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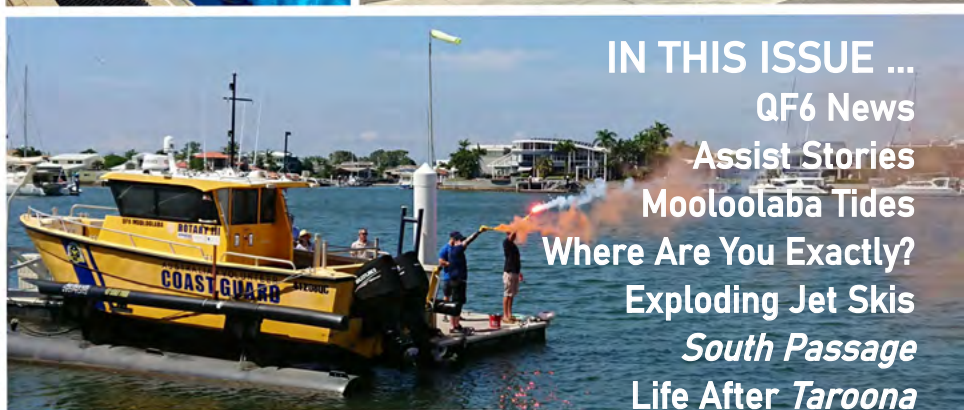
Spring 2022

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



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QF6 News

Assist Stories

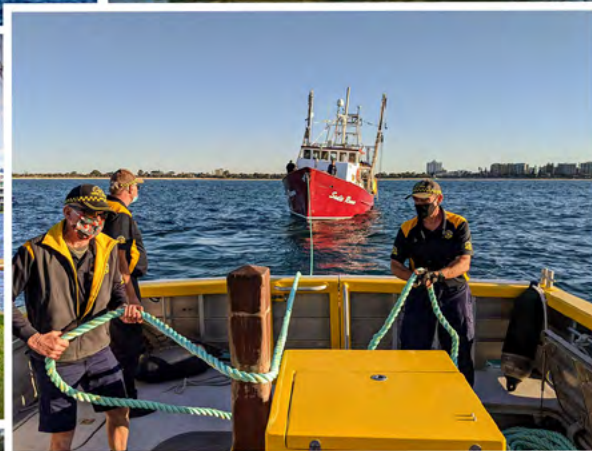
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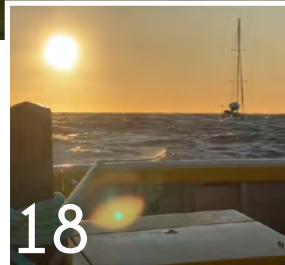
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COMMANDER'S CALL

with **Ian Hunt** - Commander



Welcome to the Spring edition of *Rescue* magazine, which I'm sure you will enjoy. We continue to operate under Covid-19 guidelines and although we have had a few members testing positive, we have been able to maintain our operations and training. We've had 9 new members join us in the past 3 months, but we still need more boat crew and radio operators. If you are interested in joining QF6, please call 5444 3222 or email membership.qf6@coastguard.com.au for further details.

Progress is happening on finding a solution to make our entrance safer, with Maritime Safety Queensland forming a Stakeholder Reference Group of key stakeholder and community groups. The Stakeholder group represents a broad range of local community interests and will attend several workshops and work closely with the project team to investigate a solution to improve safety for all users at the entrance to Mooloolaba Boat Harbour. I am representing Coast Guard Mooloolaba on the Group and its workshops, which will be interactive and moderated by a professional facilitator. The intention is for the Stakeholder Group to conclude at the end of 2022, so hopefully I'll be able to provide an update in the Summer edition.

Rotary III has now been operational at QF6 for 6 years and is due for refurbishment. Thanks to the Gambling Community Benefits Fund, which approved our grant application for \$84,258 to repaint the vessel, new signwriting and 2 new 200HP Suzuki outboard motors. This work will start in the next few weeks, although the new motors will not be available until February 2023.

We have also been successful with a grant of \$3,754 from the Buderim Foundation for a new Class A Automatic Identification System (AIS) to replace the current Class B system. This new AIS will



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provide extended range coverage and almost real-time position reporting, which will be especially valuable when doing multiple vessel search patterns. Thanks to the Buderim Foundation for their continued support of QF6. An article on the new system will appear in the Summer edition.

Following a generous donation of \$16,784 from the Kirby family, we have ordered a new stabilised Forward Looking Infra-Red (FLIR) system for *Mooloolaba Rotary Rescue*, to replace the non-stabilised FLIR that was installed in 2012 when the vessel was built. This new system will be a great advantage when performing assists at night in rough conditions. We will also cover this new installation in the Summer edition.

The Rotary and Lions Clubs of Mooloolaba also continued their valuable support by each donating \$1,000 to QF6. See the separate article in QF6 News. These grants and donations have greatly helped us to offset the approximately \$40,000 a year we have lost since the pandemic started, as we have not been selling raffle tickets and have done a minimal number of BBQs. Hopefully, in Spring we will be able to consider re-commencing our fundraising.

There have been significant announcements for the future marine rescue service over the past three months. Following a survey of all Queensland marine rescue volunteers, the name of the future service has been finalised: **"Marine Rescue Queensland"**. Following a rigorous procurement process the first vessel build contract for a 12-metre Rigid Hulled Hard Collar marine rescue vessel was awarded, with the vessel to be delivered under the Vessel Replacement Program to VMR Thursday Island mid-2023. A survey of marine rescue volunteers is currently underway to select a new logo for Marine Rescue Queensland, with a decision expected by the end of the year.

Our Facebook page (Coast Guard Mooloolaba QF6) continues to grow, with the boating and waterways videos and 360 degree aerial shots from Richard Choroszewski and Helen Browne's morning video of the entrance being very popular, so check out the page and give us a Like. FM104.9 continues supporting us with the weekly weekend weather and boating safety report every Friday at about 4.30PM, so listen in.

Until next time – safe boating and please remember "If in Doubt, Don't go Out".

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 is on the 3rd of November 2022.

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

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 7th of November 2022 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



DFC'S REVIEW

with **Lee Campbell** - Deputy Commander

Mooloolah River Bar

Wednesday 15th June was a busy morning for the Executive and other members of the flotilla as they hosted two meetings with Federal and State Opposition members and Senior Managers of MSQ.

Meeting 1 – Member for Fisher

Our Patron, Fiona Simpson MP has worked tirelessly over the past few months to get a resolution to the hazardous situation of the harbour entrance and to get an answer on the actions that the State Government is taking on a permanent solution to the Eastern wall extension.

The Member for Fisher, Andrew Wallace MP, visited QF6 to receive a briefing on the issues with the Mooloolah River bar and the current shoaling. Rod Ashlin, Steve Doulgeris, and I briefed him on the dredging that had recently cleared the entrance and how it could easily silt up again in the next storm. The member for Fisher also arranged to have a National Flag delivered over the next couple of days.

Meeting 2 – General Manager MSQ

Fiona organised a meeting with the General Manager of MSQ, Kell Dillon who attended this meeting at QF6 accompanied by the MSQ Assets and Infrastructure Manager, Jennifer Grace and the Sunshine Coast Regional Manager, Gary Crozier, to discuss the issues and concerns that the flotilla has with the continual shoaling of the entrance and recreational surfers, paddlers, swimmers, and jet ski users criss-crossing the entrance of the harbour.

I represented the Commander along with Rod Ashlin and Steve Doulgeris to



TOP: QF6 Training Officer Steve Doulgeris, Member for Fisher Andrew Wallace, Rod Ashlin, QF6 Deputy Commander Lee Campbell, and Rescue Magazine Editor Richard Choroszewski.

ABOVE: MSQ General Manager Kell Dillon, Sunshine Coast Regional Manager Gary Crozier, MSQ Infrastructure and Assets Manager Jennifer Grace, QF6 Deputy Commander Lee Campbell, Rod Ashlin, Michael Middleton and QF6 Training Officer Steve Doulgeris.

outline the shoaling, use of the entrance and to request an update on the extension of the eastern wall. We did this by using aerial drone footage to demonstrate the extent of the shoaling issues at the entrance. The GM took away a better appreciation of the issues that QF6 highlighted but did stop short of committing to having a larger dredge attend to this issue in the short term. He did comment on the need for more technical investigations for the eastern wall extension but did indicate that would be given proper consideration over the next 12 months.

There is no legislation to prevent any recreational use of waters at a harbour entrance in place at the current time. However, this issue will be championed by Fiona through Parliament.

Now that the entrance has been dredged to the design depth of 2.5m at LAT, the issue of recreational use by surfers, paddlers and jet skis across the entrance has been reduced for the time being as the swell is not significant enough to attract their attention.

The silting up of the entrance remains a threat as any new significant weather event will cause a rise in shoaling in the current dredged channel and once again attract recreational use.

Recruiting Members

VMR 406 Mooloolaba is always open to requests for community spirited personnel to join as a member. We train and develop skills to industry standards. Regardless of your background or skill level there is a position here at Mooloolaba for dedicated and committed personnel.

Boat rescue crews train on a Saturday or Sunday and combine both crews for the following week as a 'Call Out' crew. So, if you are interested in this volunteer position you must be within 20 minutes from our base for any response. Your training as a boat crew member is based on current industry standards and regardless of any maritime qualifications you may hold, you will be required to undergo training from the beginning and demonstrate required skills to our standards as a VMR unit.

In addition, Radio Operators are required to fill shifts to ensure that this flotilla maintains a 24/7 operational standard for the boating community. A radio operator will be needed during the day and night to respond to calls for assistance and track the movement of vessels transiting up and down the coast passing through our operational area which can cover up to 500 square nautical miles. As a radio operator you will be guided through your training sessions by an experienced mentor, who will then advise when you are ready for a final examination by our Radio Section Leader.

Other roles available to a new recruit include administration staff who maintain all our personnel records among other functions. There is no requirement for training, as presumably you will bring skills from your own backgrounds which enhances our total operation.

As many of you may know, the Australian Volunteer Coast Guard and the Volunteer Marine Rescue organisations are moving to establish a single combined service to be known as "Marine Rescue Queensland". The service will operate under the Queensland Fire and Emergency Services

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(QFES) umbrella and to some degree, will be funded by the Queensland State Government. However, as a volunteer with these VMR units, some fundraising commitment is required, and you will be expected to work a few hours every month to maintain a reliable source of income into this unit.

If any of these fields interest you, contact our Recruitment Officer membership.qf6@coastguard.com.au or through our Radio Operator on 5444 3222 and they will take a few notes and pass it on to the Recruitment Officer who will contact you and discuss options available to you.

