

SUMMER 2023-24

RESCUE

Mooloolaba



The Official Magazine of QF6 Coast Guard Mooloolaba



IN THIS ISSUE ...

QF6 News

Mooloolaba Tides

Assist Stories

Channel Cruise in Fastnet Storm

Chance of a Thunderstorm

Welcome to the Cruising Life

Trailer Maintenance

***** FINAL ISSUE *****

11 FANTASTIC YEARS / 44 ISSUES

AUTUMN 2013 TO SUMMER 2023

Cruising past the Sunshine Coast?

Drop into **Lawrie's Boat Services**,
one of the most convenient marine precincts in Australia

for all your
boating needs

Minutes from the heart
of the Sunshine Coast,
walking distance to hotels,
shopping and restaurants.



Bookings and Hard Stand Enquiries

Lawrie's Boat Services

07 5478 1350 or 0411 011 753



Ashby
**BOATBUILDERS
& CHANDLERY**

- Specialising in Multihulls
- Teak Decks & Timber Fitouts
- Antifouling
- Sandblasting
- Fibreglass Work
- Osmosis & Fibreglass Peeling
- General Marine Maintenance
- Bow Thrusters
- Custom Boat Repairs
- Catamaran Lift to 20 Tonne

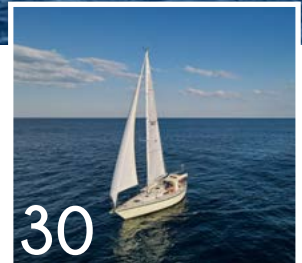
www.ashbyboatbuilders.com.au

Lawrie's Boat Services – 12 Orana St, Buddina **5444 8625**

Mobile: **0402 105 502**

IN THIS ISSUE

SUMMER 2023 - 24 | ISSUE 19



02 QF6 REPORTS

- Commander's Call
- DFC's Review
- Editor's Corner
- Operations Report
- Radio Room Report
- Chaplain's Chat

12 QF6 NEWS

- On-Call SAR Procedures
- Ray Mogg, ESM
- MRQ Update
- Unsung Hero - Boyd Moody
- Farewell *Rescue Magazine*

17 MOOLOOLABA TIDES

20 ASSIST STORIES

- Flashback Assist: The Problem With Holes in Boats
- Flashback Assist: Two SARs in One Morning
- SAR Tragedy

23 FEATURE STORIES

- English Channel Cruise in 1979 Fastnet Race
- Chance of a Thunderstorm
- Welcome to the Cruising Life
- Trailer Maintenance

34 MEMBERSHIP

35 MARINE ASSIST & BECOME A COAST GUARD VOLUNTEER

36 FLOTILLA CONTACTS



COMMANDER'S CALL

with **Lee Campbell** - *Commander*

I will take this opportunity to wish all Officers, members, Marine Assist Supporters, and the local boating community a Merry Christmas and remind you that QF6 is always there, if needed. The Flotilla at Mooloolaba is an operational station and is staffed 24/7 to listen out for that call.

Christmas Function

Our annual Christmas Dinner function will be held on 13 December. Our Flotilla Patron and other distinguished guests from the Water Police and Local and Federal Government representatives will attend. We look forward to an enjoyable evening. Thanks to our Deputy Flotilla Commander who has taken the task on in the absence of a Flotilla Christmas Coordinator.

Blue Cards

Many of our members should have applied for and received their Blue Card by now. This is a mandatory requirement for all members to transition to MRQ. There is no urgency. However, as we draw near to the possible transition date of 1 July 2024, it may pay to start the process now. If you need assistance, see the FAO or RSL for guidance.

Vessel & Radio Maintenance Teams

If not for the additional efforts that both maintenance teams put into maintaining the vessels and radio equipment, this flotilla would be in a worse state than the envious position that we now have. Thank you to all members of both teams.

Night Watch

On more than one occasion, QF6 have prevented loss of life because our Base Station Radio Operators take a Night Watch shift to listen out while everyone else sleeps. Without these



PUBLISHING INFORMATION

EDITOR: Peter Kirby
E: editor.qf6@coastguard.com.au

Rescue Mooloolaba is published quarterly by QF6 Coast Guard Mooloolaba.

For advertising enquiries, please contact the Editor.
Print copies are available from QF6 Mooloolaba. Please contact the flotilla.

Rescue Mooloolaba is available via download. Visit the QF6 page on the Coast Guard website at www.coastguard.com.au/news/.

Visit QF6 on Facebook:
<https://www.facebook.com/coastguardmooloolabaQF6>

Visit Coast Guard on the web:
www.coastguard.com.au

Disclaimer:

Whilst every care is taken by the Editor to minimise errors, no responsibility is accepted for the accuracy or otherwise of contributions made by AVCGA members, and the information, images, illustrations, promotions and advertisements contained herein. Opinions expressed in articles in this publication are those of the authors. All content in this publication is published with the consent and approval of the QF6 Flotilla Commander.

© QF6 Coast Guard Mooloolaba, 2023

dedicated members, the boating community and many other water users would not be as assured that anyone would hear their cry for help.

Memorial Wall

Our Memorial Wall, on which an engraved plaque is placed to remember loved ones, has filled up faster than predicted. We are now taking orders for the reverse side, overlooking the water. Members of QF6 have a space reserved for them and their spouses at no charge upon completion of 10 years of service. To reserve a position on the wall, please get in touch with Flotilla Chaplain Sue Clarke on 0411 194 393.

MRQ

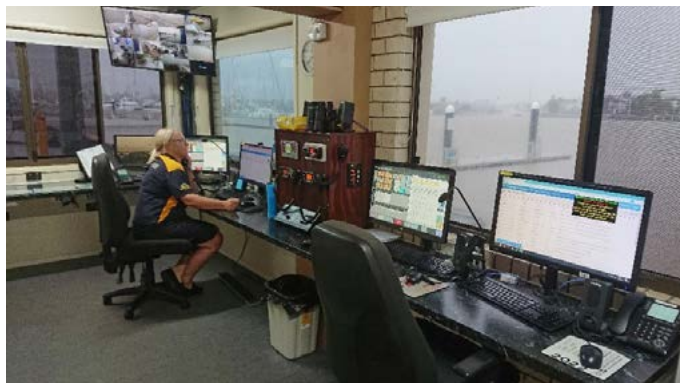
As the transition to MRQ approaches, QF6 is taking steps to improve the seamless process by ensuring all members have the required qualifications to ensure normal operations continue. We have now seen the work uniform we will wear after the transition. QF4 is trialling all new procedures and processes to iron out some problems we may encounter before and after the transition. However, there will always be oddities that won't fit this Flotilla/Unit and may need our personal touch.

MARINE RESCUE QUEENSLAND (MRQ) VISUAL IDENTITY

At its October meeting, the Marine Rescue Implementation Board approved MRQ's emblem and uniforms.

During the research and consultation phase, blue and yellow were the clear preferences for colours, which pays homage to the existing uniforms for both AVCGA and VMRAQ. We also heard strongly that blue represents the ocean and the marine environment, and yellow is very strongly associated with safety and the concept of rescue. We also heard the preference for a blue that is lighter than navy, which would better suit Queensland's climate, particularly for marine rescue volunteers in Far North and North Queensland where temperatures can reach very high levels.

From 'boot to belt', the operational uniform is the same as Water Police's uniform. The boat shoes, shorts, trousers, and belt are all tried, tested, and endorsed by Queensland Water Police, and QPS has given approval for MRQ volunteers to wear these uniform pieces. The MRQ operational shirt is also produced with the same moisture wicking material the Water Police operational polo shirts use.



TOP: Radio room operations.
CENTRE: The QF6 Memorial Wall.
ABOVE: Modelling the new MRQ uniforms.

Our colleagues in the Queensland Water Police have been using these uniform items and fabrics out on the water for a number of years now, so we have the comfort of knowing everything is tried, tested and endorsed by the QPS.

MRQ uniforms will have a yellow and white 'checkerboard' design element, signifying our role as an officially recognised emergency service. Our colleagues in the SES, Police and RFS have checkerboard elements in their uniforms.

Operational uniforms will be provided, free of charge, to marine rescue volunteers who join MRQ. The range includes dress and operational long and short sleeved polo shirts, operational trousers, slacks or shorts, boat shoes, belt, cap or broad-brimmed hat. The dress uniform is the QPS 'blue' uniform, with MRQ branding applied.



MRQ BRANDING

Anchored in history and reflective of its modernisation, the new Marine Rescue Queensland emblem has been designed to encapsulate the legacy, experience, history, and expertise of both the Volunteer Marine Rescue Association Queensland and the Australian Volunteer Coast Guard Association.

It stands as a symbolic representation of the unification of these two forces, now working as one into the future. The emblem has emerged from extensive stakeholder consultation, drawing upon the insights and opinions of our volunteer base to genuinely reflect our shared vision for the future.

The DNA of our emblem features the following core design elements:

- A colour palette reflecting the heritage and legacy of Volunteer Marine Rescue Association Queensland and Australian Volunteer Coast Guard Association.
- A 'shield', a universally accepted icon of protection reflecting the core purpose of our organisation and the men and women whose mission is to provide it.
- Waves symbolising Queensland's beautiful coastal waterways, kept safe by Marine Rescue Queensland.
- A fouled anchor, a centuries-old maritime design tradition that depicts our mission to render assistance at sea.
- The Maltese Cross and Crown are in keeping with Queensland Government convention.
- A semi-circular pattern in the lower half of the emblem represents a lifebuoy, which is a universally known maritime symbol of safety.
- Two ropes, another traditional maritime symbol, are used here to denote the coming together of the two volunteer organisations.



TOP: Operational uniforms.

CENTRE: Dress uniforms.

ABOVE: The new Marine Rescue Queensland emblem.



ABOVE & RIGHT: Mock-ups of MRQ branding on vehicles and rescue vessels.

- The typographical style has been selected for high legibility on large assets, such as vessels and buildings, and smaller applications, such as uniforms, stationery, and online uses.

Most importantly, the emblem has been designed not only to satisfy the needs of the existing base of volunteers today but also to appeal to the next wave, who will take Marine Rescue Queensland into the future. It proudly represents the legacy, experience, history, and expertise of the Volunteer Marine Rescue Association Queensland and the Australian Volunteer Coast Guard Association and is a symbolic representation of the unification of these two forces, now working as one into the future.

Please note: The above images are mock-ups only to demonstrate the visual identity on a vehicle or a vessel. Style guides for fleet will be developed as part of the next stage of the branding project.

Sunshine FM 104.9

Thanks to Sunshine FM 104.9 for their continuing support by providing a time slot for our Weekend Safety Message to the public. The Commander prerecords the report, which is aired at 1630 hours every Friday.





