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SOUNDINGS



Quarterly Journal of Marine Rescue NSW | Issue 11, June 2012

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SOUNDINGS

Quarterly Journal of Marine Rescue NSW

Publisher

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Printing

Printing, binding and mailing by Galloping Press Pty Ltd
Unit 29/398 The Boulevard, Kirrawee NSW 2232

Marine Rescue NSW is pleased to acknowledge the invaluable support of our *Soundings* advertisers.

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Volunteers saving lives on the water

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From the Commissioner

Leadership, commitment and purpose in a tough climate.



Commissioner,
Stacey Tannos ESM

Leadership is top of mind across our organisation as units hold their elections for Unit Commanders and/or Deputy Commanders. These elections are important events, as our members exercise their democratic right to choose who will lead them.

Our unit officials make an outstanding contribution to boating safety. These roles demand strength of purpose and a shared commitment to MRNSW's values. I would like to thank all the Unit Commanders and Deputies who have fulfilled these demanding roles and congratulate and welcome those who are newly elected.

MRNSW invests great power in its members, who directly elect the MRNSW Board of Directors. The Board is charged with setting the direction of the organisation. This is built on the foundation of the MRNSW constitution. July 1 marks the third anniversary of the establishment of MRNSW and a great deal has been achieved in this time but we need an updated constitution to address shortcomings and strengthen corporate governance. I urge all members to adopt the new constitution at the Extraordinary General Meeting on August 18.

In recent weeks I have visited Lake Macquarie, Newcastle, Lemon Tree Passage, The Entrance, Port Stephens and Jervis Bay units. These visits are valuable opportunities to talk to members. They always

have questions, and to their credit, have taken on board some straight answers. Leadership is not about sugar-coating reality or avoiding tough truths. Some recent decisions have been difficult but are necessary for the management of the organisation. We are working not only to meet corporate and operational obligations but also to ensure we can invest in growth.

Embracing the future also means providing training for the next generation. To assist with this, I urge members to apply for the new Marine Rescue NSW Volunteer Education Scholarship before July 1. Details are at your unit or on the website.

We are continuing to search for opportunities to support our units through sponsorship, marketing and fundraising. We will soon be distributing new plastic-moulded donation boxes, in the form of a model Steber or Kevlacat vessel, to units, who will be able to replace their existing collection boxes or ask additional local businesses to place these boats on their counters. The next stage of the development of the MRNSW website will enable us to provide fundraising opportunities for units and personal benefits for members and radio club members.

The current tight economic conditions are reflected in a cautious sponsorship market. A report from Sponsorship Australasia has shown

sponsorship's share of total marketing budgets dropped 4 per cent to 18 per cent in 2011 and the proportion of sponsors anticipating increases in their budgets dropped from 42 per cent in 2010 to 24 per cent. In this climate, MRNSW units appreciate the support they receive from local sponsors. Headquarters is working hard to seek out corporate sponsors.

Winter is a quieter time for MRNSW. Hardy souls will still be down at the boat ramp in the early morning chill, but most boaters retreat until warmer weather means they can launch their boats without risking hypothermia.

Our volunteers are therefore spending more time training and fundraising. Our new training system is operating and in our largest IT rollout yet, workstations, steering consoles and radio and boating simulation software packages have been delivered to all units.

Lastly, congratulations to three MRNSW members awarded Emergency Services Medals in the Queen's Birthday honours. Bob Herbert, David Lyall and Bernie Gabriel are worthy recipients. Each has devoted countless hours to MRNSW; supporting volunteers and management, taking part in operations and assisting boaters. Thank you to these and all our volunteers.

*Stacey Tannos ESM
Commissioner*

Volunteer scholarship closes soon

Marine Rescue NSW members have until July 1 to submit their applications for the MRNSW Volunteer Education Scholarship, announced to mark 2012 National Volunteer Week.

Citizenship and Communities Minister Victor Dominello also celebrated the week with the release of the State Government's NSW Volunteering Strategy, backed by \$4.5 million in funding and focused

on innovative ways to make it easier for people to volunteer.

"Volunteers in NSW contribute more than 240 million hours of voluntary work each year, estimated to be worth a remarkable \$5 billion," Mr Dominello said.

