

Summer 2022-23

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



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Mooloolaba Tides
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Ship Wreck Stories



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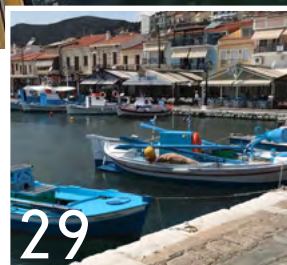
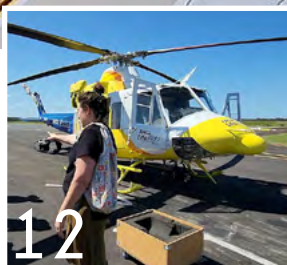
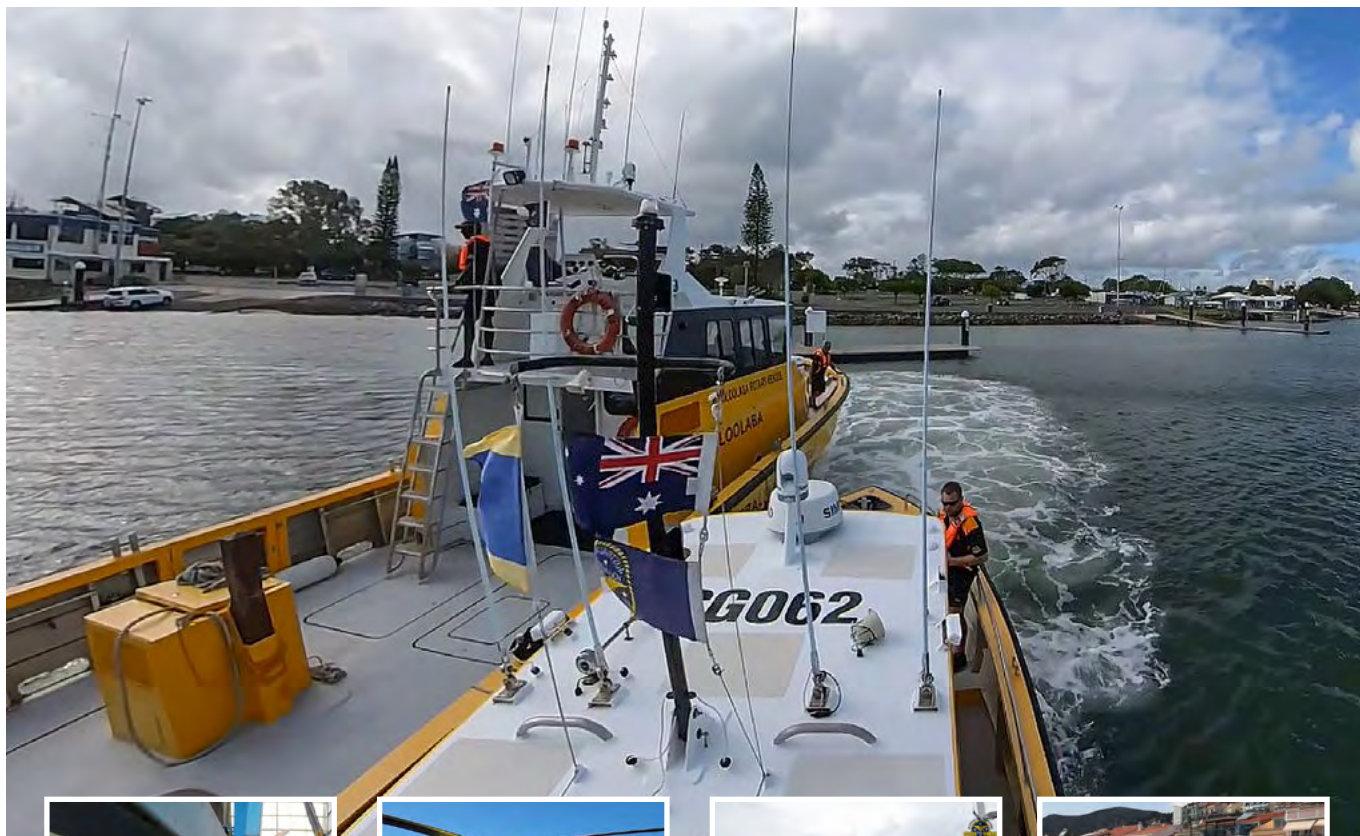
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FROM THE EDITOR

with **Richard Choroszewski** - Editor

Recent warmer weather (at last!) seems to have woken up our boating community and activities have ticked up just a little as well. So I direct you towards the assist articles that appear elsewhere in this issue. As almost always happens, these rescue events are fertile ground for the post action debrief where we gather to discuss the operations and how these can be improved.

Our kit is also frequently reviewed and, with new members joining both crew and radio room, our Commander covers the new Simrad simulator, the AIS Class A installed recently and soon to

be upgraded FLIR in an article within. All of these changes are aimed at improving our organisation's and member's (both old and new) knowledge, experience and efficiency that our community looks to us to provide come rain or shine.

A big thanks also goes to all those organisations, clubs, businesses, Supporters and members of the public who continue to sustain us, especially those who advertise in this magazine, which covers our production and distribution costs.



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COMMANDER'S CALL

with **Ian Hunt** - Commander



Welcome to the Summer edition of the Rescue magazine, which has many great stories for you to read and plenty of information about what has been happening at QF6 since the last edition. The biggest news items are the repainting of our secondary rescue vessel *Rotary III* and the completion of our Radio Room Upgrade, with both covered by articles in this edition.

Our recruiting campaign has shown good results, with 13 new members joining us since the October Recruit Night, so we look forward to more joining us following the 25th of January 2023 Recruit Information Night. We are still looking for boat crew members and in particular radio operators to keep our 24/7 radio operations fully staffed. If you are interested in joining QF6, please call 5444 3222, go to the Australian Volunteer Coast Guard website and submit an inquiry or email membership.qf6@coastguard.com.au for further details.

I'm still representing QF6 on the Stakeholder Reference Group that is considering options to rectify the problems of sand build-up at the harbour entrance. However, the final meeting has been postponed until early 2023, which I believe is to allow for a review of results of the sand replenishment trial off Maroochydore Beach and more extensive dredging of the sand shoal in the bay, which will commence very soon. QF6 has been suggesting for some time that the sand in the bay should be moved to allow safer exit and entry for vessels, especially when the swells are running across the entrance, so we are very appreciative of this now being done.

The Class A AIS for *Rotary III* and the Bluetooth headset and VHF handheld radio for helicopter operations are now in use, however, there has been a delay in obtaining the stabilised FLIR for *Mooloolaba Rotary Rescue* due to supplier issues. The good news is that the FLIR and Control Units have been ordered from another supplier and they should be arriving soon. Also as you will read in this edition, QF6 now has a Simrad Simulator/Demonstrator in our Training Room, which will be a great benefit for our crews to practice on without the need to be on the boats. Thanks to Peter and his team at Suncoast Marine Electrical for putting this system together and installing it.

As most of you will know the Queensland Government announced that there will be one Marine Rescue Organisation in Queensland to be known as **Marine Rescue Queensland**. This project, called the Marine Rescue Queensland Implementation Project has been underway for some time under the auspices of Queensland Fire and Emergency Services (QFES), however, a recent Government decision will see Marine Rescue Queensland coming under the Queensland Police Service (QPS) from late January 2023, so we'll see how this affects the project next year. The decision on the new logo for Marine Rescue Queensland has not been made as yet.

Thanks to everyone who continue to Like and Follow our Facebook page (Coast Guard Mooloolaba QF6) with the Richard's boating and waterways videos, 360 degree aerial shots and Helen Browne's morning videos of the entrance being very popular. Thanks also to FM104.9 for continuing to support us with the weekly weekend weather and boating safety report every Friday at about 4.30PM.

As this is the final edition of the year, on behalf of myself and all the valued members of QF6, I wish you all a very Merry Christmas and a safe Happy New Year.

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



DFC'S REVIEW

with **Lee Campbell** - Deputy Commander

The Christmas School holidays and the festive season are fast approaching, and we will see an increase in activities on the water and vessels transiting up and down the coast.

It is time to remind all members that if you are taking a break during this period, be careful on the roads and on the water and return refreshed to tackle the challenges of 2023. On behalf of the Executive and Section Officers, we wish you and your families a Merry Christmas and a prosperous New Year.



INFLATABLE LIFE JACKETS

Design and technology of inflatable life jackets has become extremely advanced in recent years. Due to the wearability, cost efficient and space saving benefits of inflatable life jackets, they're rapidly growing in popularity. However, it is very important to be aware that they do require additional care, servicing, and maintenance, compared to the more traditional, non-inflatable life jackets.

All it takes is a loose CO2 cylinder, prolonged sun or salt exposure causing material wear, or a stray fish hook puncturing your life jacket, to prevent it from inflating. This could potentially leave you or a family member in a very compromising and dangerous situation during an emergency. Even strong swimmers cannot survive in the water for long periods of time due to the rapid muscle fatigue that occurs while trying to stay afloat in cold water, or strong waves and currents.

LIFE JACKETS IN AUSTRALIA

Within Australian States and Territories, you're legally required to have your inflatable life jackets serviced in accordance with the manufacturer's specifications.

Fortunately, most inflatable life jackets can be self-serviced quite easily! This absolutely must be performed as per the manufacturer's instructions, and after each use. We recommend visually inspecting each of your life jackets prior to entering the water, as it's a quick and easy process and can diagnose many of the common problems that can potentially occur.

CHECKING YOUR LIFE JACKETS

- Check the bladder for abrasion or wear.
- Check the reflective tape is not missing or peeling off.
- Check that all stitching and webbing is secure.

- Check that all clips, buckles, zips, and Velcro tabs are fully functioning and operational. Ensure that the CO2 cylinder is not damaged or corroded.
- Check that the whistle, inflator, and oral tube are all functioning and operational.

Anything we have not outlined that is specific to your life jacket that can be visually inspected, should also be checked in accordance with the manufacturer's instructions.

Functional tests should be performed as per the manufacturer's instructions and at a minimum, by the amount of time elapsed that they recommend. This may be pre-season each year and after use, or more frequently depending on the make and model of your life jacket.

If any elements of your life jacket do not meet the visual or functional tests, do not attempt to repair, or replace parts yourself! Send the jacket away for repair to a reputable service centre as per manufacturer's recommendations, or dispose of the jacket and purchase a new one.

If your manufacturer does not recommend self-servicing, or you do not feel comfortable performing a full service, send your life jacket away for professional servicing to ensure a thorough and detailed inspection.

Each time you conduct a full self-inspection including both the functional and visual test, keep a record of the date of the inspection, marked with 'SI' for Self Inspection. Many popular life jackets include a grid on the jacket, which you can record inspections on with a permanent marker. We recommend having a separate paper, or digital copy on your boat as well, for further proof of servicing.