**SHELL
MOOLOOLABA
SELF SERVE
Brisbane Road
Mooloolaba**



**SUNCOAST
MARINE
ELECTRICAL**

07 5338 8600 0499 998 357
suncoastmarineelectrical.com



**The
Cheesecake
Shop**

OPEN 7 DAYS 9AM - 7PM

Baked on premises,
Freshness guaranteed
3/61 Aerodrome
Road
Maroochydore
Phone 5479 1577
&
722 Nicklin Way,
Currimundi
Phone 5493 4344



DFC'S REVIEW

with **Clive Surridge** - *Deputy Commander*

Welcome to the Summer edition of our *Rescue Magazine*. With the Summer now upon us, we are all looking forward to spending more time out on the water. As you will read in this edition, our maintenance crews have been busy with regular servicing of your vessels and checking all our safety equipment to ensure our vessels are ready at a moment's notice. On that theme, the Commander and I were invited to a monthly meeting of the Sunshine Coast Game Fishing Club" at Kawana, where the meeting theme was "Safety at Sea". There were presentations from members who had experienced a day that had not ended as planned! They reassessed their safety equipment and reviewed where it was located on their boats – not hidden behind other equipment – because their message was: When you need it, you need it quick!

We have again enjoyed your support in our fundraising efforts at Bunnings Kawana, which helps us continue to support our boating community. So, a "Big Thank You" from all of us at QF6.

We welcomed new members who joined our boat crews and radio room teams. We hope your time with us is rewarding and enjoyable. We are always welcoming new members, so if you or anyone you know would like to join us by volunteering, please get in touch.

I wish you all an enjoyable and safe summer of boating.

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 1st of Feb 2024.

All Boat Owners who have VHF Radios must have an operating license.

Unlicensed users can be prosecuted under the
Radio Communications Act.

FOR DETAILS AND COSTS TELEPHONE 5444 3222

LONG RANGE OPERATORS CERTIFICATE of PROFICIENCY COURSE



Coast Guard Mooloolaba, 65 Parkyn Parade,
conducts LROCP courses for Coast Guard Supporters and Members of the Public.

The next 1 day course is on the 21st of Jan 2024 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



EDITOR'S REVIEW

with **Peter Kirby** - Editor

All good things must, sadly, come to an end. With Marine Rescue Queensland (MRQ) set to be implemented soon, this issue marks the conclusion of our beloved Coast Guard Magazine. I'd like to express my heartfelt gratitude to all our members and the public who have dedicated their time to reading and sharing our articles. Your engagement has been a significant favour to us, and for that, I thank you all sincerely. With this change on the horizon, I hope that before long, we'll have a clearer idea of when we might return, although under a new banner - Marine Rescue Queensland. So keep a close eye on our social media page.

In my role as editor, I've received numerous inquiries about enhancing our presence on social media. I want to acknowledge and thank everyone for their fantastic suggestions. What you can expect to see in the near future are more frequent, short video reels and stories on our Facebook page. These will give you an insight into our work here as volunteers. Additionally, we're planning to introduce some of our skippers with brief profiles, sharing their stories and motivations for joining our ranks.

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

OPERATIONS REPORT

with **Glenn Pollard** - *Operations Officer*

This year marks the 25th anniversary of the ill-fated 1998 Sydney to Hobart Yacht Race, one of the largest search and rescue efforts on record. In the ensuing days, six sailors died, five yachts sank, more than 60 yachts retired, and 55 participants had to be rescued by helicopter.

As we head toward the festive season, always with a view to marine safety, it is a reminder that regardless of our experience at sea, the unpredictability of the open sea poses unique challenges. As we head out for the day's fishing or make our way along the coast, it is of comfort that Marine Search and Rescue (SAR) can come to our aid.

It is important to be aware of the events that often lead to activating a (SAR). Obvious safety considerations (e.g. wearing lifejackets) can be overlooked, which together with the unpredictable environment of the sea, result in tragedy. So many recent events would have been avoided had the basics of good seaman been practised.

SAR operations face challenges, including limited resources, vast search areas, and the harsh maritime environment. Additionally, time is critical because survival rates decrease significantly the longer individuals or vessels remain in distress. Balancing the urgency of response with the need for thorough search efforts is an ongoing challenge for SAR teams.

Effective marine SAR requires well-trained personnel with the knowledge and skills to handle diverse scenarios. Specialized training programs cover navigation, survival techniques, first aid, and using advanced SAR technology. Regular drills and exercises simulate real-life scenarios, ensuring that SAR teams can respond swiftly and efficiently when called upon.

Beyond the technical and logistical aspects, marine SAR is fundamentally a humanitarian mission. Rescuing individuals at sea often involves confronting perilous conditions, showcasing the bravery and dedication of SAR personnel. The sense of duty to save lives motivates these individuals to face challenging situations, whether battling stormy seas or navigating treacherous waters.

At Coast Guard, radio operators log vessels on and off and constantly monitor marine radio. Boat crews continually train in all areas of marine search and rescue and are always ready to respond.

QF6 Operational Summary **September 2023**

Received 9 calls for assistance, 4 Community tasks and provided 5 Ashes Scattering services, 1 SAR; assisted 18 people and recovered \$3,831,000 of vessel assets.

- Assist a Jet ski unable to start engine from 3.3nm SE of Pt Cartwright to La Balsa.



- MSQ activation to remove a vessel from pontoons and tow to enforcement buoy.
- Police activated SAR for 2 persons on a surfboard in trouble off Mudjimba Beach. A search was conducted, but persons not found. Police called off the search.
- Called to assist 14.4m vessel aground in the Duck Pond. Re-floated themselves; no assistance required.
- Assist 17.7 m sailing cat with both engine failures from 5nm NE of Pt Cartwright to marina berth.
- Crew transfer from trawler to trawler dock.
- Raft to 12m yacht aground near pilings and take to deep water.
- Assist 7.5m vessel from C3 Marina berth to Coast Guard ramp.
- Emergency crew transfer from a trawler to the Coast Guard dock
- A vessel reported entangled with *Reflections*. When checked, vessels were found separated by 15m, and the owner was advised.
- Assisted cruiser from emergency berth to Lawrie's Marina.

October 2023

Received 13 calls for assistance, provided 6 Ashes Scattering services, assisted 14 people and recovered \$375,000 of vessel assets.

- Assist 5.3m run about just off Alexandra Headland taken back to La Balsa.
- Called by members of the public to attend to a drifting 8m vessel. VTS was contacted to locate the owner.
- Requested by MSQ to attend drifting vessel to try to identify.
- Requested by MSQ to attend drifting 8m vessel, take under tow and locate to Public Pontoon. The owner later contacted CG and relocated.
- 12.8m vessel taking on water. *Rotary III* responded, pumped out vessel, and assisted in arresting leaks.
- Drifting 10m vessel in the Duck Pond. Vessel repositioned and reanchored.
- Drifting 9m vessel in Duck Pond. Vessel repositioned and reanchored near CG.
- Assist a 12m Steel yacht to Lawrie's boatyard.
- Assist 5.6m tinny 1.6nm NE of Pt Cartwright to CG ramp.
- Drifting 10m vessel in the channel near the Duck Pond. Instructed by Police to place on public pontoon. No anchor.
- Tow a 5.5m vessel 800m N of river entrance to La Balsa ramp.

November 2023

Received 5 calls for assistance, 2 Community tasks, 5 SARS, assisted 13 people and recovered \$532,000 of vessel assets.

- Joint exercise with Life Flight & Water Police filming a promo video.
- Towed a Jet ski with engine problems from 2nm E of Pt Cartwright to CG ramp.
- Assist a drifting vessel in the river. Unable to start engine. Towed to La Balsa ramp.
- White Saturday - Ocean Paddlers Support.
- Aircraft ditched into the sea 26Nm east of Pt Cartwright. SAR crew stood down. The pilot and passenger were rescued by helicopter.
- Assist 12m sailing catamaran with lost steering from 1Nm ne of harbour entrance back to home pontoon.
- Jet ski breakdown rope sucked into the jet unit. Assist with a tow from Maroochy River Northern bank to Picnic Point boat ramp.
- Water Police SAR Activation, Inner and outer Gneering shoals for missing fisherman and vessel.
- Water Police SAR Activation, searching south to Moreton Island from Blinker for a missing fisherman.



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

It is amazing how quickly this year has gone by. As I write this, we are approaching Christmas and the hectic time to be out and about on the roads and in shopping centres. The waterways are no exception, and we need to be just that little bit more alert to ensure the safety of ourselves and our loved ones. Recent events on the water have shown us how a single mistake can have tragic results, so this holiday season I urge everyone to check your vessels before heading out and look over/update your safety gear. A quick Google search for "Safety equipment for boats in Queensland" will list the gear MSQ advises is essential for your conditions.

A big part of staying safe is communication. Locally, our team of radio operators at QF6 Mooloolaba have done a fantastic job of staffing the radio room 24/7 throughout the year and delivering on our AVCGA motto of "Safety by All Means". Our team is always ready and willing to record vessel trip details, monitor any nominated return home times and instigate necessary emergency responses. By "logging on" and updating any changes to your itinerary or return home time during the trip, boaters can help our SAR response and/or reduce unnecessary effort.

From a maintenance perspective, our technical team has chipped away in the background, slowly resolving the never-ending series of issues to keep us online. We are finally seeing some positive results. We aim to have another high-end CCTV camera at our radio room's disposal shortly to provide a second view of the harbour entrance and the Maroochy River Bar.

On that front, did you know that MSQ has cameras fixed to the two towers at the end of each Mooloolaba Breakwater, looking down into the channel? These cameras monitor the wave conditions and dredging activity at the channel entrance, with a new photo taken and uploaded every 15 minutes. The internet address is <https://www.monitoring.page/msq/>. As always, you can call the radio room (CHs 16, 67, 73 or phone 07 5444 3222) and ask for the latest weather, Notice To Mariners information, and updates on the Mooloolah River Bar.

Next year will see significant changes to the services provided to the Queensland boating public as Marine Rescue Queensland takes shape. We have quite a few new members joining us at the moment for boat crew and radio operations, so if you're thinking of getting involved, now is a great time to sign up and be part of the new service as it takes shape.

We are always looking for new radio operators to assist us. All 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.

From myself and all the QF6 Mooloolaba Radio Operators, we wish you a Merry Christmas and safe boating this festive season...now, where are those Hot Cross Buns?

CHAPLAIN'S CHAT

with **Julie Boland** - *Chaplain, QF6*



Summer is here, and I love the warm evenings and sunny days. However, sometimes I do appreciate the air conditioner and a refreshing dip in the ocean.

Christmas means seafood, salad and especially fruit mince pies. I try not to overspend and place the emphasis on quality time with those who are important to me. As well as remembering the reason we have Christmas.

Christmas celebrates a baby's birth that granted us freedom, connected to Easter's solemn but hopeful story. As it is written in Luke 2:11, "For unto you is born this day in the city of David a Saviour, who is Christ the Lord."

Enjoy the season, whether it's boating or dreaming of the sea. Wishing you a joyful summer and a Merry Christmas, and we're here to keep you safe at sea, cherishing our freedom to be ourselves with our beliefs and values.

