKING FEELING

On the 8th of May at 0630hr, the Coast Guard Mooloolaba Radio Operator received a call from a 6m centre console vessel declaring a Mayday and taking on water 17Nm NE of Pt Cartwright. Our Radio Operator (Stephen Lee) immediately transmitted an 'All Stations' call to the local boating community and immediately the charter vessel *Capricorn* responded and started making way to the Mayday location. The Pilot Vessel *Amity* also responded and was able to make good speed to the location. The Water Police were informed immediately after the 'All Stations' call and launched to assist. Our RV *Mooloolaba Rescue* was dispatched after the crew arrived.

Pilot Vessel *Amity* arrived to find that the Distressed Vessel (DV) was making way at 5 knots and shadowed the vessel in case the situation became more serious and remained on station until *Mooloolaba Rescue* arrived.

Mooloolaba Rescue's skipper, David Nielsen (Gold Saturday) assessed the situation and determined that it was better to allow the vessel to continue to make way rather than to take the vessel under tow. *Mooloolaba Rescue* took over escorting duties from Pilot Vessel *Amity* and escorted the DV back to the Coast Guard ramp, where the DV centre console's trailer had been positioned by his wife on the ramp for him to land the vessel securely. The vessel was successfully landed on the trailer and pulled out to allow excess water to drain. The Water Police then investigated the incident at length looking for obvious reasons why the vessel nearly sank; however, no cause could be found.

A SUMMARY OF OUR OPERATIONS OVER THE LAST THREE MONTHS:

March 2021: Received 11 calls for assistance and 4 SAR activations, assisting 24 people and saved \$365,000 of community boating assets:

- A 7m vessel experienced a broken hydraulic hose 31Nm NE of Pt Cartwright and was towed back to the La Balsa ramp.

- An 8.5m vessel with engine issues in the Parrearra Channel was towed to Lawrie's Marina.
- A 7m vessel with engine issues was towed 5Nm from NE of Point Cartwright to the CG ramp.
- Assisted a 6m runabout with engine issues from 1Nm NE of Pt Cartwright to the CG ramp.
- A 5.2m vessel with fuel problems requested assistance off the Maroochy River mouth; *Rotary III* arrived to be informed by the vessel skipper that assistance was no longer required. Assist Cancelled.
- A 4.5m vessel experiencing engine issues at the entrance of the Mooloolah River was towed 1Nm to McKenzie's ramp.
- An 8m yacht adrift in the Mooloolah River was repositioned in the centre of the river in the anchorage area.
- An 8.5m vessel experienced engine failure in the Mooloolah River and was towed to Lawrie's Marina.
- A jet ski with a fouled propeller was towed 3Nm from N of the harbour entrance to the CG ramp.
- SAR - Missing Swimmer off Coolum Beach.
- Assisted a 9.5m yacht out of fuel from the entrance to Lawrie's Marina.
- A jet ski with a flat battery was towed from 7.8Nm N of Pt Cartwright the La Balsa ramp.
- A small party boat with engine issues was towed from the Wharf Marina to the La Balsa ramp.

April 2021: Responded to 8 calls for assistance, assisting 14 people on board and saved \$267,000 of community boating assets:

- A 13.75m yacht with engine issues was towed from the Kawana canals to Lawrie's Marina.
- A 3.9m tinnie with engine issues was towed from 2Nm N of the harbour entrance to the CG ramp.
- A 12m vessel experiencing a total power failure was towed from 3.3Nm S of Pt Cartwright to a berth in the Mooloolaba Marina.
- A 4.1m vessel with gear box issues at Pt Arkwright was towed 9Nm back to the CG ramp.
- A 5.5m vessel with engine issues in the Mooloolah River was towed back to the CG ramp.
- A 6m vessel with engine issues was towed 19Nm from Caloundra Wide to the CG ramp.
- A 4.6m vessel that had lost a propeller was towed 4.5Nm from The Blinker to the La Balsa ramp.
- A 6m vessel with engine issues was towed from 10.76Nm SE of Pt Cartwright to the CG ramp.

May 2021: Responded to 11 calls for assistance; 1 SAR task and provided support to 7 Community Tasks; assisting 38 people on board and saved \$10,590,000 of community boating assets:

- An 8.53m vessel with gear box /propeller issues 13.24Nm NE of Pt Cartwright was towed back to Lawrie's Marina.
- Police activated a SAR for a sinking vessel at FAD 7A. The vessel returned to port under its own power with RV *Mooloolaba Rescue* escorting in close proximity. The vessel was taken to the CG ramp.
- A 14m yacht with engine issues 2.7Nm S of Pt Cartwright was towed back to its berth at the Wharf Marina.
- A 7m Bertram lost propulsion 9Nm E/NE of Pt Cartwright and was towed back to the CG pontoon.
- An 11m yacht with engine overheating issues was towed from 1.3Nm N of the harbour entrance to a Mooloolaba Marina berth.
- A 13m yacht with engine problems was towed from 4.8Nm NE of Pt Cartwright to the Mooloolah River anchorage area.
- A 4.1m tinnie with engine issues was towed from 1Nm NW of the harbour entrance to the CG ramp.
- A 40m cabin cruiser anchored in the bay, requested assistance from QF6 to transfer a crucial engine part to it, as the vessel was too large to enter the Mooloolah River.
- An 8.5m vessel with a broken rudder was moved from the Mooloolah River to a Mooloolaba Marina berth.
- An 11.8m charter boat had water pump issues in the Mooloolah River and was rafted back to its berth.
- An 8m yacht with engine issues was towed from the Duck Pond to the Wharf Marina.
- A Jet ski with engine problems was assisted outside the harbour entrance and towed to the CG ramp.

MARINE ASSIST REPORT

with **Lee Campbell** - *Operations Officer*

Marine Assist Supporters can now log on with Coast Guard Mooloolaba by using the following QR code. This will take the Supporter through a few questions (the same as logging on with the radio) without having to speak to a QF6 Base Station Radio operator and will automatically register in our Sea Watch Log. These codes are also situated at the QF6 counter and at the Parkyn Parade and La Balsa boat ramps. Keep this QR Code in your boat for future voyages.

USING YOUR TRIP WATCH ACCOUNT

Marine Assist Supporters can register to use the Trip Watch application after joining. To register, go to <https://tripwatch.platformrescue.com.au> and you will be able to make changes to your personal and boating details, log on and log off and renew your membership, all without calling the QF6 Base Station Radio Operator.

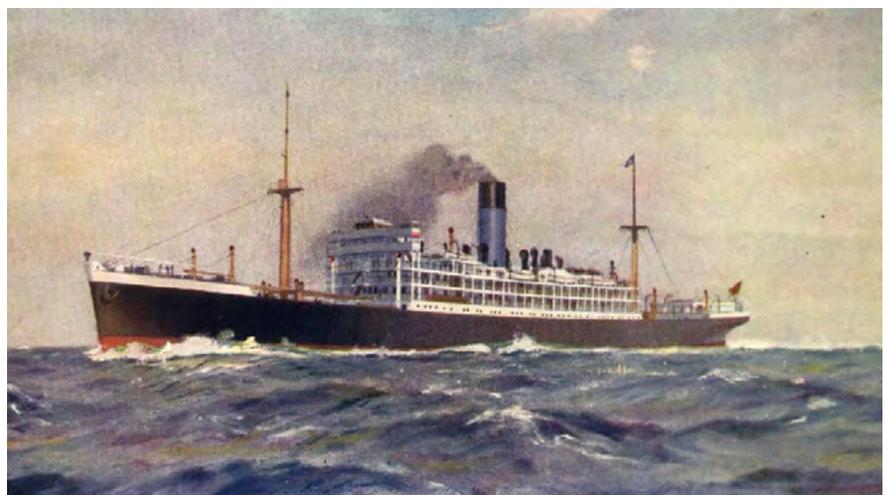
QF6 now has a large number of Marine Assist Supporters and we have a dedicated team to administer Supporters' needs. If you wish to discuss any matter in relation to your membership please feel free to contact either Carol (carol.d.hutchinson@coastguard.com.au) or myself (lee.campbell@coastguard.com.au) or the Base Station Radio Operator at 07 5444 3222.

The Marine Assist Supporter program is growing and QF6 now has 1791 supporters who benefit from the program.

DID YOU KNOW? ... "POSH"

Did you know the English word 'posh' has a maritime origin? It originated back in the day when ships didn't have air conditioning. To sail to India was quite a voyage and the nicest way to spend it was sitting in the shade. Sailing South-East from England to India meant it was shady on the port side. Sailing back home the most comfortable

place was on the starboard side. Only rich people could afford these spots. That's when wealthy people started to be called posh: they were sailing Port side Out and Starboard side Home!



