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SPRING 2023

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



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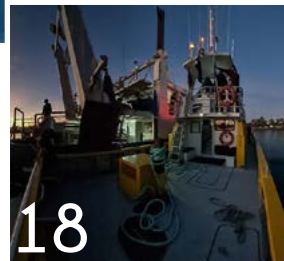
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COMMANDER'S CALL

with **Lee Campbell** - *Commander*



This is my opportunity to thank the Flotilla members for allowing me to lead them over the next two years as we move towards joining Marine Rescue Queensland in July 2024.

I manage by seeking advice from subject matter experts and others and then making decisions that best suit the needs of the Flotilla and its members.

I will continue to maintain the procedures and processes already in place, take every opportunity to ensure the financial position of the Flotilla and replace aged and faulty equipment as necessary. I will manage the occurrence of change in a simplistic manner so that it is easy for all members to transition to MRQ when invited.

Vessel Replacement

The executive has already decided to upgrade *Maroochy RSL* from a 4.7m RIB to a 6 to 7m RIB. At the July General Meeting, members, with one exception, voted to pass the motion to upgrade *Maroochy RSL* and not to exceed the expenditure of \$85,000. The Vessel Replacement Committee have made inroads to find a suitable vessel for replacement.

Rotary III

RIII has received an upgrade to its seating with two new suspension seats for the skipper and helmsperson.

Rotary International Mooloolaba

During June, the handover from one Commander to another was an interesting exercise and a steep learning curve in responsibilities. I take this opportunity to thank Ian Hunt for leaving QF6 in a sturdy position. I will continue his fine examples of leadership and management.



PUBLISHING INFORMATION

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During the final week of Ian's administration, Ian, Rod Ashlin, and I attended the Rotary Mooloolaba Change Over Dinner, where Ian was made a Paul Harris Fellow for his services to the community through QF6.

Sunshine Coast Local Disaster Management Group

We also attended the Sunshine Coast Council Local Disaster Management meeting at the Nambour chambers. Ian advised the meeting of his progression to Squadron Deputy Commodore and my advancement to QF6 Commander.

MRQ

As many of you are aware, the VMRQ Squadrons and AVCGA Flotilla will have an opportunity to transition to the state-operated and controlled Marine Rescue Queensland (MRQ) from the 1st of July 2024. MRQ has invited all Squadrons and Flotillas to volunteer for an early transition to MRQ to trial policies and procedures before the 1st of July 2024. All five Sunshine Coast Squadron flotillas enthusiastically volunteered and left the Squadron Executive to pass on our returns for MRQ's decision-making.

As we move closer to the transition to MRQ, adjustments will have to be made, and members will be asked to supply information to various officers to relay it to different departments within MRQ. Your cooperation is sought so we can gather the required information as seamlessly as possible.

Shadow Ministers Visit

Shadow Cabinet is on the Sunshine Coast next Monday, 17 July. Fiona Simpson, MP Member for Maroochydore and QF6 Mooloolaba Patron, brought Steve Minnikin MP, Shadow Minister for Transport, and Sam O'Connor MP, Shadow Minister for Environment to visit Coast Guard Mooloolaba. They discussed some of the issues affecting the Flotilla and the environmental issues affecting the harbour entrance and bay area.

Matthew Flinders Anglican College - Sunshine Coast

As the Commander, I am often called upon to give presentations to community groups and schools. Recently, I was asked to give a presentation to the Grade 8 students of Matthew Flinders College on the Environmental Impacts of the Mooloolah River Bar and the Economic Impacts on the Community, Tourism and Fishing Industry. The presentations were conducted over two days and were well received by the teachers and students who were present.

Sunshine FM 104.9

Thanks to Sunshine FM 104.9 for their continuing support by providing a time slot for our Safety Message to the public and their patience with the new Commander trying to stick to the three-minute time slot.



ABOVE: Ian Hunt receiving the Paul Harris Fellow award from outgoing Rotary President.



TOP: L-R: Fiona Simpson MP, Lee Campbell FC QF6, Sam O'Connor MP, Tony Barker QSC Secretary, Steve Minnikin MP, Benn Humphreys FTO QF6 and Rod Ashlin Vessel Maintenance Coordinator.

ABOVE: Flotilla Commander Lee Campbell with Grade 8 students at Matthew Flinders Anglican College.





DFC'S REVIEW

with **Clive Surridge** - Deputy Commander

Since being elected to the position in June, it's been a steep learning curve as to the running of our Flotilla here at Mooloolaba. I give a big thank you to all the admin staff for their help and dedication in running the Flotilla.

I've had the privilege of being invited to meet other groups here on the Coast. In July I attended the meeting of the Rotary Club at Alex Surf Club and on behalf of the Mooloolaba Coast Guard, I was presented with a very generous cheque to help us with the constant refurbishment of our radio room equipment allowing us to maintain our 24-hour VHF coverage.

In August, our Chaplain Sue Clarke and I were invited to give a presentation to the Hinterland Probus Club on our activities here at Coast Guard Mooloolaba, from our very beginning to what we have today and how we are called to assist ever-changing types of vessels from a small tinnie to a US Navy submarine that surfaced to take on supplies (*please read the article in this edition*). None of it would have been possible without the generosity of our local community.

As our fundraising continues, I would like to thank Bunnings at Kawana for our BBQ opportunities and the continued support of Brenton Harris and his team at Forest Glen Butchery.



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EDITOR'S CORNER

with **Peter Kirby** - Editor


We have recently received a substantial influx of articles and news updates, so I trust this Spring edition of *Rescue* magazine will pique your interest.

I would like to thank Richard Choroszewski for his dedicated contributions to the Coast Guard Mooloolaba *Rescue* magazine over the years. We sincerely appreciate the effort he has invested. Since assuming the role of *Rescue* magazine editor, I aim to maintain the style that Richard has cultivated over time while infusing a fresh perspective to align with the evolving landscape of Marine Rescue.

In this edition, I have introduced QR codes, allowing readers to effortlessly access the relevant video content of each article. This addition creates a more immersive experience for our readership. In upcoming editions, I envision incorporating contributions from other emergency services to offer comprehensive coverage of our collective efforts in ensuring community safety.

Our Facebook and YouTube platforms have experienced significant growth thanks to the dedicated efforts of Helen and Anna. Their daily entrance videos provide boaters with valuable insights into the ever-changing conditions of the Mooloolaba Bar. Furthermore, we are fortunate to have Richard Choroszewski continue his invaluable contributions to our flotilla. His commitment to capturing and editing our assist and training videos greatly enhances our social media presence.

Thanks again to all our sponsors. We appreciate your contributions and continued support.



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The arrival of spring means it's time for boaters to start preparing for the upcoming season. Whether you're a seasoned pro or a beginner, offshore boating requires preparation to ensure a safe and successful trip.

First and foremost, ensure your boat's required maintenance and safety checks are up to date. This includes checking all electronics and safety equipment and ensuring the engine is in good working order. Proper maintenance and safety checks can help reduce the risk of breakdowns due to equipment failure.

Another important aspect of offshore boating is preparing for emergencies. Ensure you have a fully stocked first aid kit on board, along with essential safety equipment such as a Vee Sheet, life jackets (inflatable types should be serviced as required) and required flares (check they are in date). A VHF radio is a necessary means of communication that is monitored by vessels in your area. In an emergency, someone nearby may be able to come to your aid. Mobile phones, unfortunately, only offer a two-way conversation.

Skippers and all crew should know:

- How to operate all marine radios on board your boat;
- The distress and safety frequencies;
- How to properly format and transmit distress and safety messages.

Under federal regulations, you need an operating certificate to use VHF and HF radios. Volunteer marine rescue stations provide radio courses or can tell you where a local course is available.

All boats operating beyond smooth and partially smooth waters or more than 2nm from land in open waters must carry a 406MHz digital EPIRB.

EPIRBs must:

- Comply with AS/NZS 4280.1:201;7
- Be registered with AMSA. Registration is free and must be renewed every 2 years. You must also inform AMSA when the beacon ownership or boat details change.

Please visit the MSQ website below for complete information: <https://www.msq.qld.gov.au/Safety/Safety-equipment-recreational-ships>

Additionally, make sure you are familiar with the local regulations and rules. In particular, speed limits, use of public pontoons and ramps and restrictions on the use of the waterways. Make sure you are aware of these rules before hitting the water.

Before heading out, it's also important to check the weather forecast. The Seaway Tower provides up-to-date marine weather forecasts on VHF 16 & 67. You can also request weather from Coast Guard Mooloolaba on VHF73, check the latest Notice to Mariners for bar conditions and check the local tides. Understanding the weather and tide conditions can help you avoid dangerous situations while on the water.

Lastly, it's important to have a plan in place for the day. This includes having a planned route and communicating it with someone in case of emergency. Log on with Coast Guard as you depart and log off on your return.

If you have enjoyed a day's fishing, it's also important to have a plan in place for any fish caught. Ensure you know the size and possession limits and have the equipment to properly handle and store fish on board.

In summary, offshore boating can be a fun and rewarding experience, but proper preparation is crucial for a safe and successful trip. Remember to check your equipment and safety measures, understand the local regulations and weather conditions, and have a well-planned route.

"Safety by all means".

QF6 OPERATIONAL SUMMARY

June 2023

Received 12 calls for assistance, 4 Community tasks and provided 1 Ashes Scattering service; assisted 26 people and recovered \$1,292,000.00 of vessel assets.

- Assist an 11m yacht which ran out of fuel 1nm N of Pt Cartwright. Towed to Public pontoon.
- 8m Trimaran lost rudder. Towed from 5nm S of Pt Cartwright to anchorage area (very difficult tow).
- 12m vessel with shark net tangled in prop was towed back from Pt Arkwright to the emergency pontoon.
- Assist 8.2m vessel 1nm N of Pt Cartwright towed to CG pontoon.
- Re-raft 8.2m vessel to *RIII* and take to home berth at Parrearra Canal.
- Assist a 4.5m vessel with a flat battery 4.3nm NE of Pt Cartwright. Towed back to CG ramp.
- Towed 4m Jet ski from Pin Cushion Island back to home pontoon in the Mooloolo River.
- A 4.3m vessel with engine issues was towed from 1Nm off the entrance to the CG ramp.
- A 4.3m vessel with engine issues was towed from 2nm off the entrance to the La Balsa ramp.
- A 5.3m vessel had difficulty starting the engine. Upon arrival, the vessel managed to get going, and the RV escorted it back to the harbour.
- A 20m commercial vessel lost all power and hydraulics 2Nm northeast of the harbour entrance. Towed back to trawler bays.
- A 14m vessel with engine issues was towed from the river entrance to its home pontoon.

July 2023

Received 10 calls for assistance, 6 Community tasks, 1 Search and Rescue and provided 3 Ashes Scattering services; assisted 24 people and recovered \$1,089,500.00 of vessel assets.