If your manufacturer does not allow self-servicing, then Self Inspections will not be legally recognised and you will be in breach of safety requirements, leaving your friends and family at risk.

STORING INFLATABLE LIFE JACKETS

When storing your inflatable life jacket, ensure that it is rinsed with fresh water if exposed to salt water and dried prior to storing. Store away from direct sunlight and chemical exposure.

NON-INFLATABLE LIFE JACKETS

Non-Inflatable Life Jackets do not require the same level of care as inflatable life jackets do. We recommend regularly visually inspecting your life jacket and testing it's functionality in a safe environment. Always follow the manufacturer's instructions to ensure you're meeting all safety requirements.

To prolong the life of life jacket, store in an easy to access location, out of direct sunlight and away from potential chemical exposure. Faded material can indicate UV damage, caused by prolonged sun exposure and can compromise the integrity of the fabric. Exposure to certain chemicals or exhaust fumes can attack the flotation's foam.





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

September 2022

Received 15 calls for assistance and 1 Medivac; attended 3 Community Tasks and provided 4 Ashes Scattering services; assisted 30 people and saved \$778,500.00 of community boating assets:

- At the request of MSQ, VMR 406 attended to an anchored 10m yacht taking on water.
- Called to Medical Emergency 30nm S of Pt Cartwright in the shipping channel, where a male paddler participating in an event was suffering from exposure and chest pains. He was given first aid aboard and brought to the Coast Guard pontoon where paramedics treated him aboard for 25 minutes and then took him to SCUH.
- Escorted a 12.5m yacht with an injured crew person with a back injury over the bar to the public pontoon and the waiting ambulance.
- It was reported that a 4m tinnie was having engine trouble at the entrance. *Rotary III* was dispatched to investigate and found the tinnie being assisted by another vessel, checked all OK and returned to base.
- An 11m yacht off Mudjimba Island experiencing engine issues was towed to the A Finger at the Mooloolaba Marina.
- A 9.5m yacht reported to be dragging anchor in the Duck Pond was repositioned and a swivel added to its chain.
- A 5.1m vessel with engine issues was towed back from 5.5nm SE of Pt Cartwright to the La Balsa ramp.
- A 10.1m yacht with engine difficulties requested assistance and was towed into the harbour and to the public pontoon for repairs.
- Assisted an 11m sailing cat that had run out of fuel 4nm SE of Pt Cartwright and towed it back to the Mooloolaba Marina's emergency pontoon.
- Called to assist a yacht aground on Kings Beach, but the assist was aborted as a CG Caloundra vessel attended.
- Crew attended to assist a 5.5m vessel with engine issues, however, the vessel skipper reported that the engine was going and it returned to harbour - Assist Cancelled.
- Assisted a 9.5m vessel taking on water 1nm NE of Pt Cartwright back to the La Balsa public pontoon.
- Assisted a 6.4m vessel with engine problems from 4nm NE of Pt Cartwright back to the CG ramp.
- Assisted a 3m jet ski with engine problems from 0.5nm E of Alexandra Headland to the CG ramp.
- Searched for a missing jet ski broken down off Mooloolaba, but were advised that the jet ski was towed in by another vessel - Assist cancelled.
- Assisted a 7m pontoon vessel to Lawrie's Boatyard lift out.

October 2022

Responded to 10 calls for assistance, conducted 5 Ashes Scattering services and assisted 30 people on board and saved \$1,022,000.00 of community boating assets:

- With permission from the Harbour Controller an 8m yacht drifting in Duck Pond was removed from a private pontoon and anchored in the small boat moorings.
- Police requested assistance to retrieve a beached vessel off Dicky Beach. The Assist was cancelled due to bad weather and as this vessel could not be retrieved and land-based recovery was required.
- Assisted a 5.3m vessel with a flat battery from 1nm E of Mudjimba Island and towed it back to a private pontoon.
- Moved a 7.3m vessel from the public pontoon to a Mooloolaba Marina berth.
- Escorted a 15m yacht over the bar - river entrance.
- Assisted a 5.5m vessel with engine problems from 12nm E of Pt Cartwright and towed it back to the CG ramp.
- Assisted a 5m tinny with engine problems and adrift 1.5nm off Pt Cartwright and towed it back to the CG ramp.
- Assisted a 5m tinny with engine problems, adrift 4nm S of Pt Cartwright - towed back to CG ramp.
- Assisted a 13.7m commercial vessel with starter motor issues from Raper Shoal back to its Mooloolaba berth.
- Assisted a 6m vessel with engine problems at the Blinker and towed it to the La Balsa ramp.

November 2022

Responded to 4 calls for assistance; 1 SAR event; 3 Community tasks; conducted 1 Ashes Scattering; assisted 22 people on board and saved \$765,000.00 of community boating assets:

- Public Service - Turtle release for Sea Life near Mudjimba Island.
- An 11.5m yacht requested assistance as he was grounded in the Duck Pond. On arrival of our RV the yacht had freed itself and the Assist was cancelled.
- Assisted a 15m yacht with engine problems from 2nm N of Pt Arkwright and towed it to the public pontoon near CG.
- SAR - Vessel called with a MAYDAY as it was sinking 6nm S of Pt Cartwright with no exact position. The Water Police were called and activated a SAR; 2 people were later winched from the sea off Moffatt Beach by the Westpac Helicopter.
- Assist a 4.8m tinny with engine problems 0.5nm from the entrance and towed it to CG ramp.
- Assist a 7.7m commercial vessel with engine problems 14.5nm NE of Pt Cartwright and towed it back to a Pontoon at the Kawana Marina.
- A 14m sailing vessel not able to make way to windward and requested a tow from 16nm S of Pt Cartwright to the Mooloolaba Marina.

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* McNair Ingenuity Survey 2012



MARINE ASSIST SUPPORTER FEE - PRICE RISE

As we are all aware fuel prices have had a significant rise over the past year and many other products that we use to maintain the rescue vessels have also risen in price.

As a volunteer organisation with limited funding from the government, we have to pass on these rises to you our valued supporters and so with effect 1st January 2023 the following prices for supporters will be: **1st Vessel \$85.00; 2nd Vessel \$60.00 and 3rd and subsequent vessels will be \$35.00 each.**

SUPPORTER VESSELS

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 54443222 or send an email to the Marine Assist Supporter team either Carol at carol.d.hutchinson@coastguard.com.au or Julie 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.**



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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 54443222.

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.

FACEBOOK

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



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

GRANTS & FUNDING REPORT

with **Kevin Farrell** - Grants Officer

GRANT 1: FROM THE QLD GAMBLING COMMUNITY BENEFIT FUND FOR REFURBISHMENT OF ROTARY III

On 16th March, QF6 submitted an application for a grant from the QLD Gambling Community Benefit Fund (GCBF) Super Round to cover the costs of refurbishment of QF6's secondary rescue vessel, *Rotary III*, to include engine replacement and repainting. GCBF allocates grants to not-for-profit groups in QLD, to enhance their capacity to provide services, leisure activities and opportunities for communities.

On 12th July, QF6 was notified of the success of the application. QF6 Mooloolaba's project got underway in September under the direction of Leading Coxswain Rod Ashlin, a former Deputy Flotilla Commander and senior skipper who has participated in over 450 rescue vessel assists. It commenced with repainting and new signage and *Rotary III* was out of action for two months for this part of the renovation, returning to our base on 4th November, in pristine condition. The outboard motors will be replaced when new ones can be supplied, which is anticipated to be in January 2023, due to a problem with the supply of new motors resulting from world-wide logistic problems, presumably due to the COVID pandemic and Russia's invasion of Ukraine.

QF6 would like to express appreciation for the endorsement of the project by referees, QF6 Patron and QLD MP Maroochydore, Fiona Simpson, Sergeant Kyle Bates, OIC Water Police, Sunshine Coast District and Gary Crozier, Area Manager, Sunshine Coast Waterways Operations, MSQ.

GRANT 2: FROM BUDERIM FOUNDATION FOR AN AIS CLASS A FOR RESCUE VESSEL ROTARY III

On 13 September this year, the Buderim Foundation provided QF6 with a grant of \$3,754 to obtain a Class A Automatic Identification System (AIS) for our secondary rescue vessel, *Rotary III*, to replace a Class B AIS.

The AIS is used to track vessels' positions and is therefore vital to our operations and the upgraded technology improves *Rotary III*'s operational effectiveness, notably during search & rescue (SAR) operations.

The Simrad V5305 Class A AIS Transponder was installed when *Rotary III* was undergoing repainting.



TOP: Rod Ashlin inspects *Rotary III*'s new paint work.



ABOVE: *Rotary III* back on the pontoon and ready for action.



CHAPLAIN'S CHAT

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



This is the time of year that many children look forward to. After sending a letter to Santa they hope for something special under the tree when they wake on Christmas morning.

Sadly, this is not the case for many. After a year of high cost of living increases, many families are struggling to put food on the table, let alone have the extras they would like to give their children.

We all need to remember the reason for this time, the birth of Jesus. With this in mind we can look forward to spending time with the people who are important to us. After a couple of years where some have been forced apart from their loved ones, this year may bring something special into their lives.

Hopefully we are able to share the Hope, Joy and Love with those who may not be able to be with their loved ones.

Enjoy the "Party" and remember why we have it.



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QF6 NEWS

SIMRAD SIMULATOR INSTALLED AT QF6

Training on our vessel SIMRAD electronics is a major part of crew training, which before today had to be done solely on the vessels. As part of the QFES Direct Support to Flotillas Grant, QF6 decided to purchase a SIMRAD Simulator for our Training Room, to allow crew members to learn how to use a SIMRAD Multi-Function Display, Auto Pilot and VHF radio. The simulator was purchased from and then installed by Suncoast Marine Electrical on the 18th of November. The simulator will be a great learning tool and will negate the need to have the vessels open and using engines/ batteries during SIMRAD training.

Thanks to QFES for funding the simulator and to Peter and his team at Suncoast Marine Electrical for putting it together and installing it at QF6.

Ian Hunt, Commander QF6



QF6 AT REMEMBRANCE DAY

QF6 supported the Maroochy RSL's Remembrance Day Service at the Cotton Tree Cenotaph. Twelve members attended and Kevin Farrell laid a wreath on our behalf.

Lest We Forget.

Ian Hunt, Commander QF6



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HEADSET AND RADIO FOR HELICOPTER OPERATIONS

QF6 holds regular exercises with our local helicopter rescue services, requiring communications between our vessel's skipper and the helicopter pilot. With a helicopter hovering only metres above our flybridge, communications are difficult in this noisy environment.