STARBOARD & PORT SIDE

Why is starboard called starboard and why is port side called port?

Since port and starboard never change, they are unambiguous references that are independent of a mariner's orientation and, thus, mariners use these nautical terms instead of left and right to avoid confusion. When looking forward, toward the bow of a ship, port and starboard refer to the left and right sides, respectively.



In the early days of boating, before ships had rudders on their centrelines, boats were controlled using a steering oar. Most sailors were right-handed, so the steering oar was placed over or through the right side of the stern. Sailors began calling the right side the steering side, which soon became "starboard" by combining two Old English words: *stéor* (meaning "steer") and *bord* (meaning "the side of a boat").

As the size of boats grew, so did the steering oar, making it much easier to tie a boat up to a dock on the side opposite the oar. This side became known as larboard, or "the loading side." Over time, larboard – too easily confused with starboard – was replaced with port. After all, this was the side that faced the port, allowing supplies to be ported aboard by porters.

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



UK REPORT

with **Richard Choroszewski** - *Editor-Gone-AWOL*

LIFE IN THE UK AS BREXIT IS NOW BEHIND US AND MAYBE COVID TOO ...

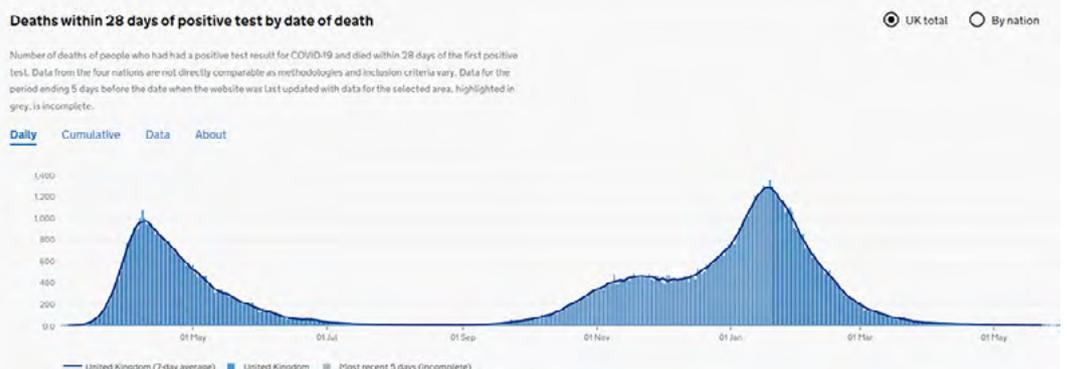
I'm Richard Choroszewski, boat crew and radio operator currently in exile in far off UK. Commander Ian suggested I send in an article on how things are going, and so here is the latest contribution from your temporary Foreign Correspondent ...

I had a tiny glimmer of hope that the previous contribution would be my last article written from the UK and that by now I'd be back home in Oz, but our firm's 35+ year-old software transition to a new system is taking longer than expected. My company knows full well that once they allow me back to Australia I'll be back on boat crew as soon as my Mooloolaba skippers think I've had sufficient re-training to get back to the sharp end of boat crew and Radio Room operations. A couple of years back I did have almost a week's cruising from Sydney to Mooloolaba with Raoul, a fellow Coast Guarder on his yacht *Estrellita*, but that was mainly where my laptop and Wifi dongle worked sufficiently well that the office didn't notice I wasn't 100% on call. These days, they know enough about my love of offshore rescues to realise that letting me come back and resume remote IT support while in the middle of a new software rollout would be a problem if I happened to be caught up in a long-range trip.

Having said all that, it does appear that Australia is not likely to welcome anyone back for a good few months yet. I've now had the 2 doses of the AstraZeneca jab (with no ill effects) and therefore immunity from the worst that Covid can throw at me. The UK now has more than 75% of the adult population vaccinated with at least a 1st dose and more than 50% with the 2 doses that the AZ and Pfizer vaccinations require. We now also have approval for both Moderna and Janssen, and Novavax is pending. A small but vocal minority of people are vaccine objectors, but most of the population remain keen to get back to normal as soon as possible and are happy to be jabbed, knowing that the alternative is far riskier to society's health. In effect the UK is one of the leading countries to be getting close to herd immunity. This is a far cry from 3-6 months ago where the

country was top of the league tables (in a bad way) for hospitalisations, deaths and economic, non-Covid health and societal damage. As I write this (on the 2nd of June), we have, for the

Deaths within 28 days of positive test		Deaths with COVID-19 on the death certificate	
Daily	Total	Weekly	Total
0	127,782	164	152,068



first time since March last year, reported zero deaths and with lockdowns easing, the economy is rebounding strongly in many areas. Sectors still suffering are travel and hospitality. Covid can have a sting in the tail however. A month ago, the government were hopeful that they could allow the country to get back to near normal on the 21st of June, but the emerging 'Delta' variant is raising concerns because it appears to be more communicable and has the potential to become the dominant strain around the world (with worse to come?).

Covid has kept Brexit news off the front pages. My UK business is a Freight Forwarding Company and so in spite of being a committed Brexiteer, we have seen first-hand that there are still plenty of relatively minor issues for mainland UK and for Northern Ireland in particular. I and my fellow directors voted to leave, always knowing that if the eventual outcome were to be as negative as the doomsters and 'gloomsters' predicted, our own business would suffer greatly. We had a lot of work to do to prepare, both in the run-up to full exit on 1st January and since, but bias or no, the numbers don't lie and our business, along with much of the UK economy, has surged ahead since the turn of the year and all the uncertainty fear and doubt is behind us now. We are vigorously pursuing new international trade deals, with India and Australia at the forefront and our politicians are now accountable to us, where in times gone by it was easy for them to deflect criticism by saying that it was the EU and Brussels' fault. The buck stops here now and I'm hoping that the UK continues to demonstrate that we're up to the challenges ahead.

Here's hoping that my next article for Rescue may be written from closer to home ... if Australia will have me.



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 course commences on the 6th 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

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 2021 is on the 5th 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

MARINE RESCUE IMPLEMENTATION (MRI) UPDATE - MAY 2021

QFES is continuing to work closely with sector stakeholders to establish a future pathway for the volunteer marine sector. It has been a busy month, with lots of positive initiatives to support frontline volunteers across the sector. We are pleased to be able to now provide you with an update on recent activities of the program and other key activities across the sector.

MARINE RESCUE IMPLEMENTATION WORKING GROUP MEETING - 2 APRIL 2021

The Marine Rescue Implementation Working Group (MRIWG) met for the second time on the 2 April 2021 in Brisbane. The group worked through a number of critical areas to inform the future integrated service. The group considered updates to the concept of operations which will assist in informing the priorities for and how the new single integrated service will operate.

Members were briefed on the next stage of the Risk to Resource Program implementation including the engagement approach that will be undertaken across the remaining flotillas and squadrons. The Risk to Resource program will inform the government investment for new fleet into the future.

The group considered options regarding the structure and legislative framework for the future single integrated volunteer marine rescue service in Queensland.

Acting QFES Commissioner Mike Wassing thanked the group for their continued support and contributions. Acting Deputy Commissioner Joanne Greenfield and Acting Assistant Commissioner Steve Smith also attended the meeting. The group is planning to meet again in June.

FLEET SUB WORKING GROUP MEETING - 15 APRIL 2021

The Fleet Sub Working Group met for the first time on the 15 April 2021. The members bring a wealth of expertise to the group and includes:

- Keith Williams - Nominated Representative, Volunteer Marine Rescue Association of Queensland
- Richard Boulton - Nominated Representative, Australian Volunteer Coast Guard Association
- Senior Sergeant Gordon Thiry - Water Police Coordinator, Queensland Police Service
- David Hooper - Senior Advisor, Asset and Facilities Management, Maritime Safety Queensland
- Brett Wilson - A/Director, Fleet and Equipment, Queensland Ambulance Service
- Teresa Kuss - Manager, Operational Equipment and Warehousing, Public Safety Business Agency
- Barbara Zandona-Gehan - A/Director, Fleet, Queensland Fire and Emergency Services
- Rodney Ashlin - QF6 Mooloolaba, AVCGA (selected through the MRIWG expression of interest process)
- Mal Priday - VMR Whitsunday, VMRAQ (selected through the MRIWG expression of interest process)

The role of the Fleet Sub Working Group is to provide advice to the MRIWG, to assist QFES in establishing future fleet requirements and the development of a fleet management plan to progress the transition to an integrated state-wide marine volunteer service.