- Called to search for missing divers at HMAS Brisbane. Police responded, Divers found, and RV stood down.
- Towed a 5m vessel with fuel problems from 1nm SE Pt Cartwright back to CG ramp.
- Towed a 3.5m runabout from 1nm S of McKenzie's Bridge to a private pontoon.
- Assist a 6m half cabin with engine problems from the Blinker to La Balsa.
- Towed a 15.5m Cruiser with engine problems 1nm N of the entrance to its home berth.
- Move a 15.5m vessel from its home berth to Brown's fuel dock.
- Assist a 13m Trimaran with broken steering 2nm N Pt Cartwright back to A10 Mooring.
- Assist a Jetski from Pt Cartwright to halfway to Caloundra, where QF 4 took over the tow.
- Relocate a 12m yacht on the MSQ buoy to the Duck Pond.
- Called to assist a 6m vessel 8nm N of Pt Cartwright vessel and escort back to La Balsa.

August 2023

Received 19 calls for assistance, 3 Community tasks and provided 1 Ashes Scattering service; assisted 54 people and recovered \$1,971,500.00 of vessel assets.

- Tow a 4.5m runabout that ran out of fuel from Caloundra 12 mile to CG ramp.
- The rescue vessel was waved down to assist a 3m tinny at the trawler pen and tow to Myall Creek Bridge.
- Towed a 5.5m centre console from just off Pt Arkwright to La Balsa.
- Towed a 5.4m vessel with engine failure at the entrance to CG Ramp.
- Assist a 15m yacht with steering failure 7E of Pt Arkwright and tow back to marina berth D41.
- Assist a 4.6m Runabout with engine failure from the Gneerings and tow back to the CG Ramp.
- Assist a 3m Jetski with engine problems and tow from Rapier Shoals back to CG Ramp.
- *R111* was activated to urgently respond to a 17m commercial vessel aground near McKenzie Bridge. Unable to re-float. Transferred 20 passengers in two trips to home pontoon.
- Relocate a drifting 13.1m yacht from between two pontoons. Taken under tow, then rafted and secured to MSQ buoy
- Towed a 4.7m Vessel with engine problems from Currimundi to La Balsa.
- Assist an 18m Trawler with steering problems 17nm NE of Pt Cartwright and tow back to trawler bays.
- Assist a 5.5m vessel unable to start its engine. Towed from Murphy's Reef back to La Balsa.
- Enforce an Exclusion zone around a US Navy submarine as requested by the Water Police.
- Assist a 6m vessel spotted with 2 POB in the bay waving hands in distress. Taken under tow to La Balsa.
- Assist a 4.5m vessel broken down 1.5nm E of Maroochy Surf Club and tow back to La Balsa.
- Assist a 9.8m power cat from Barwon Banks to the emergency berth.
- Assist a 6.5m vessel that ran out of fuel 2nm E of OWI and tow back to CG Ramp.
- Towed a 5.6m centre Console 2nm S of the blinker back to CG Ramp.

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



with **Boyd Moody** - *Radio Section Leader*

Since being appointed Radio Section Leader for the Flotilla in June, I have had a busy time coming up to speed with the wide variety of responsibilities the position demands. I stepped into the role after Johnno Johnson worked diligently for many years to support the provision of a 24/7 radio service to the boating public. His time and effort cannot be overstated. Under Johnno's tenure, new radio equipment has been installed, and the radio room transition to a new location within the QF6 Mooloolaba building has provided better public access.

It is an exciting time to take over the role with the transition to the new Marine Rescue Queensland organisation next year. Many changes will become visible as new uniforms, logos, and vessel colour roll out. Regarding radio operations, the vessel logging system may change to a new system, or the current system may expand to all units statewide. If you are considering becoming a Coast Guard volunteer, now is a good time to start the process!

With a revision of how we operate inter-unit, the handoff of vessel information to the next en-route unit may facilitate a coordinated safety overwatch on transiting voyages up and down the Queensland coast. The details are yet to be worked out regarding how this might occur, but I am hopeful the various transformation committees will steer us true.

Our local operations at QF6 Mooloolaba are well supported by a team of radio operators utilising local Marine VHF channels. We also access repeaters to the north and south of our locations to provide coverage beyond our Point Cartwright to Point Arkwright operational area. We readily provide communication services from Double Island Point to Skirmish Point for transiting vessels, and for vessels on our log with a local destination, we diligently follow up on late arrivals through radio and phone calls and SMS messages. We strive to keep the boating public safe for their day on the water. Logging on with Coast Guard is a great start.

The Mooloolaba Bar presents ever-changing conditions to vessels. The radio room keeps up-to-date information for dissemination on request by radio or telephone. Additionally, we provide an automatic broadcast of the relevant "Notice to Mariners" key points on VHF channels 67 and 73 at 3 hourly intervals, commencing daily at 0635 hours. The radio room can also advise weather forecasts and a range of other local information if requested.

We are always looking for new radio operators to assist us. All the training required is conducted in-house. Our Base Station Radio Operator (BSRO) training provides newcomers with an internationally recognised, formal radio license (an LROCP) and a range of skills pertaining to local operations. We also offer radio courses to the general public to meet the requirements of operating a VHF marine radio in Australian waters. Contact the radio room on 07 5444 3222 for more information on the license courses or becoming an AVCGA Volunteer.

CHAPLAIN'S CHAT

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



Our Welfare Officer Ferdi always has a joke to tell at our meetings or if you meet him personally, which always puts a smile on my face if not a happy laugh. He gave me these recently, which I will share with you to hopefully put a smile on your face, too.

If your dentist fixed your cavities with different colours, would it be OK, or would you have mixed fillings?

Q: What do you call a melon that's not allowed to get married?

A: Cantaloupe

A teacher walks over to the desk of a student during an exam and says to him, "I hope I didn't just see you look at your neighbour's answers."

The boy replies, "Yeah, I hope you didn't see it either."

A primary school teacher asked the class which was their favourite story in the Bible. A little boy raised his hand and said, "Miss, the story about the man who loafs and fishes."

We could all ask ourselves the question about our favourite parts of Scripture. Picking up the adage 'to know Him is to love Him', we would have to argue that we can only truly know the life and mission of Jesus after reading the Gospels or at least one of the Gospels thoroughly. That story of the loaves and fishes He supplied for His friends because He cared is recorded in every Gospel book: Matthew 15, Mark 6, Luke 9, and John Chapter 6. A genuine appreciation of the person and work of Jesus can only come with a knowledge of His commitment to His heavenly Father, how He related to those He met, what He taught, and the high standard He expected of his followers.

As a training establishment, a high standard is expected at QF6 Coast Guard Mooloolaba. When you need to rescue someone at sea, you don't want to get it wrong and miss them. As in life, we all need to be committed to whatever we do and do it to the best of our ability. So, as you go out to enjoy the ocean and perhaps the fish, please let us take care of you by logging on and off.

"Continue to live in a way that shows God's love. As you wait for our Lord Jesus Christ to come, remember He is very kind. Because of that, you will have life with God forever." Jude 1 verse 21 in the EASY translation.



MOOLOOLABA TIDES

AUSTRALIA, EAST COAST – MOOLOOLABA

LAT 26°41' S LONG 153°08' E

2023

Times and Heights of High and Low Waters

Time Zone –1000

SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER					
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m		
1	0253	0.10	16	0238	0.28	1	0255	0.04	16	0224	0.17	1	0327	0.21	16	0259	0.19
	0845	1.63		0841	1.51		0911	1.82		0849	1.71		1017	1.83		0953	1.87
FR	1445	0.03	SA	1440	0.29	SU	1518	0.22	MO	1500	0.37	WE	1651	0.52	TH	1627	0.46
	2112	2.03		2050	1.69		2119	1.64		2046	1.48		2212	1.15		2149	1.21
2	0332	0.10	17	0304	0.26	2	0330	0.10	17	0252	0.18	2	0402	0.32	17	0340	0.25
	0931	1.67		0914	1.55		0956	1.81		0926	1.73		1102	1.73		1042	1.83
SA	1532	0.13	SU	1514	0.34	MO	1607	0.36	TU	1540	0.42	TH	1750	0.60	FR	1725	0.50
	2152	1.88		2118	1.61		2158	1.45		2119	1.38		2258	1.05		2242	1.14
3	0412	0.14	18	0330	0.26	3	0404	0.19	18	0323	0.21	3	0444	0.44	18	0430	0.34
	1019	1.68		0948	1.57		1042	1.75		1005	1.72		1152	1.62		1138	1.78
SU	1620	0.29	MO	1550	0.42	TU	1700	0.51	WE	1625	0.49	FR	1900	0.65	SA	1834	0.53
	2231	1.68		2147	1.51		2236	1.26		2157	1.27		2355	0.98		2346	1.09
4	0449	0.21	19	0400	0.28	4	0440	0.30	19	0357	0.28	4	0537	0.55	19	0530	0.43
	1109	1.64		1026	1.56		1131	1.66		1050	1.68		1252	1.53		1243	1.73
MO	1713	0.47	TU	1630	0.51	WE	1806	0.64	TH	1718	0.57	SA	2013	0.67	SU	1947	0.51
	2310	1.46		2219	1.40		2319	1.10		2241	1.16						

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 Datum of Predictions is Lowest Astronomical Tide

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

QF6 NEWS



BLACKALL RANGE PROBUS CLUB

It was a lovely day when Deputy Commander Clive Surrige and I attended the Blackall Range Probus Club's monthly meeting at Mapleton Bowls Club to meet some wonderful mountain folk and share our passion – Coast Guard Mooloolaba.

They put on an amazing morning tea, and we certainly enjoyed that, then stood up to speak about what QF6 does so well – rescuing people at sea, training the public and ourselves on safety issues and obtaining our First Aid Certificates and CPR qualifications. We informed them we do Ashes Scatterings at Sea and that two Chaplains are available to assist with those events. We also advised them about the Memorial Wall next door in Penny Lane Park, where loved ones are remembered forever with their names engraved on brass plaques.

We were also blessed with generous donations from many in the group, an added bonus to the boxes of chocolates that Clive, I and our families enjoyed. So, you would count this as one of the successful land days we had out of the office, and we are always open to sharing our passion; just ask.

Sue Clarke QF6



TOP: Sue Clarke and DFC Clive Surrige.
ABOVE: Clive doing the presentation to Blackall Range Probus Club members.

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COAST GUARD SUPPORTS USS NORTH CAROLINA

On Wednesday, the 23rd of August 2023, Coast Guard Mooloolaba Flotilla Commander Lee Campbell received a call from an Officer in Defence requesting support to provide an exclusion zone around the *USS North Carolina* submarine as it resupplied with provisions at 0700 hours on Thursday. This worked well with us, as Thursday is our regular maintenance day when our keen volunteers come in at 0600 hours to service the vessels.