Scattering of Ashes

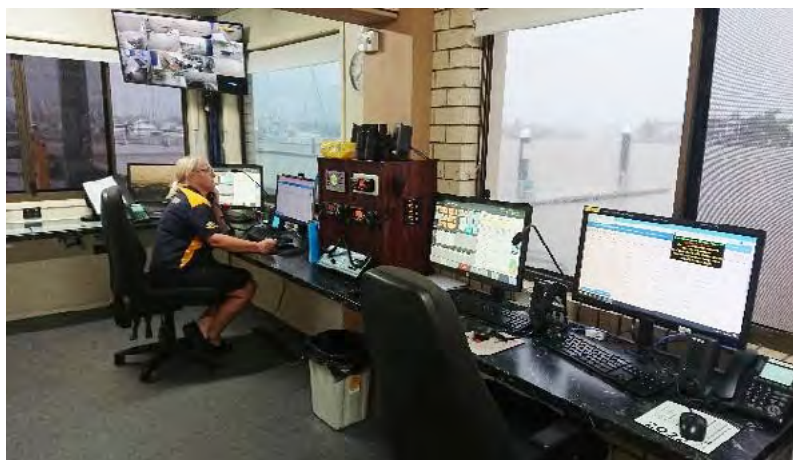
VMR 406 Mooloolaba provides a community service of scattering your loved one's ashes at sea. This is conducted on our large rescue vessel *Mooloolaba Rescue* which can take 8 family / friends plus our crew, this is charged on a set rate for the local area and further out to sea would incur an additional cost which can be negotiated. The service can be conducted by our Flotilla Chaplains if you wish, at no extra cost. The service can be conducted at any time or day. Our highly trained skippers will only cancel a service if there is any risk involved to crew or guests. Ashes Scatterings can be discussed with our Flotilla Chaplains through our Radio Room (5444 3222) who will take your details and pass them on.

Radio Operations

For the last 46 years, VMR 406 Mooloolaba has maintained a fully operational radio room 24 hours a day, 7 days a week, 365 days of the year or better abbreviated to 24/7 operations. The Base Station Radio operators are fully conversant with the local area and can normally answer any question of maritime safety issues, available resources, or local services that you may require within our operational area.

Each Radio operator undergoes many hours of training before being asked to (as we put it) go solo. The shifts that a Radio operator is expected to undertake are varied and can be sometimes demanding, especially at night, depending on the weather and sea conditions.

The Radio room is fully equipped with the latest technology and radio equipment. Base Station Radio Operators are expected to have some computer skills prior to commencing training as the need to record all details from phone calls for Search and Rescue briefs need to be recorded for later retrieval by government agencies or Flotilla Officers.



ABOVE: *The Radio Room is staffed 24/7.*

QF6 Fundraising

Glenn Douglas has been appointed as our Fundraising Officer with Rod Ashlin stepping down from the position. Glenn will take on the challenge to recharge the fundraising teams come Spring when the Flotilla will once again make all efforts to ensure that we have adequate funds to replace essential and lifesaving equipment.

In July, the flotilla was invited by Cotton Tree Meats to conduct a sausage sizzle outside their store. The event was very successful providing much needed funds for specialist lifesaving equipment. A big thanks to Cotton Tree Meats and Blue Sunday crew for staffing the event.



FROM THE EDITOR

with **Richard Choroszewski** - Editor

A combination of Covid, unseasonably bad weather over winter, and now fuel price hikes with additional concerns over the state of the economy, seems to have many of our boaties preferring the comfort of the sofa and bingeing on Netflix over going out to sea in numbers lately. Surprisingly, we are still quite busy with assists, but noticeable that these seem to be more in the immediate vicinity of the Mooloolah River, the harbour and the bay, while the long distance and night time assists (and therefore the more dramatic events that these can generate) have been lower than in previous years. Hopefully, as we now move into Spring and Summer and the boating/yachty trips get up to speed, the Sunshine Coast will once more start to live up to its name.

I've been having a lot of fun (and received plenty of appreciative comments - which always helps in the motivational department) in expanding the 360 degree aerial shots that we've been posting to our Facebook pages. If you enjoy these, then please click on the like and subscribe options that are available to our Facebook and YouTube patrons. Who knows? One day we may have sufficient 'likes' and subscribers to get over the threshold and start to generate some income for Coast Guard that will gladden our Purser's heart.

Thanks again to all those organisations, clubs, businesses, Supporters and members of the public who continue to support us, especially those who advertise in this magazine, which covers our production and distribution costs.

Recently, our new fundraising officer Glenn arranged a special sausage sizzle event with Cotton Tree Meats which was highly successful in raising funds for us. I'm delighted to advise that they've now agreed to advertise regularly in our magazine. These inexpensive ads raise the profile of our local businesses and help to cover our costs. Advertisers enjoy the additional support that they get as a result of the positive publicity and association with our volunteer rescue organisation. So, if you would like to place an advertisement in the magazine, please give me a call on 5444 3222.

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

June 2022

QF6 received 18 calls for assistance, attended 3 Community Tasks and assisted 35 people which saved \$765,000.00 of community boating assets:

- Assist a 5.7m vessel from 5nm NE of Pt Cartwright to La Balsa ramp.
- Assist a 5.1m vessel with engine problems just off Pt Cartwright towed to CG ramp.
- Assist a 5.6m vessel with steering problems 1.5nm East of Blinker towed to CG ramp.
- Assisted a 6m vessel with engine problems 3nm N of OWI to La Balsa ramp.
- A 4m vessel with engine issues off Maroochy River Mouth was towed back to CG ramp.
- Kayak paddler experiencing difficulties and exhaustion sought assistance firstly from the fishing vessel, *Omega III* which later handed the paddler to *Rotary III* who brought him to Coast Guard HQ.
- A 5m vessel requested assistance with engine issues 2nm NE of Pt Cartwright. The rescue crew arrived to find that the skipper had started the motor and was back on the Coast Guard pontoon. Crew stood down.
- Assist 8.5m vessel with no steering from the Hards to the Coast Guard pontoon.
- Assist 6.3m power boat from 10nm NE Pt Cartwright to the CG ramp.
- Assisted a 5.8m vessel with overheating problems 1nm NE Pt Cartwright to the CG ramp.
- Assist 6.5m vessel 400m off Shark nets at Kawana towed to La Balsa ramp.
- Assisted 4.5m boat 4nm NE of Pt Cartwright towed to La Balsa ramp.
- Assisted a 5.6m vessel from Caloundra with flat battery to La Balsa ramp.
- A 7.3m vessel towed from river entrance to Laurie's Marina.
- Assisted a 4.7m vessel with engine issues towed from east of Currimundi to La Balsa ramp.
- A 12m yacht with rudder issues was towed from the Duck Pond to Laurie's Marina for repairs.
- A 3.5m tinny with 2 young boys lost rudder control and with engine issues off Pt Cartwright and was drifting out to sea were rescued by an on duty crew at CG and returned to home pontoon.
- MSQ Harbour Controller requested that QF6 take a 14m vessel drifting in Duck Pond to Outrigger Park Pontoon and secure.

July 2022

QF6 responded to 12 calls for assistance, conducted 1 QPS tasks and assisted 19 people on board which saved \$725,000.00 of community boating assets:

- A 5.2m vessel with engine issues called for assistance off Mudjimba Island (aka Old Woman Island - OWI). Rescue crew responded to HQ but were stood down on arrival as the vessel reported engine now going and returning to port. Assist Cancelled.
- Assisted Police with abduction operation in Mooloolah River. Good outcome with suspect taken

into custody.

- A 3.2m jetski with battery issues was towed from north of OWI to CG ramp.
- Assisted 12m sail cat free anchor from bottom, no further assistance was required.
- Assisted 12m sail cat vessel grounded in river by kedging anchor and waiting for high tide. Vessel floated free sometime later, with the kedge anchor laid by CG helping to keep her stern free.
- A 9m vessel dragging anchor in the Duck Pond was relocated and anchored more securely in another position.
- A 5.2m vessel with engine issues was towed from Inner Gneering shoals to CG ramp.
- A 10.5m vessels with engine issues off Alexandra Headlands was towed to a private pontoon in the canals.
- A 9.5m yacht dragged anchor in Duck Pond and became grounded near the Eastern cardinal mark. Owing to Gale force winds, repositioning the vessel was not possible. The assist was cancelled.
- Owner requested a visual inspection of his vessel after being repositioned by CG rescue vessel 4 days prior. Vessel was secure and photos were sent to the owner.
- A 9.5m yacht that was grounded in Duck Pond was eventually repositioned with better weather conditions.
- A 15.2m yacht with steering and engine issues 20nm northeast of Point Cartwright was towed to Mooloolaba emergency berth.
- A 6m vessel with engine issues 4Nm off Point Cartwright was towed to La Balsa ramp.

August 2022

QF6 responded to 9 calls for assistance; assisting 17 people on board and saved \$728,000.00 of community boating assets:

- A 7.2m vessel in Jessica Haven with engine issues needed assistance to return to home berth.
- An 8m Party Boat with engine issues in Jessica Haven was towed to home pontoon.
- A 15.2m vessel requested assistance from 1nm north of harbour entrance with engine issues and was towed back to Mooloolaba emergency pontoon.
- A 16.2m trawler, unable to disengage reverse propulsion, was towed from 24nm SE of Pt Cartwright to trawler bays.
- Assisted a 7.9m vessel from OWI with engine problems, taken under tow initially. However, the vessel later managed to start the engine and was escorted back into harbour.
- Assisted a 3m jetski with steering issues from Alexandra headland to La Balsa ramp.
- A 5.8m vessel with engine issues was towed from 7nm NE of Pt Cartwright to CG pontoon.
- Re-anchor 8.5m vessel after having previously secured it. Vessel's anchor was stuck in the mud.
- Re-anchor 8.5m vessel after Strong Winds forced it from anchorage.

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* McNair Ingenuity Survey 2012

MARINE ASSIST REPORT

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

Supporters should be aware that QF6 maintains a database with the details of the vessel that a Supporter has nominated of the vessel they use, this vessel is allocated a specific Mooloolaba number so that it may be identified easily. When a supporter disposes of a vessel, they should remove the sticker identifying the MBA number and advise us that it has been sold. In this manner we can archive the vessel and help to maintain the database to be more accurate. When you are about to dispose of your vessel contact the BSRO 07 5444 3222 or send an email to the Marine Assist Supporter team: Carol at carol.d.hutchinson@coastguard.com.au or Julie at julie.boland@coastguard.com.au.

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 situated at the Parkyn Parade and La Balsa 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 applications after joining. To register go to <https://tripwatch.platformrescue.com.au> After registering 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.

This flotilla now has a large number of Marine Assist Supporters; we have a dedicated team to administer supporter needs. We have now expanded our team to provide a better service to you, if you wish to discuss any matter in relation to your account or any other matter please feel free to contact Carol (carol.d.hutchinson@coastguard.com.au); Julie (julie.boland@coastguard.com.au) or myself (lee.campbell@coastguard.com.au) or the Base Station Radio Operator at 07 5444 3222.

Supporters should remember that joining the Marine Assist program does not give you instant access to login and log voyages or alter your personal or vessel details, you have to register first. To do this go to <https://tripwatch.platformrescue.com.au/login> at the top right of this page you will see the 'Register' button. Access area and follow the detail there, you will be sent a verification email and you're in. If you have any issues give one of our team a call.

Coast Guard Mooloolaba is on Facebook, and you can follow us by using the QR Code (right).



CHAPLAIN'S CHAT

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



There are so many topics I would like to share with you during whale season, but most of all I do hope you have a whale of a time through this Season. Perfect boating weather usually although it is forecast to have loads of rain, which the fish don't seem to care about unless the rivers flood and send too much fresh water into their territory. And with the floods comes the rubbish which we are all responsible for, so let's try not to litter anywhere so it won't affect our sea life.

You probably know the song: *Turn, Turn, Turn* that the late Judith Durham sang with the Seekers, but that comes straight from the Bible in Ecclesiastes 3 – "There's an opportune time to do things, a right time for everything on the earth:

A time to be born and a time to die; A time to plant and a time to uproot what is planted.

A time to kill and a time to heal; A time to tear down and a time to build up.

A time to weep and a time to laugh; A time to mourn and a time to dance.

A time to throw away stones and a time to gather stones;

A time to embrace and a time to refrain from embracing.