The inaugural meeting of the Fleet Sub Working Group, chaired in the interim by MRI Director Matthew Thompson, examined current vessel fleet baselines, received presentations on existing fleet management processes and considered initial and future work plan priorities.

The Queensland Government has announced a \$35.38 million investment for the establishment of a single integrated marine rescue service, which includes \$17.383 million over the next four years for the replacement of volunteer marine rescue vessels. The aim is to begin commissioning new vessel builds next year.

The Fleet Sub Working Group will specifically plan and provide advice to the MRIWG to guide the allocation of the \$17 million investment using a risk-based approach informed by current fleet replacement priorities, the Risk to Resource program and government procurement requirements.

MARINE RESCUE SERVICES FUNDING BOOST

On 29 April 2021, Minister for Fire and Emergency Services Mark Ryan MP announced an additional funding boost of \$470,000 via a grant program for Volunteer Marine Rescue Squadrons and Coast Guard Flotillas to support emergency response capability.

“To complement our \$35 million commitment to establish an integrated single marine rescue service following the recommendations of the Blue Water Review, this grant program will directly support frontline units and relieve the fundraising burden on volunteers,” Mr Ryan said.

“This program will provide funding to the Australian Volunteer Coast Guard Association (AVCGA) and Volunteer Marine Rescue Association Queensland (VMRAQ) to administer grants of \$10,000 to each of Queensland’s Volunteer Marine Rescue Squadrons and Coast Guard Flotillas.”

The media release can be found at: <https://statements.qld.gov.au/statements/91988>

RESOURCE TO RISK ASSESSMENT IMPLEMENTATION

In our recent March Communique, we provided an update on the successful completion of the Resource to Risk Assessment Pilot Project and the activities being undertaken to support the further implementation of the program across the state.

The remaining 41 Flotilla and Squadron executives were recently contacted on the next stages of the implementation including the provision of an Information Pack and Unit Risk Survey to complete. The surveys are a critical component of the data gathering exercise for the Resource to Risk program, which will ultimately assist us in developing a locally validated Unit Profile for Squadrons and Flotillas. These profiles will assist in informing local resourcing needs across vessels, crewing and training according to the risk, and for prioritising where and how to develop capability and target funding accordingly. The experience of all volunteers is extremely important in completing the surveys and we encourage broad consultation with all squadron and flotilla members as a part of the process.

Over the coming weeks, the Marine Rescue Implementation Team will be contacting individual flotillas and squadrons to arrange face to face meetings, to speak to flotilla and squadron volunteers and to ensure we have a comprehensive understanding of unit’s operating environment and local risks.

If you have any questions regarding the process or completing the survey, please do not hesitate to reach out to the Marine Rescue Implementation Team via marinerescue@qfes.qld.gov.au.

MARINE RESCUE IMPLEMENTATION PROGRAM (MRIP) TEAM EXPANSION

QFES is currently in the process of recruiting a small team to support the implementation program. The roles will cover the areas of project management, capability and risk, fleet, finance and procurement, policy and legislation, and communications and engagement. There has been significant interest in the eight positions, including applications from the sector, which will be of great benefit to the program moving forward.

Director of Regional Operations (QFES Central Region) Chief Superintendent Steve Smith is currently relieving as Assistant Commissioner Emergency Management and Community Capability until late May 2021, while Assistant Commissioner Joanne Greenfield relieves in the position of Deputy Commissioner for Emergency Management, Volunteerism and Community Resilience. Acting Assistant Commissioner Smith brings with him significant experience in regional service delivery, training and experience from interstate (including previous management of Country Fire Authority Marine Units in Victoria).

QFES MRIP Director, Matthew Thompson continues to lead the implementation of the single integrated service with the Assistant Commissioner, with the remainder of the team remaining in place whilst recruitment processes are finalised. The current recruitment process is anticipated to be finalised by the end of June 2021.

FLOTILLA GRANTS OFFICER'S ROLE

INTRODUCTION

Obtaining Grants for the Flotilla is an important part of fundraising and, to put it into financial perspective, even a minor Grant can equate to the amount of net return from the conduct of two BBQs at Bunnings, considering the many volunteer service hours spent in preparation, conduct and cleaning up required in the latter. The downside is there is no guarantee of success of a submission and the Grants Officer and a few other volunteers could spend many hours preparing an application, all to no avail.

When I accepted an invitation to take-over the role of Flotilla Grants Officer in mid-2015, I searched the marine rescue publications for articles on the role. I could only find one paper, which was that of G. Norris and J. Ashcroft, essentially on the preparation of applications for Grants, published in three parts, in *Rescue* magazines of 2015. Since then, I have not seen another article on the subject. The editor of *Rescue Mooloolaba* was having difficulty finding articles for this edition, so I thought I would help out and at the same time, provide advice on performing the role, in the hope that it might encourage someone else in our Flotilla to volunteer to take over, if/when my appointment is withdrawn. My paper is meant to complement that of Norris and Ashcroft, rather than replace it.

INITIATION

The appointee to the QF6 Grants Officer position is encouraged to undertake some basic reading on the role by reading the above-mentioned article, as well as articles that can be found online, by searching "obtaining Grants for non-profits". One useful site that comes up is Funding and Grants | Community support | Queensland Government (www.qld.gov.au). Local Government is another useful source of advice and for those on the Sunshine Coast, I recommend hitting "Help and resources" at sunshinecoast.qld.gov.au, to find Grant writing tips. The appointee should also attend a workshop conducted by the Sunshine Coast Council Grants Team. This is particularly important for Grants Officers in the Sunshine Coast Council (SCC) region, as the SCC is a potential source of funds, nearing the equivalent of Grants provided annually to the Flotilla by the Queensland State Government, in accordance with the Service Agreement, which is outside the purview of the Grants Officer. The appointee is issued with a written Job Description or Duty Statement by the Flotilla Commander (FC) and currently reports to the Deputy Flotilla Commander (DFC).

FINDING POTENTIAL DONORS

One of the duties of the Grants Officer is to identify potential sources of Grants and inform the FC and DFC of such opportunities. One needs to ensure that our category of community organization, viz marine rescue emergency response, aligns with the support objectives of the donor, as there would be little point in applying for a Grant if the donor's priority is say, promotion of child health. For example, we may not receive high priority with the Autopact Foundation of Garry Crick and John Eastham, which collects funds from every car sale "for charities that support either Kids, Cancer or our Community". Some organisations will give low or no priority to applications if a Grant has been

RIGHT: Visit to QF6 in Feb 2018 by Sunshine Coast Council, SES and Community Connections Staff assessing an application for a grant from the Community Partnership Program



provided by them within the last year. A list of some potential sources of Grants for QF6 is in the accompanying table. Federal Government Grants are processed through the office of the local Federal MP and the process requires submission of an Expression Of Interest (EOI), after which an invitation may be issued for submission of an application.

Donor Organisation	Availability of Grant	Usual Range of Grant (\$)	Means of Application
Qld Gambling Community Fund	Quarterly	\$2,000-\$30,000	Online
Sunshine Coast Council – Community Partnership (Operational Exp.)	Annual-up to 3 yrs	\$2,750-\$55,000 PA (recent examples)	Online
Sunshine Coast Council – Minor Grant	Every 6 mths	Up to \$2,000	Online
Sunshine Coast Council – Major Grant	Every 6 mths	Up to \$30,000 *	Online
Buderim Community Foundation	Annual	\$1,000-\$10,000	Email form
Federal Stronger Communities	Annual	\$2,500-\$20,000	Email form
Federal Dept of Social Services - Volunteer	Annual	\$1,000-\$5,000	Email form
Federal Powering Communities	Annual	\$5,000-\$12,000	Email form
Aurizon Community Giving Fund	Annual	Up to \$20,000	Online
CYCA SOLAS Trust	Not fixed	Not specified	Email or letter
Maroochy RSL	Not fixed	Not specified	Email form
Mooloolaba Rotary	Not fixed	Not specified	Email or letter
RACQ Local Sponsorships	Every 6 mths	Up to \$3,000	Online
Bendigo Bank	Not fixed	Up to \$1,000	Email form

* Co-funding requirements apply for requests over \$7500. Requests over \$15,000 must be for infrastructure projects.