We recently received donations of \$1,000 from the Mooloolaba Rotary and Lions Clubs, so we decided to look into a better communications system for helicopter operations. After researching options, we selected a Peltor WS Protac XPI Headset and an Icom IC-F52D handheld VHF radio from Radio Industries in Morisset NSW, at a cost of \$1,826, which was covered by the 2 donations.

The headset and radio are linked by Bluetooth and with the noise-cancelling feature of the headset, helicopter to vessel communications will be much improved. We had a helicopter exercise with RACQ LifeFlight on the 27th of November, so I'll report on how the system performed in the next magazine.

QF6 thanks the Rotary Club of Mooloolaba and the Lions Club of Mooloolaba for their generous donations, which will greatly improve our communications with helicopters.

Ian Hunt, Commander QF6



LONG RANGE OPERATORS CERTIFICATE of PROFICIENCY COURSE



Coast Guard Mooloolaba, 65 Parkyn Parade,
conducts LROCP courses for Coast Guard Supporters and Members of the Public.
The next 3 week courses commence on the 20th of February & the 6th of March 2023 at
1900hrs.

All Boat Owners who have MF/HF & VHF Radios must have an operating license.
Unlicensed users can be prosecuted under the
Radio Communications Act.

FOR DETAILS AND COSTS TELEPHONE 5444 3222

Australian Waters Qualification (AWQ) Course



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

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

The next course is on the 2nd of February 2023.

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

CLASS A AIS FOR ROTARY III - BUDERIM FOUNDATION GRANT

Coast Guard Mooloolaba rescue vessels are involved in about 200 assists of vessels in distress a year, as well as Search and Rescues tasked by the Water Police and Search and Rescue exercises.

The Automatic Identification System (AIS) is used to track our vessels' positions and is therefore vital to our operations. Mooloolaba Rotary Rescue was fitted with a Class A AIS recently and we immediately noticed a performance difference between it and the Class B AIS installed on Rotary III.

In order to improve Rotary III's operational effectiveness, we submitted a grant application for \$3,754 to the Buderim Foundation to upgrade the AIS system on Rotary III. The application was successful and the new Simrad Class A AIS was installed by Suncoast Marine Electrical during Rotary III's recent repaint.

Coast Guard Mooloolaba thanks the Buderim Foundation for their generous donation, which will greatly improve the tracking of Rotary III's position, both by us and other vessels.

Ian Hunt, Commander QF6



SUNSHINE COAST COUNCIL SUPPORTS QF6

As we all know, the cost of fuel continues its upwards spiral, which obviously affects QF6 when we add fuel to our vessels. With 2,600 litres of diesel on Mooloolaba Rotary Rescue and 500 litres of ULP on Rotary III, not to mention our diesel 4x4 or our 4.7m RIB Maroochy RSL, our monthly fuel bills are in the thousands.

To assist with this ever-increasing cost, the Sunshine Coast Council has agreed to subsidise our fuel costs by \$17,500+GST a year, for a 3 year period. We recently received this year's Grant.

QF6 thanks the Sunshine Coast Council for their support of QF6, especially by subsidising our fuel costs. In recognition of this support, Sunshine Coast Council logos have been placed on our Rescue Vessels, with Rotary III's sticker being put on the newly-painted vessel.

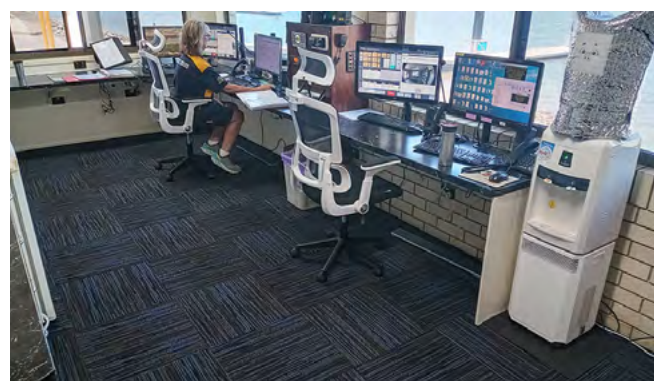
Ian Hunt, Commander QF6



NEW RADIO ROOM CARPET COMPLETES THE UPGRADE

On Monday the 7th of November, new carpet was laid in our Radio Room, which completes the upgrade project. Apart from looking great the sound-deadening effect is quite noticeable. The week before, one of our members, Ray Rahn, finished the painting job, and 2 new chairs were purchased, so our Radio Operators now have a much-improved work environment.

Ian Hunt, Commander QF6



HELICOPTER EXERCISE IN NOVEMBER

Two or 3 times a year, LifeFlight Helicopters ask us to take part in combined Exercises to keep their crews and ours trained in this vital service.

The most recent exercise was conducted on Gold Sunday's crew day on Sunday 27th of October. LifeFlight requested that the exercises take place 5 miles North of Mudjimba Island starting at 10am. *Rotary III* also came with *Mooloolaba Rescue* to observe and stand by in case of calls for assistance during the exercise.

This time, a full-size inflated life raft with a life-size dummy onboard was used for the rescue training. The wire man was winched down to the boat with a simulated raft and was also winched down to the inflated raft which was deployed a safe distance from our boat. The dummy person was winched up and the wire man retrieved and then deployed back to us and retrieved after leaving the vessel. This completed the first sortie and then a new chopper crew came out to repeat the same exercises and then practice putting the wire man aboard our vessel while we steamed on a selected heading at 8 knots.

Communication is often difficult during these exercises due to the noise and down draught when the helicopter is around our vessel, so we trialled a new special headset with incorporated radio, which we had sourced through a grant. This worked well and the exercises went without a hitch. The hardest job was to get the inflated raft back aboard after the exercise. These rafts have large pockets attached underneath, which take on water to stabilise the raft and slow its drift. There is no way to easily dump this water when the raft needs to be retrieved and it took the whole crew considerable effort to get the raft back aboard after each sortie. This is something we will try to find a way of improving for the next time training exercise.

While there were only two sorties, we didn't return to base until 1400 hours, just before a looming thunderstorm dumped huge amounts of rain. Well timed for all.

We try to share these exercises between as many crews as possible, so when a real emergency occurs we have experienced people to competently handle it.

We look forward to the next LifeFlight/QF6 exercises.

Rod Ashlin, QF6



TOP: QF6 media people talk to LifeFlight media people.

CENTRE: Dummy winched out of the life raft.

ABOVE: Winchman practices getting the diver onto the rescue vessel.

ROTARY III REFURBISHMENT

We at QF6 do our best to keep our vessels not only in good seaworthy order, but also to look well cared for as they represent the Sunshine Coast community and the standards we want to uphold.

Our vessels are in constant use with calls for assistance and crew training and are "Work Boats", so they accumulate quite a few dents and scratches along the way.

Around 12 months ago we decided to plan for a repaint of *Rotary III* to take place during the 2022 year.

A few months later we had an opportunity to apply for a Grant from the Gambling Community Benefits Fund, which was a major Grant for up to \$110,000, so we applied for the repaint and also for the replacement of the twin 200HP Suzuki outboard motors, which had now done 2500 hours and were still going well, but in order to ensure they were reliable with little down-time we knew they would have to be replaced in the not too distant future.

We waited to hear of this Grant's outcome and were delighted to learn that our application was successful for both the repaint and motors. We booked in with Ashby Boatbuilders for the repaint and paid a deposit for the new motors, but were informed that due to the Global upheaval caused by Covid that the motors would not be available until February 2023.

The boat was taken to Lawrie's Boatyard on the 13th of September and the repaint commenced with thorough preparation and a quality job was done.

While out of service we took the opportunity to have Suncoast Marine Electrical install a Class "A" AIS system that was funded by a Grant from the Buderim Foundation.

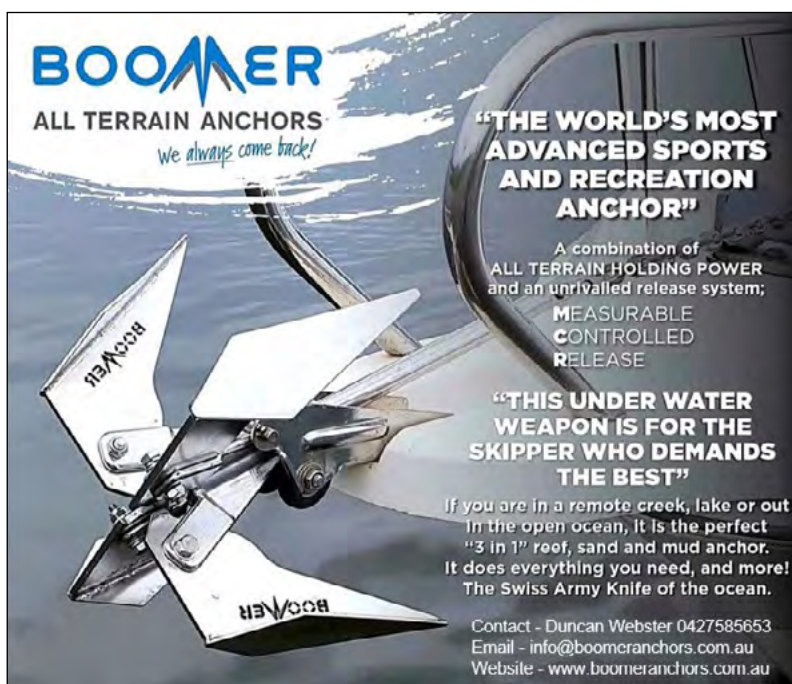
Rotary III was back online on the 4th of November and we are currently advised that the new motors should be available in January 2023.

Our thanks to Ashby Boatbuilders, who also repainted our primary rescue vessel some 2.5 years ago, for another quality job and all crews are being very careful not to be the ones that put the first scratch on the new paintwork.

Rod Ashlin QF6



TOP: Painting underway. **CENTRE:** Masking up. **TOP:** Rotary III back and ready for duty.



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UNSUNG HERO - JULIE BOLAND

If you scroll through this magazine you will find an article written by Julie wishing you a Merry Christmas and it's the first one as our new Chaplain at QF6. Julie was inducted at our September meeting as the second Chaplain in our Flotilla and I am delighted she has accepted that role. We sometimes wear other hats if we choose and Julie has a hat rack of them - joining a couple of years ago to train as a radio operator, which she loves and of course is good at. Her bubbly personality sounds so warm and inviting on the radio to our supporters and she is not fearful of taking on the early morning 5:30am shifts on weekends when it sometimes is insanely hectic and busy with maybe 85 or more boats logging in. If she can cope with that she can cope with most things life throws at her. Her admin skills are also impeccable and because of that, she has also become the Marine Assist Assistant Officer, helping Carol with data entry on all our wonderful supporters who not only cover themselves with a free tow back to harbour (if not too far away), but who also help with our fundraising efforts to keep the place running.