Best Wishes to all from us at Coast Guard Mooloolaba.



Boat & PWC Licence Training

Government Certified Courses

Clive Surridge 0457 777 914

www.boating4life.com.au



NEW BOAT LICENCE COURSES IN MOOLOOLABA

Small group classes for theory and practical training
One to one tuition available

How confident are you on the water after completing your boat licence training?

We also offer open water skills tuition
to help you gain experience and confidence

30 years marine rescue, boating and teaching experience

QF6 NEWS



SUNSHINE COAST QPS ON-CALL SAR PROCEDURAL CHANGES

Just a short note to let everyone in our Coast Guard know that we have made some changes to the On-Call SAR procedures for the Sunshine Coast. You may find that one of our six trained Search and Rescue Coordinators from within the district may be running a marine search and rescue operation. We have Snr Const Dave Hoffmann, Snr Const Scott Suffolk, Snr Const James Combe, Snr Const Ben Markey, Snr Const Maree Wood, and Snr Const Chris Hanlon now taking turns, two weeks on-call as the On-Call Coordinator for Search and Rescue in the Sunshine Coast District. This means that if no Water Police or other trained Coordinators are working, then the On-Call Coordinator will assume coordination and run the operation. Essentially, a trained and qualified SAR coordinator will still be coordinating all our SAR operations.

This means that all manner of incidents, from overdue boats to EPIRB and Mayday incidents, will be directed to our On-Call Coordinators, who will then contact Marine SAR assets for a response. Please be aware that these On-Call staff may have to come into work to access charts, etc., just as Water Police did in the past. They may be fielding multiple calls while driving into a station to access police computers, charts, and equipment. In any substantial incident, every effort will be made to have a second coordinator in place as soon as practicable, as is policy within our SAR system. Remember, as with all emergency incidents, we are all trying to gather as much clear and concise information as quickly as possible to ensure an appropriate response.

As part of these changes, I have taken over the role of Regional SAR Coordinator for the Sunshine Coast SAR Region, succeeding Kyle, who has fulfilled this role for the past 28 years.

Wishing everyone a safe and enjoyable Christmas.

Murray Lyons, QPS Regional SAR Coordinator, Sunshine Coast Region



EMERGENCY SERVICES MEDAL

Raymond Mogg joined the Australian Volunteer Coast Guard Association (AVCGA) Queensland Flotilla 6 (QF6) Mooloolaba on the 29th of November 1991. Ray soon qualified as a Competent Crewman, progressing to Inshore Skipper in 2004, TDM07 Coxswain in 2009 and Leading Coxswain in 2010. Ray demonstrated his seamanship skills to such a high level that he was appointed as the Lead Skipper of his boat crew. During his years on boat crew, Ray performed 268 assists of vessels in distress and logged 1,182 hours of Sea Time. He retired from boat crew duties in 2017.

Ray also applied himself to becoming a Base Station Radio Operator (BSRO), completing the course in May 2004 and commencing duties on one of the 24/7 shifts. He performed this duty until September 2022, when he retired from BSRO duties after amassing over 5,000 hours of radio operations. Ray was so efficient in his duties that he was appointed as the Flotilla's Radio Section Leader for many years. He was also an Invigilator from 2011 for the HF and VHF Radio Operator's Certificate of Proficiency Courses, training hundreds of members of the public and QF6 members.

Ray was also keenly interested in training and assessment of new boat crew and radio operators. He completed the Train Small Groups course in 2001 and the Certificate IV in Training and Assessment in 2013. Ray's outstanding dedication to boat crew and radio operator training has ensured that QF6 members and members of the public were equipped to perform their roles to the highest level.

During his over 30 years of service to Coast Guard Mooloolaba, Ray has received many Awards, including the National Medal and Clasp, an AVCGA 30 Years Long Service Award, an Association Meritorious Service Operations Award, an Association Operational Service Award for over 100 Activations and an Operational Service Award for over 1,000 hours of radio operations.

Ray's outstanding Marine Rescue service in many areas over 30 years makes him eminently suitable to be awarded the Emergency Services Medal.

Ian Hunt



TOP: QF6 member Ray Mogg wearing his Emergency Services Medal.

ABOVE: Queensland Governor, Dr Jeanette Young presents the Emergency Services Medal to Ray Mogg.

Target your customers on the only dedicated Radio Station on the Sunshine Coast for the over 45's...



***Reach 55,000 plus listeners right here on the Sunshine Coast, at an affordable rate!
Tune in and listen for yourself...
Call 5450 1049 today
or Email: office@sunshinefm.com.au**

Sunshine FM, 65 Burnett Street, Buderim, Qld. 4556 (Adjacent to Buderim Marketplace)
www.sunshinefm.com.au

* McNair Ingenuity Survey 2012

MARINE RESCUE QUEENSLAND UPDATE

As you all should be aware by now, the Queensland Government is forming one Marine Rescue organisation in Queensland, which will be called Marine Rescue Queensland (MRQ). This will mean that Coast Guard Flotillas and VMR Squadrons will transition into MRQ. The Government has set a date of 1 July 2024 for the formation of MRQ, with Legislation being drafted and many Project Groups in the Marine Rescue Implementation Program (MRIP), formed under the Queensland Police Service (QPS), working hard to meet this schedule. The proposed transition schedule should be released soon, with the actual transition details being negotiated by MRIP with Coast Guard and VMR.

Some quick points about MRQ are:

- MRQ comes under the QPS but will have no QPS officers in charge.
- There will be 5 regions – South Coast, North Coast, Central, North and Far North.
- Our North Coast region will include our 5 Coast Guard Flotillas, VMR Hervey Bay and Bundaberg.
- Vessels and equipment will be funded by the Government.
- Building maintenance will be a Government responsibility.
- The Government will fund fuel, insurance, electricity, water, etc.
- Uniforms will be provided.
- All training will be provided free of charge.
- The Government has stated that all assets and funds will stay local.

The following information is from the Marine Rescue Queensland website, where more information can be found if you would like to learn more.

MARINE RESCUE QUEENSLAND

Start date: November 2022

End date: June 2024

ABOUT THE PROJECT

What we are doing?

The Queensland Government is undertaking a reform program to address the function and structure, culture, efficiency, funding and sustainability of our disaster and emergency services.

The reforms will see an uplift of almost 500 full-time emergency services personnel, while dedicated budgets will boost resourcing across Queensland, ensuring we can continue to support Queenslanders when they need it most.

Why we are doing it?

In July 2021, the Queensland Government commissioned an independent review of Queensland Fire and Emergency Services (QFES) and its associated volunteer services. The goal of the review was to ensure the long-term sustainability of emergency services delivery for Queenslanders. This included assessing the existing scope, functions and suitability of the QFES structure and its funding arrangements.

Multiple recommendations made by the review have been accepted in principle by the Government and address function and structure, culture, efficiency, funding and sustainability.

With Queensland experiencing more natural disasters than any other state in the country, the Disaster Management Arrangements in our state have become extremely robust through activation, exercise and lessons management.

However, we must be responsive to ensure you, as our state's emergency service providers, are equipped with the resources and organisational structures you need to keep Queenslanders safe in times of disaster, now and in the future.



We are all MRQ

What is changing, and who is impacted?

In 2020, the Queensland Government announced its commitment to establishing a single, integrated and legislated state-wide marine rescue service to be known as Marine Rescue Queensland.

Marine Rescue Queensland (MRQ) will be a single entity dedicated to protecting Queenslanders in our oceans and waterways.

The Queensland Government committed an initial \$35.38 million investment for replacement vessels and transition support to establish the single integrated marine rescue service in 2020. Further investment of \$8 million was announced in 2022, with \$5 million for vessel replacement and \$3 million for service capability.

Marine rescue services in Queensland are currently delivered by two volunteer organisations: The Australian Volunteer Coast Guard Association and Volunteer Marine Rescue Association Queensland. Through these two organisations, 3,000 Queensland volunteers currently undertake approximately 4,000 activations operating across 47 units throughout the state each year.

Sitting within the Queensland Police Service (QPS) and building on the great relationship with Water Police, MRQ will receive approximately \$27 million for frontline support, resources, vessels and equipment and will have its own separate identity, procedures and uniforms.

The new MRQ brings together the extraordinary wealth of expertise and diverse geographic knowledge of our existing marine rescue volunteers alongside the Queensland government's commitment and investment.

What is not changing?

Until Marine Rescue Queensland is fully operational, marine rescue services will continue to be delivered by the passionate and dedicated volunteers from Volunteer Marine Rescue and Coast Guard. People enjoying our coastlines and waterways will still be protected by the tirelessly dedicated marine rescue volunteers, as they always have been. When it is happening?

Work is underway. The Marine Rescue Implementation Program (MRIP) has been stood up and is working closely with volunteer organisations and the Water Police.

The Reform Implementation Taskforce will continue to work with the MRIP team to establish MRQ, which will occur by 30 June 2024.

We are mindful of the upcoming disaster season and have committed to no degradation of services for the community while this work is underway.

Ian Hunt, Deputy Squadron Commodore, Sunshine Coast Squadron



**1 hour Mooloolaba tour
on land & water**
Departing from SEALIFE, Parkyn
Parade

07 5539 0222
www.aquaduck.com.au

AQUADUCK
SUNSHINE COAST

UNSUNG HERO – BOYD MOODY

When I look around at the volunteers at Coast Guard Mooloolaba, I'm aware of the hugely diverse talents of our members. If you were to ask who can help with a specific task, chances are there is someone with the appropriate skills and knowledge.

Today, we're sharing the abilities of Boyd Moody, who reminds me of the "Duracell Bunny"; he always seems to have lots of energy to get the task done in a very timely manner. Boyd is our Radio Section Leader, ultimately responsible for the smooth running of the Radio Room, which is usually the first port of call for members of the boating community in this area. With over 1,500 hours in the radio room, on watch, he also helps train members of the public and QF6 volunteers to attain their LROCP. Boyd has extensive IT and radio maintenance knowledge, which is invaluable to the smooth running of the flotilla. He has joined the Gold Saturday boat crew, where he has attained his GPH.



Boyd Moody's journey reads like an odyssey through the skies and seas, with each chapter woven intricately into the fabric of his life. Born in Brisbane, his heart took flight with his first trip on a BOAC VC-10 aircraft, igniting a passion for aviation that would define his destiny.

From soaring through the ranks of the Queensland Air Training Corps as a young teen to obtaining a pilot's licence before a driver's licence, Boyd's trajectory was set. His tenure as a Flight Service Officer in Sydney intertwined fate with love as he met Meredith while both worked their second jobs. Their union marked a new chapter as Boyd was transferred to the Brisbane Flight Service Centre, marking the beginning of a harmonious partnership both in life and career.