Commissioner Tannos said the MRNSW scholarships – worth a total of \$10,000 – would be awarded to help members undertake professional development to assist them in their

volunteering roles.

"These scholarships are an investment in our future," Commissioner Tannos said.

"The grants will be targeted at helping members to build their capability in crucial fields such as emergency coordination, administration and human resources management.

"We are particularly keen to help our next generation prepare to

become our leaders of the future."

Commissioner Tannos said the education scholarships would assist successful applicants with the cost of training fees and associated expenses to attend recognised external training courses that would complement their MRNSW training.

MRNSW members can find details of the scholarship at marinerescuensw.com.au. The winners will be announced in August.

Members honoured on Queen's Birthday

Commissioner thanks Emergency Services Medal winners for distinguished service.

Three volunteers from Marine Rescue NSW have been recognised for their excellent contribution to the NSW boating community and safety on the water in this year's Queen's Birthday honours.

Bob Herbert, David Lyall and Bernie Gabriel have been awarded the prestigious Emergency Services Medal.

MRNSW Commissioner Stacey Tannos congratulated the three members on the national recognition of their distinguished service to the organisation.

"These awards are an opportunity to thank these recipients – and all our members – for their contributions to saving lives on the water and improving boating safety," he said.



BOB HERBERT

Bob Herbert has been the volunteer Regional Coordinator for

the Monaro Region since 2010. He oversees the coordination of the region's vessels and radio facilities and supports units and Headquarters. Mr Herbert is a member of the Batemans Bay unit as well as a part-time TAFE Marine Studies lecturer. He has encouraged South Coast members to add to their existing boating qualifications, fostered emergency services cooperation in joint Search and Rescue exercises and worked tirelessly to establish our first MRNSW units on inland waterways.



DAVID LYALL

David Lyall is a member of MR Broken Bay and also volunteers his

expertise to the management of our property portfolio. One of the earliest and most demanding tasks for the new organisation was the need to unify three separate asset portfolios, in particular numerous local unit headquarters and various leaseholdings, under one umbrella. Transferring the titles, leases and licenses of the range of assets to the new entity has been a painstaking operation that would not have been possible without Mr Lyall's experience and enthusiasm. He also assists on new building and development projects.



BERNIE GABRIEL

Bernie Gabriel has made a longstanding commitment

and contribution to marine rescue stretching back to 1965, when he became a Foundation Member of Air Sea Rescue (ASR) Tweed Heads, on the NSW-Queensland border. As a skipper for more than 20 years, Mr Gabriel has taken part in many rescue operations, particularly on the hazardous Tweed River bar. He held the position of Chief Controller for more than 11 years, Chief Training Officer and Vice President of Air Sea Rescue for 14 years. Point Danger Unit Commander for the past three years since the formation of MRNSW, he also is a life member.

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From the Chairman

New constitution a stronger base for a secure future.



Chairman,
James Glissan QC

As we at Marine Rescue become more secure in our identity and our future, our needs continue to evolve. This evolution into a well-recognised emergency service brings new challenges. As a consequence, our fundamental structure and our regulatory framework need to develop to reflect that growth.

It has been apparent for some time that the original constitution prepared for the fledgling organisation no longer satisfies the needs of our organisation. Its failings are in some ways a reflection of its genesis. It came into existence as a means of combining three organisations with disparate histories. To do so, it contained provisions designed to ease fears about the process of change and by requiring representation of all three former organisations, to ensure fairness in the transition.

Now we need to look forward. We can remember the past with pride but our future is ours alone to craft, as a democratic service. This is reflected in our increasing status among the emergency services and, in particular, our increasingly close ties with the NSW Police Force Marine Area Command.

The present constitution, by its several omissions and ambiguities, has proven to be wanting in operation.

There is, for example, no mechanism provided for establishing units or for filling casual vacancies among our Unit Commanders and Deputy Commanders.

The shortcomings with the

document have created various issues in our first three years of operation. The first fully elected Board, in one of its most important steps, set up a committee consisting of Board members and senior members of MRNSW to identify and report on changes needed to bring our constitution into line with our needs now and in the future.