As we are all volunteers from different backgrounds, it is interesting to know what they have done before joining Mooloolaba Coast Guard. Julie grew up in Melbourne where she met and married a Queenslander, so the move north was inevitable. Her family consists of her son Mark, who joined QF6 before Julie and encouraged his Mum to give it a go. The family moved to Queensland in 1986 and to the Sunshine Coast in 2004, after a number of different occupations mainly running small businesses, the last being a small IGA on the coast. Julie chose to retire 5 years ago so she could fit more into her already busy life.

One of those desires was to walk the Camino Trail, which she has now done twice and is lining up to do again next year. This time, she wants to add to the normal 800km walk and get to the ocean. What a woman! The Camino is an exciting trek, but not for the fainthearted and you definitely need to train before you go. So all the best Julie for the next 950km walk in the park! Easy it is not.

So while she is in training for that 'holiday', Julie has also put her hand up to train for our boat crew - another hat off the rack. Julie thinks this will free up a crew member for when she puts on her Chaplain's hat and performs ashes scatterings at sea, which will be a great help. Knowing Julie, she will probably advance to helping our boats and become a Coxswain and Lead Skipper. There is nothing stopping her.

We also have been blessed with her baking skills when we have our girls' morning teas each month. We love that, but also I have heard so does her church, where she plays a big part and leads the Hospitality Team once a month at Stella Maris in Maroochydore. So you've got the idea by now, Julie is a little pocket rocket - achieving great things but also caring and interested in our crews and everyone she meets. A beautiful person who is easy to speak with and a good listener as well; so all the traits a good Chaplain needs to have, as well as loving God. So I welcome you into this role now Julie and wish you a very happy and holy Christmas, as well as all who are reading our magazine. Be blessed.

Sue Clarke, Chaplain QF6



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QF6 AT TANTULA RISE APARTMENT'S OPEN DAY

QF6 was given the opportunity to "show the flag" at the Tantula Rise Apartments, Alexandra Headlands Open Day event on Saturday the 12th of November.

Our Purser Peter, Assistant Purser Keith and our Chaplains, Sue and Julie, were there from 1000 to 1400 to answer questions and provide information about QF6 and our services.

Thanks to our members who organised the event, those who looked after our display and to all those who attended, including a surprise visit from our Patron and local State Member, Fiona Simpson MP and Sunshine Coast Division 4 Councillor Joe Natoli.

Below is a short piece by Sue about the day

Ian Hunt, Commander QF6

FUN RAISING OR FUNDRAISING DAY OUT

Well, it was fun, good company when you get Pete the Purser and Keith the Accountant on your team - their dry banter is a giggle a minute and very funny. I think Pete said we started off slow and went downhill from there.

Where were we? Tantula Rise at Maroochydore's Inaugural Spring Fete. We were invited to bring our smallest boat, a 4.5 meter rubber ducky inflatable to put on show, which looked good around the group of stallholders' gazebos. There was a sausage sizzle of course and a really good barista who made great coffee, Nola's handmade bead stall, ICare op shop, Christmas goodies, hand painted and handmade cards, candles and perfumed goodies, plants, live music from Julie on the keyboard and saxophone, with Janine's daughter on the guitar.

Alan, who is on the board, made sure Kerryanne had everything under control. Jean, her offsider, handed out show bags, and Dennis gave generously despite his disabilities. Quentin assisted everyone and of course our wonderful public figures Joe Natolie and Fiona Simpson (who is also our Patron and our local Member of Parliament.) The community spirit apart from the members of the public who also contributed, was really good and we thank those who worked so hard in organising and running it. We hope to join them next year when it will be bigger and better that's for sure.



TOP: QF6 volunteers with our Patron and local MP Fiona Simpson (left) and local Councillor Joe Natoli.

CENTRE: Our 4.6m RIB, Maroochy Rescue.

ABOVE: Our display ready for the crowds.

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May 2013 - Inkspot News Corp

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FISHING CLUB PRESENTATION

On the 11th of October, I attended the Sunshine Coast Sport Fishing Club's monthly meeting at the Waterfront Hotel, Diddillibah to give a presentation on Coast Guard and boating safety. It was a good opportunity to discuss the benefits of being a Marine Assist Supporter, why boaties should log on and off with Coast Guard or VMR, radio communications, and answering questions. I also showed the club some videos of QF6 assisting vessels and helicopter exercises with LifeFlight, which were well received.

Ian Hunt, Commander QF6



IRONMAN MOOLOOLABA TRIATHLON EVENT WITH SUPPORT FROM COAST GUARD VOLUNTEERS

On the morning of 11th September, just before 4am, 15 Coast Guard volunteers assembled on the spit to receive instructions on how we were to assist the organisers of the 2023 Mooloolaba IronMan triathlon event.

Having been inducted, fed and watered, and showing as much enthusiasm as a 4am start permitted, we split up into sub groups of 2-3 and struck out to patrol the Parkyn Parade section of the Mooloolaba Spit ranging from the Wharf area up to the public car park/pontoon area.

Our role was to assist the race organisers and Police to help members of the public navigate their way around the event, and keep the roadway and access points clear to enable fellow Coast Guard members to access to our base, radio operations room and rescue vessels. We also assisted boaties with trailers to access the boat ramp car park area and the Wharf, and finally assist local residents to get in and out of their driveways.

It was a long day but we had a great time marshalling and viewing the competitors as they prepared for their swims, cycling and finally running with shouts of encouragement all along the way.

A big thank you to Bill Asher, our current Squadron Training Commodore, for helping to organise our group. We hope to assist again in future events.

*Richard Choroszewski,
Editor*



2022-09-11. the IronMan tri-athlon event. The video

TOP: QF6 IronMan volunteers.

ABOVE: Facebook post by the organisers, thanking QF6 for our participation.

MARINE RESCUE IMPLEMENTATION TEAM VISITS TO QF6

On the 21st of September the QFES Marine Rescue Implementation Team visited QF6 to present their Roadshow to members of QF6 and QF4 Caloundra. Kaitlyn Akers (Executive Manager Change), led the QFES team and following the presentation answered members' questions on the proposed changes to Marine Rescue in Queensland. Our Deputy National Commodore Allan Tennant represented the National Board and answered members' questions.

On the 28th of September, Kaitlyn and Samantha Morrison, Senior Program Officer (Risk and Capability) visited to review the QF6 Draft Resource to Risk profile with our Senior Skippers and Radio Section Leader. They discussed issues such as levels of risk, operating environment, service provision and vessel and crewing requirements. Deputy Squadron Commodore Tony Barker represented the National Board at the meeting. Following the review, we await the draft final version for comment.

For more information on the Marine Rescue Implementation program, go to their Website:

<https://www.qfes.qld.gov.au/MRO> (program information, links to surveys and newsletters can be found here).



TOP: Marine Rescue Implementation Roadshow visits QF6.

ABOVE: The MRI Risk to Resource Team meet with QF6 representatives.

Ian Hunt, Commander QF6



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MOOLOOLABA – QUEENSLAND

LAT 26°41' S LONG 153°7' E

Times and Heights of High and Low Waters

2022-23

Local Time

DECEMBER				JANUARY				FEBRUARY				MARCH			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
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		1 0413 1.49 1014 0.74 SU 1553 1.36 2223 0.40		16 0300 1.39 0848 0.80 MO 1431 1.38 2107 0.45		1 0538 1.67 1222 0.73 WE 1734 1.17 2334 0.48		16 0449 1.72 1132 0.69 TH 1644 1.24 2245 0.42		1 0410 1.56 1115 0.82 WE 1622 1.10 2207 0.66		16 0316 1.65 1015 0.75 TH 1524 1.16 2113 0.59	
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		2 0510 1.60 1126 0.73 MO 1650 1.29 2309 0.37		17 0410 1.53 1015 0.77 TU 1541 1.33 2204 0.39		2 0622 1.74 1303 0.66 TH 1825 1.22		17 0549 1.88 1230 0.54 FR 1752 1.32 2353 0.30		2 0509 1.62 1204 0.74 TH 1728 1.17 2316 0.60		17 0432 1.77 1123 0.62 FR 1647 1.26 2240 0.50	
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		3 0558 1.70 1224 0.68 TU 1744 1.25 2352 0.34		18 0509 1.69 1133 0.68 WE 1649 1.31 2302 0.31		3 0020 0.43 0700 1.80 FR 1337 0.59 1906 1.27		18 0643 2.03 1318 0.41 SA 1849 1.43		3 0557 1.69 1240 0.66 FR 1814 1.26		18 0533 1.90 1213 0.49 SA 1748 1.39 2346 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		4 0639 1.78 1311 0.62 WE 1831 1.24		19 0603 1.86 1236 0.56 TH 1754 1.33		4 0100 0.38 0737 1.84 SA 1408 0.54 1943 1.33		19 0049 0.19 0731 2.14 SU 1401 0.31 1940 1.53		4 0005 0.52 0636 1.75 SA 1311 0.59 1851 1.34		19 0624 2.01 1256 0.37 SU 1840 1.54	
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		5 0032 0.31 0717 1.83 TH 1351 0.57 1914 1.25		20 0000 0.22 0655 2.01 FR 1330 0.44 1853 1.37		5 0136 0.33 0811 1.88 SU 1438 0.51 2015 1.37		20 0140 0.11 0817 2.20 MO 1444 0.25 ● 2027 1.62		5 0045 0.45 0712 1.81 SU 1339 0.53 1924 1.42		20 0040 0.26 0710 2.08 MO 1335 0.27 1926 1.67	
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		6 0109 0.30 0754 1.87 FR 1427 0.54 1953 1.26		21 0055 0.14 0745 2.13 SA 1419 0.35 1947 1.42		6 0209 0.31 0843 1.90 MO 1507 0.49 ● 2047 1.41		21 0227 0.09 0900 2.18 TU 1523 0.23 2113 1.68		6 0119 0.39 0744 1.85 MO 1406 0.48 1956 1.49		21 0128 0.19 0752 2.09 TU 1413 0.22 2010 1.78	
7 0053 0.20 0732 1.84 WE 1356 0.50 1926 1.31		22 0019 0.13 0707 1.96 TH 1334 0.42 1900 1.40		7 0145 0.29 0829 1.88 SA 1501 0.52 ● 2030 1.28		22 0146 0.07 0834 2.20 SU 1506 0.29 ● 2039 1.47		7 0241 0.31 0915 1.89 TU 1536 0.47 2120 1.43		22 0312 0.14 0942 2.08 WE 1602 0.24 2158 1.70		7 0151 0.35 0814 1.87 TU 1432 0.44 ● 2026 1.55		22 0213 0.19 0832 2.02 WE 1448 0.20 ● 2053 1.85	
8 0126 0.20 0808 1.87 TH 1436 0.49 ● 2004 1.27		23 0104 0.08 0754 2.07 FR 1427 0.35 ● 1953 1.38		8 0219 0.29 0904 1.88 SU 1534 0.51 2105 1.28		23 0236 0.06 0922 2.21 MO 1552 0.27 2129 1.50		8 0314 0.33 0945 1.87 WE 1605 0.46 2154 1.45		23 0357 0.25 1020 1.93 TH 1640 0.29 2244 1.69		8 0223 0.34 0844 1.87 WE 1500 0.40 2058 1.60		23 0257 0.26 0910 1.90 TH 1523 0.22 2135 1.87	
9 0158 0.22 0845 1.87 FR 1515 0.50 2042 1.23		24 0152 0.06 0844 2.13 SA 1518 0.32 2046 1.36		9 0254 0.31 0939 1.86 MO 1607 0.52 2140 1.28		24 0324 0.10 1008 2.15 TU 1638 0.29 2218 1.51		9 0347 0.39 1015 1.81 TH 1635 0.46 2230 1.46		24 0443 0.42 1058 1.74 FR 1716 0.36 2330 1.65		9 0256 0.36 0913 1.83 TH 1527 0.38 2131 1.64		24 0341 0.37 0946 1.73 FR 1557 0.28 2217 1.85	
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14 0505 0.53 1201 1.63 WE 1849 0.61		29 0036 1.30 0621 0.48 TH 1303 1.74 1950 0.42		14 0035 1.27 0618 0.68 SA 1242 1.56 1921 0.52		29 0221 1.46 0823 0.82 SU 1359 1.32 ● 2032 0.52		14 0211 1.49 0824 0.84 TU 1347 1.28 ● 2014 0.52				14 0024 1.62 0649 0.79 TU 1215 1.28 1826 0.55		29 0159 1.56 0925 0.86 WE 1418 1.05 ● 1948 0.75	
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Datum of Predictions is Lowest Astronomical Tide