EXECUTIVE CONSIDERATION OF OPPORTUNITIES

The opportunity for a particular Grant will be considered by the Flotilla Executive and the Grants Officer will be given a decision. If an application is required, the Executive should appoint an appropriately qualified "Project Manager" who should provide the Grants Officer with a description of the project, justification, budget items eg cost of equipment, volunteer service hours, if any, and at least one quote. Obtaining this information can be a challenge, as some Project Managers may have good technical skills in their trade and/or in particular aspects of marine rescue, but may be reluctant to "put pen to paper" in a timely manner, to meet a deadline. Usually, a Grants Officer should not be required to initiate the description of the project or the justification or obtain a quote. The Grants Officer is responsible for gathering the information required in the submission and to complete same, to ensure all questions are adequately addressed and required documentary evidence is provided.



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PREPARATION OF A SUBMISSION

A description of our organisation will be required and this can be found in the Flotilla Guide Book, as well as in each (quarterly) edition of *Rescue Mooloolaba*. Certain data will be requested and other data can be volunteered to support the case. Recent data on membership, operations, training, finance, etc can be obtained from the appropriate Officers, eg Administration Officer, Operations Officer, Training Officer, Purser etc. The Flotilla does not produce an Annual Report, other than the audited financial statement (presumably matching AVCGA Inc's National Board policy); this is usually available November-December. Information can also be gleaned from the Reports of the Commander, Deputy Commander and Operations Officer in *Rescue Mooloolaba*, which is published quarterly.

The ABN can be obtained at ABN Lookup (business.gov.au), the entity name being THE AUSTRALIAN VOLUNTEER COAST GUARD ASSOCIATION INCORPORATED. From this, one can access ACNC registration to find that our charity is "an ACNC approved reporting group under Australian Volunteer Coast Guard Association ACNC Group", one member of which is Coast Guard Mooloolaba QF-06. Effectively, this means that QF6 has an official Not-For-Profit (NFP) legal status, so can use the ABN in an application for a Grant without the need for auspicings by our Queensland State Council or the National Board of AVCGA Inc.

The Project Manager should provide the quote. If attachments are permitted, appropriate photos should be obtained, eg of old equipment requiring replacement or facility requiring renovation. Some donors will require nomination of referees or a letter of support, which are likely to be forthcoming from the local Sergeant of the Water Police, Harbour Controller and/or our State Member of Parliament. SCC Officers from Community Grants & Disaster Management may request a visit to the Flotilla to discuss an application for a Grant from the Community Partnership Program for operational expenditure. Some donor organisations will conduct social and information events, such as morning teas and presentations, which could be attended in uniform by the Grants Officer to raise the profile of the Flotilla.

THE SUBMISSION

With few exceptions, EOIs and Applications are required to be completed and submitted online. Software programs vary from one donor to another. Submissions to the Qld GCBF via the JAG Portal require prior registration of the organization; no attachments are permitted, but a quote should still be obtained as GCBF Staff may subsequently ask for one. A Flotilla Grants Officer of AVCGA Inc should inform the Qld State Council of applications for Grants to the GCBF and to Federal Departments, preferably after the closing-date. Copying of submissions used by another Flotilla in the same round, or permitting copying of one's submission is to be avoided. Answering some questions on an Application may be a challenge, eg "How many people currently benefit from or access your service annually? Number required". It is suggested – describe the persons or groups most likely to benefit from the project, then estimate a number.

ACQUITTAL

An acquittal of a Grant should be submitted within eight weeks of completion of the project, after final payment and is usually in the same mode as the application. The key

ABOVE: Mooloolaba Harbour Entrance on Monitor in QF6 Radio Room, fed from CCTV on Lighthouse, cost of which was subsidized by a Grant from CYCA SOLAS Trusts (Radio Section "Johnno's" photo)



components of the acquittal are copies of receipts for purchases, number of volunteer service hours required for the project, photos and assurance that public acknowledgment of the donation has been made, say by articles in *Rescue Mooloolaba* and on the Flotilla Facebook page, as well the application of recognition stickers on the building or equipment/vessels. The acquittal required by some organisations can be just as lengthy as was the application.

REPORTING

The actions of the Grants Officer are reported to the monthly General Meeting of the Flotilla and include submissions and outcomes, as well as functions attended in a representational capacity. Also required is an annual report for audit purposes to the Purser (Treasurer).

FILING

Documentation is filed mainly electronically to the cloud and by hard copy. E-filing allows for easier storage, accessibility and backup of records, all at lower cost. If a copy of a particular document is requested, say by a Federal Department or by SCC, an E-submission will be required. Notwithstanding, if important documents, eg Certificates of Incorporation, Property Lease or Contracts/Agreement are received per hard-copy, they should be filed as such after scanning-in. Downloading Grants files to a flash stick or HDD can be useful to the FC /DFC or an Assistant when the Grants Officer is on leave. The E-filing system should include a "folder" for each donor organisation or program, within which are sub-folders for each project.

CONCLUSION

Grants are a significant source of income for the Flotilla and their donors appreciate the public acknowledgment received. Other than on special occasions, Grants range from \$1,000 to \$30,000. They will pay for or subsidize some of the costs of new equipment, operational costs and training, allowing the Flotilla to conserve funds raised by other means for "big-ticket" items, such as maintenance and replacement of vessels and communications systems.

While the work of the Grants Officer can be frustrating at times, it can also be very satisfying, especially when receipt of a Grant is notified and upon project completion. Volunteer service can be provided using different skills than those required in the basic trades of QF6 ie crew or radio operator. In the Judeo-Christian tradition, in a spiritual sense, "service has its own rewards" for assisting a neighbour in distress. More immediate, temporal benefits will be the satisfaction in knowing one has made a significant contribution to the success of the Flotilla and for a retiree, the treatment of relevance deprivation syndrome.

Kevin Farrell, QF6 Grants Officer

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CHAPLAIN'S CHAT

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



As we move into winter, which is not too hard to take in Queensland, I was thinking about waking up in the dark and for some folk, going home after work in the dark as well for the next few months. I'm sure we all appreciate brightness when travelling so we can see ahead for what is to come. But in life sometimes when we are in a dark place, even trying to look ahead seems impossible.

Think of the caterpillar, happily munching his way through life when one day he starts spinning his cocoon – does he know he is heading to a very dark place at that time? But we know that at the end of his cycle, he bursts forth into the light as a new and beautifully transformed butterfly that everyone admires and loves.

Also, boats need navigational lights to avoid running onto the shore or aground or into other vessels at night and to keep them moving ahead safely. Light prevents aimless drifting. We have blinking channel markers, lighthouses and hopefully danger marks lit at night for our safety and so we can rely on the lights to ensure a safe passage. Although most rely on GPS navigational equipment today, a smart Captain will know how to navigate by the sun and the stars just in case of an electrical malfunction. A lack of preparation could be deadly. I am hoping that if you are in a dark place right now, then be assured there is light ahead, just hang in there, get help and try and relate to others to enjoy this life that we are given.

Jesus said: Let there be light, and that He is the Light of the world, so let the Author of Light illuminate you in your truest form, just as one sun illuminates the whole world, so through one Son you will see the Light and be enlightened to see your path clearly ahead.



UNSUNG HERO – NEV WATT

Some people are super long-term planners, but Nev Watt is planning ahead until 2041 – which when you are in your 70's is very ambitious, though with his track record it may happen.

Nev has been volunteering with QF6 since 2007 and always wears a couple of hats at any one time. He's currently a Leading Coxswain, so he's out on the boats all the time and he is our Workplace Health and Safety Officer, taking care of us all. He has filled other roles previously, such as Memorial Wall Officer, a Trainer and Assessor and is always lending a hand whenever necessary, such as at Thursday maintenance crew mornings and at sausage sizzles and fundraising events.

The long-term planning I'm talking about above is with the Sunshine Coast Council's Community Strategy Community Forum, which is responsible for leading and guiding the delivery of the Strategy 2019-2041 and supporting Action Plan.

Volunteering is in Nev's blood. He is also Vice President/Secretary of the Diddillibah Community Hall and Progress Association Inc., Modernising a 130 year old hall takes lots of time and fundraising to accomplish, but he's up to the task. As a Justice of the Peace in the Community, he is always assisting people at the Sunshine Coast University Hospital, helping hospital patients and the general public. I guess this started when, as a country boy in Warwick, he worked at the Magistrates Court before moving to Winton and Southport and studying to be a Clerk of the Court and Magistrate. National Service interrupted that path and he spent two years in the Army with the 9th Battalion (you can ask him about Corporal McArthur – a Mascot Merino Ram, which he had to demote to Lance Corporal for bad behaviour). So his Magistrate training did come in handy.