That review committee reported to the Board. After considering the report's recommendations, the Board decided that, rather than attempt to rewrite or amend the constitution in the absence of specific corporate law expertise, a specialist would be engaged to draw up a new document.

The Ally Group, with experience in legal management and corporate governance, was appointed. A tight timeframe was set for the rewriting exercise, as the need for better corporate structure and governance has become pressing as new units and other issues such as funding, relationships with Government and related agencies and management of internal issues have developed.

The Ally Group has presented the Board with a draft of a new constitution and after discussion and some minor amendment, this has been approved by the Board for consultation with members.

This document is not an amended version of the old constitution. It comprehensively redresses the shortcomings of the existing charter and introduces a considerable

number of new clauses to provide a modern, solid foundation for the organisation. Given the extent of the redrafting, it is an entirely new, "purpose-built" constitution designed to take us forward as the sole volunteer marine emergency service for NSW.

The new constitution will be presented to you as members to vote upon and I strongly urge you all to vote for its adoption. This question must be put to an Extraordinary General Meeting of the Company, which will be held in Sydney on Saturday, August 18. Votes can be lodged by mail.

The new constitution will be put forward as an entire document to be voted upon as a single entity, not as a piecemeal series of amendments to the old document, for the reasons I have outlined above.

This process of strengthening our corporate governance will also extend to the rules of the organisation and the Standard Operating Procedures, which will need to be redrafted to ensure they are consistent with the objectives and processes of a new constitution.

I strongly support the new Volunteer Marine Rescue NSW Constitution, which is the result of the efforts of many both inside and outside our organisation.

Once it is adopted and implemented, it will provide a sound base for our future and assist us to grow and prosper.

Good sailing
Jim Glissan

MRNSW on show at SIBS

The Sydney International Boat Show (SIBS), will be staged at Darling Harbour from August 2 to 6.

Marine Rescue NSW members again will volunteer to spend five days off the water at SIBS to raise awareness of our services.

The MRNSW stand will be in the Boating Safety pavilion, along with our partner in safety, Roads and Maritime Services. Visitors will also find our rescue vessels on the water in the marina.

Our volunteers will focus on

encouraging boaters to Log On and Log Off and to join their local unit's radio safety club.

Visitors will have the chance to win prizes including a Suzuki Marine 6hp 4-stroke outboard engine, worth \$1880, in this year's raffle to raise

funds for our ongoing program to place lifesaving defibrillators on all our vessels. Donated by the Haines Group, the Australian distributor of Suzuki products, the DF6 is the lightest on the market at 25kg and ideal as an auxiliary motor.

Record investment in safer, swifter rescue boats

More than \$2.5 million pumped into 13 new and upgraded vessels.

Marine Rescue NSW units along the coast are seeing the dividends of a \$2.5 million-plus investment in our fleet this financial year, with a total of 13 new and upgraded vessels already on the water or under construction.

In the past six weeks alone, at a total cost of more than \$1 million, two new boats have been commissioned and another re-commissioned after a complete refurbishment.

Marine Rescue Wooli's new \$345,000 Naiad, *J.J. Ensbeys II* (Wooli 30), was commissioned on June 8 and the Jervis Bay unit's 21-year-old Steber, *Colin Woods*, is back in service after a \$410,000 refit.

Commissioner Stacey Tannos commissioned Port Stephens' *Codi-K II*, a \$260,000 8.5m Gemini Rigid Hull Inflatable Boat (RHIB), on May 7.

"The *Codi-K II* is the second Gemini RHIB to join the fleet. These are a new generation of rapid-response vessels, operating up to 15 nautical miles offshore," he said.

Commissioner Tannos paid tribute to the volunteers from Port Stephens, who funded the entire cost of their new vessel, and from Jervis Bay, who contributed more than \$60,000 towards the *Colin Woods* refurbishment.

Port Stephens Unit Commander Malcolm Milliken said the lightweight, speedy *Codi-K II* would be a valuable addition to the unit.

Deputy Commissioner Heinz Mueller said this year's fleet expansion was the largest since MRNSW began in July 2009.