Moon Phase Symbols

● New Moon

◐ First Quarter

○ Full Moon

◑ Last Quarter



THAT SINKING FEELING

On the 5th of November we received an urgent call into radio room from a local Mooloolaba boat owner who told us his vessel had sunk at the pontoon and requested our urgent assistance.

Our team immediately loaded up our heavy-duty pumping gear and drove to the location given. Unfortunately, as the photos show, the water was well over the gunwales (sides of the boat). Our willing crew had to admit defeat and suggested to the owner that this was a salvage rather than a Coast Guard operation.

We later had a call from MSQ wanting details of the incident as they were concerned about the possibility of environmental spillage. In circumstances like this where oil or fuel could contaminate our waters, it is incumbent on the vessels' skipper or owner to call MSQ with the details.





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YOUR CHART PLOTTER'S CURSOR MAY NOT BE WHERE YOU ARE

At 11:05 on the 22nd June 2022, White Sunday crew received a call from a distressed vessel located at 26° 38.617 S and 153° 10.555 E, approx. 3.7 NM from Pt Cartwright. The vessel left Caloundra at high tide earlier in the day through the new bar. When the request for help came through to Coast Guard Caloundra QF4, the Bar was too shallow for their rescue vessel to cross and they were unable to assist, so we were tasked to assist instead.

We headed towards the target, dodging several pods of whales which were cruising in abundance in the area at that time of year. We arrived at the given coordinates. As seems to be happening ever more frequently, we didn't find our target vessel. We contacted them again over VHF radio for confirmation of their coordinates and were given a new position of 26° 41.599 S and 153° 09.296 E and approx. 1.9 NM from our present position. We encountered more whales, but on arrival, still didn't see the Distressed Vessel. We called again and once again received a new set of coordinates, 26° 42.716 S and 153° 09.033 E, another 1.7 NM from us. This time, we spotted the vessel and proceeded to attach the tow and return them to the La Balsa pontoon.

Time of call: 1105

Pick up time: 1135

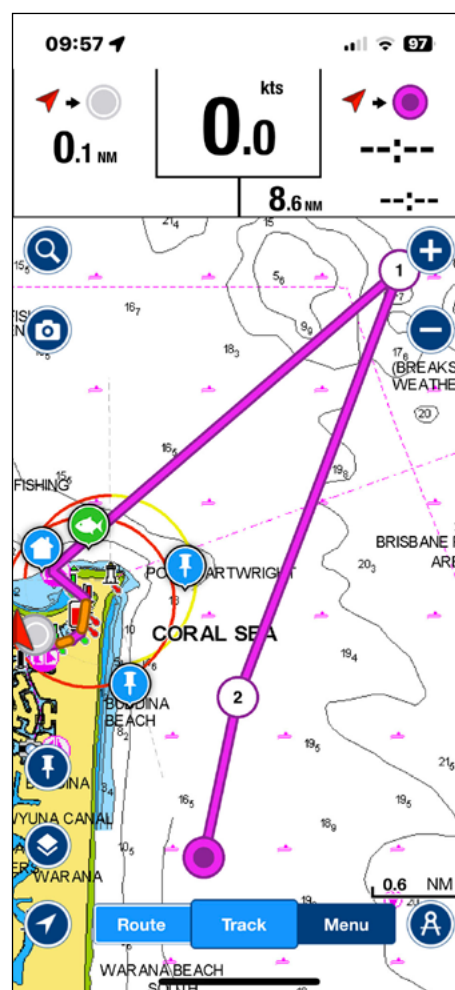
Drop off time: 1245 at La Balsa

The boat owner had to arrange for his vehicle and trailer to be driven from Golden Beach to La Balsa. We selected La Balsa as there was congestion through Mooloolaba with road works and the traffic was at a standstill on the approaches to Coast Guard and the public pontoons there.

We believe that the first 2 sets of Lat/Long co-ordinates provided were given from a touch screen GPS chart plotter and the position of the cursor was given instead of the boat position (we often see this occur on our own vessels). Our big boat *Mooloolaba Rescue* has a Radio Direction Finder (RDF) on board, and this often helps to provide a bearing to go to when communicating with a casualty. However, this equipment is not yet fitted to our smaller vessel, *Rotary III*.

Image right shows the route our rescue vessel *Rotary III* took due to being provided with inaccurate locations...

Benn Humphreys, White Sunday Crew, QF6



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SAVED FROM THE ROCKS

Friday 4th November was an eventful day for me. I came in at 0830 to do my usual stint of admin and Rescue Editor office work. During our tea break, Rod Ashlin mentioned that we were due to collect *Rotary III* after a 6-week refurbish at Lawrie's Boat Yard. Commander Ian dropped us at the boat yard and the trip back to our home pontoon passed without event.


Early afternoon, I headed home and decided to cut my hair. I was halfway through this task when I received a call from Carol in our Radio Room for an assist. She was alone in the Radio Room and under huge time pressure of organising a master and crew. I asked if I could have a few extra minutes to complete the hair cut job, but Carol insisted I get back to HQ immediately as the distressed vessel was in danger of floundering on the rocks near the harbour entrance. Hoping the "Mohican" look would be hidden by my cap, I rushed back to base. On learning that we were assisting a 15m mono yacht on a lee shore near Pt. Cartwright, I began to prepare our largest rescue vessel, *Mooloolaba Rescue*, for the assist.

The drama began when the yacht suffered engine failure and came close to the rocks. The skipper had a French accent and had some difficulty getting through and being understood. His Pan Pan call on the VHF emergency and safety radio channel 16 was not heard at our HQ, but was picked up by the Mooloolaba pilot boat. They relayed the information to Brisbane Vessel Transit System (VTS). Meanwhile, the skipper had found our phone number and called Carol. He was reluctant to go down below and use his VHF radio in the cabin as he was fighting to keep his vessel off the rocks. At that point Carol began to prepare a master and crew sheet from available personnel but was under a lot of pressure as calls were being fielded from the public on the beach, surfers, Life Savers, the pilot boat, Brisbane VTS, water police, local media and our own crews. The 3 outside lines were jammed with these calls.

Six crew were called in and others soon began to arrive. Bruce (Blue Sunday crew) came in first, followed shortly after by Michael (Blue Saturday) and then Ray Rahn our vessel's master (Blue Sunday). Due to the extreme urgency Ray was prepared to leave at that point and Bill (Blue Sunday) just reached us before we pulled away. Peter (also Blue Sunday) arrived to watch us leaving the pontoon and as he is now a qualified radio operator, he consoled himself by joining Carol in the Radio Room and helped her with her tasks. On an urgent assist a radio operator's to-do list increases exponentially so Carol was grateful to have Peter in attendance.

We motored down the river at the max speed allowed of 6 knots, half expecting to see the casualty at or around the entrance. During this transit we all went through the abbreviated assist checklist which included a rushed briefing on what we knew so far, augmented by updates from Carol. This included among other things:

- Adjust and don lifejackets;
- Decide on the extra heavy duty tow line and attach the heaving line to it;



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- Radio check;
- Instruments check;
- 'Deck ready' preparations including getting the appropriate fenders and lines to tow and raft a 50' sailboat, possibly close to or on rocks.

Apart from getting my camera gear ready, Ray asked me to helm part way along the river while he talked to Carol and nominated me for deck supervisor, so I had my hands full.

Within a few minutes of departing the river, it became clear that there was no sign of the target, so we keyed in the provided Lat Long coordinates and our expectations of having an assist within a couple of hundred metres from the entrance flipped to an assist to Pt. Arkwright almost 10 nm miles away. Hindsight is a wonderful thing, and the reader may wonder why we did not put the Lat Long in straight away, but when you have a clear mental image of a vessel floundering on rocks either at the channel entrance or within a couple of hundred metres of it, then with so many other things to get ready, why waste time doing something deemed unnecessary. We lost 1-2 minutes due to this, but at Coast Guard, we beat ourselves up over the slightest delay because in an urgent assist situation, seconds can be all that separates an easy task from a real emergency and potential loss of life or serious injury.

The weather was lumpy with a SE wind Force 5 and 1.5m swell which limited us to averaging 18 knots. In the meantime, the target's skipper communicated with us by phone, and we were relieved to hear that he had managed to get his jib sail up and was making 2 knots north and away from immediate danger, but still required our assistance.

We reached him 20 minutes later and circled the vessel to determine how best to attach the tow line. The vessel had 2 anchors hanging off the bow rollers and a windlass anchor winch. We had concerns about chafe. One tactic we could adopt was to use a bridle attached to cleats on either side of the bow. However, we saw that we had a fair lead over the bow rollers leading to the anchor winch and took this option.

From that point, we determined the maximum towing speed based on a theoretical displacement hull speed calculated by the formula: velocity in knots = $1.35 \times \text{the square root of the waterline length in feet}$. This gave a theoretical speed of 8-9 knots, but in the prevailing conditions we found that 7.5 knots was a comfortable compromise.