A time to search and a time to give

up as lost; A time to keep and a

time to throw away.

A time to tear apart and a time

to sew together; A time to keep

silent and a time to speak.

A time to love and a time to hate;

A time for war and a time for peace."

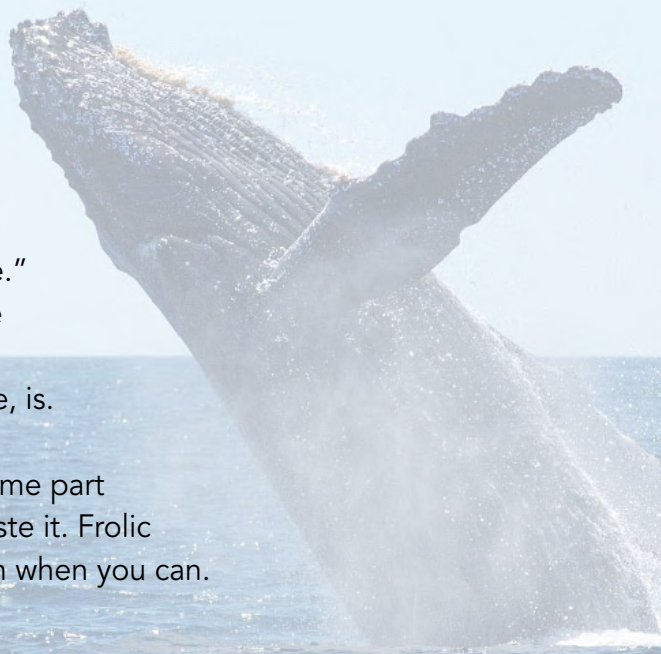
So the Season we are in verse 15 tells us:

"Whatever was, is. Whatever will be, is.

That's how it always is with God."

So whatever you do, enjoy some part of every day. Life is too short to waste it. Frolic like the whales and enjoy the ocean when you can.

And Turn, Turn, Turn to God.



ASSISTANT GRANTS OFFICER RICHARD PAK: MY WORK AT QF6

My name is Richard (Rick) Pak. I was born in New Zealand of Polish parents and have eleven siblings. I have two daughters who live in Queensland, one is a Police sergeant at Rockhampton. After completing 25 years in the NZ Police, I resigned as Officer in Charge, Forensics, then established my own security company of which I was company director for 9 years. After moving to Australia in 2002, I worked as a private investigator before joining the Gold Coast City Council where I became head of security. I retired when I turned 68 after 15 years with the Council and moved to the Sunshine Coast where I live at Bli Bli with my partner Ann.

Once established, I decided to perform some voluntary work and chose Coast Guard Mooloolaba after hearing an advertisement on the radio. I was inducted on the 27th of September 2020 and commenced training as a radio operator. Unfortunately, I found it difficult to cope with all the noise, which exacerbated the tinnitus in my ears resulting from 6 years of firing weapons without ear protection, while in the Police AOS (SWAT) team. However, I did attain my radio operator's certificate.

I resigned as a trainee radio operator, but enquired as to what other services I could assist with. The then Administration Officer, Robert Bohn, suggested that I could assist as a maintenance officer and offered me the positions of Caretaker for the Memorial Wall, which I willingly accepted, as well as the auditor of the First Aid Kits used by QF6, which I also accepted. It was also suggested that I could become the Assistant Grants Officer to Kevin Farrell. Not having any knowledge on the procedures or requirements of a Grants Officer for QF6, I decided it would be a good idea to start with what the Sunshine Coast Council required, as that would be a good benchmark for any future applications for grants from other organisations. So I applied to attend a seminar held by the Sunshine Coast Council at Beerwah in August.

It's surprising the number of organisations who request grants from the Council. As evidenced in the photograph, there were about 23 people present at the seminar, each from a separate entity and all seeking funds for various events, e.g. men sheds, schools, churches, choirs, sporting groups etc. The seminar was quite intense with attendees having to participate in three Project Applications, submitting grounds for the application, such as:

- Develop a project plan.
- Research and evidence.



TOP: QF6 Assistant Grants Officer, Richard Pak.

ABOVE: Richard Pak (2nd right) at the Sunshine Coast Council Grants Seminar.

- Identifying potential funding sources.
- Know your funder.
- Be clear and concise.
- Be a great communicator.
- Support your applications.
- Prepare a detailed accurate budget
- Don't leave it to the last minute.
- If unsuccessful...get feedback.

I was surprised by the effort the Sunshine Coast Council puts into assisting different organisations in applying for grants.

Currently, Council provides us with an annual grant of \$17,500 + GST for fuel, which goes some way towards helping us with our overall fuel spend of about \$30,000 per annum.

In addition this year, Kevin was successful in obtaining an \$84,000 grant from the Gambling Community Benefit Fund to refurbish our secondary rescue vessel, *Rotary III*, including painting, signwriting and 2 new outboard engines.

I am looking forward to assisting Kevin with future grant applications from other benevolent charitable organisations.

Richard Pak, QF6 Assistant Grants Officer



ABOVE: QF6 was successful in obtaining a grant for Rotary III's refurbishment.

QF6 MEMORIAL WALL

Their Ashes are Scattered at Sea (or somewhere else), but their name can live on forever by putting a Named Plaque on the QF6 Coast Guard Mooloolaba 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.

A wonderful lasting memorial to those souls who have gone to their allotted place in Heaven



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



QF6 NEWS

QF6 SKIPPERS' MEETINGS

To keep all our skippers and crew up to speed with changes to crew lists, training programs, rules, regulations and operational issues, we hold a skippers' meeting on the 3rd Friday of every month. The meeting is chaired by our Operations Officer, Lee Campbell. Radio Section Leader, Athol "Johnno" Johnston, also attends to brief the skippers on any radio room issues and vice versa. With skippers either working or away on leave or sick, the number of attendees from our 24 skippers is usually around 12, but as can be seen in the photo, our August meeting was well attended. QF6 is very lucky to have such a dedicated team of skippers to run our 6 boat crews.

Ian Hunt, Commander QF6



ABOVE: QF6 skippers attending the August Skippers' Meeting.



HELICOPTER EXERCISES WITH LIFEFLIGHT

As you might have seen on the News, LifeFlight has new crew members who require to be certified in all of their helicopter operations. One aspect of their training is lowering and retrieving crew from the helicopter to a vessel and a life raft. QF6 is always ready to assist LifeFlight with this training, as it gives our skippers and crews practice for when this might happen for real.

On the 17th of August, Leading Coxswain Steve Doulgeris took Mooloolaba Rotary Rescue out north of Mudjimba Island, with 3 skippers and five crew who required training or to have a refresher on helicopter procedures. Three sorties were flown, giving each of the 3 skippers the opportunity to be in control of the vessel and crew during a sortie. A valuable exercise was had by all, with Mooloolaba Rotary Rescue returning to QF6 just before sunset.

Ian Hunt, Commander QF6



ROTARY AND LIONS CLUBS SUPPORT QF6

Our local Rotary, Lions and Lioness Clubs have been long-term supporters of Coast Guard Mooloolaba QF6. In June, I attended the Rotary Club of Mooloolaba's annual changeover of Presidents Dinner at which they presented me with a donation of \$1,000.

In July, Deputy Commander Lee Campbell, attended the Lions Club of Mooloolaba dinner, at which they presented QF6 with a cheque for \$1,000. These donations were very timely, as QF6 had just decided to buy a special VHF radio and headset system for \$1,826 to be used during helicopter operations, as the noise of the helicopter above our vessel makes communications difficult (see the photos). The donations will fund the equipment that has been ordered and should be in service with us in September.



IC-F52D



Thanks to the Rotary and Lions Clubs of Mooloolaba for their continued support, which is much appreciated.

*Ian Hunt,
Commander
QF6*



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BAG A SNAG AT COTTON TREE MEATS

We'd like to thank Luke at Cotton Tree Meats for offering us a stand outside their premises on Saturday, 9th July to help raise much needed funds for Coast Guard Mooloolaba.

Our Blue Sunday BBQ team assembled at Cotton Tree Meats and had a great day selling sausage sizzles and raffle tickets to the locals and visitors to the Cotton tree area in Maroochydore.

We'd also like to thank our fund-raising officer, Glenn Douglas for liaising with Luke and organising Herb, Raoul, Bruce, Ray, Bill and Peter to operate the stand. We hope that in this Covid lockdowns environment when raising funds has become ever more difficult for us, this co-operation with Cotton Tree Meats may become the first of many such events in future.

For those not familiar with Cotton Tree Meats, this firm is a locally based family run business purchased by Jeff Dunn who completed his butchering apprenticeship there in 1980. Jeff and his wife Toni liked the business so much they then went on to purchase Cotton Tree Meats 2 years later. Since then, the Dunn family has provided the Sunshine Coast with fine, fresh, locally sourced meat of the highest quality with customer service that locals love.

By 2006, all of Jeff's sons Luke, Brent and Robert had started working for Cotton Tree Meats, becoming the 4th generation of Dunn butchers. As the wholesale was substantially growing from the shop in Cotton Tree and his sons were taking on even more of the family's business, it was time for another massive change. They bought a premise in Kayleigh Drive, Maroochydore where they erected a purpose built, state of the art wholesale factory. The retail shop still operates at Cotton Tree.

By 2010, Luke, Brent and Rob all took on managing positions in different parts of the business. It was now time for his daughter Samantha to become part of the business working in the office. So, it would be safe to say that they are a family business.

Of all the changes that Cotton Tree Meats has seen over the years, it would never have been possible without the support from the locals on the Sunshine Coast and further afield. Jeff and Toni are very proud of what has been achieved since starting out in 1980 and know the company is going to be in good hands moving forward.



ABOVE: QF6 Commander Ian Hunt with Luke from Cotton Tree Meats.



UNSUNG HERO: DAMIEN DALEY – RADIO OPERATOR

If you want to find a dedicated volunteer at Coast Guard Mooloolaba, it's Damien, who is happy doing two or three Radio Shifts every weekend whilst holding down a full time position driving airside buses at Brisbane Airport. The fact that he drives over an hour to come and do a shift proves he just loves what he does, and he does it so well. Listening to him on the VHF radio the other day, it was great to hear him say, "keep in touch" as he logged a boatie on for the day. This reminds them to log off when they return, or to tell him if they move from the position they designated in the beginning. "Safety by all means" is QF6's motto, so he is certainly helping them to do that.

Growing up in a big family of 4 brothers and 4 sisters makes him an ideal person to be on a team, fitting in with boat crews and all members of Coast Guard. To be a good uncle to 12 kids when you are only in your 40's is pretty impressive. I also heard the pride and love he has for Corey, his Godchild (well he's nearly 21 so not a child), and the family gatherings which must be a hoot with so many around.

His career started early in giving time to volunteer organisations. While in school at St. John Bosco Catholic School in Engadine, he joined the Bush Fire Service, now named the Rural Fire Service as a Cadet and was trained in many facets of their operations. He also gave up his holidays when he volunteered for the 2000 Olympic Games and was put in charge of Security as a baggage checker. The family moved from Sydney in 2007 and Damien's love of cars led him to work at Hertz and then Able Car Hire as their Customer Service Officer.

He has just purchased a new car which he loves, and also has a trailer boat that he and his Dad (whom he sadly lost recently) enjoyed together. The house sounds interesting where he and his mother dwell. Apart from Damien's black cat Garra, there seems to be an amazing number of different cats and dogs that need looking after as his mother volunteers at Peninsula Animal Aid who rescue stray and abandoned animals.