"The modern boats we are now commissioning to upgrade our



Port Stephens Unit Commander Malcolm Milliken, Chaplain Richard Wrightson and Commissioner Stacey Tannos at the commissioning ceremony for *Codi-K II*.

fleet of 74 accredited vessels are delivering tremendous benefits to both volunteers and the boating community," he said.

"Eight new and two refurbished boats were delivered in our first two years and we are building on that work this financial year, with another 10 new and three

refurbished vessels.

"These vessels represent major advances in power, safety, handling, technology and speed of response.

"This is good news for the boating community, who can be assured we are on the water in new vessels with a rapid emergency response capability."



Britton Marine Aust Pty Ltd

Britton Marine are the proud manufacturers behind NSW Marine Rescue's newest vessel. Introducing the latest 2011 model Gemini 8.5M RIB with fully enclosed fibreglass cabin with bi-folding rear doors. The cabin can comfortably carry 4 crew with comfortable suspension seating. Fitted with twin powerful 200HP Mercury Verado L4 supercharged engines for rapid acceleration, the vessel can reach speeds up to 42 knots. Equipped with the latest in marine search and rescue technology including an integrated FLIR night vision camera, for both day and night searches and the latest 120W Raymarine GPS chart plotter AIS system. The vessel has electronic shift, power assisted hydraulic steering for easy and smooth handling and has been widely accepted by the members of the NSW Marine Rescue with one Vessel in Port Stephens and a Second vessel in Narooma.





MARINE RESCUE NSW

Volunteers saving lives on the water

Marine Rescue NSW needs its volunteers' support to introduce our new constitution.

This new document will provide us with a modern, strong foundation for our corporate governance, operation and management.

To build a more secure future, our members need to vote to adopt the new constitution.

The constitution will be on the website soon and voting forms will be distributed on July 23, along with details of an Extraordinary General Meeting to be held in Sydney on August 18.

**The Board and Commissioner
of MRNSW urge members to
VOTE YES**



For the new MRNSW constitution

Bob Wilson
Company Secretary

Targeted patrols net illegal fishers

NSW DPI cracks down on meshing net use and unlawful abalone activity.

Commercial and recreational fishers have been fined, a \$5000 fishing net more than a kilometre long confiscated and 460 abalone and six sets of dive gear seized in recent targeted Fisheries operations on the Mid North Coast and South Coast.

DPI Director of Fisheries Compliance Glenn Tritton warned Fisheries officers regularly conducted targeted patrols across NSW. He said two commercial fishers had been found unlawfully using nets and possessing illegally taken fish during targeted patrols on Wallis Lakes, near Forster.

“Two meshing nets of 1045m and 373m in length were seized, along with over 110kg of fish,” he said.

Mr Tritton said the use of meshing nets by commercial fishers

was subject to strict guidelines that determined areas and methods of use and size limitations.

“Individuals face a maximum fine of \$22,000 for the unlawful use of nets and \$22,000 for the possession of illegally taken fish, while both offences can result in six months’ imprisonment,” he said.

A Naremburn man, 38, and a Mosman man, 43, were also fined \$700 each for possession of four illegally taken blue swimmer crabs removed from a local commercial fisher’s trap on Wallis Lake.

Eight men were also apprehended and 460 abalone and six sets of dive gear seized in a four-day undercover operation by Fisheries officers targeting abalone compliance in the Ulladulla area.

“The offenders caught in this



Abalone and diving gear confiscated in an undercover Fisheries operation at Ulladulla.

operation could face a maximum of 10 years’ imprisonment and/or fines of up to \$88,000 for trafficking abalone or a maximum of 18 months imprisonment and/or fines of up to \$88,000 for being in

possession of a commercial quantity of abalone,” Mr Tritton said.

Witnesses to illegal fishing activity should report it to the Fishers’ Watch Phone Line on 1800 043 536 or their local Fisheries office.

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Port Hacking UC earns seniors award

Noel Parkinson rewarded for a lifetime of community volunteering.

Marine Rescue Port Hacking Unit Commander Noel Parkinson has been recognised with a NSW Seniors Week Achievement Award for his contribution to the community over a lifetime of service.

Minister for Ageing, Andrew Constance, presented Mr Parkinson with one of 59 individual and organisation awards at a ceremony at Sydney's City Recital Hall to mark the launch of 2012 NSW Seniors Week.