The journey back, shortening up (for better control in the entrance channel narrows), rafting and placing on the public pontoon was routine. I had the added pleasure of getting some great footage of the assist, which was posted to our Facebook and YouTube channels the following day, and getting an hour's towing helm time in lumpy conditions.

Richard Choroszewski, Blue Saturday Crew, QF6



TOP: Bruce throws the heaving line to the distressed vessel.

ABOVE: Shouting instructions to the distressed' vessel's skipper.

SAILS, WHALES, AND A DASH ... HOW A PADDLE IN THE OCEAN TURNED INTO A MERCY SPRINT

From time to time, Coast Guard is called upon to help out with a wide diversity of activities. These vary from being a safety vessel for Dragon Boats on Lake Kawana, Community swims around Mudjimba Island, or assisting Police in searching for missing people at sea. We also assist disabled boats back to port and perform scattering of ashes.

This day, we were tasked to be the safety vessel for a group of outrigger paddlers who were going from the surf beach at Bribie Island to Mooloolaba, a distance of 48 Km. VMR Bribie Island was to cover the first half of the paddle and we were to take over from just south of the Bribie Island break-through to the finish near the Mooloolaba Spit beach.

The day dawned with rain showers and 30 knot southerly winds ... the same direction we had to go to take up station at the handover point. The forecast said the bad weather would slowly abate as the day progressed, but we had to get there.

As we rounded Pt. Cartwright and headed south we encountered the predicted conditions of seas to 2.5 meters and winds to 30 knots. Progress was slow in those conditions and the boat was continually being swept with wash and spray as we plunged through one wall of water and into the next. The windscreen streamed with water and the wipers worked continually to keep it clear. As we passed Caloundra things started to improve and as we progressed further into the Brisbane shipping channel we enjoyed a slightly more comfortable ride.

The southerly would aid the paddlers as they would have the wind and swell behind them as they headed north. The forecast proved true as the sun came out and the wind slowly reduced. We were on station as the first of the paddlers came into view and VMR Bribie Island handed the paddlers into our care and headed home. Each outrigger canoe had its own support boat so crew members could be swapped in and out as required.

The race course was close to but outside the shipping lane where ships proceed into and out of the Port of Brisbane. We were treated to one such event as a large square rigger sailing boat made its way into Brisbane. The *Bima Suci* was a training ship of the Indonesian Navy. The barque was 111m long with a beam of 13m. All the sails were furled and she made good progress under motor and soon passed astern at 18 knots.

That was the last of our sightseeing and whale watching as the radio suddenly came to life with an urgent call to us for help. An outrigger had capsized and after being righted, a crew member was now suffering severe chest pain and shortness of breath. We quickly located the support vessel and came alongside. Despite the difficult sea conditions, the distressed paddler was successfully transferred to our rescue vessel. The immersion in cold sea water only added to the casualty's distress. We immediately made best speed for Mooloolaba. During this time we established that the casualty had a number of pre-existing medical conditions and we would reach base before a



TOP: Battling the bad weather conditions.

ABOVE: The Indonesian Navy's training ship, Bima Suci heading towards the Port of Brisbane.

helicopter arrived. This meant we had to handle any situation that arose. The Defibrillator and First Aid kit were prepared. All Coast Guard volunteers are required to be current in both CPR and use of the Defib. It looked very likely that our training would be put into practice as our casualty displayed symptoms of hypothermia.

The radio was in constant operation as messages were passed back and forth from a First Aider on the phone to the Base Radio operator to us and onto the crew on the back deck working with the patient. Under instruction, a makeshift asthma spacer was fashioned from an empty plastic water bottle to enable the casualty to increase the required uptake of Ventolin. He was constantly reassured by a crew member who later told me that the casualty held onto his hand "as tightly as if he was holding onto life itself". He later said that his hand should be better in a day or two. While this was occurring, *Mooloolaba Rescue* was fast chewing up the distance to medical assistance. It was a while since she was driven like that for so long, but it was exactly what she was designed to do and she did it with ease.

As we neared Pt. Cartwright, a Securite radio call was broadcast, alerting all vessels on the river to keep clear because of a medical emergency. Because of the casualty's worsening condition during the trip back to Mooloolaba, it was deemed necessary to enter the river and proceed at a speed higher than the regulation 6 knots. This upset some other river users and we apologise for this. We always comply with the 6 knot speed limit in the river, but in a life threatening situation, it was deemed appropriate to come in faster.

An ambulance was waiting at Coast Guard and as we docked 3 paramedics stepped aboard our boat. They immediately set about doing their job in their quiet and efficient manner. It took 25 minutes to stabilise the casualty, then he was transported by ambulance to SCUH.

These life and death emergencies have a profound effect on the crew. With this in mind, we debrief in the crew room. This gives everyone the opportunity to release the emotion of the rescue.

We were later informed that the casualty was released late the following day and that his wife was happy to have him. She asked that her heartfelt thanks be passed on to all those involved. Our efforts that day resulted in over 400 Facebook "Likes". It is reassuring to know that the community follows and appreciates what we do.

Nev Collins



ABOVE: Mooloolaba Rescue approaching the entrance to the Mooloolah River at speed.

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MOFFATT BEACH MAY DAY FOR SINKING BOAT

On the 8th November, our radio room received a distress call from a motor boat with 2 persons on board (POB) headed from the Southern tip of Bribie to Mooloolaba.

Initially they reported engine problems and it was suggested they might wish to anchor if conditions deteriorated. Within moments, the call came in that they were sinking and about to lose communication. The last provided position was approximately 10nm south of Point Cartwright. Fortunately, the 2 crew were able to don life-jackets just prior to their 29' vessel sinking beneath them.

The Water Police vessel *Norm Watt* departed Mooloolaba harbour about 10 minutes before our own rescue vessel, *Mooloolaba Rescue*. Conditions were lumpy and we followed the police vessel heading south.

In calmer seas, we would have a lookout posted to the fly bridge as this elevated position would help to locate the casualty. However, it was deemed too risky as we ploughed into a heavy head sea. At that stage we were not sure whether we were looking for a crippled, waterlogged vessel or 2 heads bobbing in the water.

The police also called out Coast Guard Caloundra's rescue vessel, and they managed to cross the bar with just inches under her keel. The old entrance to Pumicestone Passage had been severely impacted by the new opening and silting of the old passageway.

At this point the media took notice and our radio room was inundated with calls from media, TV interviewers, members of the public and the victim's friends and family. At times like these it was a help that we had 2 operators available to handle communications.

Norm Watt instructed Caloundra's vessel and ours to carry on south on a parallel course to ensure that we covered all points between the southern end of Bribie Island and Caloundra. Bribie's vessel kept close to the shore line while our larger and deeper keeled vessel held a position some 3-500 metres offshore. Meanwhile, *Norm Watt* did a U-turn and started to comb the shoreline north of Caloundra.

Within a couple of hours of starting the search, we received the wonderful news that the rescue helicopter had located 2 people clinging to floating debris from the sunken vessel, which had floundered in deep water. The helicopter picked them up safe and well and we were stood down.

On landing the helicopter, their crew and the 2 boaties were surrounded by media and TV Crews and the news went out on local and national media channels in the hours after the event.

Richard Choroszewski



TOP: Neville and Glenn in the wheelhouse.

ABOVE: TV coverage of the rescue.

GENERAL SAFETY OBLIGATION

The *Transport Operations (Marine Safety) Act 1994* imposes a general safety obligation on all vessel owners and operators, masters and crew to operate vessels safely at all times. This responsibility includes making sure the vessel is:

- safe
- properly equipped and maintained
- operated in a safe manner.

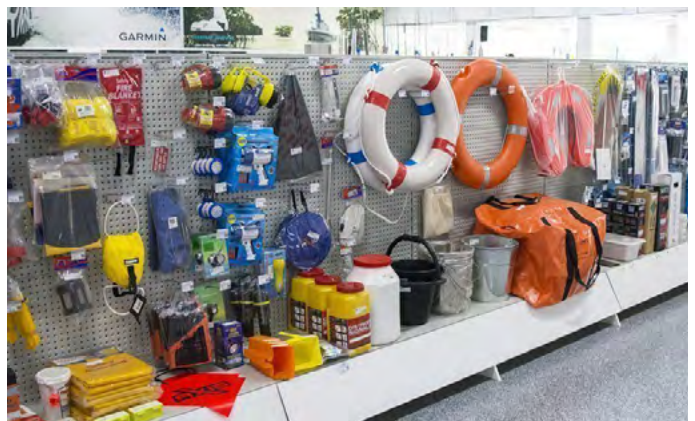
The general safety obligation prohibits a vessel from going to sea if it is not properly built and maintained, equipped, crewed and operated in line with its proposed operating environment.

Be a responsible skipper, before you head out on the water follow these simple tips:

- Check that your boat is in good condition.
- Check that you have all the required safety equipment on board. Ensure all safety equipment is in good condition and easily accessible, in case of an emergency. Make sure everybody on board knows where the safety equipment is stored.
- Report your trip. Let someone know where you are going, how many people are on board and when you intend to return.
- Have the right marine licence. Make sure you and your crew know how to handle the boat for where you are going.
- Know how to use your marine radio, which channels to use and when.
- Check the weather before you go out.
- Make sure you have enough water and fuel for the whole trip.
- Go easy on the drink—waves, wind and weather multiply the effects of alcohol. Far too many boating fatalities involve alcohol.
- Know the rules of the sea-road, and follow them.
- Lifejacket—wear it! If it's not on, it can't save you.

The Australian Volunteer Coast Guard provides boating safety education, marine radio communications and emergency search and rescue services for recreational boaties. Get to know your local flotilla.

Source: <https://www.msq.qld.gov.au/Safety>



MARINE COMMUNICATIONS

In an emergency the most vital link between the rescuers and the rescued is radio communications.



There are four main types of marine communications equipment

- 1. VHF:** Short range marine communications and is used by all large vessels. Maritime Safety Queensland and volunteer marine rescue stations monitor VHF channel 16 (distress frequency) for most of the Queensland coast 24 hours/7 days and can respond to emergency calls. Weather information is broadcast on VHF channel 67.
- 2. 27MHz:** Please note that Coast Guard Mooloolaba no longer monitors this frequency.
- 3. HF:** These radios have a greater communication range if travelling long distances offshore, but they can be difficult to operate. Queensland HF services at Cairns (call sign: Coast Radio Cairns) and Gladstone (call sign: Coast Radio Gladstone) monitor HF frequencies 4125, 6215 and 8291 kHz 24 hours/7 days. Weather broadcasts and navigational warnings are made on HF frequency 8176kHz.
- 4. Satellite equipment:** Satellite equipment and telephones have excellent coverage and are preferred for long range communications. Training and operator certification are necessary before using this type of equipment. You are recommended to buy this type of equipment if you are going on offshore voyages.