Throw a ball in Nev's direction and he will either bat it, throw it or hit it, as basketball, cricket, tennis and squash are his sporting loves and he actually represented his State 5 times in hockey, which proves he is always at the top of his game. But Nev is a multiplier and after a 25-year career in finance with 500 staff and 30 branches, he then grew Toyota from 4 Queensland branches to over 22 in a five year period. Not a bad track record.

Happily married with two sons, he grows his own veggies on his 2-acre riverfront property and at the end of the garden, he can fish and trap mud crabs, waterski and camp and enjoy his family, which has grown now with 5 grandchildren to enjoy. He would be great on an advertising logo for BCF!

Nev is the man to get things done and quickly, so for QF6 he's is a great person to have around the traps. Good on you Nev. Keep up the hard work and our appreciation goes out to you and your family for all the long hours spent helping others – because apparently that is who you are and what you do best. Thankyou Champ.



Sue Clarke

QF6 NEWS



COAST GUARD MOOLOOLABA AND ANZAC DAY

Twenty-five QF6 members marched in the Maroochy RSL's ANZAC Day Parade then attended the Service at the Cotton Tree Cenotaph, with Tony Gerlach laying a wreath on our behalf.

It was a fantastic day after last year's disappointment. Thanks to the Maroochy RSL for inviting us to attend, to our volunteers and to all others who marched and to the crowds who came and clapped and cheered as we marched.

Our Chaplain, Sue Clark, conducted a short Service at QF6 for our boat crew who were on duty and could not march. Thanks to our past member, Ian Scrymgeour, who came along and played during the Service.

The fly-overs by the vintage aircraft and later by the F/A-18 Super Hornet added to the occasion on this day of remembrance. Lest We Forget.

Ian Hunt, Commander QF6



FAR LEFT: Ready to march
BOTTOM LEFT: Tony Gerlach lays the wreath for QF6;
ABOVE: Fly past;
LEFT: Ian Scrymgeour playing for the service at QF6.

QF6 ELECTIONS

Every 2 years, all Coast Guard Flotillas hold an election for the Commander and Deputy Commander positions. QF6 held our election at the monthly Flotilla meeting on Wednesday the 2nd of June. Ian Hunt was returned as the Commander and Lee Campbell was elected as the Deputy Commander for the next 2 years, effective from the 1st of July.



FAR LEFT:
Commander Ian Hunt with SADCO Robert Bohn.
LEFY: Deputy Commander Lee Campbell with SADCO Robert Bohn.

VOLUNTEER WEEK VISIT TO ANDREW WALLACE MP

QF6 and QF4 Caloundra were invited to attend the Volunteer Week function with the member for Fisher, Andrew Wallace MP, which recognised the tremendous work done by volunteers on the Sunshine Coast. After the speeches and the media interviews, Andrew joined QF6 Commander Ian Hunt and Deputy Commander Rod Ashlin and QF4 Commander Roger Pearce AFSM and QF4 Purser Angele Fludder for a photograph.

QF6 and QF4 thank Andrew for his continued support of our Flotillas.

Ian Hunt, Commander QF6



RIGHT: QF4 Purser Angele Fludder and Commander Roger Pearce, Andrew Wallace MP, QF6 Commander Ian Hunt and Deputy Commander Rod Ashlin.



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VOLUNTEERING AWARD

If you don't know, we are all volunteers at QF6. However, when a QF6 volunteer also volunteers at two other organisations, special recognition is required.

This is what our Grants Officer and Radio Operator, Kevin Farrell thought, too. So he nominated our Radio Section Leader, Athol "Johnno" Johnston in the annual Volunteering Sunshine Coast's Volunteer of the Year competition. Johnno is a volunteer in at least three organisations providing services to the community: Coast Guard Mooloolaba (QF6), the Vietnam Veterans Association Sunshine Coast and Mooloolaba SLSC.

Johnno, a Vietnam Veteran, is a Management Committee member and Merchandise Officer at the Vietnam Vets "Drop-in Centre at Maroochydore. He supports the beach radio communications of Mooloolaba SLSC Sunshine Coast Branch, being responsible for technical maintenance of their radios. As if that wasn't enough for a person in retirement, since induction in Nov 2011, he is a volunteer member of QF6, inducted as a base station radio operator (BSRO and now Radio Section Leader (RSL) since January 2020.



Johnno has a key role in volunteer marine rescue on the Sunshine Coast, with radio communications being a critical part of the operation, and QF6 being the largest flotilla in SE Qld. There is no professional marine rescue service on the Sunshine Coast. Coast Guard works closely with the Water Police and Qld SES in times of emergency and renders a marine rescue service for boats offshore from Cape Moreton to near Double Island Point.

Johnno stepped up at a critical time for QF6 when the marine rescue computer program was changed in November 2019. Several radio operators withdrew from the roster resulting in a critical shortage of operators, a situation which has persisted. Operators required re-training, SOPs had to be revised and new operators trained. New communication and surveillance equipment was introduced.

Throughout this challenging time, Johnno has led the team admirably and continued to do the busier shifts on the radio, requiring him to be in our Parkyn Parade base from about 5am until midday every week. He mentors radio operator trainees, serves on the radio maintenance/technical support team and is a leader of one of our teams of volunteers operating the fundraising sausage sizzles at Bunnings (requires a 12 hour day effort).

Overall, Johnno puts in many hours per week as a volunteer and is available 24/7 if one of us needs advice or assistance on comms or IT. He has done all this during the COVID pandemic, despite having a chronic chest condition, which places him at greater personal risk, and, even if it flares up he soldiers on.

Commander Ian Hunt and Grant's Officer Kevin Farrell presented "Johnno" with his Appreciation Certificate this week and we look forward to finding out who wins the Sunshine Coast Volunteer of the Year Award when the ceremony is held on the 29th of May. Well done "Johnno".

Ian Hunt, Commander QF6

QF6 AT THE SUNSHINE COAST EMERGENCY SERVICES EXPO

Coast Guard was invited by the Sunshine Coast Council to participate in this year's Emergency Services Expo being held at the Sunshine Coast Stadium on Sunday May 30th. Both QF6 Mooloolaba and QF4 Caloundra attended with their RIB's as their main drawcard. Hundreds of young children took turns to climb aboard the 2 vessels on their trailers under the supervision of Coast Guard members whilst their parents had any questions answered by other members of the team.

The event held between 1000-1400hrs was well attended with over 4000 members of the public turning up. QF6 members Commander Ian Hunt, Chaplain Sue Clarke, Coxswain Paul Heath and Coxswain Bill Asher put in a big effort to set up and run the display.



TOP: Mayor Jamieson speaking at the Expo Media Day;
ABOVE CENTRE: QF6 and QF4 joint display;
ABOVE: Police Recruit Dog Zippa and his big buddy;
TOP LEFT: Rescue boats, flares and EPIRBs were popular;
CENTRE LEFT: Helicopter water bomber; at the Expo;
LEFT: Emergency services at the Expo Media Day.

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* McNair Ingenuity Survey 2012

QF6 SUPPORTS THE COAST TO COAST DRAGON BOAT FESTIVAL

QF6 provides safety vessel support to various events held near Mooloolaba. Following a request from Dragon Boats Queensland, we provided our 4.7m RIB, *Maroochy RSL* as a safety boat on Lake Kawana for the Coast to Coast Dragon Boat Festival, which was held on the 7th, 8th and 9th of May. Thanks to our Blue and Gold crews, who ensured that *Maroochy RSL* was ready and serviceable each day as required and by all accounts the event was a great success.

Ian Hunt, Commander QF6



ABOVE: Skipper Glen Pollard at the ready.



QF6 AND LOCAL LIFE

QF6 Media Liaison Officer Mike Middleton and I met with Krys and Geoff Stedman from *Local Life* to discuss possible future arrangements between them and QF6. The idea is to promote marine-based subjects to the magazine, advertising between us and them to enhance both of our operations. Look for the next edition of the *Local Life Sunshine Coast Community Magazine*, as it will have an article from us, which will be the start of a



ABOVE: Geoff and Krys Stedman with Commander Ian Hunt.

magazine localLife

future section in the magazine focussing on water activities.

Local Life Sunshine Coast is a monthly “digital only” magazine independently produced and published by Local Life. The aim of this monthly publication is to offer the community information on events, local businesses, local deals, local resources and other general community information relating to the Sunshine Coast, Queensland.

We look forward to developing this collaboration with *Local Life* into the future.