Beyond the confines of his professional world, Boyd's spirit soared through endeavours in surf lifesaving and dedicated service in the Australian Air Force Cadets. His appetite for challenges expanded as he delved into maritime communications, lending his expertise to Coast Radio Adelaide services.

While the anticipated deployment to Davis Station faced an unforeseen blizzard of setbacks, the silver lining emerged in the form of an opportunity aboard the majestic *RSV Nuyina*. There, amid the salty spray of the seas, Boyd navigated communications and immersed himself in the maritime world, reminiscent of his mother's legendary tales aboard iconic vessels with the Merchant Navy.

Yet, the pinnacle of Boyd's recent narrative emerged during a medical evacuation mission from Casey Station. As an integral part of a small team of specialists, Boyd participated in a flawless operation to retrieve a winter expeditioner requiring specialist medical treatment from Antarctica 6 weeks earlier than any previous journey south.

Outside the cockpit and beyond the radio waves, Boyd embraced the shores of community service through QF6 Mooloolaba. Amidst the boundless skies and the ripples of family life, he harmonised the role of fatherhood with three adult daughters, who at this stage are not following their father above the clouds or out on the ocean waves, and a devoted pack of canine companions belonging to various members of the family, including Oscar, Willow, Dash, Tommy, and Hendrix.

Boyd's saga is a testament to the resilience of the human spirit, soaring above the clouds, navigating uncharted waters, and embracing the symphony of life's adventures with unwavering courage and unyielding determination. He is currently preparing to depart again for the icy south, so if all goes to plan, he will have a White Christmas of a different kind.

Julie Boland

FAREWELL RESCUE MAGAZINE

Back in the early 2010's, the five flotillas of the Sunshine Coast Squadron - QF4 Caloundra, QF6 Mooloolaba, QF5 Noosa, QF17 Tin Can Bay and QF21 Sandy Strait - all produced some sort of magazine or newsletter that was circulated to the flotilla volunteers and supporters.

I joined QF17 in May 2010, ostensibly to take on the role of editor of the flotilla's newsletter. It needed a "facelift", so I gave it one. The visual appeal of the QF17 magazine soon caught the attention of the Sunshine Coast Squadron Board, and in mid-2012, I was approached by the then Squadron Commodore to produce a similar publication for the Squadron. All 5 flotillas would provide material and I, as "Editor-in-Chief" would publish it for the SSC. How hard could it be? I agreed to take on the job of Squadron Magazine Editor.

Previously, the flotillas had done their own thing. Getting them to sing from the same hymn sheet proved to be a mammoth task. In hindsight, I bit off more than I could chew, but agreement was eventually reached on a cover design, frequency of publication (quarterly in Autumn, Winter, Spring and Summer) and the previous flotilla editors would continue to coordinate their contributions.

The first issue of Rescue Magazine was published in Autumn 2013, with input from 3 of the 5 flotillas. The magazine was well-received across the Sunshine Coast region and within Coast Guard. By the Winter 2013 issue, all 5 flotillas were onboard and a quarterly magazine was produced on time every quarter until the Winter of 2019

After the Autumn issue, the keel feel off (for want of a better expression). Three of the flotillas no longer had editors willing to put in the hard yards gathering content for their magazines. Right from the start, flotilla editors had difficulty sourcing content. They hassled and cajoled their members to put pen to paper and viewfinders to eyes to capture and document their flotilla's activities for magazine news items and stories, but it was always a struggle. People lead busy lives in and out of Coast Guard. Flotilla editors came and went, but the decision was made to cease publishing the Squadron magazine. In all, 25 issues were produced. I thought that was the end ... but it wasn't.

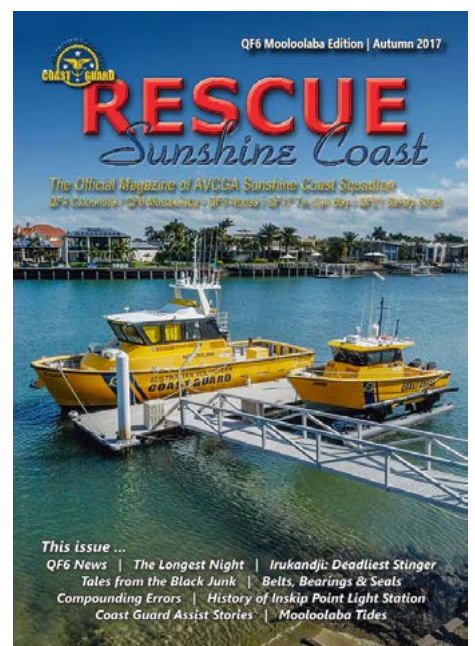
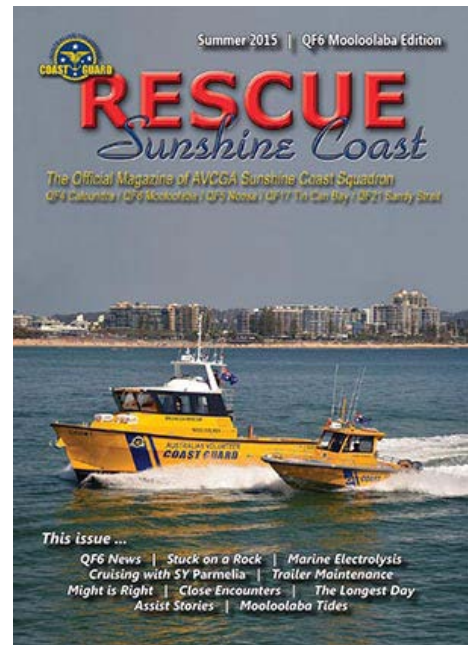
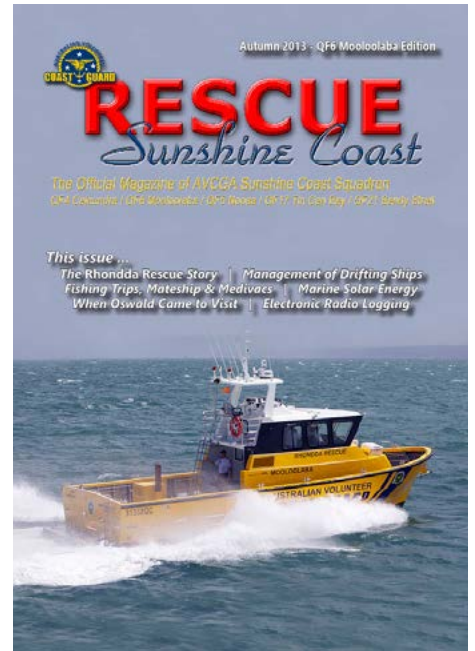
After the Autumn 2019 issue, QF6 and QF21 wanted to continue producing a flotilla magazine. We discussed how to

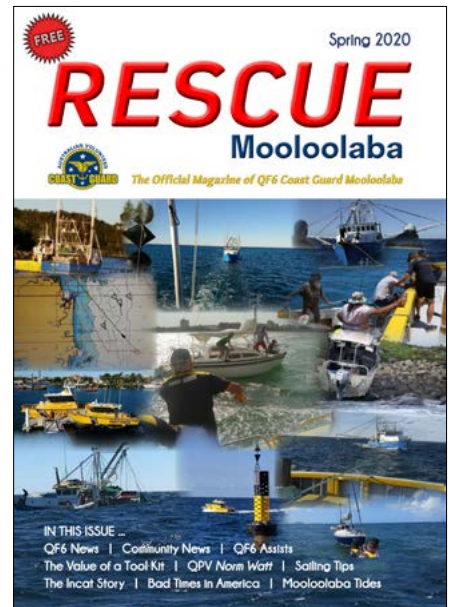
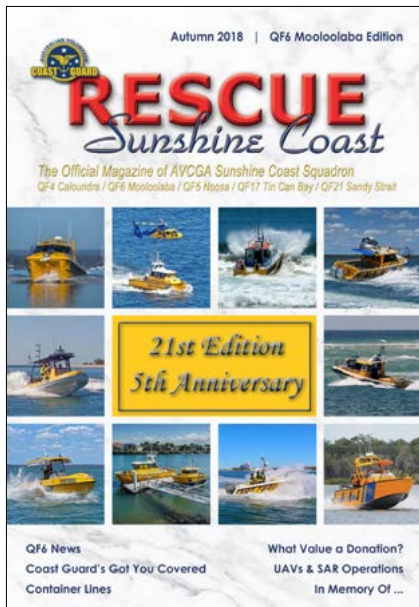
The changing face of Rescue Magazine.

TOP RIGHT: *The first issue cover, Autumn 2013.*

CENTRE RIGHT: *The QF6 cover from Spring 2013 to Winter 2016.*

RIGHT: *The QF6 cover from Spring 2016 to Spring 2017.*





ABOVE: The special 5th Anniversary / 21st issue cover.

ABOVE CENTRE: Known as the “blue cover”, QF6 used this iconic shot alternatively with the montage cover from Summer 2017-18 to Winter 2023.

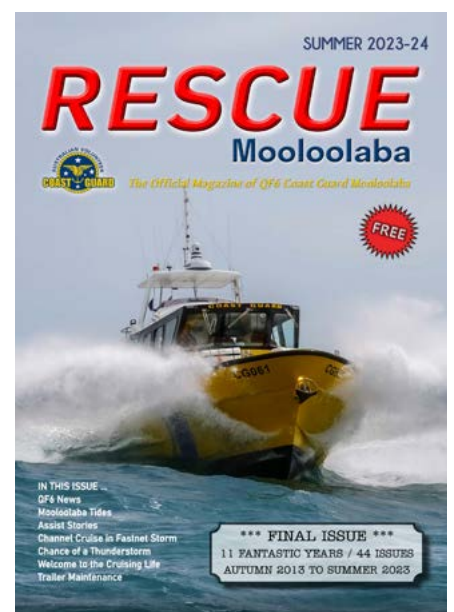
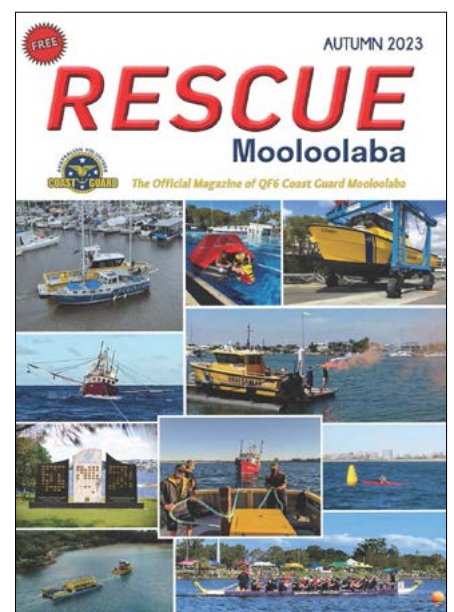
ABOVE RIGHT: QF6 used the first montage cover from Spring 2018 to Spring 2021. It was used alternately with the “blue cover”.

achieve this, and decided to use the same *Rescue* magazine style, though with a few design “tweaks”. The “first” QF6 and QF21 editions were published in Winter 2019. 19 issues (including this one) followed. In total, 44 issues were published since its inception, but changing circumstances have brought the magazine to an end.