LICENCES AND CERTIFICATES

You need an operating certificate to use a VHF and MF/HF radio. The LROCP covers VHF and MF/HF radio operations. The Australian Waters Qualification (AWQ) for VHF radio only is also an option for recreational boaties. Doing a course will improve your knowledge of marine radios and give you the confidence to use it correctly.

Many volunteer marine rescue agencies provide radio courses or can tell you where a local course is available. More information about licensing of radios and operators can be found at the Australian Communications and Media Authority website (www.acma.gov.au/Citizen/Consumer-info/All-about-spectrum/Marine-and-Amateur-Radio).

EQUIPMENT

Marine radios are essential and may be the only way to:

- save lives by communicating with other boats or marine rescue groups
- receive on water navigational warnings and weather updates.

There are many factors for you to consider when you buy or use marine communications equipment, including:

- your area of operations and the location of local volunteer marine rescue groups (please visit www.msq.qld.gov.au/Safety/Marine-radios.aspx for details)
- the number of boats in the same area
- the size and type of your boat and your budget.

MOBILE PHONES

Mobile phones are only back-up devices, not substitutes, for emergency marine radio communications, as:

- the cellular system does not have distress priority alerting
- mobile phones may be out of range, have low batteries or become water damaged
- marine radios are used to broadcast so that all parties involved can listen. Mobile phones only call point to point. If you don't know a number, you can't call for assistance even if the boat is in sight
- rescue organisations cannot use a radio direction finder to trace a mobile telephone call
- few volunteer rescue vessels have mobile phones, causing delays while calls are relayed from shore.

OPERATING PROCEDURES

Standard international radio procedures:

Routine calls	Distress calls	Urgency calls	Safety calls
Boats are strongly encouraged to log on/off with their local volunteer marine station and update changes to location and intentions.	The distress call 'mayday' may be used only if the boat is in grave or imminent danger and immediate assistance is required (e.g. if the boat is sinking or on fire). This call has priority over all other transmissions. Distress frequencies are: VHF 16, 27.88 MHz or HF 4125, 6215 and 8291 kHz.	The urgency call 'pan pan' should be used when the distress call cannot be justified but a very urgent message about the safety of your boat or a person needs to be transmitted (e.g. your vessel is disabled and drifting onto a lee-shore or a crew member is seriously ill). Distress call frequencies may be used.	The safety call 'securite' should be used to broadcast important navigational warnings to other stations (e.g. a severe weather warning or if you see a large floating object that could damage a boat's hull).
<p>Call procedure:</p> <ul style="list-style-type: none"> clearly state the boat/group you are calling (spoken 3 times) 'this is – name of your boat' (spoken 3 times) clearly state the message 'over' Wait for a response. 	<p>Call procedure:</p> <ul style="list-style-type: none"> 'mayday, mayday, mayday' 'this is – name and radio call sign of boat in distress' (spoken 3 times) 'mayday' 'name and radio call sign of boat' 'detail of boat's position' 'nature of distress and assistance required' 'other information, including number of people on board, vessel description and intentions' 'over' Wait for a response. 	<p>Call procedure:</p> <ul style="list-style-type: none"> 'pan pan, pan pan, pan pan' 'hello all stations, hello all stations, hello all stations' 'this is – name and radio call sign of boat' (spoken 3 times) 'details of the boat's position' 'details of assistance required and other information' 'over' Wait for a response. 	<p>Call procedure:</p> <ul style="list-style-type: none"> 'say-cure-e-tay, say-cure-e-tay, say-cure-e-tay' (SECURITE) 'hello all stations, hello all stations, hello all stations' 'this is – name and radio call sign of your boat or shore station' (spoken 3 times) 'details of the warning' 'over' Wait for a response. <p>Note: The initial safety call can be made on a distress frequency, but you should change to a working frequency to broadcast the safety message.</p>

HAVE YOU CHECKED YOUR RADIO EQUIPMENT?

- Is the correct frequency/channel selected?
- Is the volume and squelch adjusted correctly?
- Is the RF gain set to maximum sensitivity?
- Power supply – is the battery fully charged?
- Antenna – are the leads and whip intact, not corroded, with proper earthing and good connections?

QUICK SAFETY TIPS

- Carrying a VHF radio when boating can be an added safety measure. It means other boats in the area can hear a distress call if there is an emergency.
- Mobile phones are only good as a back-up for marine communications. They can easily be out of range or have a flat battery.
- Listen before transmitting on marine radio.
- The battery terminals and other connections on all radio equipment should be checked regularly and cleaned. For better communications, all radio equipment should be connected directly to the battery.

A GREEK ISLAND EXPERIENCE

WORDS & PHOTOS PETER WOLLERMAN | *QF6 Purser*

It was like no other experience I'd had. After practicing law for about 30 years, I was winding down my efforts in Melbourne, and early in 2008, I was looking to retire somewhere "up North". We wanted to be warmer throughout the year, which was not really an option in Berwick, about 45km east of Melbourne City!

I had become quite close to a client who was born in Samos, a small Greek Island about 1km from the Turkish coast at Kusadasi, and a 30-minute flight east of Athens. He was a good client, a builder and quite the master of all things timber. His ability to redecorate and improve the older type of dwellings in the suburb of Caulfield where he lived was legendary. He sought advice from me on setting up contracts for building and re-decorating projects; and there were quite a few. Lucrative they were, as well.

One day, George called in to see me with a panicked tone in his voice. He was about to travel back to Samos to see his 95-year old Dad who was slipping away with some health troubles. When he told his cousins in Samos that he was coming, they advised him to stay at home! He was wanted by the Police! Apparently, the local Plod had been asking after George's whereabouts and wanted to arrest him for a breach of local laws in relation to building! (George had been to Samos about 12 months earlier and redecorated his Dad's home).

George asked if I could help. I said I would try. I looked into the matter and found that the Police had trumped up charges against George. The question was how to best take on the local Police in Samos from our comfortable situation in Berwick, Australia. The Police had issued a warrant against George. With the help of a local lawyer, we were able to obtain the documents filed in the local Court. After translating them into English, we mounted documentary evidence and a defence to the charges, translated them back into Greek and sent them off to Samos for filing in their local Court.

I thought that would be fine and the local lawyer would be able to appear for George and keep him out of jail when George arrived in Samos in a few weeks' time. Not so. George turned up at my office with his family and insisted I come with him to Samos to run the case! I told him I might not be able to be heard by the Court if the Judge did not accept my appearance; "Doesn't matter," says George. "You must come!!" All his family were there and also insisting that they needed me to make sure that the action was successful in the Samos Court.

Never being one to turn down a challenge, I said yes! They all knew that being the quiet and retiring type of lawyer that I was would make a good impression in the Samos Court. George flew me to Samos and I met all his cousins and the local lawyer. They were



ABOVE: *The beautiful harbour at Samos.*

the friendliest and most welcoming people I have ever met. I advised the local lawyer that I would defer to him and seek his counsel to run the case. He refused and said that the mere presence of a somewhat larger than usual lawyer all the way from Australia would have a profound effect on the Judge and indeed the Court, including the possible outcome.

The allegation was that George had refurbished his Dad's home without a building permit! Can you believe it? The Police had not tried too hard to find and serve George – not unusual for the local Plod, I was told. When George did not appear for the first mention, the Judge issued a warrant for his arrest. That was the problem. Also the penalty for not appearing was a 1-year jail sentence and a €5,000 fine! They don't muck around in Samos! As soon as George landed in Samos, he would have been arrested and locked up!

I duly appeared in the Court in Samos. Fortunately, the Judge spoke very good English and was delighted to have a real Australian lawyer appear. He granted me special approval to represent George and away we went with the presentation of the case. All George's cousins were present and were delighted to give evidence – I think 6 or 7 cousins spoke – that they knew where George lived; and not one policeman had spoken with them. The Plod hung his head and said he was very sorry and they should have used more effort; they thought it was a minor matter and were not bothered. Wow! I submitted if they were going to lock George up for a year and fine him €5,000, it did not seem to be that minor!

Then the coup de gras! We found that there was a permit for the renovations! It was issued in George's Dad's name; not George's name. The police had not bothered to do any research and had very red faces. George's Dad had no idea about all the fuss. Until we arrived in Samos and started investigating the matter before the trial began, he did not realise that the permit should have been disclosed to the Police. As you can imagine – Judgement for the Defendant! The Judge even had a bit of a smirk on his face when he advised the Police they would have to pay George for all the expenses he had incurred because they had stuffed up, even though we had tried to get them to pull the case they refused. So they paid.

After the case I enjoyed a few days in Samos with George and his many relatives. It's a fantastic little island and the food and wine were sensational. It was one of the more enjoyable outcomes of my career and George was over the moon that his demand that I go with him to Samos to fight the case for him was vindicated. He was a very happy man. I must say I was quietly pleased and satisfied that it had turned out to be such an enjoyable, successful Greek Island experience!



TOP: Traditional boats in the harbour.

ABOVE: A snapshot of Samos.

THE WRECK OF THE RUFUS KING

WORDS IAN HUNT

I've been through the South Passage Bar and was aware of the many shipwrecks in the area. I'd heard of the Rufus King wreck and assumed it was one of the many old steamship or sailing ship wrecks. On a recent holiday to North Stradbroke Island I thought I'd do some investigation of the local wrecks and was surprised to find out that the Rufus King was neither an old sailing ship or steamship. The following story was condensed from several sources, so thanks to them for the details.

The SS *Rufus King* was in fact a standard Liberty Ship, built in the United States during World War II and launched on the 11th of March 1942. She was named after Rufus King (March 24, 1755 – April 29, 1827), an American Founding Father, lawyer, politician, and diplomat, who was one of the signers of the United States Constitution in 1787. Unfortunately, the ship named after him did not last too long ... well, as you'll hear, some of it anyway.

On a voyage from Los Angeles, the *Rufus King*, under the command of Captain Muller, was wrecked during the night of 7/8 July 1942, on Amity Bar, south of Moreton Island and north of North Stradbroke Island, when Captain Muller apparently mistook the North Stradbroke light for the Cape Moreton light.

Captain Muller, his crew of almost 40 and vital cargo aboard a ship less than four months old, came to an abrupt halt in less than 7 metres of water, barely 30km from their destination of Brisbane. Rescuers began taking off her crew, but 12 hours later, the SS *Rufus King* broke in two.