Mr Constance spoke of the Government's recognition of the important contribution the award recipients had made throughout their communities.

"These people display a variety of skills, energy and enthusiasm and truly live life, which is the theme of Seniors Week," he said.

Mr Parkinson, 70, of Caringbah South, received an Individual Community Service award.

His first role as a volunteer was when he joined the Yamba Surf Life Saving Club at the age of 14, obtaining his bronze medallion.

He served 40 years with the NSW Police Force and was one of the much-celebrated Sydney Olympics volunteers in 2000.

Mr Parkinson joined the Australian Volunteer Coast Guard at Port Hacking in 2001 and was elected Flotilla Commander in 2006. He transferred to the new Marine Rescue NSW in 2009 and remains Unit Commander.

Now a full-time volunteer with MRNSW, for the past decade he has dedicated more than 40 hours a



Port Hacking Unit Commander Noel Parkinson with members of his family after receiving his NSW Seniors Week Achievement Award.

week to boating and water safety.

"Volunteering with Marine Rescue NSW gives me a great deal of pleasure," Mr Parkinson said.

"It's important to have a diverse

and dedicated group of people who are prepared to give freely of their time and expertise as a genuine contribution to the wellbeing of communities."

Volunteers get a powerful voice

The State Government has established a new Council of Emergency Volunteers to provide advice to the Police and Emergency Services Minister Mike Gallacher on volunteer recruitment and welfare.

The Council, chaired by Parliamentary Secretary to the Minister and Member for Tweed, Geoff Provest, will give volunteers in the emergency management sector a stronger voice in the corridors of power.

Commissioner Stacey Tannos has appointed Ms Joan Krzysik, from Marine Rescue Port Kembla, as our representative on the Council.

Other organisations represented are the NSW Rural Fire Service, State Emergency Service, Volunteer Rescue Association, Rural Fire Service Association, State Emergency Service Volunteers Association, Volunteer Fire Fighters Association, Australian Red Cross, Salvation Army and St John Ambulance Association.

The Council's first meeting was on April 4 at the Ministry for Police and Emergency Services offices at Sydney Olympic Park.

"The enthusiasm for volunteering and support for the community was evident," Ms Krzysik said.

"All members were proud to be volunteers and proud of the part their organisation played in emergencies."

Ms Krzysik said the Council's terms of reference included:

- Develop a strategy to engage the community to increase the number of emergency services volunteers;
- Provide advice on how to improve emergency volunteer welfare and
- Consider the outcomes of the 2009 National Action Plan for the Attraction, Support and Retention of Emergency Management Volunteers.

"The representatives are hopeful the interaction of the emergency services on the Council will enable us to share expertise," she said.

Grants a \$110,000 helping hand for units

Five Marine Rescue NSW units have received grants worth more than \$110,000 under the NSW Government's 2011 Community Building Partnership program.

Deputy Commissioner Heinz Mueller has welcomed the funding, which will help improve MRNSW boat and unit facilities, improving efficiency for volunteers in their work to assist the boating community.

"This funding is recognition of the valuable service that our volunteers provide the State's boating community and the need to ensure they have suitable facilities for their work," he said.

MR Central Coast will receive \$45,555 to extend its wharf so it can move its two rescue boat lifts to deeper water.

MR Middle Harbour will put its \$45,000 funding towards installing a floating single pontoon with gantry and refurbishing its existing jetty.

This will provide additional berths and level access to vessels, helping improve safety and medevac patient transfer.

A \$10,000 grant will assist with the cost of a new lifting berth in the Brunswick Heads boat harbour to accommodate MR Brunswick's new rescue vessel, due to be delivered later this year. This will allow the boat to be kept out of the water, reducing maintenance costs.

MR Camden Haven will refurbish its slipway and attached vessel launching cradle, including repairing the main concrete slab, using its \$6010 grant. The slipway is affected by concrete decay, and without the rehabilitation work, it would have been impossible to move the vessel from the water to the storage shed.

The radio room and part of the training area at MR Lemon Tree Passage will be refurbished using the unit's \$3655 grant.