The Maintenance team leader was assigned this task and used both *Mooloolaba Rotary Rescue* and *Rotary III* to ensure the efficiency of the task. The rescue vessels left the base at 0630 and headed out to assist the *USS North Carolina*.

With winds blowing up to 25 knots and a 2 to 3m swell, our job was made a tad easier as very few vessels were out there (only a sailing vessel and a couple of jet skis). It was very quiet. The resupply took just over 2 hours, with rumours that the main reason was to collect a supply of our famous Mooloolaba King Prawns! All jokes aside, it was an honour to help our allies complete their Indo-Pacific journey.

Thank you to Blueys Photography for the pictures with this story.



TOP: Mooloolaba Rotary Rescue and a Sunshine Coast Water Police vessel monitor the exclusion zone around the USS North Carolina while the US Navy submarine restocked off Mooloolaba.

ABOVE: The USS North Carolina.



SCAN ME

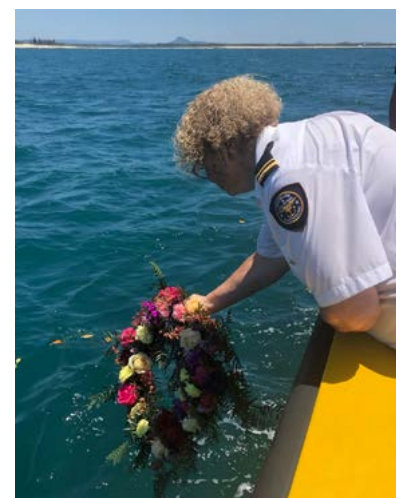
VALE: TED GRAY – 29/10/1938 - 29/08/2023

It is with sadness that Ferdi and I visited Ted at Dove Cottage last Saturday week, 3 days before he passed. He was lucid, and after we chatted and prayed with him on his request, he was ready to meet his Maker. He had not been with us long as a keen volunteer after going solo as a Radio Operator when he started chemotherapy for cancer, which metastasised to his brain 10 months later.

Of course, he encouraged us, as most people facing death do, with his acknowledgement of what was ahead. The doctors had given him 2 to 3 weeks to live, which wasn't to be. We just never know, but his family had rallied, and Liz, his wife, was there keeping vigil. So we left him in good hands and will be able to pay our respects on 7th October when we are privileged to scatter his ashes at sea.

So we shall all have a minute's silence to pay our respects to our Radio Operator, Ted.

Rest in Peace, Ted, and thank you for your service to QF6.



ABOVE: QF6 Chaplain Sue Clarke will scatter Ted's ashes at sea on the 7th of October.

COAST GUARD MOOLOOLABA: THE IMPORTANCE OF FUNDRAISING FOR A SAFER MARITIME COMMUNITY

In the coastal town of Mooloolaba, Coast Guard plays a crucial role in ensuring the safety and security of maritime activities. As a non-profit organisation committed to saving lives at sea, Coast Guard relies heavily on fundraising efforts to sustain its operations, acquire vital equipment, and provide essential services to the local community. This article explores the significance of fundraising for Coast Guard Mooloolaba and highlights the positive impact it has on creating a safer maritime environment.

Funding Equipment and Technology

One of the primary reasons fundraising is essential for our operations is the acquisition of state-of-the-art equipment and technology. From rescue vessels to communication systems, advanced equipment ensures that we remain prepared to respond promptly and effectively to emergencies at sea. Fundraising enables the organisation to invest in cutting-edge technology, equipping them with the necessary tools to navigate treacherous waters, locate distressed vessels, and perform successful search and rescue operations.

Training and Education

Fundraising initiatives are vital in supporting the training and education of Coast Guard Mooloolaba volunteers. To effectively carry out their duties, these dedicated individuals must undergo rigorous training programs, keeping their skills honed and up to date. Fundraising campaigns provide the necessary resources to conduct training exercises, workshops, and seminars, allowing volunteers to enhance their knowledge of marine safety, navigation techniques, and first aid procedures. Well-trained volunteers equipped with the latest knowledge significantly contribute to a safer maritime community.

Community Outreach and Awareness

Fundraising also enables us to engage in community outreach and raise awareness about marine safety. Through events, educational programs, and public demonstrations, we can educate local residents, boaters, and beach-goers about the importance of responsible



ABOVE: Bill Asher volunteers at a Bunnings Sausage Sizzle fundraising event.



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30 years marine rescue, boating and teaching experience

maritime practices, boating regulations, and emergency procedures. By actively involving the community, Coast Guard fosters a culture of safety and ensures that people are better prepared to prevent accidents and respond effectively in emergencies.

Maintenance and Upkeep

Operating a fleet of rescue vessels and maintaining a base requires ongoing maintenance and upkeep costs. Fundraising initiatives contribute to covering these expenses, allowing Coast Guard Mooloolaba to ensure its fleet is in optimal condition. Regular maintenance of vessels, equipment, and facilities is crucial for the organisation to respond swiftly and safely during critical situations. By securing necessary funds, fundraising efforts support the Coast Guard's ability to maintain its assets, ensuring they are ready for action at any given moment.

Expanding Services

Fundraising plays a significant role in enabling us to expand our services and reach a wider population. With increased funding, the organisation can extend its coverage area, conduct more patrols, and provide additional safety services to boaters and beach-goers. These expanded services enhance the level of safety and security in the coastal community, ultimately saving more lives and preventing accidents.

Supporting Coast Guard

We serve as a vital lifeline for the local maritime community, dedicated to saving lives, ensuring safety, and promoting responsible boating practices. Fundraising efforts are crucial for the organisation to acquire essential equipment, support training programs, raise awareness, and maintain its facilities. By recognising the significance of fundraising and supporting the Coast Guard Mooloolaba, individuals and businesses contribute to creating a safer, more resilient maritime community. Together, we can help lives at sea and enjoy the beautiful coastal environment with peace of mind.

Coast Guard Mooloolaba, an association manned entirely by unpaid volunteers, relies on the support and publicity from local communities and businesses to continue their work and maintain a strong presence in the community. Local communities and businesses play an integral role in



ABOVE: Robert "on the tongs" at a Bunnings Sausage Sizzle fundraising event.

building a safer maritime environment by actively engaging with Coast Guard Mooloolaba through sponsorship, publicity, and advertising. The collective effort of Coast Guard and its supporters ensures that the necessary resources, training, and equipment are available to respond swiftly and effectively in emergencies. Together, we can create a stronger, more resilient coastal community where lives are protected, accidents are prevented, and the beauty of the ocean can be enjoyed with peace of mind.

Peter Kirby QF6 Editor

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UNSUNG HERO - WILLIAM (BILL) ASHER

When most of us think of Bill, it's with a smile on our faces, as his fun personality always strikes you before his serious side emerges. And that serious side must be there, as he currently holds the top job of Squadron Commodore in the AVCGA's Sunshine Coast Squadron. He was elected to that position in June this year but has worn many maritime hats in the past 50 years.

Perhaps not in this exact order, he was in charge of barge operations between Kurumba and Weipa when he and his wife Elaine lived in a pleasant house on the Norman River. He also served for 10 years as the Operations Manager for Jardine Shipping, organizing transport between Cairns and the Torres Strait Islands.

He joined Coast Guard in Cairns, seeking sea knowledge to sail his own boat. Eileen joined first and became a Section Leader there, while Bill served as their Skipper for 6 years. He was also their Trainer for Seamanship Courses. That was 21 years ago, so it's safe to say Bill has made significant contributions during that time, not just because he held a Crane Driver's license for a 90-ton crane that lifted 40-ton containers onto ships but also due to his upbringing as one of 8 children, which taught him how to manage people effectively.



ABOVE: Bill Asher.

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 1 day course is on the 19th of Nov 2023 from 0830 to 1500hrs.
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 Nov 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

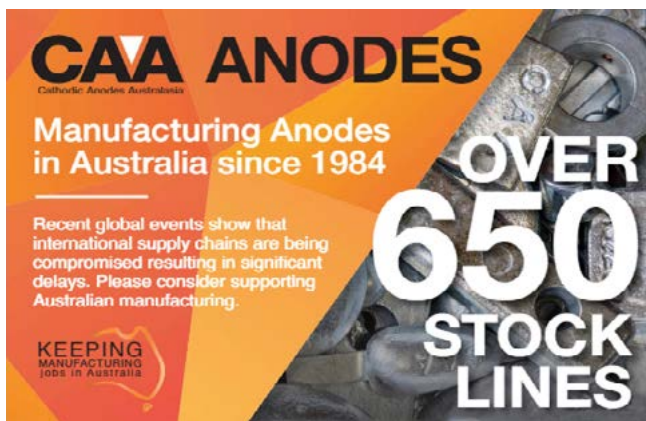
He began his Coast Guard career as a Crew Member in Cairns and progressed up the ranks after moving south (which is understandable, given that cyclones destroyed their house twice). He advanced to what was previously called Competent Crew, now known as a General Purpose Hand, a role everyone assumes on a boat. He then progressed to Advanced Crew, Restricted Coxswain, Coxswain 1 Certificate 2, and Leading Coxswain. He eventually became a Crew Skipper before assuming his current role as the Lead Skipper. In this capacity, he trains his crew for a full day on roster once every three weeks and remains on call 24/7 during that week.

Not only does he manage his team, but in 2013, he became QF6 First Aid Training Officer. He also lends assistance to other Flotillas and became our Flotilla Training Officer. He was subsequently appointed Squadron Training Commodore after spending two years in QF6's Commanders Chair. QF6 members enjoyed this period, as one of Bill's sayings was: "A short meeting is a good meeting, and each meeting must be enjoyable with humour." This might be why I associate Bill with his "Dad Jokes," always delivered with a smile.

As you can see, his thirst for knowledge has propelled him to the top position, a source of great pride for all of us. This desire to learn more extends beyond Coast Guard activities and has inspired him to travel the world. Bill is about to travel to Mexico again to visit 3 of his 10 grandchildren, which is another interesting story if you ask this great-grandfather of 6!

In fact, you can ask Bill anything, and he's likely to have an answer. His ability to retain a vast amount of knowledge is a valuable asset for those of us who are still climbing the steep ladder of learning. What have I missed? I might not have touched on his much-loved dog, Lilly, a cherished Pug who plays a significant role in his and Elaine's lives. So, Bill, thank you for being who you are, for all you do, and for keeping a smile on our faces.