The SS *Rufus King*'s cargo included nine crated B-25 Mitchell bombers, aviation fuel, and medical supplies and equipment sufficient to outfit three army field hospitals totalling more than 4,000 beds (or more than 17,000 boxes in all). At this time, the Second World War still hanging very much in the balance. The Japanese were on Australia's doorstep to



TOP: Rufus King. **ABOVE:** The wreck site of the *Rufus King* off North Stradbroke Island.

the north, and the Battle of Midway had been fought only the previous month. The loss of the medical cargo would have been disastrous for the medical service to forces in Australia. A 200-strong team of Australian and US Army Medical Department personnel – the Americans based at Amity and the Aussies on Reeder's Point – were involved in the recovery of more than 85% of the ship's cargo.

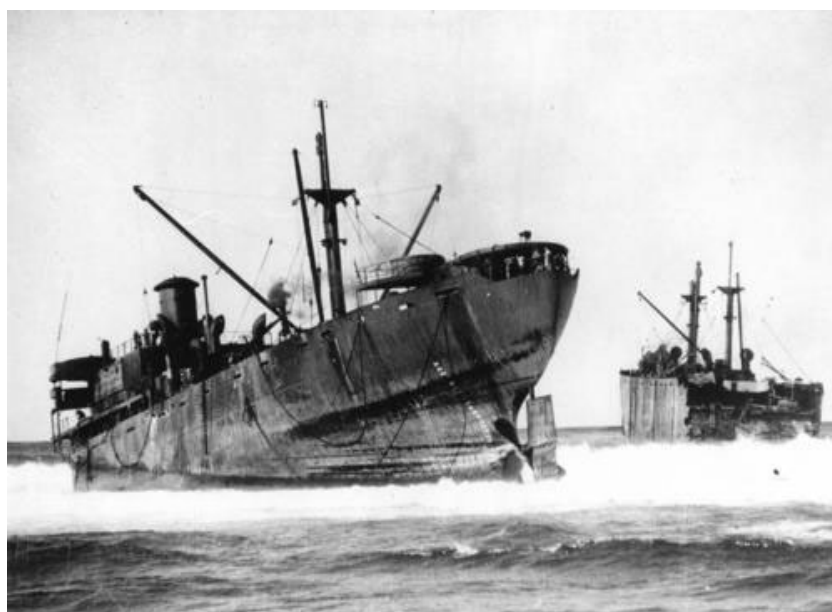
The drifting 100-metre-long forward section was taken in hand for salvage; and within four months it had been sealed, towed into the Brisbane River and converted into its surprising second life. Ownership of the bow section was transferred to the U.S. Army, salvaged and converted in Australia into a repair facility equipped with coal bunkers and a vertical boiler for power. A machine shop for repairing equipment and vessels, and fuel oil bunkers for refuelling other vessels were installed to support the U.S. Army Small Ships Section water craft and vessels and this modified section was dubbed "Half Rufus", serving at Milne Bay and Finschhafen during the New Guinea Campaign through to 1945. The fate of "Half Rufus" after the war is unknown.

The wreck of the stern portion lies just outside the breakers on the western side of the south passage between Moreton Island and North Stradbroke Island, attracting fish and divers.



LEFT: A stern view of the Rufus King before it broke up.

BELOW: The Rufus King in two pieces. The drifting forward section, dubbed Half Rufus, was towed into the Brisbane River and converted into a repair facility to support the US Army Small Ships Section.



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WILHELM GUSTLOFF

The Deadliest Disaster at Sea

WORDS ROD ASHLIN | QF6

As the Soviet Union advanced on Germany's Eastern front in January 1945, it was clear that the fall of the Third Reich was inevitable. Berlin would succumb within months and stories of rape and murder by vengeful Soviet forces inspired dread and pushed many living in the Red Army's path to abandon their homes and make a bid for safety.

German civilians seeking to escape converged on the port city of Gotenhafen, (which is now Gdynia, Poland), where the former luxury liner *Wilhelm Gustloff* was docked. New arrivals overwhelmed the city, but there was no turning them back. If they could get aboard, the *Wilhelm Gustloff* offered them a voyage away from besieged East Prussia. It has been said that a ticket on the *Gustloff* was like having a ticket on Noah's Ark.

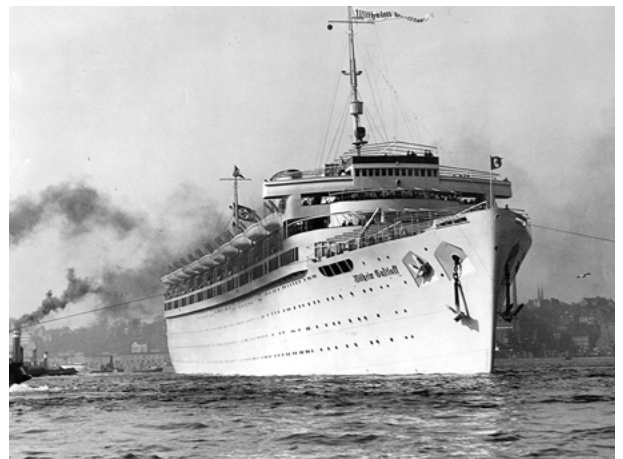
However, the problem was that the Soviet Navy lay in wait for transports that crossed their path which lead to the greatest maritime disaster in history. The death toll numbered in the thousands which some have put at 9,000 which far eclipsed the *Titanic* and *Lusitania* combined.

Wilhelm Gustloff's 10,000 passengers included U Boat Trainees and Women's Auxiliary as well as civilians. The stories of the survivors and the memory of the many dead was largely lost in the fog of the closing war amid pervasive devastation and in a climate where the victors would be little inclined to feel sympathy with a populace considered Nazis.

Before the war, the 25,000 ton *Wilhelm Gustloff*, launched in 1937, was used to give vacationing Nazis some ocean going luxury as part of the "Strength through Joy" movement, meant to reward loyal workers. After the outbreak of war, the vessel was used as a barracks at Gotenhafen and had not been maintained in a seaworthy condition for years before it was hastily repurposed for mass evacuation. German citizens understood by the end of January that no other choice existed. The Soviet advance south of them had cut off land routes and their best chance of escape was via the Baltic Sea.

Initially, tickets were issued, but in the chaos and panic the cold, exhausted and hungry desperately pressed on the ship and crammed into every available space. The exact number on board will never be known, but what is known is that the vessel built for 2,000 people had many times over this when it pushed off at midday on the 30th of January 1945.

The ships officers faced a series of undesirable tradeoffs. Go through mine-laden shallower waters or the submarine-infested deeper waters. Snow, sleet and wind conspired to sicken the desperate passengers and Captain Paul Vollrath knew that adequate escort ships were simply not available. After dark, a decision was made to switch on the navigation lights for fear of collision, but this made the massive ship a beacon for lurking enemy submarines.



ABOVE: The luxury ocean liner, Wilhelm Gustloff.

Soon the nearby Soviet S-13 under the command of Captain Alexander Marinesko, who had been delayed by investigations into his excessive alcohol consumption habits, spotted the large ship. It presented an easy target for a Commander needed to boost his reputation.

Shortly after 9.00 PM, the S-13 fired 3 torpedoes, each inscribed with messages conveying the Soviet's desire for revenge for the suffering inflicted on the Soviet population by Nazi forces earlier in the war. Three explosions followed, which instigated a mad scramble for survival.

Those who could get off the mortally wounded ship were hindered by the sheer number of passengers, which far exceeded the capacity of the life rafts. Many people, including children, were trampled to death in an effort to get up the stairs as the vessel tilted to port. This meant that none of the starboard lifeboats could be launched. Many jumped into the freezing water only to be hit over the head by paddles as they approached loaded lifeboats.

For those still on deck, it was apparent that death in the freezing water was imminent. One account tells of a father hanging off the listing ship still wearing his swastika armband, making the decision to shoot his wife and children. He ran out of bullets when he put the gun to his own head and slid after his dead family over the icy snow-covered deck.

German rescue boats summoned to help could only pick up a small number of passengers as they were also at risk of S-13's torpedoes. The sinking *Wilhelm Gustloff* was filled with bodies, many of them children, as she quickly sank. A mere fraction, around 1,000, were saved from the hordes that boarded the previous day.

Despite the magnitude of the tragedy in the frenzied closing months of the war, it received little attention. This may be attributed to the sheer pace and staggering death tolls happening across Europe at the time. Weeks passed before word of the *Wilhelm Gustloff's* sinking reached the United States and then only a few short wire stories appeared. There were several other ships with large numbers of passengers sunk around the same time, but none as great as the *Wilhelm Gustloff*.

Captain Marinesko's reputation didn't recover in his lifetime and he remained out of favour, but he was posthumously celebrated for his wartime actions.

These people were part of a maritime tragedy that has yet to be rivalled in scale and it is said that in a little over an hour, the loss of the *Wilhelm Gustloff* dragged "love, hope and wishes down to the bottom of the sea".



ABOVE FROM THE TOP: Captain Alexander Marinesko, commanding officer of the Russian submarine, S-13; S-13 torpedoes the Wilhelm Gustloff; At the height of the sinking disaster; The wreck of the Wilhelm Gustloff on the sea floor.



Volunteer 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 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 \$85.00, \$60.00 for a second vessel and \$35.00 for a third vessel (all fees include GST), a Coast Guard Marine Assist Subscription will give you peace of mind for not only yourself, but also for your family. Becoming a Coast Guard Marine Assist subscriber entitles you to the following benefits:

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

Please contact the Base on 5444 3222 if you would like to have more information on supporter membership.

Once you wish to proceed, 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. We look forward to your valued subscription.

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

BECOME A COAST GUARD VOLUNTEER

For Volunteer Membership applications, upon emailing our recruitment officer, 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 to QF6 and hope it will be the start of a long and mutually satisfying membership of a 100% volunteer organisation providing a vital safety service supporting the boating public using our coastal water and local waterways.

To apply to become a Volunteer Member of QF6 Coast Guard Mooloolaba, email the following details:

- Your full name
- Address
- Post code
- Telephone
- And email

to our Recruitment Officer's email: membership.qf6@coastguard.com.au.

Alternatively, if you need more information or have questions about what is involved in becoming a Coast Guard Volunteer Member, please phone our HQ on 5444 3222.



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

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

**Diesel available
7 DAYS**

Paul Searell

Ph: 0427 002 908

E: paulsearell@bigpond.com

Kawana Waters Marina
16 Orana Street, Buddina 4575



Mooloolaba Fuel Supplies P/L



MOOLOOLABA MARINA

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

It is a two minute walk to the famous Mooloolaba
Beach and a short stroll to the cafes and
restaurants on the Esplanade.

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

Visitors are welcome to experience our spectacular marina.

Mooloolaba Marina

33-45 Parkyn Pde., Mooloolaba Qld

Phone: 07 5444 5653

Email: info@mooloolabamarina.com.au



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