Damien tried to tell me he was shy as a kid; possibly, but he's now, a big and confident voice on the radio and a big heart that keeps on giving. He also mentors kids through the BTC program (Breaking the Cycle is a PCYC initiative) which helps kids hone their driving skills. Damien is on a team of over 700 people there giving back to their community.

Although we have less than 150 members in QF6, he is still achieving badges for his white shirt. Amongst others, he has a 1,000 hours badge for radio work, and I'm sure he's done a lot more since that was awarded. Well done Damien, it's so nice to have a seasoned volunteer looking after those at sea to make sure they get safely home every time they go out.

Sue Clarke



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YACHT ASSIST - 27TH JULY 2022

"Coast Guard Mooloolaba", was the announcement from my phone that woke me from my blissful slumber at 0350 hrs on a Wednesday morning.

"Boyd here from Coast Guard. We have a 50-foot yacht that needs an assist. They are 20 NM out and are on a transit from Coffs Harbour to Wide Bay. They've lost their engine and steering. There are 4 persons onboard. They need a tow into Mooloolaba; are you available?" In my just awakening head I computed the important and pertinent information relayed by Boyd, who went through the available crew from the call out list. Like a scene out of the Thunderbirds and International rescue, it was "go". Slipping into the Coast Guard uniform, with a splash of cold water on the face, I thought "this assist would be a long run". So, I quickly packed my grab bag, made a coffee to take with me for the 15-minute drive to QF6 and I was ready to go.

The yacht's skipper had initially called Coast Guard Noosa, who passed them over to Mooloolaba Water Police and then finally to QF6 and Boyd, who was the Base Station Radio Operator (BSRO) pulling the overnight shift in the radio room. As the yacht was 20 NM out (more than 15 NM from Point Cartwright), the QF6 Safety Management System (SMS) procedures for boat assistance operations required referring the call for assistance to the Rescue Liaison Officer (RLO). The RLO is a weekly rostered position for our senior skippers. That week, our Commander Ian was woken at 0315 to approve the skipper and crewing before the call out to the crew was made.

I arrived at QF6 around 0430 and met the other crewmembers who were called in: Frank, Matt, Wayne and Martin. They were quick to arrive and open up *Mooloolaba Rescue (MR)*, preparing the vessel for sea and the run to the stricken yacht.



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In the meantime, I obtained the brief and assist information from Boyd. This included the position, yacht type and people on board as well the exact nature of the issues they had experienced. The weather forecast for the morning delivered a strong wind warning of west-southwest winds to 25 knots. Hmmm ... a slow bumpy ride home.

After a short brief on the aft deck of *MR* and with pre-sea checks completed, we let go at 0510 for the 20 NM voyage out. Matt was on the helm, Frank was in the navigator's chair and Wayne and Martin were on the back deck.

Once clear of Point Cartwright and still in the lee of the coast, the sea conditions were calm. We enjoyed the sunrise and could still identify the planet Venus out to the northeast. Before too long, the calm conditions disappeared and wave heights increased due to the freshening westerly wind. By around 10 miles out, the heights were getting up to 2 metres. Great conditions to be running from the weather in a following sea.

The autopilot was helping the vessel beautifully and given the conditions, much better than any of us could have done it. The stern lifted on each wave and the vessel wanted to surf as the crest got under the transom. However, the autopilot sensed the heading change as the vessel veered off course, and quickly corrected it. This allowed the helmsman to monitor the instruments, maintain a proper lookout and hold on for the ride; ready to take over in the blink of an eye, if required.

As we headed further offshore, the winds picked up to 30 to 35 knots and wave heights increased to a solid 2 to 2.5 metres at times. This necessitated pulling back the throttles to stop the vessel surfing and potentially broaching. *MR*'s sea keeping qualities were outstanding in those conditions and life onboard was reasonably comfortable for the crew.

During the passage out, Matt remained on the helm, Frank was still in the right-hand navigator's seat monitoring our position and radar contacts, and I was on the radio, looking to contact the yacht as soon as possible. We needed an updated position to ensure we were on the right track to meet the stricken yacht.

On contacting the yacht, we got an updated position and confirmed our estimated arrival time of around 0620. The skipper advised that they had deployed their drogue (sea anchor) to hold the vessel up to wind and swell. This was a great example of a piece of vessel equipment unlikely to ever be used, but invaluable when it was. The yacht's crew were thankful to have one as it provided considerable comfort to them while waiting for assistance to arrive. The drogue had to be retrieved to enable us to approach and take them in tow. We also identified a strong point on the foredeck required to attach the tow line, advised that the rudder required securing in a centralised position, and the yacht's crew would all have to wear life jackets for the voyage back to Mooloolaba.

With a mile to go, we slowed down to stabilise the vessel and start preparations on deck. Wayne, the deck supervisor, took charge of this procedure, supported by Matt and Martin performing their extremely important roles in the mission, managing the working deck and the



ABOVE: AIS track of the assist. Image courtesy of Marine Traffic.

preparations required to take a vessel under tow. Handling the lines and holding on to stabilise themselves on a rolling deck in rough sea conditions was quite tricky. However, we train constantly and in varying conditions for these activities on our rostered crew days to ensure we are prepared for the days when the sea conditions aren't ideal and maximum performance is required.

After circling the yacht, I decided that coming alongside the yacht's windward side was too dangerous, as we would both be rolling and potentially driven towards the yacht. Instead, I chose to go around the stern to the leeward side and come back heading into the wind and waves ahead of the yacht. This was a better angle for holding the vessel, but it provided an additional challenge to the working deck crew. Even though the yacht's skipper was on the bow and ready to receive the heaving line, the throw had to be "spot on" because they were throwing across the wind to yacht's bow, which presented a much narrower target.

After a successful passing of the heaving line, it was hauled in and followed by the tow line, which was drawn across and attached to a strong point on the bow. Once secure, we surged ahead to allow the crew to run out the heavier tow line to position the yacht approximately 60 to 70 metres



ABOVE: The sun rises astern as Mooloolaba Rescue tows the assisted yacht back to Mooloolaba.



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astern. The towline was then secured to the Samson Post with a bargy or tugboat hitch. Then it was slow ahead until the slack tow line came under tension. Once everything aligned, we towed the vessel directly behind and applied revolutions to make 4 knots into head seas for the trip home. The seas were still around 2.5 metres and building with winds gusting up to 35 knots. Settling onto our track. We radioed base to advise that we had successfully taken on the tow and that our ETA at Mooloolaba was around 1130 hours. The boat's motion was quite good and we all settled in for the 5-hour run with the autopilot again steering us on a straight line back to Mooloolaba.

The next few hours, provided an opportunity to get to know each other a little bit more. We discussed all aspects of life, though sadly, the average age on the bridge was somewhere around 65, so the subject matter was often around health and the latest ailment. Fortunately, with some youth onboard like Matt, we also got to talk about things from younger days. Long assists like this one are all about building camaraderie and mateship, which I value and enjoy at Coast Guard. After this assist we too will have "war stories" to share with any innocent and willing recipients that we can target.

As we approached the coast, the sea conditions improved, and the wave heights dropped progressively as we came into the lee of the coast. That was most welcome relief after several hours of holding on tightly with each approaching wave. Looking astern, I think the yacht's crew would have also enjoyed the decreasing seas. Although it was a heavy cruising keeled yacht with a much finer entry, they were pitching up and over each wave, so it would have been quite a ride for them. We checked in regularly with them during the voyage, with the reply coming back that they were all fine and happy to be heading to a calm harbour. Once in Mooloolaba Bay off the seaway entrance, the seas reduced to flat calm.

Approaching the entrance walls, the deck crew took up station to shorten up the tow line to around 10 to 15 metres astern, then secured the tow line to the Samson Post again. We got

underway again and continued the approach onto the channel lead light. However, soon after getting onto the leads, I looked over my shoulder to see that the yacht was overtaking on MR's starboard side. With the westerly wind on their starboard beam, the yacht was "sailing under bare poles" and making a good speed on a beam reach on what looked to be a collision course with the western wall. Without steering, they had no means to bring themselves back astern of MR. Fortunately, we were still more than 100 metres out, so turned MR away from the yacht and increased revolutions to pull them around behind us and away from the entrance.

Heading east back out to sea and safer water, we quickly found an alternative means of entering

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the seaway. Fortunately, with no swell in the bay or entrance this was easily resolved with the deck team swinging into action to put fenders out and securing lines to prepare to raft the vessel on our starboard side. We then manoeuvred into position, and securely lashed the two vessels together to maintain manoeuvrability to cross the bar as one vessel. We had quite an audience on the seaway walls by this time, and *MR* must have looked quite a sight with a large keelboat rafted alongside as we crossed the bar. After clearing the entrance, we continued upstream to the Mooloolaba Marina where a double berth had been arranged that would allow both vessels to go in and secure the yacht alongside.

Once alongside, the relief expressed by the yacht's skipper and crew was clear and not surprising. We also discovered that the crew complement included two dogs. After two days at sea, they were clearly missing a patch of grass or a tree to sniff and were soon taken ashore to find both.

At the conclusion of the assist a small token of appreciation was offered by the owner, which amounted to enough to cover our fuel consumption on this assist, but didn't really recognise the hours of vessel usage, maintenance, and other operational costs incurred. Our Purser Pete did follow up with the owner/skipper diplomatically explaining that our suggested donation was more than he provided. This resulted in the owner acknowledging with a significant and greatly appreciated additional donation to cover the assist's operational costs.

On reflection, an engine failure followed by a steering failure demonstrates the importance of vessel preparation before heading to sea. Whether it's an early morning fishing trip returning the same day, or a longer coastal voyage, testing a vessel's critical systems to verify operation and conducting inspections of vital components that may fail are essential to completing successful sea voyage. Such inspections also highlight that stowing tools and basic spares to enable the crew to deal with the breakdowns is crucial, and adds to the best chance of a successful voyage.

On a closing note, it is important that the boating community knows that they can go to sea secure in the knowledge that if they experience breakdown issues, Coast Guard will provide assistance. The labour force that works at Coast Guard is provided by volunteers who freely give up their time to administer the organisation, man radio shifts and crew on rescue vessels. However, the cost of asset purchases and replacement, maintenance and fuel still exists, which is partly funded by a small amount of Queensland Government funding and grants received from local organisations. A significant shortfall remains, which is made up from donations from assists, the Marine Assist Supporter scheme, our Memorial Wall and Ashes Scattering services, our famous sausage sizzles, raffles and from local clubs and groups that utilise Coast Guard Mooloolaba resources to provide support in return for donations.