Sue Clarke



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106 TONS OF DIFFICULTY

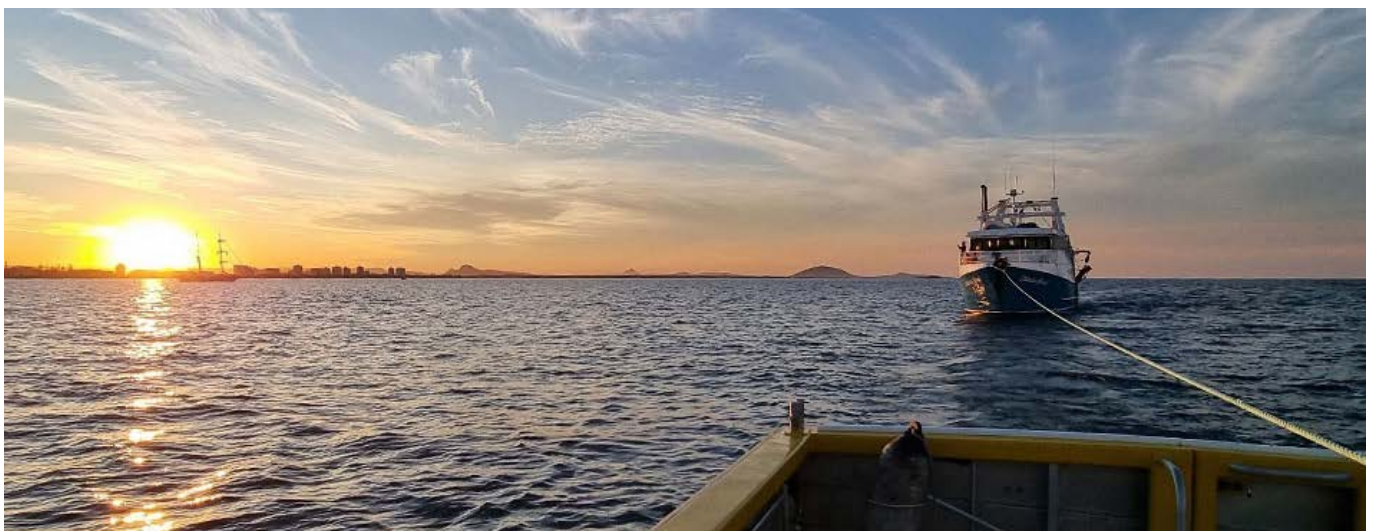
The call for assistance came from a trawler which had just left Mooloolaba. The skipper said he heard a large bang from the engine, and everything stopped. So, he had no power and was helpless and drifting. He was not too far out as he had just left the river, but there was a light onshore breeze. He insisted we get there quickly as the shore was steadily getting closer. We radioed as we left the dock with assurance that we would be with him shortly.

The vessel was a 20-metre steel trawler with full fuel tanks ready for a big trip. It dwarfed our 13.8m *Mooloolaba Rescue* vessel. Despite the benign sea conditions, it would be a difficult assist. At around 106 tons, bringing the trawler back to port would take considerable effort, and we only had 1000 HP to do it with. It felt like a tug helping an ocean liner into a dock. These were our initial thoughts when we approached the distressed vessel.

Let's start by doing first things first. Throw them the tow line and take up the tow. As they had no means of steering, we had attached a bridle to our tow line so each end of the bridle could be secured partway down each side of the trawler to give us a degree of control. The skipper thought his helm was centred, so we expected it would tow relatively straight and true behind us.

With a long tow line out, we edged forward and slowly came up to a comfortable speed of 3 1/2 knots. We took a wide turn around Pt. Cartwright to line ourselves up with the river entrance. The sun, which had been low when we left the river, dipped below the horizon, and night was upon us. We knew that the easy part of the assist had ended. What lay ahead was safely guiding this monster into the river.

While at sea and under power, she had behaved well and towed straight. We had the advantage of an ebbing tide to slow her down, but 106 tons takes a lot of slowing down. Once



our tow line was shortened for the river part of the journey, we did a test to see how the trawler travelled at slow speed. It was not encouraging. Because of her trawler shape and its sheer bulk, she was no longer the well-behaved girl she was before. To control her further, we shortened the tow line again. After proceeding a short distance, a decision was made to shorten the line again for an even better degree of command. She was close behind us now.

Shortening a tow line means the tow line is retrieved, and the towed boat is pulled up to the desired distance behind us to give us control in the restricted waters in the river. However, when we brought the tow line on board this time, it pulled us toward the other boat! 106 tons versus 16 tons. The crew worked hard to manage the situation, but everything about this job was huge, and we used our engines to edge back to help.

We negotiated the bend in the river and continued up the channel. Sometimes, it felt like the tail was trying to wag the dog. We used up the entire width of the channel, going from side to side to try to keep this monster somewhere near the centre of the channel and out of harm's way. As we approached where the trawler skipper wanted to berth, we were told she had a draft of 3 1/2 meters. With the current state of the tide, this would make manoeuvring the trawler into the berth extremely difficult.

It was now time to raft the trawler alongside. We have extra-large fenders for such cases. These were used together with all our additional fenders to protect both vessels from damage. Again, the crew had to flex their muscles to bring this monster alongside and securely tie it up. This meant that both boats were as one but with all the steering and power off to one side. As we made to move off, we came to a stop. We had run aground. It looked like the tide had won.

After much struggle, we freed ourselves. We had to wiggle this way and that and use almost all of those 1000 horses to gain deeper water. Finally, we made headway and brought the trawler up to another trawler, which was also in deeper water. The stricken boat beside us was between us and the tied-up trawler.

Because of its immense size, seeing where to go and the safe distances to this tied-up trawler was extremely challenging. The only light was from street lights on the opposite side of the river and some lights on the wharf. With a combined effort of crew calling distances, mooring lines being thrown, and our efforts to bussell this brute in, we brought it safely onto the dock.

To say that the trawler skipper was relieved was an understatement. He had been in the British lifeboats (RNLI) and fully appreciated his and our positions. Where once he was the rescuer, now he was the rescued.

The trawler was disabled only 2 1/2 nautical miles from Point Cartwright and was returned to the trawler pens. Not a great distance, but the assist took 4 hours. It was physically and mentally exhausting for the crew, but we were contented with a job well done.



TOP: Rafting up in the river.

ABOVE: Docking at the trawler berth.

BELOW: Scan the QR Code to watch the video.



Nev Collins, Lead Coxswain, Gold Saturday Crew

NO TWO ASSISTS ARE THE SAME

I was crewing with White Sunday's training crew when an opportunity arose to assist a sailing boat northeast of Point Cartwright. Of the several requirements on my way to becoming a skipper was to complete an assist of a vessel of at least 10 metres LOA (Length Overall). Our lead skipper, Nev Watt, was in charge of *Mooloolaba Rescue*, our 13.8m rescue vessel with twin 500hp Cummins inboard diesel engines.

The target vessel was en route from Mooloolaba to Noosa when it called to advise that its hydraulic steering had failed, jamming the rudder hard to port. They requested a tow back to their home berth at MBA. Nev knew I needed an acting skipper's role and was kind enough to agree to my request to take on the job. I've sailed with White Sunday on several trips, so I was happy with the suggestion and excited about the challenge ahead.

When I first joined MBA Coast Guard (CG) in 2017, I was more than happy to train for and eventually achieve competent crew, advanced crew, helm and navigator and then deck supervisor roles. While I also enjoyed the chances to operate the helm and especially navigation (which is my first love), the idea of taking charge of the boat and being responsible for all operational and safety aspects of our rescue vessel, her crew and the care of vessels and people in distress, was - in the early days - a level of ability and responsibility that I never felt attracted to. However, in the last year or so, when given the chance to train for these advanced roles, I relished the opportunities to take on the additional demands required of a skipper.

We left Point Cartwright astern and steered northeast to the casualty at 16-18 knots in lumpy head seas and glorious sunshine. I needed to rehearse and then enact a plan to:

- Locate the vessel;
- Manage radio comms;
- Assess the deck gear;
- Determine which side to approach the vessel and make the approach at 20-30 degrees;
- Secure the tow, ascertain the correct tow line length for maximum comfort of both parties and least snatching on our towing gear;
- Shorten up the tow line and raft the TV;
- Assess our target vessel's (TV) ultimate destination;
- Determine the state of wind, weather and tide when bringing the TV back to her berth in the yacht marina.

For me, the biggest challenge was that we knew steering would be an issue. Sailing boats are designed to be slippery, so when shortened up and down to a maximum 6 knots speed in the narrow entrance channel, she would behave unpredictably and veer off course. If we had to slow down, the TV would take longer and overtake us or, worse, collide with our stern. It would require a delicate touch to maintain a safe working distance. On the plus side, even though the winds were blowing directly into the river mouth, the seas were not breaking significantly enough to be an issue. On the negative, we would be entering at mid-flood tide, maximizing the risk of the TV running into the back of us.

The long tow back to port went well, and we kept the TV on a long leash. I also had to calculate this vessel's displacement speed. For a displacement monohull, this is 1.34 times the square root of the waterline length (apologies for not knowing the equivalent in meters). An estimated LWL of 47' (14.3m) gave me a figure of 9.2 knots, but 10% less than this was likely to be more comfortable for all concerned.

In practice, the most important considerations were the sea state, deck gear strength, and comfort of all concerned. We also observed the tow swerving hard to port at times, but at just over 8 knots, her 3-crew declared themselves comfortable, and the veering was under some level of control.

I discussed how to handle the entrance with the 3 skippers on board our rescue vessel. We knew it would be tricky. The channel was narrow, and traffic in and out was busy at the time. The consensus was that we should assess if we could raft up the vessel and thus have maximum control before entering the river.

I'd been in a similar situation with Gold Sunday and White Sunday crews a few weeks earlier when two assists involved lighter multihulls, both with failed steering. Even though the assists were conducted at night, Gold Sunday towed their TV in and rafted in the river while White Sunday opted to raft just outside. In the latter case, I noted that while rafting outside worked, the SE wind on that occasion offered us a lee (shelter) from the Point Cartwright headland. Even so, I saw both vessels bobbing up and down beside each other and the fenders working hard to prevent contact and damage.

On this occasion, the wind was fresher and blowing directly into the entrance. I expressed my opinion to tow the TV into the river and then raft up, which is the norm, but deferred to the experience of my colleagues. As we approached the entrance and had a chance to assess the situation further, I was OK to tow the TV in, but again, the consensus was to raft up outside.

I did my best to bring the TV parallel alongside gently, but none of us was happy with the relative movement and difficulty in securing the 2 vessels tightly together. At that point, we adopted plan B and towed the yacht in under a much-shortened tow line.

At above 6 knots, all behaved well, but on dropping just below the mandatory 6-knot limit at the entrance, the yacht veered sharply to port and swung our vessel's stern the same way, pointing us at the rocks to starboard! I put the helm full over to port and increased revs forward on starboard and reverse on port to turn us back in line. The audience on the rock wall got their cameras out, ready to capture some drama, but the tow came back under control quickly, and all was well.