Ian Hunt, Commander QF6

SCC APPROVES OUR FUEL GRANT

Purchase of fuel for the three rescue vessels, as well as for the support vehicle (used mainly in fundraising and towing the third vessel), 2 pumps (for use as required at sea on vessels being assisted) and an emergency generator, is a significant ongoing expense to QF6. Purchase of fuel by QF6 in 2021-22 is forecast to be about \$31,000 (including GST). The Sunshine Coast Council has been supporting QF6 for the last 3 years with an annual Grant of \$15,000 ex GST, however, the 3 years is now up.

QF6 submitted another Grant request for a further 3 years of fuel subsidy at \$17,500 ex GST a year, given the increased cost of fuel. This Grant Application has now been approved, which is greatly appreciated by QF6, especially since our fundraising has been severely impacted during the pandemic.

Ian Hunt, Commander QF6

SUNSHINE COAST COUNCIL CONTINUES SUPPORT FOR QF6

QF6 is a 24/7 operation and as such uses quite a bit of electricity, to the tune of about \$1,500 a quarter. To reduce this cost, a Grant submission was made to the Sunshine Coast Council for the purchase and installation of additional solar panels on our roof, which we estimate will halve our power bill. The Sunshine Coast Council have again supported QF6 by approving a Grant of \$5,232 for the solar power upgrade, which we greatly appreciate.

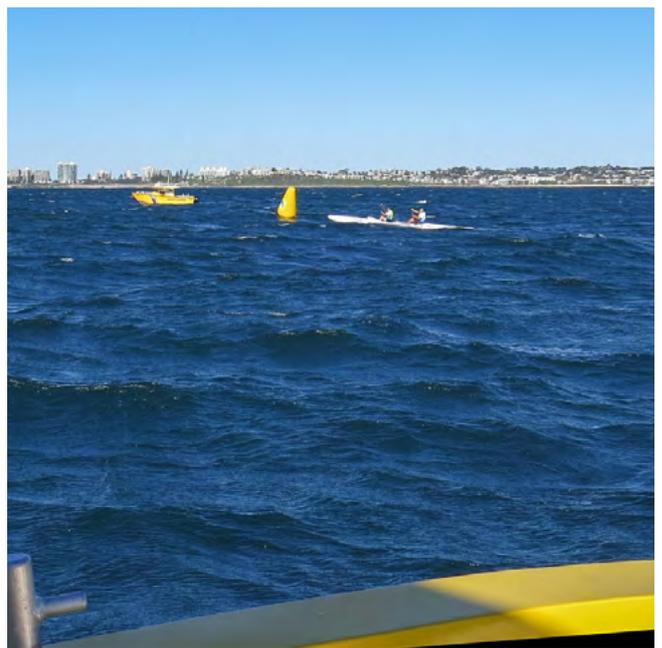
Ian Hunt, Commander QF6



QF6 SUPPORTS THE MOOLOOLABA OUTRIGGER CLUB REGATTA

On the weekend of the 15th and 16th of May, QF6 supported the Mooloolaba Outrigger Club's regatta held off Mooloolaba, with races also down the Currimundi and back. *Mooloolaba Rotary Rescue* and *Rotary III* acted as safety boats during the races, but thankfully both days went off smoothly, with no incidents.

Thanks to both our White crews who were on duty.



LEFT: Outriggers on Mooloolaba Beach at sunrise.
ABOVE: Rotary III at the rounding buoy.



QF6 SOLAR POWER UPGRADE

As mentioned in a separate article, QF6 has obtained a Grant to upgrade our solar power system. Dan Walters and Phil Brunsden from Keystones Energy Solutions will be installing the new system, but in a meeting with myself and our Building Maintenance Officer Robert Bohn, they told us that they wanted to do more to support a local volunteer group and had decided to donate a 10Kw battery system free of charge as part of the installation. This kind offer will further reduce our electricity costs, as we will be able to run the building from the batteries at night. Phil from Keystones Energy Solutions provided the following article, which may be of interest to some of our readers. Thanks to Dan and Phil for your generous support of QF6.

Ian Hunt, Commander QF6



ABOVE: Phil and Dan from Keystone Energy Solutions.

OFF-GRID POWER – AFFORDABLE INDEPENDENCE

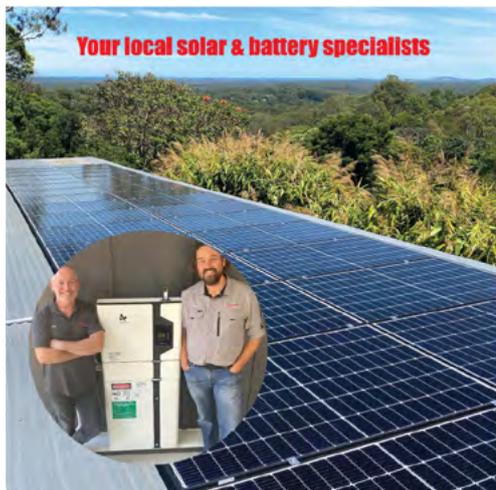
by Phil Brunsden, Keystones Energy Solutions

There's a lot of talk in the media at the moment about climate change and the urgency of society transitioning from fossil fuels to clean energy technologies. With the Federal Government in particular seeming hesitant to sever their ties with big fossil fuel producers, the bulk of the heavy lifting with regard to taking up clean energy technology has been left to small businesses and households.

With the huge uptake of rooftop solar across Australia, the energy networks are also being forced to deal with dated electricity infrastructure and huge volumes of power being exported into the grid from commercial and residential solar systems.

As reported by ABC News on 25 March 2021, the Australian Energy Market Commission (AEMC) have proposed charging consumers for exporting power to the grid. The AEMC said the increasing number of households with solar panels were causing "traffic jams" in some areas of the grid. It said tariffs would give network operators the option of encouraging people to export energy back into the grid at times it could handle it, while discouraging it at a time when the grid was overwhelmed with supply.

In the proposal, it said solar panel owners would lose some cash on existing returns but doing nothing would result in blackouts and intermittent blocking of energy exports – ultimately leaving



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customers worse off. The AEMC said the scheme would also raise money for network upgrades, instead of it going to all consumers. It also said doing nothing was not an option.

With all of this in mind, Dan Walters and I at Keystones Energy Solutions in Eumundi, put our minds to offering affordable and self-sustainable clean energy systems for small businesses and households. We've been working in the off-grid space for over 15 years and believe that there has never been a time where taking control of your own energy use and production made more sense. By being independent from the grid or greatly reducing your grid demand, issues such as blackouts and paying for export become redundant.

Solar and batteries are no longer a new technology. People often tell us that they're waiting for the price of batteries to come down. From what we're seeing, you can expect a return on investment within 5 years based on energy savings alone. This along with the reliable and constant supply and independence from the grid should encourage more people to make the leap.

MAIKE & JULIAN HOHNEN VISIT QF6

Who will ever forget the day we got the urgent call from a boat sinking at Caloundra 9 mile and the search and dramatic rescue of Maike and 7-year-old Julian Hohnen and Maike's friend after about 6 hours in the water on a cold early morning in June 2019.

Maike has kept in touch with QF6 and wanted to call in and meet the crew of *Mooloolaba Rotary Rescue* who were out that early morning searching, and to show us his new bright yellow 6.2m boat and the safety equipment he has in addition to the legal requirements.

We met up with them on Sunday morning the 11th of April before they headed out on a fishing trip. We had told Maike that yellow was an easy colour to spot at sea and so his new boat is a match for our boats. Julian also brought along his new puppy, Daisy to show us.

Maike showed us his Life Cell that has an EPIRB attached, flares, V sheet and other safety items stored in the sealed waterproof container, such as a mobile phone, torch and whistle and maybe a hand-held radio. The Life Cell can also support two people hanging onto it in the water if the worst happens – Maike isn't relying on a painter's bucket again! Maike also showed us his inflatable lifejacket with a Personal Locator Beacon attached - he's not taking any chances now. As Maike said, "why have a \$100,000 boat and not spend a bit extra to save your life if you're in bad trouble?"

We then showed Maike and Julian around *Mooloolaba Rotary Rescue* before they headed off on their fishing trip. Maike has been a QF6 Marine Assist Supporter for 5 years and reckons that all boaties should join up to support us, as well as making it easier to log on and off if you're having a day out at sea.

Maike said that almost losing your life changes your views on being prepared and he hopes that his story causes more boaties to think about what they would do if their boat sank and what equipment they have to save their lives. Thanks Maike & Julian for visiting us and sharing your new boat story with us.

Ian Hunt, Commander QF6



TOP: Maike and Julian with the crew on *Mooloolaba Rotary Rescue*;
CENTRE: Maike with his Life Cell;
ABOVE: Maike & the QF6 crew with his new boat.