Mike Ebsworth, Gold Sunday Skipper



MOOLOOLABA TIDES

MOOLOOLABA – QUEENSLAND

LAT 26°41' S LONG 153°7' E

Times and Heights of High and Low Waters

2022

Local Time

SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0452 0.30 1112 1.51 TH 1713 0.52 2311 1.47		16 0523 0.40 1208 1.49 FR 1827 0.73 2347 1.11		1 0456 0.29 1147 1.63 SA 1819 0.60 2341 1.16		16 0513 0.49 1222 1.49 SU 1928 0.72		1 0114 1.04 0653 0.49 TU 1413 1.67 2115 0.49		16 0111 0.98 0642 0.65 WE 1347 1.48 2100 0.63		1 0228 1.20 0804 0.54 TH 1446 1.66 2134 0.40		16 0132 1.11 0703 0.68 FR 1342 1.52 2036 0.55	
2 0531 0.33 1205 1.50 FR 1812 0.63 2357 1.32		17 0605 0.49 1312 1.43 SA 2008 0.79		2 0546 0.38 1259 1.59 SU 2000 0.64		17 0609 0.59 1333 1.43 MO 2100 0.71		2 0252 1.09 0826 0.51 WE 1524 1.68 2215 0.41		17 0250 1.03 0807 0.67 TH 1452 1.48 2153 0.56		2 0339 1.31 0922 0.57 FR 1545 1.60 2224 0.34		17 0251 1.19 0818 0.72 SA 1436 1.49 2124 0.48	
3 0617 0.38 1313 1.50 SA 1938 0.71		18 0646 1.00 0704 0.56 SU 1436 1.41 2155 0.75		3 0100 1.04 0658 0.46 MO 1430 1.59 2134 0.59		18 0216 0.93 0736 0.65 TU 1454 1.43 2210 0.65		3 0404 1.22 0947 0.47 TH 1624 1.70 2303 0.32		18 0356 1.14 0923 0.65 FR 1546 1.50 2235 0.47		3 0439 1.44 1032 0.57 SA 1636 1.54 2306 0.29		18 0355 1.32 0933 0.71 SU 1530 1.46 2209 0.39	
4 0059 1.18 0719 0.42 SU 1441 1.54 2129 0.69		19 0253 0.95 0828 0.60 MO 1551 1.44 2300 0.67		4 0251 1.03 0832 0.48 TU 1549 1.66 2244 0.48		19 0348 1.01 0909 0.63 WE 1558 1.47 2257 0.56		4 0500 1.37 1052 0.42 FR 1714 1.70 2344 0.24		19 0445 1.27 1024 0.60 SA 1632 1.53 2310 0.37		4 0530 1.58 1132 0.56 SU 1723 1.47 2345 0.24		19 0447 1.47 1042 0.67 MO 1624 1.44 2252 0.30	
5 0232 1.10 0838 0.43 MO 1602 1.64 2253 0.58		20 0421 1.01 0954 0.57 TU 1648 1.51 2343 0.58		5 0415 1.13 1000 0.42 WE 1652 1.75 2333 0.36		20 0444 1.11 1018 0.57 TH 1647 1.53 2332 0.47		5 0548 1.52 1146 0.37 SA 1758 1.68		20 0526 1.42 1117 0.54 SU 1715 1.55 2343 0.26		5 0614 1.70 1226 0.54 MO 1806 1.41		20 0534 1.65 1144 0.59 TU 1715 1.43 2335 0.21	
6 0407 1.12 1000 0.38 TU 1708 1.77 2352 0.45		21 0515 1.10 1059 0.50 WE 1734 1.59		6 0515 1.27 1108 0.32 TH 1744 1.82		21 0525 1.23 1110 0.49 FR 1729 1.60		6 0019 0.18 0631 1.64 SU 1235 0.35 1837 1.63		21 0604 1.58 1206 0.47 MO 1755 1.56		6 0019 0.21 0654 1.78 TU 1313 0.52 1846 1.36		21 0620 1.81 1241 0.50 WE 1808 1.41	
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10 0159 0.16 0746 1.54 SA 1347 0.06 2015 2.00		25 0140 0.27 0735 1.48 SU 1335 0.23 1950 1.78		10 0200 0.10 0809 1.72 MO 1415 0.22 2019 1.69		25 0128 0.12 0745 1.73 TU 1354 0.27 1947 1.63		10 0224 0.17 0903 1.83 TH 1525 0.46 2059 1.28		25 0207 0.05 0853 2.02 FR 1522 0.33 2052 1.36		10 0230 0.26 0921 1.84 SA 1553 0.52 2118 1.20		25 0241 0.07 0934 2.14 SU 1612 0.32 2139 1.34	
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Datum of Predictions is Lowest Astronomical Tide
Times are in local standard time (Time Zone UTC +10:00)
Moon Phase Symbols ● New Moon ○ First Quarter ○ Full Moon ○ Last Quarter

Where are you ... Exactly?



WORDS RICHARD CHOROSZEWSKI | *Editor*
PETER KIRBY | *Blue Sunday Boat Crew*

The sharp end of Coast Guard's unpaid volunteer operation is to provide a marine rescue service 24/7. Often the calls we respond to can be placed into the routine category. Assists such as broken-down boats anchored in relatively safe areas of the bay or even some distance offshore. In both scenarios, there is no imminent danger. But on occasions, time is of the essence, not limited to, but typically, when people's lives are in danger, a medivac or a vessel likely to become a casualty due to fire, sinking, stranding on rocks or surf, collision etc.

Regardless of the situation, we need to have 3 essential pieces of information. We call this the 3 P's to remind ourselves in a stressful conversation over the phone or marine VHF Radio that above all else we need to know:

1. The target's POSITION
2. The nature of the PROBLEM
3. The number of PEOPLE involved

If there is time, other information may help determine what assets we should bring to assist: are there are children (even pets) involved? Mobile numbers, and a hundred and one other snippets of information that can help us to conduct the assist as expeditiously and appropriately as possible.

Of the 3 P's, the most important one in an emergency is POSITION. The rescue of 1 person or 1 person and a child and a pet rabbit or of 5 people is unlikely to affect the type of asset we launch. Readers of a pedantic nature may note that if we must take people off the target vessel, then passenger numbers may be a factor. They may also note that a vessel taking on water may influence us into loading an extra heavy-duty water pump for the trip, or a large heavy vessel may need the largest of our 3 vessels to undertake the assist. While important considerations, these issues are eclipsed by the need to know WHERE TO GO TO in order to assist the vessel and persons on board.

None of this is controversial. What most definitely is and a source of surprise, sometimes amusement and other times sorrow is that many boaters happily go out on the water with little or even no idea (or the means even) to establish their position in an emergency situation.



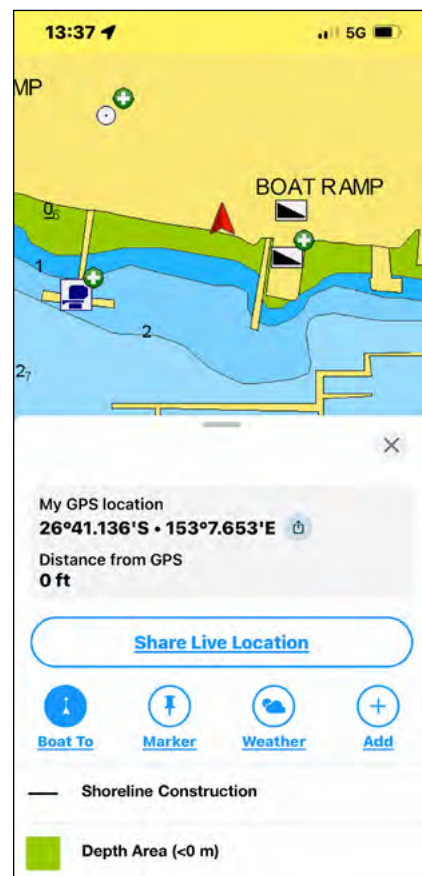
RIGHT: *Compass and latitude and longitude overlayed on the chart.*

This especially applies when they are stressed, and it is almost a certainty that the more danger they are in, the more stressed they will be and the less likely they are to be able to give us the most vital piece of information that allows us to get to them without delay.

Electronic plotters are fantastic aids to navigation and safety. However, they are useless in the hands of a skipper who (as happened recently) was tapping his touch sensitive screen and providing latest positions miles apart each time we asked for a confirmation of his position. The plotter was giving him the Lat/ Long of the tapped position and not of his vessel. Our skipper quickly realised that we could not rely on this contradictory info and set a course for the target vessel by tracking the source of their VHF signal using our Radio Direction Finding (RDF) equipment.

In another recent case, we rescued a jet skier clinging to the side of an ocean vessel anchored miles out to sea after he lost his bearings. His phone was not waterproof and the compass app he was relying on did not function.

There are many ways in which you can stay safe when on the water. Knowing your position and confidently being able to provide this info under stress is a must. Many apps are available on GPS equipped and water resistant smartphones and watches (most recent models now have these as standard) that can help with this task. Apps that some of us may use in Coast Guard are not necessarily a recommendation of any particular kit or software. Some of these apps (like the Navionics charting app - see photo) are subscription based but there are also many free apps that give excellent and accurate navigational info.



ABOVE: Navionics chart plotter showing location information.

Richard Choroszewski, Editor

Peter Kirby, boat crew on Blue Sunday, describes some of these apps below.

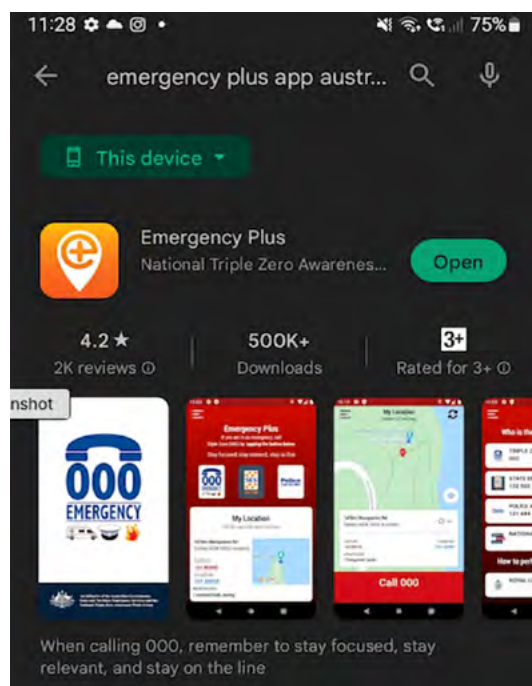
Please note: Coast Guard does not endorse any specific app or particular brand of equipment over any others.

Emergency Plus

In an emergency, either on the water or on land, time and location accuracy are critical. Downloading the Emergency Plus app (for Apple IOS or Android systems) allows you to equip yourself with a powerful tool that will help you call Triple Zero quickly, and allows you to accurately communicate your location to emergency call-takers.

Here is what it looks like in the Google play store (right).

This app is legitimately a 'Life Saver'. My personal use with this app includes an injury to a person sustained at a location I was not familiar with. Fortunately, I remembered I had downloaded the app to my phone,



ABOVE: Emergency Plus app download screen in the Google Play store.

which relieved some of the stress knowing that the emergency services were able to receive my location accurately. The Ambos responded quickly and got to my location in no time. Thanks to this app it saved this fellow's life.

What3Words

What3words is an easy and fast way to identify precise locations, and is useful to know and have your head wrapped around it. Every 3m square has been given a unique combination of three words. Mooloolaba Coast Guard Base is "sparkles.emigrate.learned". For example let's say you were going out on a jet ski and only have the location of your phone. The what3word app will give you your location in 3 words. So when you state to either us or someone close by your 3 word location we will be able to use those 3 words and find you on a compass built into the app. You can find the What3Word app on the Google play store for free.