No two assists are the same, but on this occasion, the yacht's yawing about in anything less than 6 knots caused concern. We found a happy medium with sufficient steerage control at 6.2 knots SOG (speed over the ground). In my defence, with the mid-flood tide pushing us upriver, our speed through the water (and therefore offending wake) was probably just below the speed limit.

The channel was busy, not helped by some vessels heading our way and insisting on sticking to the wrong side of the channel rather than passing port to port. This made rafting up a little challenging but without mishap, and after doing so, all went well, and the TV was returned safely to the marina.

In the ensuing de-brief, the following was clear to me: Do not raft outside the river unless conditions are very smooth and no swell. In my specific case, I acknowledged that I should be prepared to be more assertive with my 'crew', communicate more, and should have rafted up further upstream where the channel is wider and the traffic was slightly less.

On the plus side, it was a beautiful day, and the assist was one of the most enjoyable outings I've ever had. It only whetted my appetite for the learning curves, more challenges and better things ahead in the future. Next on my to-do list is ticking off a night assist, an assist in force 5 or more, a holistic exam and finally, a Commander's assessment. If all goes well, that assessment will allow me to become a skipper.



Gold Sunday Assist - Multihull with broken rudder.

Scan Here



White Sunday Assist - Multihull with failed steering

Scan Here



Scan the QR Code to watch the video.

Richard Choroszewski

TRAINING TURNS INTO THE REAL THING

Blue Sunday crew turned up for their training day on the 20th of August, expecting a standard opening of the vessels, reviewing the use of knots, lines and fenders, and then doing practical training for those striving to upgrade their Ratings towards becoming an operational skipper. Little did we know that for some of the crew, training would soon become a challenging 7-hour assist of a fully loaded trawler with a disabled rudder.

We had just opened up *Mooloolaba Rescue* and *Rotary III* when the radio room received a call from the trawler *Nepal*, advising he had a disabled rudder and wanted a tow back to Mooloolaba. *Nepal* was over 20 nautical miles from Mooloolaba and weighed in at about 85 tons, including 10 tons of fuel and around 5 tons of prawns. It was being towed slowly back to Mooloolaba by another trawler. We knew it would be a long and challenging Assist, so after the crew of Steve Doulgeris, Peter Kirby, Bill Davis, Duncan Slaven, Mark Thompson, and myself organised our food and drink and loaded some extra fenders, we set off at 0830 towards the southern Barwon Banks.

On the way, I talked to Dean, *Nepal's* skipper, on the VHF radio and got an updated position. Thankfully, the trawler was closer to Mooloolaba, and by the time we reached *Nepal*, we were just over 17 nautical miles out. *Nepal* dropped the towline from the other trawler, and due to *Nepal* having its booms and stabilisers deployed, Steve, who was on the helm, backed us up so we could throw the heaving line to the crew on the bow, who hauled in our heavy bridle and towline.

A short time later, we commenced the long tow back to Mooloolaba at between 5 and 6 knots, with *Nepal* yawing out to starboard due to its rudder problem and the swell and wind coming from the southeast.

During the trip back, Steve and I discussed the problems with trying to tow *Nepal* into the river with an unusable rudder. Given the relatively calm conditions in the bay, we decided to raft up *Nepal* in the bay rather than our usual position near the trawler pens. This turned out to be a good decision because we were 2 hours from low tide and anticipated the possible difficulty in trying to raft up in the river and then turn *Nepal* twice in the river to dock at the end of the wharf they had ready for us.

With the additional 2 teardrop fenders we took from HQ, we had plenty of fenders to protect *Mooloolaba Rescue* and successfully rafted up *Nepal* and slowly



TOP: Hooking up the tow line.

ABOVE: The long tow back to Mooloolaba.

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headed towards the entrance. With the possibility of us needing more manoeuvring room than normal, I asked skipper Paul Heath and his crew of Bruce Muller and Andy McKenna on our 8.5-metre rescue vessel *Rotary III* to warn vessels in the river of our problem and to stay clear and give us the right of way. That plan worked really well.

To complicate the entry into the river, we had to wait for 2 vessels to exit and then had to hold position for a sailing catamaran with a medical emergency aboard to pass us before we could continue. One disappointing aspect when rafted up was the number of vessels that sped past, not realising what effect their wake had on our 2 vessels. Furthermore, they failed to heed our "D" Flag, which means a vessel is manoeuvring with difficulty, and our orange flashing beacons.

Given the outgoing tide and *Nepal's* rudder problem, it took us some time doing between 1 and 2 knots to get from the entrance to the trawler wharf. Being almost low tide, Steve had some difficulty negotiating the sand build-up near the trawler wharf, but luckily, the trawler's engine assisted in getting us safely docked at about 1500.

With the paperwork and pleasantries completed, we were back at QF6 at 1530 after a long "training day", but the value of a "real" assist, with many lessons learnt, far outweighed our usual towing training exercises with *Rotary III*.

Nepal's skipper, Dean and his crewman, Logan, were very thankful for our assistance in getting them safely home after almost 4 weeks at sea and congratulated our crew for doing such a great job, which was much appreciated. This assist proves the value of QF6 having a vessel capable of handling vessels of *Nepal's* size and weight, given Mooloolaba's trawler fleet and the many large vessels that use our 3 marinas and anchorage area.

Ian Hunt, Blue Sunday Skipper



TOP: Rafting up.

CENTRE: Towing into the river with the TV rafted alongside.

ABOVE: Too many boats in the river.

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* McNair Ingenuity Survey 2012

THE NAVTECH CORNER:

SIMPLIFYING TIME-SPEED-DISTANCE CALCULATIONS & EMBRACING TECHNOLOGY FOR EFFICIENT BOAT OPERATIONS

WORDS RICHARD CHOROSZEWSKI | QF6

Editor's Note: With each passing year, traditional navigation, communication, tracking and information-gathering methods make way for GPS, AIS, Starlink and other technological breakthroughs. Our former editor, Richard Choroszewski, kicks off this semi-regular piece with a discussion on the Time-Speed-Distance triangle. We'll call this new and semi-regular section "The NavTech corner".

We often need answers to the questions:

"How fast will I travel?"

"How far will I go?"

"How long will it take?"

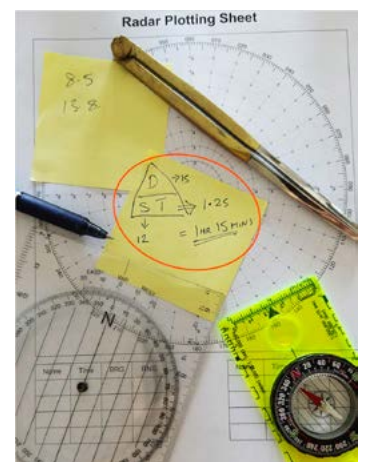
And we need these answers fast and with confidence and, above all, accuracy.

In the world of marine rescue operations, every second counts. A crucial aspect of effective navigation and operational planning is accurately determining time, speed, and distance. Traditionally, our boat crews have relied on mental calculations mixed in with some estimation or guesswork or – for greater accuracy - laborious paper-based methods to solve the Time-Speed-Distance (TSD) triangle. (See below photos of some of these). However, technological advancements offer alternative solutions to streamline this process, enhancing safety and efficiency in even the most challenging conditions.

Working out the TSD triangle mentally or on paper can be demanding, especially in the dynamic and often stressful environment of a heaving boat. Poor lighting, wet conditions, and time constraints further compound the challenges boat crews face. Inaccurate calculations may result in missed rendezvous points, delayed response times, or compromised safety. To overcome these obstacles, embracing technological alternatives can be a game-changer for Coast Guard volunteers.

Imagine a situation where visibility is poor, and a rescue mission needs to be executed swiftly. In such cases, relying on a TSD calculator app can significantly reduce the mental workload and allow the boat crew to focus on the task at hand. With intuitive user interfaces and large, easy-to-read displays, even in dim lighting, these apps enable calculations to be performed quickly and confidently.

Modern TSD calculator apps often have additional features that enhance navigational capabilities. Some apps utilize GPS functionality to determine the vessel's current position, allowing for real-time calculations based on the boat's actual speed and distance. These apps can also incorporate tide and weather data, enabling boat crews to account for environmental factors that may affect the rescue operation.



TOP: The traditional way of calculating Speed, Time and Distance.

ABOVE: The "modern" way by embracing technology.

BRIBIE ISLAND BREAKTHROUGH

BRIBIE ISLAND BREAKTHROUGH: EARLY JANUARY 2022 TO DATE. AN UPDATE FROM QF4 CALOUNDRA

WORDS ROGER PEARCE | *Commander, QF4 Coast Guard Caloundra*

On 2 January 2022, the top section of Bribie Island broke through. The break was accentuated by a high tide of 2.1m and a storm surge of half a metre created by Cyclone SETH, some 300 kilometres off the Caloundra Coast.



2 January 2022.



7 January 2022.



September 2023.

The Island had been thinning for some time. Some camps argue urban development and marine traffic, coupled with a dramatic removal of sand from the Spitfire Channel to the south, has been starving the Bribie Island coastline of sand replenishment. The QLD Government's official line is that it is Mother Nature at work.

Either way, the breakthrough has dramatically changed the Pumicestone Passage. The Caloundra Bar has closed before. In the late 60s and early 70s, the sand was home to a travelling circus that visited Caloundra.

Some photos in this article, like the aerial shot below, were provided by Doug Basley from Bluey's Photography. Doug's aerial shots of both the Caloundra Bar and the new Bribie Bar have enabled us to document bar progression and coordinates on a continuing basis.



LEFT: *The Caloundra Bar on 23 August 2023. Photo by Doug Basley, Bluey's Photography.*



ABOVE: This aerial shot of the breakthrough was taken in late 2022 with coordinates plotted by Bluey's "Bird".
Photo by Doug Basley, Bluey's Photography.

The closure of the Caloundra Bar and the development of the Bribie Bar have created quite a few issues for the community. For Coast Guard Caloundra, it has meant that we no longer have 24-hour access to the sea. As a direct consequence, we have permanently moved our primary rescue vessel, *Caloundra Rescue*, to the new Pelican Waters Marina. This move, although a little inconvenient, is working out very well. Our ability to service the vessel with the Marina's forklift makes it a breeze to get it in and out of the water.

For the community, this has meant restricted access from Golden Beach, Pelican Waters and Diamond Head to get back up to Caloundra by water. However, on the plus side, the access to the sea for those boaties enjoying the new Pelican Waters Marina is first-rate without any restrictions.

Commercially, it has meant that Bill's Boat Hire has a pond where their customers can play, which has not been a bad thing for business. The Caloundra Ferry is now restricted to south of the Bribie Bar opening, limiting the Caloundra Sunset tours and access to the northern region of the passage. Caloundra Jet Ski Hire has not been as affected, as their jet skis don't draw much water, and they continue to operate from Bulcock Beach, only having to move south for a short period when the East-West sand spit completely blocked their path.