BUDERIM ROTARY CLUB VISITS QF6

Commander Ian Hunt and Deputy Commander Rod Ashlin hosted a visit to QF6 on the 14th of May by 13 members of the Buderim Rotary Club. They showed a presentation covering all aspects of Coast Guard and a couple of videos of QF6 crews in action, followed by a tour of the building and *Mooloolaba Rotary Rescue*.

The group photo was taken on our deck before the group headed off for a seafood lunch.

We welcome visits by community clubs and groups to explain what we do, so if you are interested in a visit send an email to fc.qf6@coastguard.com.au to arrange a suitable date and time.

Ian Hunt, Commander QF6



ABOVE: Rotary visitors on the deck after their visit.

NAVY CADETS VISIT QF6

In April I received a request from Lieutenant Commander ANC Warren S S Blee OAM from the Navy Cadet Training Ship T/S ONSLOW, for his Navy cadets to visit the QF6 Radio Room. The visit took place on the 24th of May, hosted by our Radio Section Leader Athol "Johnno" Johnston. Deputy Commander Rod Ashlin also came in and showed the cadets over *Mooloolaba Rotary Rescue*, which they also enjoyed. It was a good opportunity for us to show them what QF6 does and what tools we have to do it.



ABOVE: Navy Cadets visit the QF6 Radio Room.

Ian Hunt, Commander QF6

IRT "THE PALMS" BUDERIM VISIT TO QF6

QF6 always welcomes the opportunity to host community visits to showcase our vessels and equipment and to explain about Coast Guard and what we do. On the 21st of March, sixteen residents from IRT "The Palms" Buderim visited QF6 and were shown around by myself and Deputy Commander Rod Ashlin. After the visit they enjoyed the view from our deck before heading off for lunch.

Ian Hunt, Commander QF6



ANDREW WALLACE MP – FEDERAL VOLUNTEER GRANT

The cost of training is a significant expense for members of Coast Guard and so QF6 submitted an Expression of Interest (EOI) to the Federal Member for Fisher, Andrew Wallace MP, as part of the Federal 2021 Volunteer Grants program. We recently received the good news that our EOI had been approved by Andrew's Office and requested us to submit a Grant Application for \$4,640 ext GST, to offset members' training costs in 2022. Once submitted, we expect to receive confirmation of the Grant approval in the near future, which will help to reduce members' costs, as well as potentially gain us more new members who may have otherwise not have joined due to financial difficulties.

Thanks to Andrew and his team for again supporting QF6.

Ian Hunt, Commander QF6



OUR MORNING VIDEO TEAM

Helen (right) and Anna (left) who take the videos for us every morning, were on the wall together and took a selfie to show how much they enjoy getting up early when it's dark and cold and sometimes wet. Thanks ladies, we and our boaties appreciate your efforts.



MARINE TRAINING COURSE AT QF6

Our building extension in 2014 provided QF6 with a terrific improvement in capabilities, including a Training Room, which is also used for our Flotilla Meetings. The Training Room is also able to be booked by non-Coast Guard groups for meetings or training, as required. Queensland Marine Training Services (QMTS) booked the room for 6 days in April to conduct a Certificate II in Marine Studies course in conjunction with Sunreef Mooloolaba. The Training Room is available at minimal cost, when available. To book, contact me at QF6 on 5444 3222 for details of cost and availability.

Ian Hunt, Commander QF6



QF6 HELPS OUT LEARN2SAIL

Learning how to use marine flares is a vital part of marine training, but getting approval and a suitable place to hold the training demonstration is a bit more difficult. QF6 is helping out by allowing Learn2Sail to use our pontoon for their training, so if you see flares being lit there in the future, you will know what is going on.

Ian Hunt, Commander QF6



ASSIST STORIES



REVERSE ASSIST

We often get requests for assistance to take vessels to Lawrie's Boatyard for repairs. On the 12th of April, we received such a request, which turned out to be a bit different. After rafting up the 13.75 metre ketch with engine problems and getting it to Lawrie's, we were informed that the vessel had to be put into the travel lift stern first due to the height and location of its forward mast. So our White Sunday skipper, Mal Spink and crew did a great job of re-rafting the vessel with its stern forward to put it into the travel lift. It was a successful outcome, but one so rare that it will be a long time before we have to do this again – we hope.



Ian Hunt, Commander QF6

NEVER SAY NEVER ... IT HAPPENS TO THE BEST OF THEM

In the early hours of Wednesday the 28th of March, the 40m luxury motor cruiser *Never Say Never* suffered an engine shutdown when a fuel sensor in one of the 3700hp MTU main engines failed.

The vessel was on a delivery run to the Whitsundays and anchored off Mooloolaba while a replacement part was organized to be sent from Brisbane. Coast Guard Mooloolaba was asked to ferry the part out to the vessel.

When the crew of *Rotary III* got out to the vessel, it had been found that the faulty sensor could not be removed from the engine due to not having a suitable socket on board, so the cruiser skipper came back to town on *Rotary III*, was taken to Tools Direct, picked up a new socket set and was returned to his vessel. *Never Say Never* headed north a couple of hours later, so the repair must have worked.

Just one of the varied jobs we do to help out the boating community.

Bill Asher, QF6 Coxswain



CHECK YOUR FITTINGS

WORDS IAN CRANNEY | Vessel Maintenance Officer, QF6

We've seen evidence lately when towing or rafting boats, that some of the fittings are in less than ideal condition. Although this article appeared in the magazine several years ago, it is still relevant to today's vessels, so please take the time to check your boat and trailer fittings. (Acting Editor)

All of us who have had anything to do with the marine environment have seen the end results of poor maintenance of vessels (both big and small, sail or power). A little bit of preventative maintenance and a good look over your boat at the end of the day can save you a fortune (and a lot of potential embarrassment).

It's fine to hose the vessel and trailer down, flush the outboard and make sure there's no beer left in the esky, but it doesn't hurt to cast your eye over the rigging and fittings as you clean. All vessels have a multitude of different metals in their construction and it's a good idea to know of the potential issues that they can have.

I had a problem a few years ago with a little trailer-sailer that I had recently acquired. The boat was about 25-years-old and the previous owner was a boat builder. So, after doing all the usual checks to make sure she was seaworthy and a few runs around Moreton Bay and Mooloolaba, Hervey Bay beckoned. Launched from the Tin Can Bay ramp and headed out for a week of sailing around the Hervey Bay area. The wind was gusting up to 20 knots but everything was going well. I had just changed course to sail up the channel when, with a crack and crunch the mast went over the side. I managed to recover the gear and motored back to the ramp, put the boat on the trailer and headed home.

What caused about \$10,000 of damage was a \$4.00 stainless steel U-bolt. It had let go at deck



TOP: A reliable winch ... NOT! Note the size of the safety chain! **TOP CENTRE:** Sacrificial anodes - new and "sacrificed". **ABOVE:** Broken deck fittings; **CENTRE:** A cleat fitted to a fibreglass deck without a backing plate; **ABOVE:** Cracked cleat mounting.

level just below the flat washer. When I had a look at the remaining pieces of bolt, the reason was obvious. Stainless steel will corrode under some circumstances and will age harden as well. About 20 years seems to be the limit and the signs are a rust stain around the base of the deck fitting. Check your shrouds and stays as well. The same insidious stain will show just above the lower cable swage. The mast had snapped at the spreader



ABOVE: *Stainless steel rigging - bottle screws, fittings and swages ... they're going to fail soon!*

bar and on closer inspection, showed bad corrosion around the rivets as well. So new U-bolts all around, new mast and all stainless rigging replaced, ready to go again.

Dissimilar metal corrosion can be a huge problem, especially on aluminium hulls and cast alloy fittings. Around the fitting area you might see a white powder or paint blisters forming. Clean and reseal as soon as possible. You may have to replace the rivets as well. Some deck winches are a cast bronze alloy and if the gasket between the fitting and deck is compromised, the deck area could be weakened to such an extent that the fitting will come free.

Bad wiring or earthing in a hull can (or I should say "will") cause major problems no matter what the hull construction. I have seen heads fall off screws on deck fittings on timber vessels because the fittings were not earthed, which can be dangerous for obvious reasons. Aluminium goes to powder and steel to rusty flakes. Minor corrosion around your deck and hull fittings can be a sign of this problem. As a vessel ages and owners make changes to the electrical system, the chance of electrolytic corrosion can increase. Deterioration of the sacrificial anodes can also indicate a problem. If you're not sure, get it checked. It does have the potential to sink your pride and joy.