Commencing in July 2024, Queensland Coast Guard flotillas will gradually begin transitioning to Marine Rescue Queensland, the Queensland Government’s fully-funded marine rescue organisation. Part of this integration means that the “face” of marine rescue will undergo significant - and many would say, welcome - change. Let’s face it: volunteer marine rescue groups have been basically living champagne lifestyles on beer budgets, fundraising to purchase million-dollar rescue vessels and meet spiralling costs by selling \$1 sausages and raffle tickets. Change was inevitable and necessary. The new MRQ organisation will have its own media and PR resources to promote a new visual brand. Put simply, *Rescue Magazine*, as an AVCGA publication, cannot continue. Hence the decision to end publication with this Summer 2023-24 issue.

Thanks to all who have contributed during the last 11½ years, especially the flotilla editors. We’ve produced a quality publication that will stand as a historical record of flotilla activities and operations during that time. Now, it’s on to a new chapter which I have decided not to be part of. It was “fun” while it lasted, but all good things must come to an end ... and this time, it really is The End.

Julie Hartwig, Rescue Magazine Editor & Publisher



ABOVE CENTRE: This montage cover appeared from Autumn 2022 to Spring 2023. **ABOVE:** The last issue.



FLASHBACK ASSIST: THE PROBLEM WITH HOLES IN BOATS

In February, we were advised of a Mayday call from a sailing catamaran north of Noosa that was rapidly taking on water. Initially, the Water Police activated QF5 Noosa to respond, and they took a bilge pump to the vessel.

Once on-scene, QF5 realised they could not cross the Noosa Bar with the vessel and requested QF6 to meet them as they headed south and then tow the catamaran to Mooloolaba for repairs.

A QF6 crew was activated with Commander Bill Asher in charge, and they headed north at best speed to rendezvous with QF5's vessel and the catamaran. Mooloolaba Rotary Rescue had another engine-driven bilge pump on board. They met the vessels late at night and towed the catamaran safely back to Mooloolaba early the following day. It was a great effort by both QF5 and QF6 crews, which saved the catamaran and its two-person crew.

It was nice to recently receive the following message of appreciation from the catamaran's crew, including a photo of the hole that caused all of their problems.

We would like to convey our heartfelt thanks to the crews from Noosa and Mooloolaba Coastguards who came to assist our sailing catamaran one month ago after it struck a submerged object south of Double Island Point and took on water at a great rate.

Firstly, Noosa Coastguard crew responded and supplied a life/land line and a hefty pump to aid us in removing over 1.1 metres of water that had entered our port sponson. Their rescue vessel then shadowed our vessel for over 3 hours until Rotary Rescue from Mooloolaba Coastguard arrived.

The Mooloolaba crew then took us under tow for 25NM into 20-25kts south easterlies. This took nearly 4 hours, and we arrived in the early hours of a Saturday morning. It was a very long night for everyone – our initial call was made at 5pm, and we safely moored at 2.30am – in moderate and deteriorating conditions.

Thanks to everyone in your teams, from the radio operators to the crews who came to our aid that fateful afternoon/evening. We never expected that we would need the assistance of the rescue groups, having 2 hulls, 2 motors and sails on our maiden voyage to deliver the boat from Brisbane to Cairns. Needless to say, we have now joined our local Coastguard. We had planned to join once we had the boat in Cairns, as part of my job at home is taking the distress calls for Coastguard's after-hours night watch.

Once again, it is nice to be on the other side of that night, and we did try to thank you all in person – only to learn that the crews rotated off shift for the weeks following the incident.

Great job. Take care all and God Bless the volunteers.

Wanda (February 2019)



ABOVE: The problem hole.

FLASHBACK ASSIST: TWO SARS IN ONE MORNING

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

At about 0800, we received a call from a member of the public that a yacht had run aground on the beach just north of the Mooloolaba Surf Club. Nobody was aboard, but further calls received indicated that someone was seen at the front of the yacht trying to get a sail down when the yacht was northeast of Mooloolaba.

A SAR was initiated, which involved our vessel *Rotary III*, with two QPS Officers onboard (after fitting life jackets and a vessel induction), *Caloundra Rescue*, the Mooloolaba Water Police RIB and Surf Lifesaving assets.

A Surf Lifesaving jetski found the yacht's skipper, but unfortunately, he did not survive the ordeal. The yacht was retrieved from the beach and is in the custody of the Water Police. Media interviews were conducted at QF6 by several TV channels to get the latest information. Once it was confirmed that the skipper was alone on the yacht our vessels were stood down.

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

17 January 2021



TOP: Lee Campbell assists a QPS officer to fit a life jacket prior to commencing the search for the missing yachtsman.

ABOVE: The missing sailor's yacht aground on Mooloolaba Beach.

Your local solar & battery specialists

Keystones
Energy Solutions

We're Eumundi based and care about quality
We work with you to build a quality system
specific to your energy needs

Residential & Commercial Solar Systems
6.6kW Solar & 10kW Battery from \$12,500
Battery Ready Solar Systems
Off-Grid Energy Solutions
Commercial Electrical & Maintenance

CALL US: 3726 6222

www.keystonesenergy.com.au
Sunshine Coast | Hinterland | Wide Bay

No Deposit Finance Available

SEARCH AND RESCUE

On Sunday, 26th November 2023, our radio room monitored a vessel that logged on for a trip to Gneerings Shoal Outer, with an expected return time of 1500 hours. As per our standard procedure, when a vessel exceeds its return time by 15 minutes, we send an SMS to the onboard phone. This message indicates the vessel's estimated time of return, notes its overdue status, and requests the vessel's master to immediately contact CG Mooloolaba by radio or phone on (07) 5444 3222.

If the vessel remains overdue by 30 minutes, we attempt to call the vessel on our working channel and their mobile phone. At 45 minutes overdue, we intensify our efforts, calling the vessel on all channels and their mobile phone and sending another SMS. When the vessel is 60 minutes overdue, we repeat these steps. At 75 minutes overdue, our process involves checking if they are an MBA Supporter, if we have their vehicle/trailer details, and whether they launched from our public ramp. If feasible, we assign someone to check the car park. If the vessel departed from a home or marina berth, we contact local marinas or their home/emergency contact in case they have berthed and simply forgotten to log off.

Upon checking the car park, we found his trailer and borrowed vehicle, which raised the alarm. We contacted the skipper's partner, who expressed extreme concern as this was out of character for him. The matter was then escalated to the Water Police, who tasked us to assemble a Search and Rescue team.

The crew headed out into the night with spotters, searching until 0300 on Monday morning, when the search was temporarily called off until daylight.

On Monday, a large-scale search was conducted from Mooloolaba to the southeast of Cape Moreton, involving Sunshine Coast Water Police, Brisbane Water Police, Australian Border Force, Coast Guard Caloundra, VMR Bribie and Queensland Fisheries, supported from the air by multiple fixed-wing and rotary aircraft.

The Brisbane Water Police located the vessel 2 nautical miles off Comboyuro Point on Monday morning with no sign of life. The search continued into Tuesday and Wednesday, and was eventually suspended on Thursday, 30th November.

Our deepest thoughts and prayers are with the family and friends of the skipper.

"He always puts everybody above himself and never really worried about himself."



TOP: SAR assets search for missing boater. Photo Credit: 7 News Sunshine Coast.

CENTRE: Water Police vessel alongside the vessel. Photo Credit: RACQ Life Flight Rescue.

ABOVE: The RACQ Life Flight helicopter during the search. Photo Credit: 7 News Sunshine Coast.

ENGLISH CHANNEL CRUISE IN 1979 FASTNET STORM

WORDS RICHARD CHOROSZEWSKI | QF6

The 1979 Fastnet Yacht Race was a 605-mile course from Cowes direct to the Fastnet Rock and then to Plymouth via the Isles of Scilly.

A worse-than-expected storm on the third day of the race wreaked havoc on the 303 yachts that started, resulting in 19 fatalities (15 yachtsmen and four spectators). Emergency services, naval forces, and civilian vessels from around the west side of the English Channel were summoned to aid what became the largest-ever rescue operation in peacetime. The Meteorological Office assessed the maximum winds as Force 10 on the Beaufort scale; many race competitors believed the winds reached Force 11.

Where do I fit in this picture? 44 years ago, I was peacefully sailing on my newly self-built 33-foot sailing ketch from Cherbourg, France, to the Scillies with a planned detour via the Channel Islands. Much of the below narrative is from memories of more than 44 years ago, so please excuse the lack of detail. My brother Mike, my girlfriend Lesley, and two female students (names long since forgotten) from my Scuba diving club were with me. Only Mike and I had sailing experience.

On the 10th/11th of August, as we passed the Minquier reef (made famous by Hammond Innes' brilliant book, *The Wreck of the Mary Deare*), the wind forecasts for the area began to creep up to SW Force 6 to 7 on the Beaufort scale, 7 being a near gale. Prudence dictated we should find a bolt hole in Jersey or Guernsey, but calls on the VHF revealed that all berths were full, so we decided to head north towards Falmouth, riding out the weather in mid-channel.

Even in August (UK summer), winds in the English Channel can be challenging, but my boat was strongly built. Besides concerns that the crew lacked experience in such conditions, I was only mildly concerned about the freshening winds. Nevertheless, we took the precaution of bringing the inflatable dinghy on board and secured everything in preparation for the blow.

Over the 13th/14th of August, Royal Navy ships, RAF Nimrod jets, helicopters, lifeboats, a Dutch warship HNLMS Overijssel and other craft picked up 125 yachtsmen whose boats had been caught in Force 11 violent storm strength winds midway between Land's End and Fastnet Rock of the south coast of Ireland. Rescue efforts began after 6:30 am on 14 August, once the winds had dropped to severe gale Force 9. Of the 303 yachts that started the race, 24 were abandoned, 5 were lost, believed to be sunk, and at least 75 boats capsized. 15 sailors died.

CAA ANODES
Cathodic Anodes Australia
Manufacturing Anodes
in Australia since 1984

Recent global events show that international supply chains are being compromised resulting in significant delays. Please consider supporting Australian manufacturing.

OVER 650 STOCK LINES

KEEPING MANUFACTURING JOBS IN AUSTRALIA

Equipment Design Sales & Service Supplies

Ralph Hill Communications


2 way

Commercial Radios
C.B. Radios
Car Phones
Antennas

Unit 2, 67 Coronation Ave.
Nambour Qld. 4560
Email: rtrhill@iprimus.com.au

Ph: (07) 5441 2078
Fax: (07) 5441 5122

www.ralphhillcommunications.com.au

Adopting heaving-to as a storm tactic proved to be a good preventive of capsizing and turtling during the race. Author and celebrated sailing legend Lin Pardey wrote that none of the yachts that hove to were capsized or suffered serious damage. This tactic had also helped me in the past, when needing to decant fuel or take a break when solo sailing.