ABOVE: Lifting *Caloundra Rescue* out of the water using the Pelican Waters Marina's forklift.

From a safety perspective, it is imperative that boaties check the conditions before crossing the Bribie Bar, in fact, any coastal bar. In our case, sand is being carried 200 to 300 meters out to sea, and a sand bar has developed quite a distance out. Specifically on the outgoing tide, waves stand up on the bar extremities as the water depth drops from 1.5m to 5m, then 7 metres, a little like the waves breaking on a beach.

Another developing issue is the water quality in the northern end of the passage near Bulcock Beach. At this time, quality is an unknown factor, and water monitoring is currently underway. One little ray of sunshine is a small developing channel through the middle of the East-West sand spit that MAY provide access back to Caloundra and, more importantly, continued water flushing, ensuring good water quality off Bulcock Beach. Falling water quality, if this were to occur, would significantly affect our friends at Ithica Surf Life Savers servicing Bulcock Beach.

We here at Coast Guard Caloundra recognise that the sands are continually changing, and the area concerned is a State Marine Park. However, we also recognise that consideration must be afforded to the community as a whole, as the number of complaints we receive from boaties unable to access the top end of the passage is increasing. Surely, we can arrive at some compromise if this new North-South channel fails to open, as seems to be the case currently.

We are aware of several petitions currently circulating requesting the State Government to consider intervention, but the response to date has been, "Leave it as it is; it is State Marine Park, and we are unable to do anything." This is fine as long as the water quality and access remain accessible to all; if not, intervention will be required.

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Why We Love June 25th: International Day of the Seafarer

WORDS MICK VENNER | Skipper, Blue Saturday Crew, QF6

Get ready to set sail because the 25th of June is the International Day of the Seafarer. On this day, we celebrate the rich history of seafaring. It's a day to acknowledge and appreciate the crucial role seafarers play in our world and holds great significance as it shines a light on their dedication, bravery, and contribution to various aspects of our lives. From the Coast Guard and the Navy to every fisherman, marine biologist, and cruise ship captain, if your job involves a large quantity of saltwater, this day is dedicated to you.

The first documented sea voyage was made around 3200 BC and was bankrolled by the Egyptian Pharaoh Snefru (he also built at least three pyramids during his reign). Today, trading by sea is still the most cost-effective way to ensure that goods reach their destinations, connecting nations and driving economies.

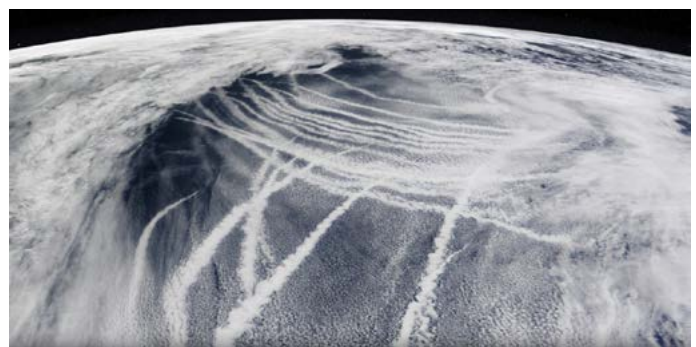
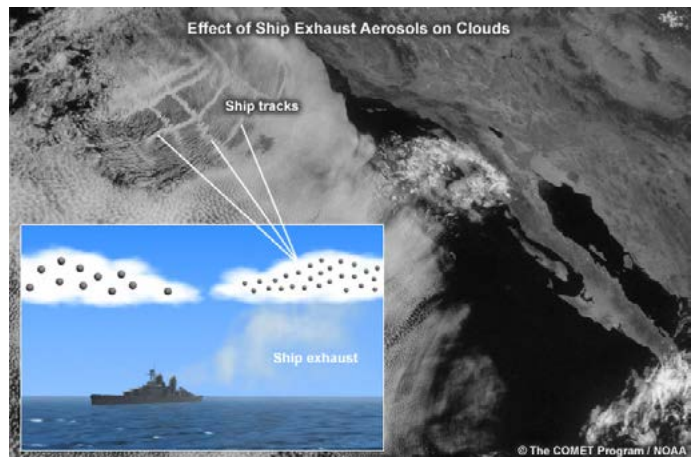
Marine biologists and oceanographers from every country have dedicated their lives to learning more about the ocean depths, and humans from every walk of life keep going to the sea to explore the planet.

The Day of the Seafarer is a global event that serves as a reminder of the immense value of the maritime industry and highlights our reliance on the maritime industry. It turns out it's a whole lot, as ships transport more than 80 per cent of global trade, facilitating economic growth and prosperity.

To honour this occasion, below is a NASA satellite view of ship tracks over the Pacific. What are ship tracks, you ask? They're clouds that form around particles in a ship's exhaust when it hits the damp ocean air (similar to aircraft vapour trails). As in this image, these clouds often stretch in narrow paths, reflecting the ships' course. They're a testament to the countless journeys undertaken by seafarers worldwide. To the seafarers out there (1.5 million, according to the International Maritime Organization), we wish you smooth sailing and a good day at sea.

Trade by Sea is Vital to the Economy

As we mentioned before, the vast majority of international trade is done by sea due to relatively low costs and a greater economy of space. If trade by sea were limited in some way or stopped altogether, the global economy would be unable to function. In other words, we owe our current way of life to those who travel the seas.



TOP: The effect of ship exhaust aerosols on clouds.

ABOVE: Ship tracks criss-crossing the world reflect ships' courses.

Not only does trade by sea make up most of the global economy, but the oceans themselves take up about 70% of the planet. Over 1 million species of plants and animals live in the oceans, and scientists estimate that there may be up to 9 million species that haven't been discovered. Everything we know about the ocean today is thanks to the tireless work of thousands of oceanographers and marine biologists who dedicate their lives to studying those watery depths.

Seafarers Keep Us Safe

Seafarers play a pivotal role in ensuring our safety at sea. When saving people's lives at sea, we have two lines of defence: During times of war, the Navy safeguards our nations, while the Coast Guard protects us from natural disasters, provides assistance in maritime emergency situations and provides essential safety guidance and information. In countries like Australia, where the ocean poses significant threats to lives and livelihoods, these organizations are vital assets in safeguarding coastal communities and maritime activities.

International Day of the Seafarer Activities

Visit your local Coast Guard Flotilla: If you live near a Coast Guard Flotilla, you might consider visiting them. This is a great opportunity to learn more about what the Coast Guard does and to thank them for the fantastic job they do keeping mariners safe (baked goods rarely go amiss in that situation). You can always make a monetary donation online if you don't live near a Coast Guard Flotilla.

Read a book or watch a movie about life at sea: While *Titanic* is a classic, it may be time to branch out into lesser-known stories.

From high-stakes adventures like *The Finest Hours* or *Treasure Island* to heart-rending disaster stories like *The Perfect Storm* or *The Poseidon Adventure*, maritime stories are always rife with drama and capture the drama and allure of the sea. And okay, isn't it about time you watched *Jaws* again?

Donate to a maritime charity: The Coast Guard isn't the only organization that accepts donations. For example, the Australian Marine Conservation Society has protected critical ocean ecosystems with marine reserves around the nation, including Ningaloo and the Great Barrier Reef. They have led the movement to ban whaling, stop supertrawlers, preserve marine biodiversity and protect threatened and endangered species like the Australian Sea Lion. Together, their community of ocean lovers saves our oceans every day. There are dozens of worthy maritime-based causes - which would you like to support?

On the 25th of June, we recognize and appreciate the seafarers who navigate the world's waters, enabling global trade, advancing scientific knowledge, and safeguarding lives. Their unwavering dedication and commitment deserve our admiration and support.



ABOVE: Visitors are welcome at QF6.



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The Franklin Expedition

WORDS MICK VENNER | Skipper, Blue Saturday Crew, QF6

This is a true story of an Arctic expedition that tragically went wrong.

Before the Sir John Franklin expedition in 1845, the ships *Terror* and *Erebus* were bomb ships designed to carry heavy mortars and cannons to bombard shore targets from the sea. *HMS Terror* was involved in the Battle of Baltimore during the War of 1812. Its bombardment of the port inspired a Francis Scott Key poem, which later served as the basis for *The Star-Spangled Banner*.

Terror and *Erebus* were used on two previous Arctic trips before 1845: an 1836 expedition in which the *Terror* was trapped for 10 months in the ice and nearly sank and an 1839 voyage under Sir James Clark Ross to Antarctica. They were not chosen randomly; they were the strongest vessels of the era and were selected for the expedition because of their ability to handle the worst conditions.

Reinforced with iron plating to protect them from the pack ice and with cross-planked decks, they were also the first Royal Navy ships to be equipped with steam-powered engines and screw propellers, meaning they could travel at 7.5 km per hour. The steam also helped generate heating and provide fresh water for the crew.

Europeans had been looking for a gateway between the Western Atlantic and Eastern Pacific Oceans since the 1400s. The British Admiralty even offered a reward of £20,000 to anyone who discovered the passage.

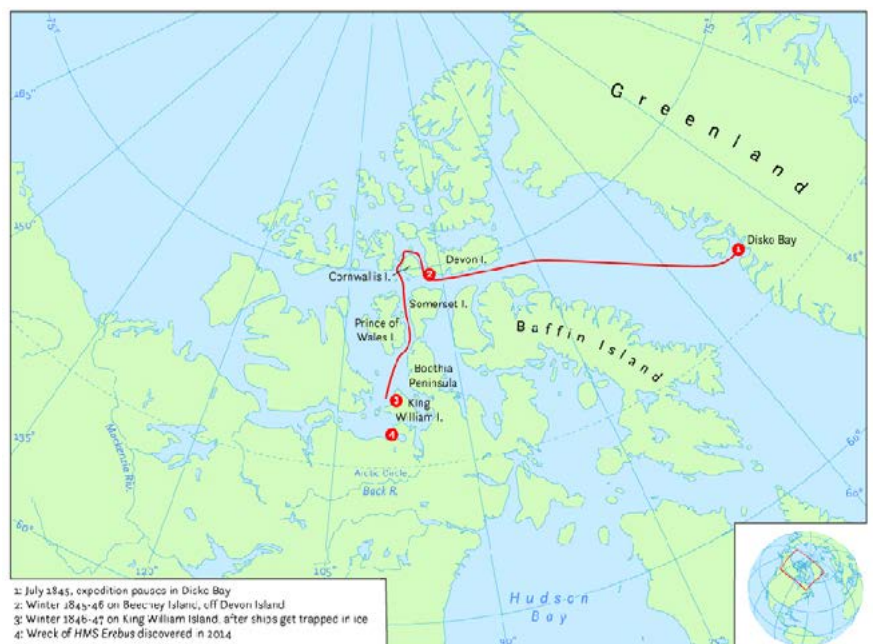
In 1845, the expedition aimed to confirm the existence of the Northwest Passage and map the Arctic coastline. Sir John Franklin was chosen to lead the expedition after the first choice, Sir James Ross, turned the trip down.