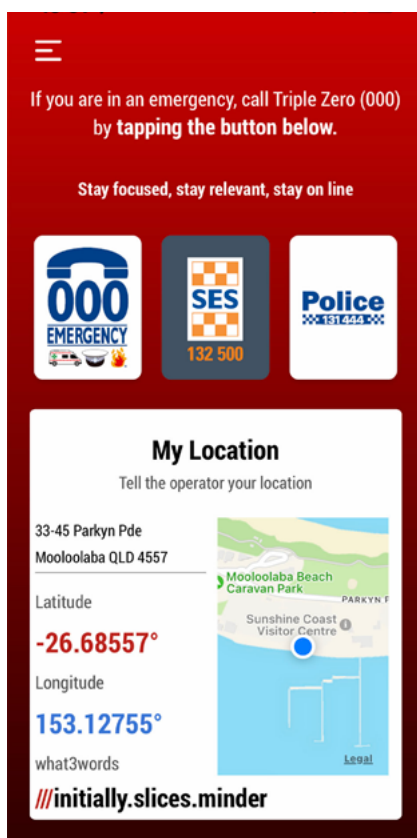
In addition there are many other (mostly free) apps that will provide you with accurate compass bearings, GPS coordinates and information about the state of wind and tide, weather forecasts, radar images and animations of upcoming wind, rain and squall events. Many of these are now also appearing on smart watches. Some of these apps are shown here (photos attached), together with the actual location at one of the public boat ramps near Coast Guard Mooloolaba's HQ.

The last photo (check your GPS coordinates) underlines the importance of always checking your electronic instruments against the reality on the ground or at sea. Always double check as electronics, reliable as they may be in 99% of cases, can sometimes glitch.

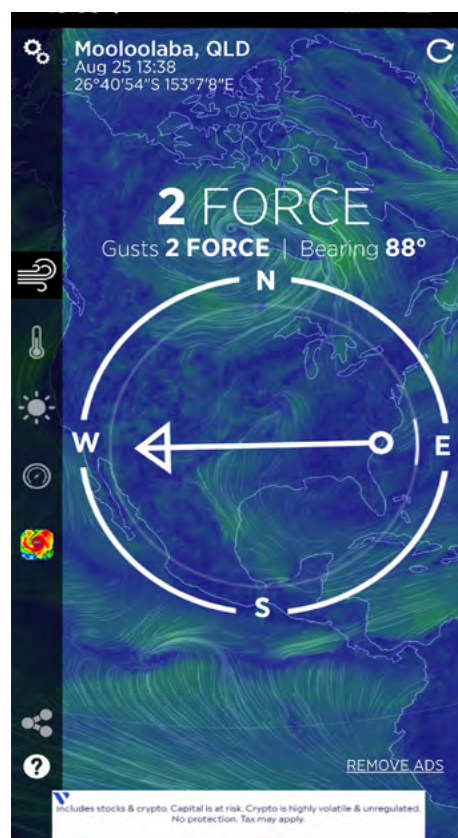
Ultimately, we want all boaters to enjoy your boating activities. Our aim is to ensure you return home safely. You can help us achieve that goal by ensuring you provide the important information we need to render assistance in an emergency situation.

Peter Kirby,

Blue Sunday Boat Crew, QF6



ABOVE: Emergency Plus app user interface.



ABOVE: App displaying location, wind speed and direction.



ABOVE: These navigation aids signs are now located at all boat ramps.

THE LONG BIKE RIDE

WORDS DAVID KING | *Blue Saturday Crew, QF6*

David King is a long-standing member of the Blue Saturday Boat Crew. In addition, he is often one of our go-to members to call on when an assist comes up, as he ticks many of the boxes that our radio operators look for when calling in our 'assets' for an urgent or 'technical' assist. These include being available when called upon, can get into our base quickly, and is a regular attendee on our Thursday morning maintenance days. Therefore, he has a good working knowledge of the ins and outs of all our boats and how they work. He maintains fitness by riding his push bike around a lot and below is his account of a long, arduous but ultimately rewarding and enjoyable 3-day bike ride.

Two weeks ago, I had the opportunity to do a 3-day, 170km bike ride from Yarraman to Walkuraka on the old valley train line run by the Brisbane Valley Rail Trail (BVRT Users Association).

The ride didn't get off to a good start as they had copped a lot of rain especially at the Yarraman/Blackbutt end and the trail had been closed at that end due to flooded creeks. So the organisers decided to start at the Walkuraka to Esk end (a train station on the western suburbs of Ipswich). At 67km, it was the longest day's ride, but a very pleasant day weather-wise. We found the very muddy track and deep ravines really challenging, but a stop at the Bellevue Hotel in Coominya for lunch refreshed us. The afternoon turned out to be quite eventful with one of our riders coming off his bike and hitting the ground heavily. This won him a helicopter ride from Esk to the PA in Brisbane.

Day 2, Sunday was Moore to Esk, a distance of 57km. We had to start this ride 5km east of Moore because some creeks were still impassable. The track was very muddy, and to top it off, I had a puncture. We stopped at the Toogoolawah Bowls Club for lunch. We really enjoyed the ride which offered fantastic views and scenery.

Day 3, Monday was Yarraman to Linville through Blackbutt and Moore down the range to Linville Hotel for lunch, a total distance of 56km. Once again, very muddy with some deep ravines to traverse which kept us on our toes. Another fantastic day with good weather and beautiful scenery. In total 25 riders and 5 supporter riders participated. Only 3 riders from my starting group of 7 finished. A great experience and I would definitely do it again.



ABOVE: On your bike, David!

EXPLODING JET SKIS

WORDS STEVE DOULGERIS | *Flotilla Training Officer, QF6*

Jet skis are great recreational watercraft that deliver exciting, high-spirited adventure. These personal watercraft come with a variety of safety features. Yet, a safe joyride can become dangerous in the blink of an eye. When you are sitting on such powerful, intense, and vigorous machines, it is natural to ask, **do jet skis explode?**

As a concerned admirer of this sport, no one would like to risk their lives riding these magnificent automobiles. So let's dive deeper into the threats of jet skiing and how to minimise the risks and prevent accidents. It is very easy to be ignorant about the safety risks including properly flushing away the fumes from the engine, and irregular maintenance such as leaving loose battery terminals unattended and ignorance of the proper usage of jet skis. These small issues can have huge repercussions.

Lack of Ventilation

Ventilation systems are crucial. Their purpose is to avoid explosions by removing flammable gases. Properly installed ventilation systems greatly reduce the chance of a life-threatening explosion. PWCs feature an extremely inefficient system of ventilation. In this system, the gas vapours that have accumulated in the combustion engine are expelled through the holes in the body. For this to occur effectively and efficiently, the system needs wind. Hence, this process is only possible when the vehicle is mobile.

The problems begin when the vessel is stationary. The system builds up fumes and does not get enough air to push them out. The accumulated vapour exerts excess pressure on the engine and increases the chances of a hazard. To minimise this, jet ski owners are required to switch the fan on for about 5 minutes or remove the engine cover for 5 to 10 minutes to purge petrol fumes from the engine compartment prior to starting the engine.

Irregular Maintenance

The electrical system and the petrol vapour chamber are particularly problematic in the jet ski engine. Regular maintenance and meticulous attention are required when taking care of it because petrol vapour is very combustible. If the jet ski is not maintained properly, flammable gases will accumulate. As a result, the vapour compartment is prone to explosions, even with a small spark.

Electrical systems have vastly improved with the advent of modern technology. The components used in the system are insulated and sealed.

WARNING!

A concentration of petrol fumes in a jet ski's engine compartment can cause a fire or an explosion.



ABOVE: *From this ... to that in a few minutes.*



ABOVE: *This could have been prevented.*

However, it is not possible to ensure such safety measures for every component.

The battery and starter motor, which are the biggest contributor to jet ski explosions, are completely bare and exposed.

Electrical modules are fragile in nature, especially when constantly exposed to water and particularly in salty environments, where they are likely to corrode easily. Irregular maintenance can cause a lot of damage in this regard. This is why you will only find sealed electrical connectors throughout a PWC wire harness. No exposed contacts or wire ends. Yes, the wiring also needs to defend itself against water and corrosion, but it also must not ignite fuel fumes, if present.

A lot of marine-grade electrical stuff sold for use on boats (switches, fuse panels, etc) is only intended for installation in well ventilated areas, not in an engine compartment where fuel fumes may be present. The same rules apply to all other vessels with inboard petrol motors.

Ignorance

Many riders are unaware of or do not care about the proper procedures for operating a jet ski. Like other vehicles, a jet ski comes with a set of instructions. This information helps to make the journey safe, sound, and fun.

Jet skis are peculiarly powerful machines. Compared to other watercraft, they also provide less safety to the rider. When the rider is handling a wave runner, they often forget about certain pre-ride prerequisites. Riders are often taken aback by the new, enhanced, and overpowered machines. Researching the vehicle and reading the owner's manual is the first step to help make the experience less intimidating.


A few pre-emptive measures can be taken to minimise casualties and accidents. Below are some steps that can be taken to avoid harm to yourself and your loved ones:

- Regularly maintain the jet ski to ensure that there is no build-up of fumes in the engine compartment.
- Guarantee that the battery terminals are correctly and securely connected.
- Read the instruction manual carefully to get to know the vehicle and equip yourself with the necessary information.
- Do not try to fix technical issues by yourself. Always consult an expert.
- Make sure that you are not manhandling your vehicle too much to reduce the strain on your craft's components.

Safe riding.



ABOVE: Modern boat construction materials are highly flammable. Don't let this happen to your pride and joy!



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Freshness guaranteed
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Maroochydore
Phone 5479 1577
&
722 Nicklin Way,
Currimundi
Phone 5493 4344

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A tall ship, the South Passage, is shown sailing on the ocean at sunset. The sun is low on the horizon, creating a warm, golden glow across the sky and water. The ship has two masts and is equipped with various sails and rigging. The water is a deep blue-green, and the sky is filled with soft, orange and yellow clouds. The ship is positioned in the lower right quadrant of the image, moving towards the left.

Voyaging North on the Tall Ship *South Passage*

MICK VENNER | *Blue Saturday Crew, QF6*

PHOTO: MICHAEL HRUBY PHOTOGRAPHY

Mackay to Townsville June 2 to 8 2022

The South Passage Foundation's aim is to enable people in need, to participate in and benefit from the real-life experience on the sail training ship *South Passage*, a traditional tall sailing ship.

Constructed 1993, *South Passage* is a 100-foot long, gaff-rigged training schooner with a 2.2 metre draft. She has two masts – the aft mast is taller than the foremast – and she flies four sails – a mainsail, fore sail and two head sails. Her top speed is 16.7 knots – just over 31km/h achieved in the 2007 Brisbane to Gladstone yacht race. The vessel is sailed using traditional methods including large brass pins to belay the lines and no winches in sight. The ship is protected by the beautiful Mermaid, which takes pride of place on the ship's bow. She was purpose-built to give young people aged between 14 and 17 the experience of a traditional sailing ship.

Her home port is Manly near Brisbane and her annual sailing program takes her north to Cairns in winter and south to Wollongong in summer. Most of our voyages are with school groups. We also run voyages for community groups, the general public and corporate groups.

The non-profit organisation Sail Training Association of Queensland (STAQ) owns the ship. The members of the association are volunteers, many with a background in sailing and a desire to make a difference in the lives of young people. Our volunteers are spread all along the east coast from Wollongong to Cairns. Some members of the association enjoy sailing and working with young people whilst others are more involved in vital support activities such as maintenance, developing training material and administration.

I have been volunteering since October 2021 and was lucky enough to be on board for a portion of the northern trip from Mackay to Townsville this year. My journey started on the 1st of June, flying from Brisbane to Mackay.

Day 1: As I was planning my trip, I contacted an old work colleague who lives and works in Mackay. I had not seen him for at least 3 years, but when I mentioned that I was going to be in the area, he offered to pick me up from the airport and drop me off at the marina.

At the start of the journey, I met up with 2 other crew members and our Sailing Master Neil at Brisbane airport. We were all excited about this trip as North Qld normally has beautiful weather during the winter months. They were old hands and had done various long voyages between them, but this was the first Port to Port voyage for me, so it was extra special.