Once past the Channel Islands waters, the 'fun' began in earnest. The swell was 4 to 5 m, and we loved the fast beam reach we achieved on much

shortened sail, but by the following day and night, things became grim. On the night of the 13th, we hove-to under a tiny storm jib, fully reefed mizzen, and helm tied over, but still making 3 to 4 knots. This provided some comfort, but the boat was still thrown about like a cork, and solid green water converted our boat into a submarine every few minutes. At one point, the vent in the top deck allowed water to flood into the cabin.

By the end of that night, only two of us were capable of any action. The youngest student sat huddled in the saloon, hugging herself and alternating between crying out, "I want my mummy", and rocking in a near-catatonic state. Lesley had a badly gashed arm that bled profusely and required a tourniquet, and my brother was thrown against the saloon table, demolishing it and giving him a suspected back injury. We ran lines across the saloon and secured these three down below, and for the duration of that night, they lay or sat on the saloon floor.

The older student alternated with me on lookout duties in the cockpit, but all movement was restricted to bottom shuffling as we were being thrown about so much that standing was impossible. I said, "lookout", but the shrieking, howling wind blew with such force that it was difficult to see where the sea ended and the sky began. The waves we'd experienced the previous day were flattened somewhat by the force of the wind, but looking to windward was like facing a sandblaster, and we had to wear a diving mask and take a deep breath before taking a quick glance into the wind when on lookout duty.



ABOVE: A Royal Navy Westland Wessex helicopter assists the crew of one of the stricken yachts.

That night, exhausted and somewhat hypothermic, I rotated from the cockpit lookout to my aft berth below and tried to get warm. Shortly after, the lookout on deck called through the porthole that a ship was about to collide with us. I looked through the window and saw the hull of a ship darken all the night sky. It could not have been more than a few metres away. With our helm lashed, it was too late to take avoiding action and I decided that it was better to savour a few more seconds of warmth in my berth rather than trying to crawl to the companionway and face the inevitable. Fortunately, the ship passed without incident.

That night, I listened to Gardener's Question Time on the radio and recall promising myself that if we got out of that storm alive, I'd gladly take up watering petunias and mowing lawns and never set sail ever again. (Guess what happened to that promise!)

We almost reached the end of our endurance that night, and with our crew needing medical attention and the Lizard peninsula 25 to 30 miles north of us, I wondered if we could get some lee from that massive headland. We radioed Falmouth Coast Guard, but they told us they were dealing with strandings and deaths at that time and that staying at sea, well clear of all land, was our least worst option. Listening to their responses to repeated May Day calls that night added to the fear we all felt and led to the realisation that we were on our own until daylight at the earliest.

I had an electronic fluxgate compass sender in the saloon table and other electronics cables passing on its underside, but the table's destruction had knocked out our nav instruments. It fell to me to get the jeweller's screwdrivers out, strip the wiring and re-connect these to try to fix the nav gear. Without it, we were reliant on dead reckoning. I recall that was the only time I felt seasickness coming on, but I knew I had to beat it to come out the other side. The nav was eventually re-instated, and we adjusted the boat's trim to change our course to northwest, with our final destination now changed to Plymouth.

The following morning, the winds began to ease to a Force 7, which felt like a gentle breeze after the previous two days and nights. It was shocking to hear the radio news about what had happened to the Fastnet racing fleet some 100 to 200 nautical miles west of our position.

The following day, we rounded Plymouth's huge breakwater and reached the safety of Queen Anne Battery Marina. The two girls got off the boat the moment we docked, and we never saw them again. Mike had a badly bruised shoulder and backside, but other than feeling very stiff did not need hospital care. We contacted the main NHS hospital at Derriford, but they were at capacity due to the storm and redirected us to the naval military hospital, where Lesley's hand and arm were stitched and bandaged up. From then on, she no longer shared my dreams of sailing around the world, but I was not deterred. Shortly after, I sailed solo to the Scilly Isles to hone my short-handed sailing skills.

My boat, *Theara*, stood up far better to that punishing episode than her crew. She would never win a yacht race, but even though the saloon table was a casualty, after repair, it was otherwise a solid and sturdy, much-loved companion on many subsequent journeys. I have since lost touch with her meanderings, but a couple of years after selling her, I heard she'd been on a passage north of the Arctic Circle and around the Baltic Sea, and her new owners were delighted with the boat I'd built.



ABOVE: Richard on board *Theara*.

CHANCE OF A THUNDERSTORM

WORDS GREG YOUNG | MY Bucket List

After enjoying a pleasant day at Great Keppel Island (GKI) on Wednesday, 30th August, a Bureau of Meteorology (BoM) forecast of "chance of thunderstorms" became a vicious reality whilst anchored in our 19m Flybridge Motor Yacht, *Bucket List*.

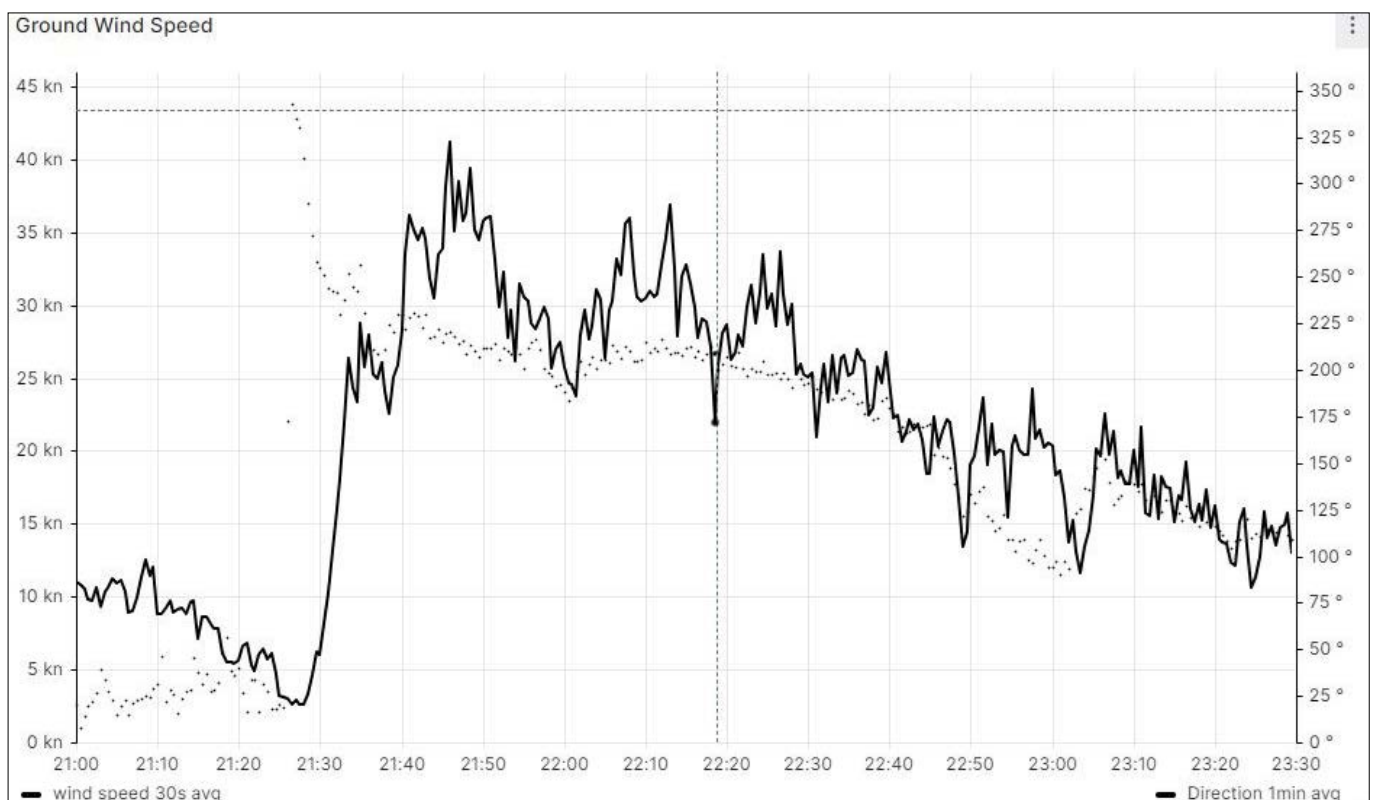
The BoM forecast of "10 to 15kts NE winds" over the previous few days had proven accurate, with an additional "chance of thunderstorms" appended for this day. Other wind/weather prediction programs that provide greater granularity in location and time supported this wind forecast.

We were at anchor on the west side at GKI, given that winds were moving between N and E across the day, with a mild swell from the East. We were anchored a fair way out, on the fourth "row", given the 30+ boats in the anchorage. I deployed 40m of chain and was well anchored in 3m LAT depths, with a 10m long double snubber/bridle providing plenty of snatch absorption. It was a period of very high tides, ranging from 0.2 to 5.0m, across the day.

Before sunset and into early evening, heavy rain squalls were observed. However, the BoM radar showed these well to the south, and not moving towards our location. Just before 2130, it was very calm, with 3kts of winds from the NE that, along with the tide, had us swinging gently in a SW direction.

Everything suddenly changed when an unannounced storm barreled in, hitting us with winds that ramped from 0 to 35kts in less than 2 minutes, followed by 30-second averages exceeding 44kts and gusts of 50kts.