The last contact with the outside world came on July 26, 1845, when two whaling ships saw Franklin's expedition in northern Baffin Bay, and all appeared well and on track.

No news was initially not considered a problem, especially with all the ships' reserves, but after no contact in 1846, concerns began to form back home. However, it wasn't until November 1847 that John Ross got approval to mount a first rescue mission, and they set off in 1848 – three winters on from Franklin's crew's departure. Franklin's disappearance was a big news story at the time, and the Admiralty offered sizable rewards for anyone who could rescue him, find the ships, or discover the Northwest Passage.



ABOVE: Sir John Franklin.



ABOVE: The expedition's route.



Franklin's wife, Lady Jane, financed huge search efforts after 1850 when 15 ships headed to the Arctic on search missions.

The first signs of the expedition's failure were discovered on Beechey Island in 1850, where three graves and headstones were found next to 600 large empty food cans and marks on the ground from fire and sledges.

The Admiralty had no desire to continue the costly search for Franklin's men, but the expedition took on legendary status when the mystery surrounding the disappearance of an English hero sparked numerous theories about what had happened.

The fate of Franklin's men was finally confirmed in 1853 by a group of Inuit, who said that around 40 men had told them, using sign language, that their boats had been crushed. They claimed that later on, the remains of the same men were discovered. Reports of the remains suggest an almost apocalyptic scene with the men forced to resort to cannibalism to survive. These claims were ignored and refuted by Lady Franklin. However, 135 years later, in 1981, when the corpse of John Torrington was exhumed on Beechey Island, modern forensic techniques found signs consistent with cannibalism on the bones.

Remarkably, the remains of both *Erebus* and *Terror* have been discovered in the last decade. In 2014, the *Erebus* was found to the west of O'Reilly Island by the Victoria Strait Expedition, and in 2016 – when filming for a TV show about that fateful expedition was about to start – the *Terror* wreck was found near King William Island.

The well-preserved wreck may force historians to rewrite the theory that the *Terror* was crushed by ice. Adrian Schimnowski from the Arctic Research Foundation told *The Guardian*: "The wreck is in such good condition that glass panes are still in three or four tall windows in the stern cabin where the ship's commander, Captain Francis Crozier, slept and worked. This vessel looks like it was buttoned down tight for winter and sank. Everything was shut. Even the windows are still intact. If you could lift this boat out of the water and pump the water out, it would probably float."

The TV adaptation started out with the facts of the journey, but with artistic license, the story was given a twist. I will not go into detail, but it made good viewing! The TV series is called *THE TERROR*.

RIGHT: When filming of the TV series *The Terror*, was about to start, the wreck of the ship was found near King William Island.



SYDNEY COVE

A Fresh Perspective: Forgotten Heroes & the Environmental Impact

WORDS ROD ASHLIN | Lead Coxswain, Gold Sunday Crew, QF6

In 1797, the ill-fated journey of the vessel *Sydney Cove* captured the attention of seafaring enthusiasts and historians alike. While the story of its stranding off Australia's coast has been told before, a deeper exploration reveals forgotten heroes and the unintended environmental impact that followed.

Before 1797, East India Company ships bound from India to Port Jackson avoided the many uncharted reefs in Torres Strait and sailed down Australia's West Coast, across the Great Australian Bight to the tip of Van Diemen's Land and then North to Sydney.

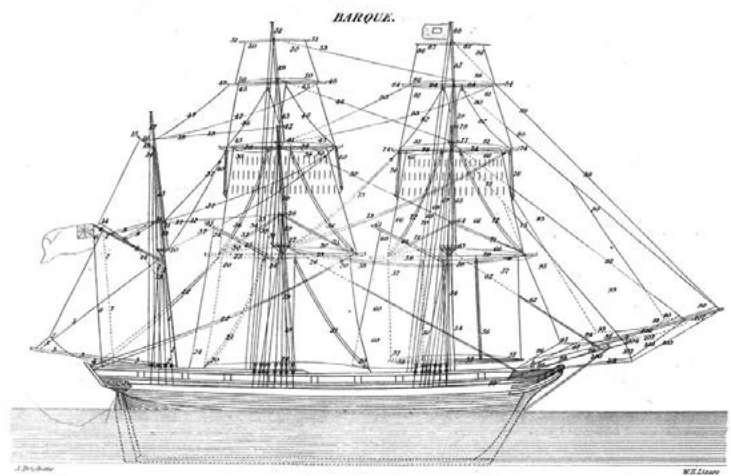
The *Sydney Cove* set sail from India to Port Jackson in late 1796 under the command of Captain Hamilton. It encountered a series of challenges, including developing a leak early on, but Captain Hamilton decided to press on, relying on the determination of his crew, which included a significant number of Lascars (seamen of Southeast Asian origin). The crew valiantly pumped water out of the ship, hoping to reach their destination.

The vessel faced its greatest test off the southwest coast of Van Diemen's Land, known for its treacherous waters. Battling a relentless gale and towering waves, the *Sydney Cove* strained under immense pressure, exacerbating the leaks. Undeterred, the crew persisted, their unwavering efforts turning the vessel into a floating battleground against the elements.

The *Sydney Cove* eventually reached the Furneaux Group with its decks awash with seawater. Captain Hamilton made the fateful decision to beach the ship on a small island between Clarke and Lady Barron Islands, now known as Preservation Island. This move marked the end of the *Sydney Cove*'s voyage and began a remarkable tale of survival and discovery.

Stranded on Preservation Island, the crew faced the daunting task of salvaging the cargo, including a significant amount of Bengal rum. With no vessels visiting the unexplored islands, a daring plan was devised. The mate, Hugh Thompson, Supercargo William Clark, the carpenter, two European seamen, and twelve Lascars set out in the longboat for Port Jackson. Their mission was to report the loss of *Sydney Cove* and seek assistance for the survivors.

However, fate had other plans. The party encountered further misfortune, and their damaged longboat washed ashore on the eastern end of the Ninety-mile Beach on the coast of New Holland (now Australia). Stranded without provisions or suitable resources, they faced an arduous journey on foot, traversing untamed lands where no white man had set foot before. Despite a lack of food,



ABOVE: A drawing of a ship similar to *Sydney Cove*.

proper attire, and adequate weapons, heroic determination pushed them onward. They conquered rivers and forests, and hostile encounters with natives tested their resolve. Tragically, as the days turned into weeks, one by one, the men succumbed to exhaustion and the harsh conditions.

Sixty-two days after *Sydney Cove's* beaching, William Clark, one sailor, and a Lascar emerged at Port Hacking on the coast, where they were finally rescued by a fishing boat. Despite Governor Hunter's efforts to locate the remaining castaways, the mate and the carpenter had already succumbed to their harrowing journey the day before. The fate of the others remained a mystery, with speculation that they might have fallen victim to hostile natives. Only two skeletons were discovered later, providing a grim reminder of their valiant struggle.

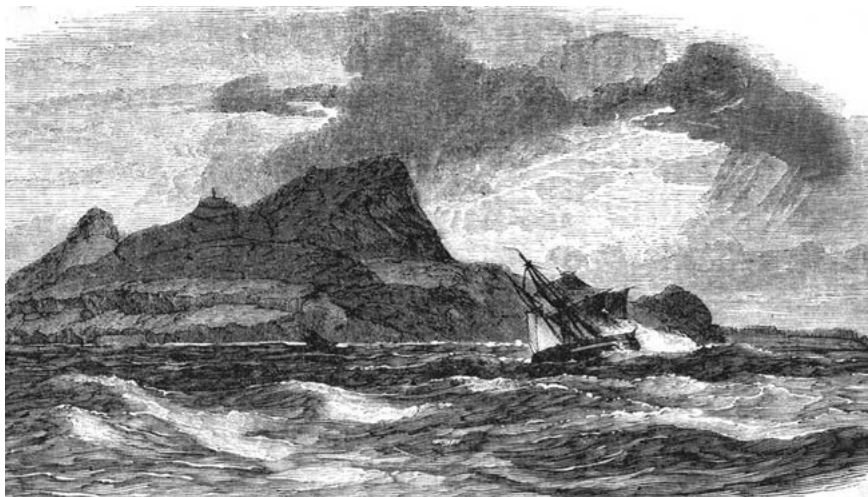
Amidst this tragic tale of survival, the *Sydney Cove's* ill-fated journey left an indelible mark on Australian history. One of the survivors, William Clark, unwittingly stumbled upon a significant resource – coal. His discovery prompted Governor Hunter to send George Bass to investigate, ultimately leading to the discovery of Bass Strait. This newfound passage impacted future maritime routes and set the stage for the exploitation of seals and sea elephants, which thrived in the area until their eventual extinction within a few decades.

Governor Hunter's determination to rescue the castaways on Preservation Island did not go unheeded. Although lacking suitable vessels, he had a small ship's boat prepared, aptly named the *Eliza*. The *Eliza* sailed to the wreck and rescued twelve survivors before setting course for Sydney. Sadly, the *Eliza* was never heard from again, and the vessel's fate remains a mystery.

Fortunately, another vessel, the *Francis*, arrived to pick up twenty-five additional castaways, safely transporting them to Sydney. Led by the capable Mathew Flinders, the *Francis* returned to rescue the remaining six Lascars, ensuring the survivors found solace and relief from their harrowing ordeal.

The story of the *Sydney Cove* not only recounts a tale of courage, resilience, and tragic loss but also unveils the unforeseen consequences of human exploration of the environment. The unintended discovery of Bass Strait, followed by the relentless pursuit of seals and sea elephants, forever altered the ecological balance in the region.

As we delve into the *Sydney Cove's* history and its remarkable cast of characters, we must remember the forgotten heroes who braved the unknown, leaving an enduring legacy that connects us to a pivotal moment in Australia's maritime history.



ABOVE: A drawing of the *Sydney Cove* beached on Preservation Island.



ABOVE: Location of Preservation Island in the Furneaux Group.

THINGS MADE OF WOOD

A Tribute to the people who made timber boats and those who decided to care for them so future generations may enjoy them.

WORDS PAUL HEATH | *Blue Sunday Crew, QF6*

Giddy seafarers and landlubbers! Spring is upon us, and the moon has got eerily close again, marking the change in season. I also notice the sun is incrementally rising further to the south, which is ominous for me as soon I will have to rub sunscreen on my head the night before because I have a south-facing bedroom window! There is another way I know spring is upon us. The Ospreys are house-cleaning their nest in the park downstream from the SSC Water Police vessel on the Mooloolah River.