We arrived at Mackay just after lunch and as the others headed off in a taxi, I met up with my friend. We arrived at the marina mid-afternoon and I was able to bring my friend on board and give him a tour before we went for a coffee and a good old catch up on what's been happening the last few years.

An hour later, I was back on board setting up my bunk space and getting a run down on the next few days. *South Passage* is large enough to bunk 26 persons on voyages, and can handle 60 passengers on day cruises. Most of the other crew were already on board as they had brought the ship up from Rosslyn Bay. The ship runs on 3 watches: Red, White and Blue. Watches work in a rotation system looking after the different sails, and on overnight sails or anchorages, they also carry out anchor watches through the night and cleaning duties. As this is a training ship, we also try to get the passengers involved as they are assigned to a watch for the duration of their voyage.

Day 2: On the first leg (Mackay to Airlie Beach), there were 8 crew, 1 Cook, the Skipper and 2 paying passengers. We departed Mackay around 8.30am. The weather was bright and sunny but unfortunately the wind forecast was not good for sailing. We always raise the sails whatever the weather, but the lack of wind meant we had to motor sail.

The plan was to anchor overnight and we headed for Goldsmith Island, 23 nautical miles from Mackay. The Skipper had not stayed there before, but he knew it would be a good spot as it was well protected and recommended by previous skippers.

We anchored in time to have a walk on the island before it got dark. The island was quite overgrown and there was a walking trail, but we just walked along the shore. The Islands are part of National Parks, and consist of Blacksmith Island, Silversmith Island and a few others.

Each watch had their own cleaning and anchor watch rotation, but we also had to polish the brass at 6am which is mainly around the Helm area. One routine (which I tried) was to blow the ship's Bugle at 6.30am when it was time for breakfast. My first attempt was dismal to say the least, so over the next few days I took time to practice between shifts.

Day 3: We set off from Goldsmith Island around 7.30am. Beautiful day, we had some wind despite the forecast, but still had the motor going to assist. Our passage to Airlie took us past the Whitsunday Islands, including passing close to Hamilton Island. The journey was perfect. Beautiful views and good sailing. We could not ask for more.

During our voyages, we try to involve our passengers in activities to help pass the time. Some of these activities include raising and lowering of the sails, working out the ship's position and ETA to destinations using the chart and compass, helming the vessel and learning the various knots used on the ship.

We made good time on our journey and reached Coral Cove Marina at Airlie Beach before our ETA of 3.30pm. As usual, as soon as we reached our destination and docked, we quickly busied ourselves with a clean-up of the vessel and made sure everything (including sails) were all in their place, tied down, bins emptied, water tanks filled and bunks tidy. The Skipper and Sailing Master made sure all documentation including vessel logs were completed. Once that was done, we were ready for a shower, drinks and on-shore meals, though not necessarily in that order!

Day 4: Today we hosted passengers from 8 to 18 years of age from several Cadet Units. These were mainly Navy cadets, but a few Air Force cadets filled up the rest. We had 41 cadets in total with 6 School Supervisors. The plan was for a day sail to a local Island approximately 2 hrs away, stop for lunch and a swim and journey back.

As a watch leader, I was in charge of 6 cadets during the voyage. My first task (and one of the most important) to carry out with my watch was to give them a quick tour of the vessel below deck, show them where to stow their bags, where the heads (toilets) were and how to use them, and finally showing and using the emergency escape ladder and hatch at the bow of the ship to re-emerge on the front of the deck.

My duties included keeping watch over my team and getting them involved in the boat handling processes. Raising sails, helming, chart work etc., but mostly asking and answering questions and getting to know them a bit better. As you can imagine, some cadets were a bit more enthusiastic than others and were willing to be involved in everything, and some were having fun, and took a little persuading to get a bit more involved.

The end of the trip culminated in the different teams having a "knot off", basically a set of knots tied in a row and then stress tested, the best one won. Knot practice was done during the voyage home. This certainly brought out the competitive nature of



LEFT: Polishing the brass.

ABOVE: Bunks below deck.

all involved. After the cadets left the ship, the clean-up began again, then a well-deserved shower, knowing we will not be back in Port (Townsville) for 3 days, and a last drink as the boat was "dry".

That night, three new passengers arrived and a couple of crew members switched in.

Day 5: Today is a leisurely sail, making our way up the coast. We headed out to Hook Island for a morning walk and looked at the Nagara cave paintings. We anchored in Nara Inlet and ferried ashore by tender. The walk was uphill and rocky but not too strenuous. The entrance to the cave at the end of the walkway had been closed off, but we saw some of the early drawings on the back wall. The view was spectacular over the bay, there was also an area with benches and you could choose different audio stories to listen to by pressing buttons on a console. Very relaxing to sit and rest for a while and listen to locals telling their stories.

Back on board we set off for Gloucester Island, motor sailing in 8 to 10 knot winds.

Anchoring on the island's western side meant it was easier to go through the channel between Gloucester and the mainland. I had my head down for an hour during that part of the journey, but was told it was spectacular. We found a good anchorage and set the anchor just in time to watch an enchanting sunset. The sounds of harmonicas and ukuleles from one of our passengers, Skipper and myself (now and again) added to the relaxing atmosphere.

Day 6: The usual forecast again today: sunny with 8 to 10 knot winds, so it looked like the motor would get another workout. The day's plan was to head for Cape Upstart and anchor overnight. One of our crew members (Dave) has relatives with a holiday home there and they invited us for afternoon tea.

The sail towards the cape took us past the Bowen coal terminal. This was a sight to see, as the terminal loading platform stretched way out. There were a couple coal ships hanging around, but not too close. The coastline along the cape entrance was amazing. Very rocky and rugged and you could see where very large boulders had broken away and slipped down. There was a small outcrop off the tip of the cape known by locals as "The Bun", and we entered between that and the headland.

After anchoring, we went ashore to meet our hosts. They had received the crew from the last trip last year, so it seemed to be a tradition. Home-baked scones with jam and hot tea was the perfect welcome. Some of the others went for a swim, but they were warned not to venture too far out as sometimes sharks were in the area. I stayed in the comfort of the patio with the food ... We returned to the ship just before sunset, had a late dinner then settled in for the night ... except for the watch on duty.

Day 7: I was up at 6am as my anchor watch was from 6 to 8am. That watch polished the brass and that was my first task. During anchor watch (especially overnight), 3 main visible triangulated points were identified and logged on the ships log with compass fixes, depth and wind speed. Usually these were re-checked every hour by the watch on duty, and noted in the log. Any major deviation that caused any concern was immediately reported to the Skipper, even if he was asleep. As far as I am aware, there has not been any cause to do this.

Our destination was Magnetic Island. This was our last anchorage before heading to Townsville 5 miles N/W of the island. We set off at 7.30am after a good breakfast that included Porridge (which I had every morning), a selection of cereals followed by scrambled eggs and toast. As with most of the journey, we were motor sailing again.

Today, we had a bit of fun with a knot tying contest between the passengers and crew to pass the time away. We also had some on-deck ukulele playing and more bugle practice for me.

On voyages where we are allowed to fish (according to Boating and Fisheries by-laws), we set out a long line with a large lure to see if we could catch additional food to add to the menu. Today we got lucky and snagged ourselves a large Spanish mackerel. The cook was more than happy to debone and cut up the fish, smother it with his flour concoction (flour, salt, pepper, curry powder), then deep fry. I was surprised at how much fish we had to share, but every morsel was eaten.



TOP: South Passage anchored in Nara Inlet on Hook Island.

ABOVE: Cape Upstart.

We anchored in Horseshoe Bay on the northern side of Magnetic Island and settled in for the evening. Another 3-masted ship was anchored in the bay, but smaller than *South Passage*. The Skipper/owner of the vessel came over in his tender and got talking to our Sailing Master. It soon became apparent that this colourful character was a little under the influence of alcohol – or something. After talking with us for 10 minutes, he realised he was not getting an invite to board the vessel, so he cracked a beer while steering the tender back to his vessel, narrowly missing us in the process.

Later that evening, 3 trawlers set out for their night shrimp run. I watched them as they unfurled their nets and slowly moved out to sea. A beautiful sight as the sun was starting to fade, then I remembered my camera but it was too late. Tomorrow was an adventure I was looking forward to.

Day 8: Another glorious day greeted us when we rose from our slumber. By the time everyone was up, the trawlers were making their way back to the bay. Someone suggested taking the tender to one of them and buying a few kilos of shrimp for lunch.

Three people took the tender and approached the first boat to anchor. They were gone for about 10 minutes and as they began the return trip, we noticed there was an extra person in the tender. To cut a long story short, the trawler's skipper needed to go to shore for some food supplies. He did not have a tender so would have normally motored round to the south of the island to dock at a pontoon. Our tender took him to the shore where he was anchored and did his shopping at the local shops. This saved him time and of course fuel. The tender returned him to his vessel, so he donated 3 kilos of shrimps to our ship. It was good to see the barter system still worked.

The day's plan was to drop off anyone who wanted to walk from the bay over a trail to the other side to swim in Radical Bay. A smaller bay to the left of this beach was allotted to Nudists ... if you were game. The ship was then going to motor around to anchor in the bay so the hikers did not have to walk back.

The walk was approximately 1.2km, but involved a steep incline and was rocky. Not too taxing but I had to take it slow. The beach in the bay was certainly worth the effort to walk to. After 30 minutes, we made our way back to the ship.

Back on board and time for lunch before heading off. The shrimps were defrosted and practically everyone on board tucked in except me. I'm not sure why, but I have never been a shellfish person. Shrimp was followed by spaghetti bolognese which was the planned lunch meal.

After lunch we started set off on the final leg to Townsville. Finally, the wind was playing for us, and we managed to get some good wind and sailed without the drone of the motors in the background. It was a good feeling, wind blowing and the ship heeling as it was designed to do. The view into Townsville was spectacular with Castle Hill, the large central rock formation, visible from miles out to sea. As we got closer, we used binoculars to look for the "Saint icon" painted on the rock facing the coast. It took us a while to find it, but we did. The "Saint" was painted on the rock by University students as a gag in 1962. The Council planned to remove the image numerous times, but now it was regarded as an icon and was protected.

As my journey nears its end, I reflected on the last 8 days and I was truly grateful that I had this and future opportunities to sail on this vessel. As mentioned, this was my first port to port sail and I was given great tuition and experiences from my watch leader. Tips and tricks that certainly helped to make this experience amazing. I was now signed off as a competent crew and look forward to getting more involved.

End note

In my short time with this volunteer group, I have seen how it changed the people who lived the *South Passage* experience. Whether it was a day trip, or a few days' voyage, young or old they certainly got a lot out of their experiences. I would recommend *South Passage* to anyone.

For more information head to: southpassage.org.au.



TOP: On the helm.

ABOVE: The full crew.

BRISBANE — TO — HAMILTON ISLAND YACHT RACE

WORDS RICHARD CHOROSZEWSKI | *Editor*

On Friday the 5th August, Coast Guard boat crew, Peter Kirby from Blue Sunday and me (Blue Saturday), were invited by Mooloolaba Coast Guard's Media Liaison Officer 'Spikey' Mike Middleton to attend the Royal Queensland Yacht Squadron's (RQYC) annual Brisbane to Hamilton Island Yacht Race.

Spikey Mikey wanted us to get aerial drone footage of the start of the race, as he would be otherwise engaged in filming from one of the fast RIB chase boats and appreciated that having two Coast Guard crew drone pilots operating from a large power cat with prior experience of flying over the water would help in getting some good shots 'in the can' for the media.