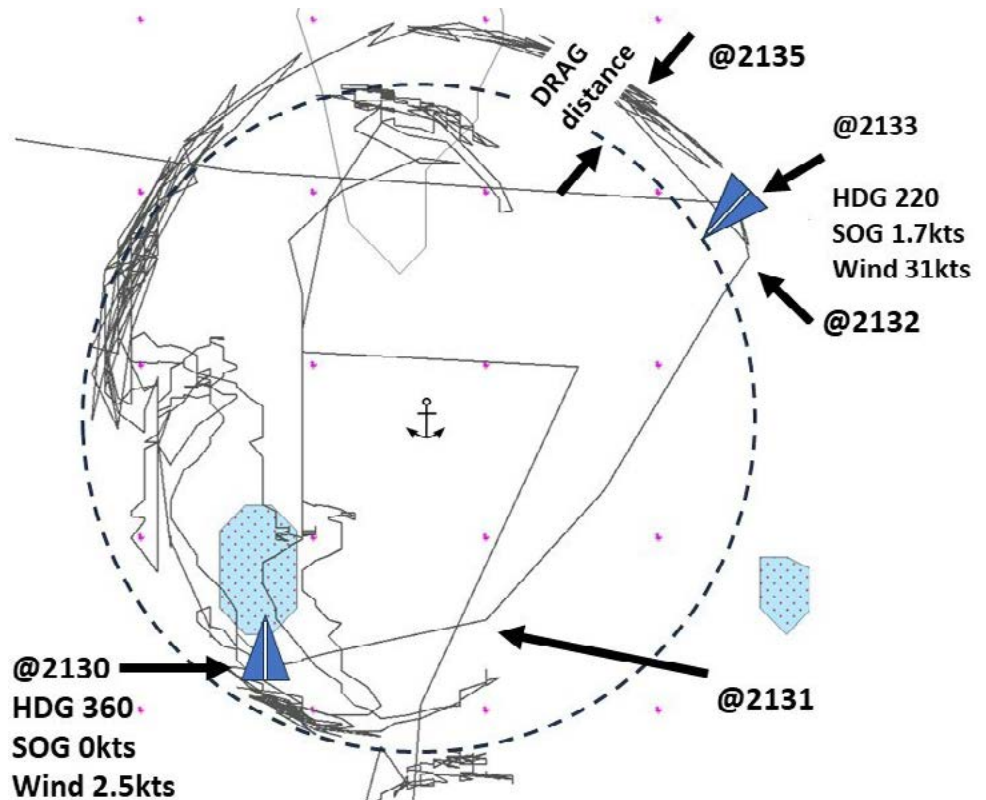
Consequently, the boat did an immediate direction reversal, moving in the opposite direction, 80m directly over top of the anchor. With 32 tons of boat and a fully enclosed flybridge offering a large windage to 30+kts of wind and 80m to build momentum, the chain pulled up taut with



ABOVE: The Boat Telemetry Log displaying Ground Wind Speed and Direction, averaged over 30-second periods.

the boat travelling at 1.7kts and tripped the anchor because it was now pulling from the opposite direction when it snatched.

The anchor alarm that I always set went off (as it was supposed to), indicating we had "dragged" a bit, but fortunately, no boats were anchored in front of me, and only one (now closer) catamaran was anchored behind me. VERY fortunately (and a testimony to having a modern and large anchor), it auto reset with a position change ("drag") of only approx 8m.



ABOVE: Anchor Watch and boat track.

I immediately started the engines so I had manoeuvring and thruster (hydraulic) capability, in case I needed to avoid hitting the boat behind or anyone else that broke loose.

Maintaining a very uncomfortable anchor watch, with engines running over the next 2 hours, I recorded sustained winds (30-second averages of 44kts) and gusts around 50kts, with peak waves up to 1.8m rolling through the anchorage creating a lot of pitching and rolling with significant snatch loads on the anchor, that fortunately held fast.

All boats, mine included, were pitching about madly, and to make it more interesting, as the tide (5m to 0.2m) started to fall, the mix of wind and tide swung us broadside to the waves, and we started rolling like crazy.

Fortunately, earlier at sunset, I had retrieved the tender onto the rear swim platform (as I do each night). However, it wasn't strapped down (not usually needed when at anchor). At the height of the storm, the pitching/rolling and waves put the tender in danger of being ripped off the platform, so whilst bouncing up/down 1.5m, I had to strap it down, with extra lines to rear cleats to prevent waves washing it off the chocks. The boat behind told me the following day that they had watched with interest and were sure they would pick me up as I floated past them!

At one point during anchor watch, I was sitting on the flybridge rear balcony when a rogue wave rolled the boat so severely that the deck chair and I slid into the side rail. When the wave reversed, it threw me off the chair across the deck, slamming into the other side, so the only casualty of the evening was a badly bruised shoulder with a stainless rail "stripe" across my back.

After 3am, the wind and seas had finally calmed, and after setting the radar to alert me if we came too close to the catamaran behind us, I finally managed a punctuated sleep, with one eye watching the radar!

The following day revealed the extent of the "damage": Five boats had washed ashore on the island, one of which ended up "on the rocks". Yeppoon Coastguard arrived mid-morning and dragged two half cabs off the beach, but the other two on the sand – a 40ft catamaran and a 40ft Grand Banks

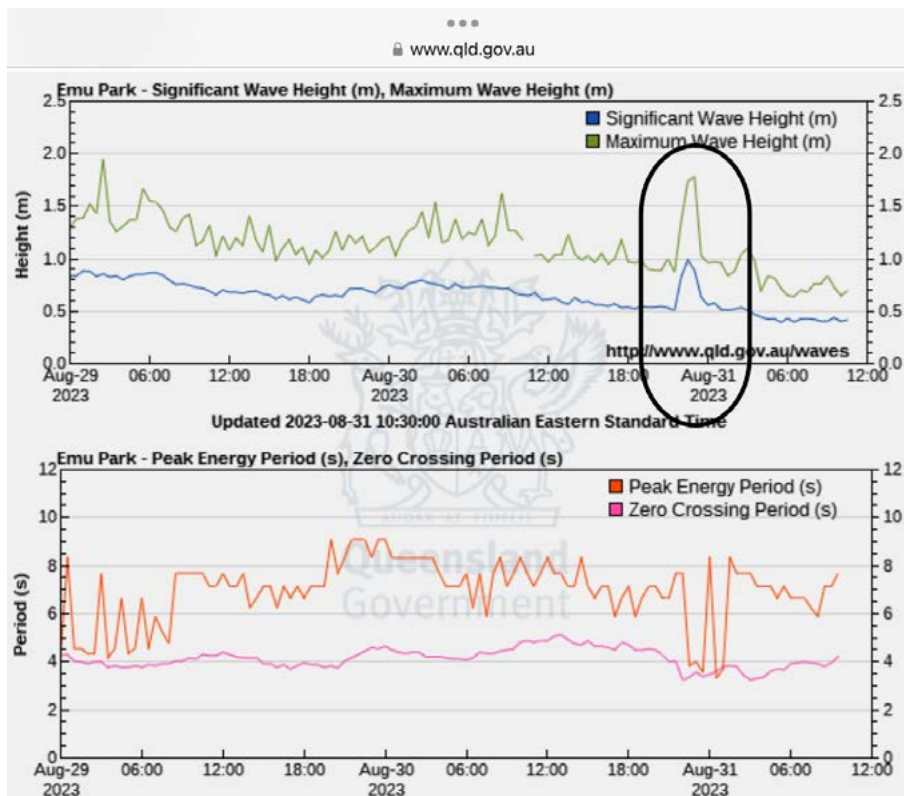
motor trawler were stranded by the 5m to 0.2m tide. Those owners actually awoke sometime during the storm and found themselves on the sand already! Quite a scary experience, for sure.

During the day, an excavator from GKI spent a couple hours digging a big "moat" in front of the above two boats, anticipating the 4.9m tide at 10pm. Im told they were both successfully floated/dragged back into deeper water on the evening high tide, with Coastguard assisting.

Other minor challenges faced by fellow boats included a 62ft flybridge motor yacht on the "second row" that snapped its snubber and had to spend 2hrs "motoring" around trying to keep pressure off their chain/windlass until they could safely get to the bow and set a new anchor snubber.

It was undoubtedly the wildest unexpected night at anchor that I have experienced. So, it's always good to reflect on "what could I have done better" ... aside, of course, from being in the marina, which we would have been had we known what was coming.

- 1) I did check the BOM application, and there were NO storm or wind warnings or alerts posted at any time during the day or evening ... clearly a FAIL for BOM on this occasion. My experience is the new BoM application is very good at alerts ... but only if they are posted!
- 2) Other weather forecast applications (e.g. "Windy.com") likewise failed to provide any forecast of these types of winds.
- 3) I periodically checked the local (Gladstone) radar. Whilst it showed the rain squalls earlier in the evening (6pm), they all passed around our area.
- 4) The Gladstone radar, unfortunately, is an older style (as



ABOVE: Significant and Maximum Wave Height and Peak Energy Period and Zero Crossing Period data from the storm.

The advertisement for Aquafighter features a red and white color scheme. At the top, it says "Every Diesel Tank Needs" followed by the "AQUAFIGHTER" logo and the tagline "Makes your dieseltank waterfree". Below this, a central text block states: "No matter the size or purpose of your diesel tank, Aquafighter® keeps it water-free." To the right, a list of benefits is provided:

- Keeps fuel tank completely free of water at all times.
- The only solution for removing **bio-bound water** from biodiesel content in the fuel tank. * With every % of added biodiesel, bio-bound water increases.
- Eliminates **bacteria** and **microbial growth (diesel bug)**.
- One Aquafighter® keeps tank **water-free** for more than one year under common conditions.
- Use **less fuel** over time.
- Reduces corrosion and blocked filters.
- Reduces tank cleaning and maintenance.

At the bottom, there is an illustration of a diesel tank with the Aquafighter product being added. The website "www.aquafighter.com" and contact information "Aquafighter.com.au 07-2104-0541" are also included.

compared to Mt Kanigan, my local radar) and doesn't have Doppler wind capability... this would have been enormously beneficial and would certainly have given an indication of things to come.

- 5) I deployed 40m of anchor chain, with a scope of approximately 5:1 (even at the high tide) and limited room for greater length. Indeed, more anchor chain probably wouldn't have prevented the anchor's "reversal trip", given longer chain would only have enabled greater momentum at the "snatch" to yank it out.
- 6) I had an anchor watch set with appropriate alert settings.
- 7) Aside from the "reversal trip", the anchor held very well the whole time. A longer snubber would have further reduced snatch loads, but 2 x 10m of correctly sized nylon provided a lot of stretch (as designed). I'm continually amazed by boats that have a short "2m snubber" (not) that takes (correctly) the load off the windlass but provides NO snubbing capability as the length is insufficient to create much elasticity and shock absorption for the anchor.
- 8) In hindsight, putting more chain out would have been prudent. However, as proven, the anchor held perfectly during the height of the storm-induced wind and waves and was well and truly "buried" when lifting the anchor the next morning.

The anchor reset itself quite quickly when it tripped, and my faith in the anchor remains firm ... supporting my theory of "get the biggest anchor that will fit" and "ensure it's a modern style". I had swapped out my anchor to one 50% larger and with a modern, well-respected model than the anchor supplied by my boat's manufacturer.

- 9) Onboard telemetry can be beneficial to subsequently analyse "what happened". Fortunately, I had set an anchor alarm with an appropriate alarm radius and alerts.

So, what did I learn? Remain highly sceptical of a BoM forecast which says "chance of thunderstorms" and always assume the worst. Put out more chain, have a good snubber, and allow adequate swing clearance where possible in the anchorage ... or better yet, head for a marina ... when there is "a chance of thunderstorms"...