My name is Paul Heath. I am an operational coxswain with QF6 Mooloolaba and have had the honour of driving *MV Mudjimba* for about 18 months, taking people from all walks of life on a gentle excursion on the Mooloolah River.

Mudjimba, or as she was known back in the day, *MV John McMaster*, is an 11.6m timber vessel that started life on the 28th of June 1963 as a cross-river ferry. She was built by H. Morris and Sons and was commissioned by the Brisbane City Council. Ferries have been essential to city life as bridges were initially rare. In 1963, a ferry glide to the other side of the Brisbane River cost 9 cents, and The Beatles had their first hit, *Love Me Do*, 12 months earlier.

This vessel was retired around 1990. Expo had happened, and the vessels which superseded her were enclosed. Some had steel hulls, but many seem to have been built of spotted gum with her moulds. Incidentally, those vessels have been sold at auction in recent months. I know of no other working 1960s ferries, but UQ has beautifully restored one. Her name is *MV Pamila Sue*, and she



ABOVE: *MV John McMaster* operating as a cross-river ferry on the Brisbane River.

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is on a hardstand there. *John McMaster* went to auction and was brought to Mooloolaba, had a refit to accommodate a head, and relocated the helm forwards which had to be elevated to get over the diesel tank.

Nowadays, *Mudjimba's* present custodians of this piece of Queensland heritage are committed to her and have dressed her up nicely. Gone are the BCC colours for a snappy white and blue theme, and she has a licenced bar onboard.

On a personal note, putting along at 5kts in an old timber boat wasn't something I aspired to, but not a day goes by where I don't feel a sense of nostalgia, responsibility and respect for those who came before me and, of course, the old girl herself.

I never rush a pontoon, so I don't jar her frame; I let her tell me what she needs. I steer the helm gently so as not to put too much pressure on the cogs and chain that lead back to a rudder stock assembly attached to 60-year-old timber. Those of you who have and care for old things know what I'm referring to.

As a carpenter, I'm fascinated by how timber boats are constructed. There are few straight components; many are bent, twisted or both. I came across a website, *Offcenterharbour.com*, which I have subscribed to. It is a community of boat builders and old-world trades that come together to build and maintain the most beautiful vessels, from row boats to the majestic sailboats of a time gone past. It's based in Brooklin Harbour, Maine and is well worth a look.

So, the next time you're out and about on the water or gazing seaward from the shore, looking at a working trawler or a pleasure boat with perfectly proportioned lines, take a moment to reflect on these vessels made from wood, the people that built them with such skill in what was a very different time and to those who continue the time honoured traditions that enable these historic vessels to continue on - gracefully.



ABOVE: *MV Mudjimba now operating as a canal cruise boat on the Mooloolah River.*

CRUISING ON MV MUDJIMBA

MV Mudjimba is operated by Mooloolaba Canal Cruise. Several cruising options are available, including a 1-hour cruise, which takes in Mooloolah Island, Minyama Island, Kawana Canals, pelican feeding, Mooloolah River mouth and return to the wharf. The 1-hour Sunset Cruise takes in Minyama Island, Steve' Irwin's Croc One, La Balsa Park and River Heads, Mooloolah River Boat Harbour and the local fishing fleet.

Dining cruises include the Seafood Lunch Cruise which includes a 1-hour cruise followed by lunch at a well-known seafood restaurant. The Cruise & Lunch includes a 1-hour cruise and lunch at The Dock Mooloolaba. Cruise and Crepes includes a 1-hour cruise and lunch or dinner at Flo's Creperie.

The *MV Mudjimba* is also available for private charters and regularly hosts special cruises, including the monthly Sip, Paint & Cruise, regular Stand-Up Comedy cruises and Christmas Lights cruises. *MV Mudjimba* has a licensed bar and all cruises depart from the wharf at 123 Parkyn Parade.

For more info, visit: <https://www.mooloolabacanalcruise.com/>

Diver Down

WORDS SENIOR CONSTABLE MURRAY LYONS | *Sunshine Coast Water Police*

In recent times, during offshore patrols along the Sunshine Coast, the water police have encountered a significant number of vessels with divers in the water. Among these encounters, one incident remains vivid in my memory as I was aboard a northbound boat departing from Caloundra Headland. Approximately 10 metres ahead of our vessel, a male freediver emerged on the water's surface, bathed in the captivating radiance of the setting sun's reflection. However, our concern was immediately sparked by the absence of a visible flag on his surface float, which posed an alarming safety hazard for both the diver and nearby vessels.

Regrettably, this is not an isolated incident. On numerous occasions, divers have been observed utilising a float but flying a Code A flag at a mere height of 30 cm. Given the challenging offshore conditions that often hamper visibility, such a diminutive flag proves exceedingly difficult to detect, thereby placing divers at considerable risk. Alternatively, some divers have neglected to employ a float line altogether, thereby further compromising their visibility to surface craft.

To safeguard the safety and well-being of divers, I strongly advise individuals with a responsible regard for self-preservation to adopt a series of precautionary measures. Foremost among these measures is the use of a float featuring a 1-metre-high Code A flag, meticulously counterweighted to maintain an upright position. This significant height amplifies its visibility from a distance, thus enhancing safety. Furthermore, it is imperative to prominently display a larger Code A flag on the vessel in strict accordance with the Collision Regulations. By doing so, not only are concerns of approaching skippers assuaged, but a clear warning is also conveyed, urging them to exercise vigilance and caution in the presence of individuals in the water.

It is crucial to underscore that irrespective of fault or liability, it is ultimately the diver who assumes the brunt of potential harm. Consequently, adopting proactive measures to enhance visibility assumes paramount importance. By augmenting one's visibility to surface craft, the likelihood of encountering hazardous situations such as boats, jet skis, or lures swiftly passing by one's proximity is significantly diminished.

It is worth noting that vessels are strictly prohibited from approaching within 30 metres of a vessel displaying the Code A (Dive Flag), thereby underscoring the vital significance of clear signalling and unwavering adherence to safety regulations.

To all divers and boaters, we strongly urge you to exercise the utmost caution when navigating within known dive areas. Each individual bears the responsibility of undertaking all necessary precautions to ensure an enjoyable and secure experience for all individuals present on the water. Let us collectively strive towards fostering an environment where both divers and boaters can relish the splendour of our captivating waters without compromising their safety.



I'M OUT BOATING

As mentioned elsewhere in this issue, one of the most important aspects of an enjoyable day on the water is ensuring you and your boat are properly prepared and can return home safely at the end of the day. One of the vital steps in boating safety is sharing your plans by logging on or leaving details of your trip with a trusted relative or friend.

These days, technology enables us to log boating trips from mobile phone apps, but not everyone utilises these DIY methods to log on and off. Many still prefer to log on with your local Marine Rescue group by VHF or phone. However, some boaties don't have VHF radios on their vessels or don't take a mobile phone with them. This could have catastrophic consequences if your boat breaks down or worse, an emergency or accident happens. The biggest impediment to your safe return is that unless you have told someone your trip details, no one knows where you're launching your boat, where you're going, who's going with you and what time you'll be back.

Maritime Safety Queensland have produced this helpful card for those boaties who don't have comms available on your boat. It's simple and easy to use, and contains helpful preparation tips.

Simply cut this form out, attach a colour photograph of your boat to the space provided (ensure the boat registration number is visible), fold the form along the dotted line and laminate it. You don't need to fill it in before you do this, and you can photocopy the card to make multiple copies.

When you go out boating, write your trip details on the card and leave it with a trusted relative or friend. If you don't return by your advised time, your relative or friend can raise the alarm by contacting your local Marine Rescue group or the Police and providing your trip details to help them locate you.

After you return from a trip, simply wipe the card clean, ready to use for your next trip. This may be an "old tech" method, but it could save your life. Remember, you're the skipper; you're responsible.

I'M OUT BOATING

Be a responsible skipper – Laminate this card after you attach the picture of your boat. Write each new trip's details and always tell a relative or friend about your boating plans by leaving this card with them.

My boat looks like

*Place a picture of your boat here
(to help police to identify your boat
if they need to do a search).*

Department of Transport and Main Roads

Maritime Safety Queensland

These are my trip details for (date): / / to / /

I am departing from: _____

I am departing at: am / pm (please circle)

I plan to go to: _____

I plan to take this course to get there: _____

Number of people on board (including me): _____

Weather conditions expected: _____

I plan to return no later than: am / pm (please circle)

If I fail to return by this time, please call (insert the number of your local rescue authority): _____

Have you remembered to...

- Check the marine weather report and tides from www.bom.gov.au/qld/warnings
- Download/print a boating map from [www.msq.qld.gov.au/Boating maps](http://www.msq.qld.gov.au/Boating%20maps)
- Check you have enough water, fuel and reserve fuel
- Check you have the right safety equipment on board and ready to use
- Check your boat is in good condition and the batteries are fully charged (including for your marine radio)
- Prepare an emergency plan in case of bad weather or a marine incident

Queensland Government



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

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

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

QF17 TIN CAN BAY

QF17 TIN CAN BAY

Base: Phone - 07 5486 4290 | 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

Operational Area: Tin Can Inlet & adjacent creeks; Great Sandy Strait north to S38; Offshore waters north to Indian Head, south to Double Island Point & 50nm to seaward

QF5 NOOSA

QF5 NOOSA

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

Email: fao.qf5@coastguard.com.au

Post: PO Box 274, Tewantin, QLD 4565

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

Hours of Operation: 0600 - 2000 daily

Radio Call Sign: VMR405 or Coast Guard Noosa

Radio Channels Monitored: VHF 16, 22, 80

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

QF6 MOOLOOLABA

QF6 MOOLOOLABA

Base: Phone - 07 5444 3222

Email: qf6@coastguard.com.au

Post: 65 Parkyn Parade, Mooloolaba, QLD 4557

Location: In the boat ramp carpark, 65 Parkyn Parade at 26° 41.1' S / 153° 07.6' E

Hours of Operation: 365 days 0600 - 2200 | 2200 - 0600 Night watch (CH 16)

Administration Hours: Monday, Wednesday, Friday 0800 - 1200

Radio Call Sign: VMR406 or Coast Guard Mooloolaba

Radio Channels Monitored: VHF 16, 20, 21, 22, 67, 73, 80, 81

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

QF4 CALOUNDRA

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

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

Diesel available
7DAYS

Paul Searell

Ph: 0427 002 908

E: paulsearell@bigpond.com

Kawana Waters Marina
16 Orana Street, Buddina 4575



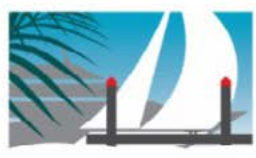
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