We arrived early and were met with hectic scenes around the pontoons as boats were getting ready with last minute tweaking of sails and gear. Some crews took advantage of the Royal Yacht Squadron's famous hospitality and filled their boots with tasty carbs and bacon and egg sarnies as possibly their last decent energy top-up for the next few days of hard sailing.

We met with RQ Race Director Mark Gallagher who outlined the kind of shots he was looking for and we got an overview of the best angles, heights and distances to shoot from at the planned start line. Then Mike showed us the boat we were to operate from. I'd hoped for a decent launch pad, but Peter and I were gobsmacked at the size and opulence of the multi-million dollar cruising fantasy we were escorted to. The Aquila power cat was an amazing boat to be operating from and we couldn't ask for a better, more stable platform from which to launch and land safely.

The official start was at 11am when a fleet of 25 yachts crossed the start line to commence the 540 nautical mile race north to Hamilton Island in the Whitsundays. I launched the drone and Peter was the nominated 'spotter'. When flying a small sub 250 gram drone, it is all too easy for the pilot to lose the essential 'line of sight' requirement while concentrating on his screen and getting the best shot. So, Peter's job was to keep an eye on the drone and letting me know when we were in danger of losing sight of our aircraft.

Yachts of all sizes have been encouraged to enter this event but everyone always loves to see the maxis. Joining the fleet this year were the well-known maxis *Hamilton Island*



ABOVE: Start of the 2022 Brisbane to Hamilton Island Yacht Race. Stefan (left), Rex (centre), Andoo Comanche and Black Jack. Hamilton Island Wild Oats is bearing away from the line behind Black Jack.

Wild Oats, Andoo Comanche, Black Jack and Alive, while at the lower end of the scale, the fleet included four 2-handed boats and three multihulls.

Race start location was northeast of Green Island, to cater for the extra deep keels of the maxi boats. This also provided more space for the warmup and testing the best position to be in for when the start gun fired.

RQ Race Director Mark was on board the official start boat, and as we went through the final 30 second countdown, he commented that, "it was a very competitive start with well-known yacht *Stefan* getting the best start, followed closely by *Andoo Comanche* and the trimaran *Rex*. *Hamilton Island Wild Oats* veered away from the main fleet at the start, chasing a big gust of wind which quickly moved them closer to the leading yachts. One hour after the start, it became clear that the race would be a royal battle between the three favourites, *Andoo Comanche, Black Jack* and *Hamilton Island Wild Oats* to win line honours.

Everything was going great with good footage in the bag (always provided the most difficult hurdle of achieving a safe landing could be achieved). Our Aquila's skipper did a fine job of turning her stern to the freshening wind and this gave us a good lee with protection from the elements being provided by the wide and high fly-bridge. With 2 minutes battery life remaining we safely landed the aircraft and were preparing to swap the memory card and battery over in readiness for a second flight to cover more detail. Unfortunately, at this point one of the VIP guests advised the skipper that he had a plane to catch at 1400 and we were cutting it fine, so decided to return to Manly boat harbour. We had sufficient footage to (hopefully) secure another invitation from the RQYS media people to the race next year.

Line honours was won by the trimaran *Rex*, skippered by Dale Mitchell, crossing the finish line in 2 days, 4 hours, 7 mins and 55 seconds. Second across the line was *Andoo Comanche*, finishing 51 mins later, followed by *Black Jack* in 3rd and *Hamilton Island Wild Oats* 4th on line honours.

Thanks to 'Spikey' Mike and Mark for inviting us and thanks to our hosts, Tanya and John and our Skipper Jamie, both for allowing us to use their boat and keeping us well plied with food and drink throughout the trip. We really enjoyed the friendliness of all, and excitement of being involved and contributing to the event.



TOP: Two minutes after the start. *Andoo Comanche* and *Black Jack* lead the fleet.

ABOVE: Line honours was won by the trimaran *Rex*.

LIFE AFTER TAROONA ...

WORDS MIRANDA VAN DEN HEUVEL

Hello everyone, it has been a while. The last time I wrote, I was 'assisting' to deliver *Sagamartha*, a Tradewind 36, from Antigua to Granada with the owner Michael Ray (May 2019). At the time, I was working as a mentor bus driver on the Sunshine Coast and residing on and off on *Taroona*, a 27-foot monohull sailing yacht branded Columbia (no coffee involved). A lot has happened since then. Early in 2020, I was also affected by the changes COVID brought to our society. Life as we knew it was about to change for everyone.

Travel became more and more restricted. Having Dutch heritage and family in the Netherlands meant uncertainty of not knowing when the next hugs would or could be shared. In June 2020, my mother in the Netherlands advised me she had a painful and possibly dangerous medical condition, it put me down to the crunch. What mattered most? Work and recreation or family and friends? It was a "no brainer" ... family first.

Within two weeks, I sold *Taroona* and informed my mother I was ready to return. At that point, she was – thank goodness – recovering. However, international borders were closing further and further. My mother pleaded that she was not in dire straits anymore and told me to look after myself. So there



TOP: At the Golden Globe Race.

ABOVE: Coconut and Sagamartha (background) in the Golden Globe Race.

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I was. On the Sunshine Coast with no boat, and no place of my own nearby. Thanks to some good friends, I still had a place to live locally until I returned to my property that I'd been renting out in Central Queensland.

Selling my boat was a sad event. However, things always tend to change, and life has a tendency to come and go in extremities at times ... ups and downs, happy and sad, better and worse ... like the tides ... calculate the amount of chain you let out to secure your presence and ability for future anchoring.

Fellow Mooloolaba Coast Guard member, David O'Brien, had been asking me for years to join *South Passage*. I had no reason not to give it a go. So while I was still living on the Sunshine Coast, I joined several voyages with this vessel. *South Passage* is a 30-metre gaff-rigged tall ship designed to make a positive difference in the lives of young (and older) people. I made new friends and memories.

Then the time arrived to move back north into my little miner's cottage in Mount Morgan. I was now determined to sail my Hobie Islander in the local dam. La Nina did not reach all areas in Australia; the number 7 dam at Mount Morgan was standing (still as of August 2022) at a near 10% capacity. So off I went ... down the hills to the ocean in search of wetter options ... and Rosslyn Bay provided them. I joined the Capricornia Cruising Yacht Club and asked for a transfer of my Mooloolaba Coast Guard membership to Yeppoon QF11. *South Passage* also organised a few trips when Covid restrictions were lifted a little, allowing small groups to board.

Now I'm jumping forward to 2022. I was finally able to travel again to see my family and friends in Europe. After working a few weeks as a lifeguard in the town of my birth at the local lakes, where as a child my craving for wind and water started as a windsurfer, I started fulfilling my travelling needs. Windsurfing and diving in Bonaire, sailing with my brother and niece on a catamaran at Lake Balaton in Hungary, sailing in Greece, dancing to Manu Chao in Valencia, Spain, and playing music with new and old friends in the Vendee region in France. However, out of all these beautiful events, the most important ones were hugging my mother and daughter, and painting their garden fence and shed, to leave and make a memory that lasts beyond the time we were together.

Leaving was hard, but I was invited to participate at Airlie Beach Race Week halfway through my travels in Europe. That was a very easy choice. I joined the crew of *Obscurity*, a brand new 60-foot Jeanneau, owned and operated by Marc Harding. With some guidance from another *South*

Passage volunteer, Barry Nichols and 'Captain Ronnie', a local Airlie Beach VMR legend with a near 30-year knowledge of tides and wind pockets in the area. Unfortunately we did not win, but we had fun. So after all this travelling, I returned to what I like to call Nirvana in the hills. To live happily ever after ... until it changes again ...

The advertisement is a red-bordered flyer with a white background. It features the AquaFighter logo, which consists of a red circle with a white lightning bolt and the text 'AQUAFIGHTER' in bold, with 'Makes your dieseltank waterfree' in smaller text below it. The headline 'Every Diesel Tank Needs' is written in a cursive font. Below the headline, there is a paragraph: 'No matter the size or purpose of your diesel tank, AquaFighter® keeps it water-free.' To the left of this paragraph is an illustration of a red fuel tank with a lightning bolt symbol and a menu icon. Below the tank is a yellow fuel tank with a dipstick and the AquaFighter logo. To the right of the headline, there is a list of benefits: 'Keeps fuel tank completely free of water at all times.', 'The only solution for removing bio-bound water from biodiesel content in the fuel tank. *With every % of added biodiesel, bio-bound water increases.', 'Eliminates bacteria and microbial growth (diesel bug).', 'One AquaFighter® keeps tank water-free for more than one year under common conditions.', 'Use less fuel over time.', 'Reduces corrosion and blocked filters.', and 'Reduces tank cleaning and maintenance.' At the bottom, there is a red bar with the website 'www.aquafighter.com' and the phone number '07-2104-0541'.

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- Reduces corrosion and blocked filters.
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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 General Purpose Hand. The sky's the limit from there, and with commitment and ongoing training, you can achieve coxswain rating, skippering rescue vessels.

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

Radio Communications

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

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

Fundraising Activities

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

We receive very little government funding - 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. Unfortunately, due to Covid-19 our fundraising activities have been restricted to selling sausage sandwiches and drinks at Bunnings at Kawana and 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
- FREE assistance within 25nm of Point Cartwright OR reimbursement of fuel costs only within 25nm of any other Queensland Coast Guard 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: _____

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Please send me an enquiry form
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Coast Guard ...Join the Team





SUNSHINE COAST FLOTILLA CONTACTS

QF21 SANDY STRAIT

Base: Phone 07 4129 8141 | Fax 07 4129 8907

Email: operations.qf21@coastguard.com.au

Post: PO Box 341, Maryborough, QLD 4650

Location: 126 Eckert Rd, Boonooroo

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

Radio Call Sign: VMR421 or Coast Guard Sandy Strait

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

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

QF17 TIN CAN BAY

Base: Phone - 07 5486 4290 | Mob - 0419 798 651

Email: radioroomqf17@gmail.com (operations)

Post: PO Box 35, Tin Can Bay, QLD 4580

Location: In the boat ramp car park, Norman Point at 25° 54' S / 153° 00' E

Hours of Operation: 0600 - 1800 daily

Radio Call Sign: VMR417 or Coast Guard Tin Can Bay

Radio Channels Monitored: VHF 16, 67, 80, 82 | 27MHz 88, 90

Operational Area: Tin Can Inlet & adjacent creeks; Great Sandy Strait north to S38;

Offshore waters north to Indian Head, south to Double Island Point & 50nm to seaward

QF5 NOOSA

Base: Phone - 07 5474 3695 | Emergencies - 07 5449 7670

Email: fao.qf5@coastguard.com.au

Post: PO Box 274, Tewantin, QLD 4565

Location: Russell St, Munna Point in the Noosa River Caravan Park

Hours of Operation: 24/7 | 365 days

Radio Call Sign: VMR405 or Coast Guard Noosa

Radio Channels Monitored: VHF 16, 22, 80 | 27MHz 88, 91

Operational Area: The entire Noosa River and its lakes; Offshore waters north to Double Island Point, south to Point Arkwright & 50nm to seaward

QF6 MOOLOOLABA

Base: Phone - 07 5444 3222

Email: 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

Base: Phone 07 5491 3533

Email: operations.qf4@coastguard.com.au

Post: PO Box 150, Caloundra, QLD 4551

Location: Tripcony Lane, Caloundra off Maloja Avenue

Hours of Operation: 7 DAYS 0600 - 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

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