SUNCOAST SIGNS
YOUR GUARANTEE OF QUALITY

Vehicles	Magnetics
Boats	3 Dimensional
Windows	Cut out letters
Banners	Large format
Billboards	Neon signs
Illuminateds	Architectural

5443 3655

PORT O CALL BOATING

<p>SELL ✓</p> <p>TOHATSU ✓ Outboards</p> <p>TRAILERS BEST PRICE ON COAST</p> <p>POLYCRAFT Thingamijigs, What's It's & Chandlery</p> <p>SAVE \$\$\$ ON PARTS NEW & USED ALL MODELS</p>	<p>BUY ✓</p> <p>ALWAYS ✓</p> <p>• Engines • Boats • Parts • Any Age or Condition</p>  <p>5493 2255</p>	<p>REPAIR ✓</p> <ul style="list-style-type: none"> • Old Engines ✓ • Inboard & Outboards • Jet Ski • Rebuilds • Expert Mechanic <p>OPEN 6 DAYS</p> <p>VISA  </p>
--	---	---

29 PRODUCTION AVE WARANA www.marinecentre.com.au

BEST PRICED BOAT TRAILERS

SUNSHINE COAST TRAILERS REPAIR EXPERTS
Huge Range Of Stock & Spares
New & Used

6 DAYS A WEEK   

www.portocallboating.com.au

PORT O CALL BOATING **CALL NOW**
29 PRODUCTION AVE WARANA **5493 2255**



WELCOME TO THE CRUISING LIFE

WORDS & PHOTOS ANNA LEVSHIN | SY Fair Dinkum 2

I never grew up around boats or the water, but the older I got, the more I loved travel, adventure and the ocean. It wasn't until I met my now fiancé, Luke, who grew up sailing with his family that I became interested in the idea of living on a boat and learning to sail.

Skip forward to July 6th, 2023, when we left Newcastle Harbour on our 35-foot monohull, *Fair Dinkum 2*, to spend the next five months sailing up Australia's East Coast. Apart from a few ½ day sails around the harbour, this was really my first time experiencing what sailing was truly like.

Our first stop was Coffs Harbour, which required our first overnight sail. Nothing compares to the feeling of being out in open water in the middle of the night, but I trusted Luke and our boat.

Over time, I became comfortable with being uncomfortable. The rocking, the struggle to cook whilst on passage, items flying because they weren't stowed away properly, getting drenched by a wave and being sleep deprived. Additionally, it was challenging because I had almost no sailing experience and had to learn on the go. Luke had to be patient with me as I made many mistakes along the way. However, I'm so proud of myself as I have learnt so much in the past 4 months and feel much more confident.

I was warned by several people that 'boats are money pits' and that they 'are always breaking'. This is partially true. We have had our fair share of broken things. We discovered that our toilet would not pump out when we arrived in Coffs Harbour. Poor Luke had to disassemble the pipes and found a mandarin seed I remembered accidentally swallowing. There was also the time after sailing in 30+knots that Luke checked the rigging and found that one of our rigging wires had broken. We had to catch bus after bus to go to the closest rigging store to get it fixed. For the most part we have been very fortunate with only minor, fixable jobs during our cruising.



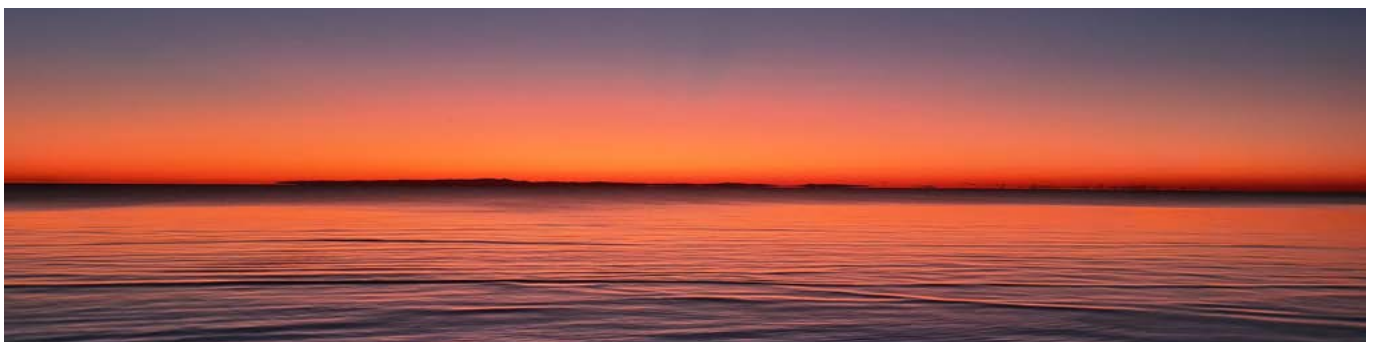
Cruising has allowed me to express my creative side in so many ways. I have experimented and cooked food I've never tried before, like tortillas and focaccia. I started making private videos for family and friends and doing underwater photography, which has been so much fun.

When I was younger, I wanted to be a dolphin trainer and collected every type of dolphin trinket you could imagine. I never saw many dolphins growing up, but on this trip, we had over ten encounters with spinner and bottlenose dolphins swimming with the boat and playing in the waves. It has been the most incredible experience and something I will cherish forever.

As we begin our journey back to Newcastle, I reflect on this adventure not as a once-in-a-lifetime opportunity but as a lifestyle I want to continue. I love the opportunity cruising gives you, the connection to nature and being conscious of minimalistic living. I never imagined owning my own boat and cruising for long periods, but now I couldn't picture my life any other way. If you've ever thought about giving sailing a go, DO IT!



TOP LEFT: Luke with a Spanish Mackerel.
TOP RIGHT: Anna and Luke living the cruising life.
ABOVE: Fair Dinkum 2 under sail.



TRAILER MAINTENANCE

WORDS IAN CRANNEY | QF6

This Ian Cranney article is a blast from the past, but trailer maintenance never goes out of style, especially as we head into the Christmas/New Year boating season. I hope it may ring a bell with a few of our readers. You only have to look at some of the trailers in our boat trailer park on a busy weekend to realise that some of the stories in this article have either already happened or are about to happen.

After three months of wet and windy weekends, the weather gods have finally given us a great weekend for an offshore trip. The big Spaniards are on the chew no matter what you throw at them. The boat has full tanks, the crew is organised, the gear is all checked and serviced and most important, She Who Must Be Obeyed has given a leave pass. (probably sick of the bad weather complaints and can't wait to get us out from underfoot.)

We'll check the trailer tyre pressure at the servo on the way, and we know the lights are OK because they worked last time. As we pull out from the driveway and accelerate, a nasty rumbling and scraping sound becomes evident. Yes, you guessed it, a collapsed wheel bearing. A small thing but enough to ruin the start of the trip, if not the whole weekend.

While you've managed to get back home with minimal fuss, and it is an easy fix to change the old bearing, you may as well get the rest of the crew to check the tyres and lights while you do the job. The tyres are OK, apart from the big bulge on the inside. No problem, just fit the spare. What spare? The brake lights flash with the left blinker, and the right blinker doesn't work at all. End of trip.

All these are common problems and can be avoided with a little after-trip maintenance. We all hose our boat down after each trip, and most of us also do the trailer. The salt build-up is best removed with a mild soap solution and rinsed with fresh water. Make sure you get inside the channels and behind the wheels. (I'm starting to sound like my mother.) Soap can be corrosive, so make sure the rinse is thorough. I use an old weed spray bottle that clips to the garden hose, allowing me to turn the soap solution on or off as required. Spray the springs and wheel nuts with WD40 or similar, but DON'T get WD40 on your brake pads or discs, or it could be embarrassing next time you have to stop in a hurry.

Using positive pressure bearing caps is a good idea but you will still need to service the wheel bearings periodically by removing, repacking with good quality grease and re-tensioning on reassembly. The best sealing systems will still let water in when hot bearing and axle assemblies come in contact with cold water.

As far as trailer lights go, the removable light board systems are good as they generally don't go for a swim. These days, most trailer lights that are hard-wired to the trailer are designed for immersion, so apart from bulb failure (not much of a problem with LED lights), they are fairly reliable.

The same can't be said for the wiring. Most trailer wiring comes in a readymade commercial harness not designed for saltwater, so corrosion and open circuiting of the system eventually occur. This usually shows up



ABOVE: A wheel bearing failure can ruin your boating day.

when, as earlier in this yarn, the lights don't behave. If you are lucky, and the fine screws that hold the wires in their relevant fittings haven't corroded as well, it's just a simple matter of cutting and stripping back the wire until you get clean copper. Don't forget the trailer plug. It might not go into the water (unless you are really unlucky), but it does suffer the same issues. In the ideal world, we would use tinned wire, but the trailer people think it's too expensive.

Tyres are pretty easy to look after. Ensure the pressures are checked regularly and the side walls show no signs of swelling and cracking. The general recommendation is to replace tyres older than 7 years.

Don't forget to service your trailer winch occasionally. Check the cable for broken strands, kinking and corrosion. It's very embarrassing when the cable breaks, and your pride and joy shoots off the trailer, down the recently serviced rollers and ends up in the middle of the boat ramp. Everyone else thinks it's funny until they realise the ramp can't be used because some poor, unfortunate boatie has well and truly blocked the ramp. Besides the inconvenience caused to the other ramp users, it plays hell with the gel coat on your bright, shiny hull.

All this might sound like a lot of mucking about, but most of this is what we in the trade call "preventative maintenance", and it usually takes a minimum of time when you return home, clean your boat and service your fishing tackle. The bottom line is, don't forget to maintain your trailer as well.



TOP: A corroded electrical connector plug and socket.

CENTRE: This is what happens when you let the connector plug drag on the road.

RIGHT: A dud spare tyre will also ruin your day.

Local. Safe. Reliable.

- ✓ Australia's largest LPG provider
- ✓ Easy online ordering
- ✓ Free and reliable delivery from your local branch
- ✓ Flexible plans to suit your needs
- ✓ No lock in contracts

**\$120 LPG
account
credits**



Scan the QR code to get a great deal today.

T&C's available when you scan and register.

ELGAS
131 161 | elgas.com.au





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



Mooloolaba Fuel Supplies P/L



MOOLOOLABA MARINA

.... Stay a little longer

**265 MONO and MULTI HULL BERTHS • TRAILER BOAT STORAGE
ON-SITE SERVICES • RESTAURANTS • SHOPPING • ACTIVITES • TOURS**



MOOLOOLABA
MARINA QUEENSLAND

33-45 Parkyn Parade Mooloolaba QLD 4557
Info@mooloolabamarina.com.au
(07) 5444 5653
www.mooloolabamarina.com.au



Marine Surveyors & Consultants

Australian Maritime Safety Authority Accredited.

- Commercial
- Private pleasure craft
- Insurance renewal
- Pre-Purchase

 **0400 333 223**

 www.maritimeprojects.com.au

 www.yachtprojects.com.au



Member



NORTH COAST BOATING

Servicing the Coast for Over 40 Years

SALES, SERVICE & PARTS



- Watersport Gear ◦ Trailer Repairs
- Marine Electronics ◦ Fully Stocked Chandlery



BAYLINER®

MotorGuide®

5493 9376

Kawasaki

22 ENTERPRISE STREET, CALOUNDRA WEST | MAIL@NORTHCOASTBOATING.COM.AU

www.northcoastboating.com.au | Mon-Fri 8am - 5pm • Sat 8am - 2pm