Boating can be fun, but a little preventative maintenance and casting an eye over your boat as you put her to bed can save a lot of expense and embarrassment.



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BARRIER REEF ISSUES

The Local Marine Advisory Committee for the Southern end of the Great Barrier Reef met last week at the end of its third year and what an interesting three years it has been. During this time, we experienced a change of Government with all the bells and whistles for the funding of half a billion dollars to “help save the reef” ... However, in year one, we all got together in Townsville at a specially convened meeting to discuss whether the reef will recover, or should we “help” nature do it herself. Well, that has played out in a very unusual way and in many forums and to this day, there are so many projects that it is very difficult to see what actually works and what doesn't.

I spent time out on the reef with the Crown of Thorns teams (COTS) and saw first-hand their exercise ... and I have strong opinions about that, too. One being that the Crown of Thorns starfish is native to Australia and there is one



Coral eating starfish are natural and there have been plagues for millenia





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native to Mexico, which is very similar. BUT! The situation seems to be that they move around to where the reef diversity is weakest and then they dominate certain areas. However, the weakest areas seem to be mostly where the most fishing for the reef vegetarian fish are ... such as Red Emperor and Parrot Fish, amongst the most popular. Seeing that these are the best predators for the Crown of Thorns in their early stages that they are lacking in the most densely populated areas of the Starfish in question and after they decimate that reef where they bloom, in come the other predators ... mostly sharks to clean up.

However, the upside for this cycle is that the reefs that are affected and that have been decimated by the Crown of Thorns always seem to come back to being healthy reefs again given time, and don't forget that this has been going on for millions of years now not just the last 100 or so since man's interventions and rape of key species. For example ... There have been a number of extinction events over the last millions of years and strangely enough, the reef systems of the planet seem to be the most resilient and the ones that have seemingly survived better than all the land-based species.

So my thoughts are basic ... that the reef will recover and then there is the last BIG BUT!

With man interfering by allowing excessive runoff from numerous sources, and yes, they will maybe cyclones, they are calling in Climate Change, over grazing cattle close to the coastal areas, mining, monocultures like cropping - sugar cane is just one, over development for coastal housing and there are so many more that add to the incremental effect that is causing the sedimentation which weakens the reef for it to suffer. So the question is ... will it survive MAN's interference or should we stop these man-made interruptions for Mother Nature to heal herself?

Other interesting projects that I have contributed to are the barge in the lagoon at Lady Musgrave Island degrading due to its age, and the public moorings in Pancake Creek. Yes, there are many others including helping with the creation of the Less is More campaign currently in its second funded term by the Great Barrier Reef Foundation who got all that money to do something. So far, I am yet to see substance for this investment other than the amount increase via interest and would ideally like to see it spent on slowing man's BIG impacts on the reef.



UNFORGETTABLE

WORDS SUE CLARKE | *Chaplain, QF6*

Most of us like to forget traumatic moments in life, but I think anyone who was involved in or read about a search and rescue 2 years ago, still remember it – mostly because it was a miracle that the people involved were found and survived an unimaginable situation, that QF6 still have a very good relationship with those survivors and that they still go out on the big blue ocean and enjoy themselves.

I'm of course referring to Maike and his son Julian who with their mate Stephen were the focus of a 6 and a half hour search and rescue operation when their boat sank quickly in the middle of the night while they were all sleeping.

Dad Maike had to abandon his sinking boat when he realised it was going down. He grabbed his little 7 year old son Julian and then bent down to get the safety equipment, but as he did the boat rolled and they were trapped underneath. With no time to waste as their lungs filled with water, somehow they popped up and were floating in the ocean in the pitch black of night, confused but hopeful the quick mobile call to Coast Guard to say "we are sinking" would deliver the urgently required assistance.

Well, Coast Guard got the radio call. RO Charles, on his first solo night shift, reacted quickly, tracking the call to Gillys Hammer and the vessel's last position at 9 Mile Reef. Maike also got out a 000 call on his mobile so Emergency Services were also activated. Fortunately, not many boats were logged on overnight, so upon finding the boat on the log and its last known position, a full blown Search and Rescue was put into place. That means everyone is contacted in an emergency, water police, our own crews on 24/7 standby, the police helicopter and other flotillas in the area. A request was also made to merchant shipping at anchor off Mooloolaba (waiting to have a Pilot board to guide them into the Port of Brisbane) to keep a lookout as with the tidal drift they could float in to the shipping channels, though this was thought not likely.

The search continued through the night and although those in the water could see our search



TOP: Julian on his tour of Mooloolaba Rotary Rescue.

CENTRE: Julian on board MRR with his new puppy, Daisy.

RIGHT: Maike shows his new boat to the QF6 crew.

lights only 300 meters away, our boat crews couldn't see 3 heads bobbing in the water. To stay afloat for so long without life jackets and only a fishing bucket or two to hold onto was a mammoth effort. Most of us would not have the stamina or courage to perform such a feat, but as Maike said, it was for his son, and Julian kept saying, "it will be ok Dad, they will find us". So between them they encouraged each other, and though they sometimes doubted they would be found, they trusted God to send help.

And eventually help did come just at dawn when a crewman on the oil tanker *North Star* spotted a flash of white from the bucket. They called the coordinates in and blew their horn which gave the survivors great hope that they knew they were there. Of course, we were all there in a flash (it wouldn't have felt like it for those in the water) and the helicopter paramedic lifted Julian straight up and off to hospital. Sadly, they thought he had died from the shock of the cold air being lifted out of his Dads arms, but paramedics revived him and fortunately he has no recollection of any of this. A happy boy as you see by the photos, still a very keen fisher person and a good one too.

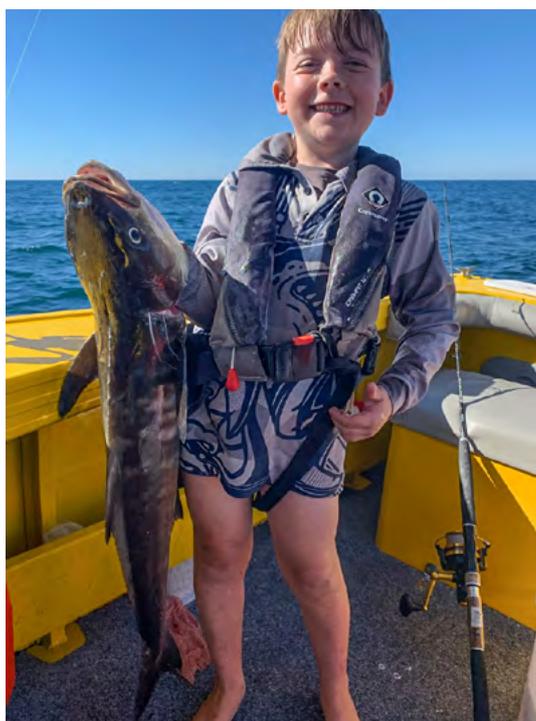
When Maike went looking for another boat, he took our Commander's suggestion to buy a bright yellow one like the Coast Guard boats so it could be seen more easily at sea. Maike took this advice and equipped it with every possible safety item you could have ... personal EPIRBs to wear on the body, great emergency equipment, you name it they have it on their boat plus some. We all hope they will never have to use any of it again.

As for the long term outcome, when they came down to Coast Guard the other day for the photos for this article, Julian said: "Dad, I know they are great people, and they saved my life, but can you be quick as I really want to go fishing." Typical boy, eager to go with his dog and not wanting to hang around talking about something in the past.

We thought we were quick until the media got involved, then Maike wanted to inspect the rescue boat that was out there that night and thank the crew personally, as he was in no condition to say anything that night – the wonderful Ambulance paramedics popped him and his mate onto stretchers and worked hard to keep them alive, too.

But this is a good news story. They are all alive and well, keen to continue their passion of being out on the reefs fishing for the big ones. And as you see, Julian often lands them too – so congratulations to all involved and to the survivors or should we call them thrivers now! Go well and

we know you will always remember to log on before you leave the harbour, just in case you need us, though we hope that is now a very remote possibility. Live and Learn is their motto.



FAR LEFT: Julian loves fishing on his Dad's new boat ... what a catch!

LEFT: Julian outside QF6 HQ with his "catch of the day".



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 MARINE ASSIST 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. For an annual fee of \$80.00, \$55.00 for a second vessel and \$30.00 for a third vessel (all fees include GST), a Coast Guard Marine Assist Subscription will give you peace of

mind for not only yourself, but also for your family. Becoming a Coast Guard Marine Assist subscriber 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. Go 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: 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, 20, 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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