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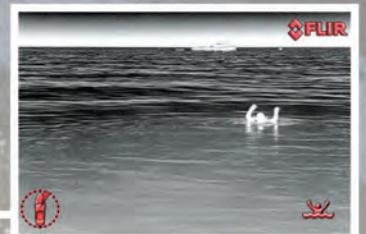
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Catherine Sky

Skipper, Hawkesbury unit



Catherine Sky has a Commercial Coxswain's Certificate and regularly trains new crew for her unit.

A health services planner, Catherine joined MRNSW three years ago. She has a five-month-old daughter, Genevieve, and lives in Sydney.

■ **Volunteering is important to me.** It gives me great satisfaction to help out and give back to the community. For example, I previously helped refugees from Villawood centre learn computer skills.

■ **I've always been into boating and navigation.** I was studying for my RYA (Royal Yachting Association) Yachtmaster qualification when a friend on the course told me I could get experience with small power boats with MRNSW: how to manoeuvre and tow them, and how to fix them. So I joined MRNSW Hawkesbury Unit and was made very welcome.

■ **The odd guy had preconceived ideas about having a woman in the unit.** But I'm probably as old as some of their daughters, so generally they're very protective, helpful and patient, especially when I was learning small boat manoeuvring. I enjoyed

Marine Rescue so much I got my Commercial Coxswain's Certificate and there was then no argument that I knew what I was doing.

■ **As a skipper I get to train crew up, including women.** I remember one of the young guys was dismissive about a girl who was practising mooring. I told him to go away and think about it, and that the fastest way to get to drive a boat is to be nice to the skipper!

■ **Working on the Hawkesbury is very special.** Seeing the sun rise through the early morning mist or answering a distress call at night with NSW Ambulance paramedics on board can be exhilarating.

■ **On the Canoe Classic, we worked 24 hours straight.** In the early hours of the morning it was really rough – we had to pull canoeists, some who were hypothermic, out of the water.

■ **Women bring a different perspective to the unit.** MRNSW is changing – it's become professional, and it's for the better. A young woman can learn a lot more at MRNSW than through doing yacht practice.



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PROUD TO SUPPORT MARINE RESCUE NEW SOUTH WALES

What we've been up to



Marine Rescue Port Stephens members turned time travellers when called to rescue the replica of the 1606 tall ship, the *Duyfken*. An engine failure left the 24 metre, 140 tonne vessel drifting until the *Danial Thain* towed it into Nelson Bay for repairs.



Deputy Commissioner Heinz Mueller presents MRNSW Foundation Director Neil McCartney with his 20 Year Long Service Medal at a ceremony at the Port Macquarie unit in May.



Emergency Services Minister Mike Gallacher and Port Macquarie MP Leslie Williams hand over a \$1500 grant for a rescue dummy to Port Macquarie Unit Commander Peter Ellison.



Australia's Biggest Morning Tea at the NSW Parliament: NSW Premier Barry O'Farrell and Commissioner Stacey Tannos with MPs Stephen Bromhead, Geoff Provest, Shelley Hancock and Thomas George.



New training technology has been rolled out to all units in our largest IT project to date. Marine Rescue Point Danger's Graham Vickery puts the BoatSim program through its paces.

New vessel improves safety for Solitary boaters

Wooli 30 speeds up response times for long-range emergencies.

A new \$345,000 Naiad vessel delivered at Easter is helping members of Marine Rescue Wooli keep pace with the increasing numbers of vessels heading offshore to the diving, fishing and spectacular island scenery of the Solitary Islands Marine Park.

The volunteers are full of praise for the 9.5m inflatable, *Wooli 30*, which also carries the name *J.J. Ensbey II*, commemorating Joe and Jean Ensbey's contributions to Marine Rescue and the Wooli community.

The Rigid Hull Inflatable Boat was built locally on the North Coast by specialist aluminium boat builder Yamba Welding & Engineering.

Unit Commander Richard Taffs said *Wooli 30* was a boon for the unit, enabling the volunteers to respond to the needs of the increasing number of offshore boaters visiting the Solitary Island Marine Park.

"In a boating wonderland where the waters are shared by recreational boaters, professional fishermen, commercial tour operators, diving clubs and marine researchers, Marine Rescue Wooli now has a

significantly improved capability with the new vessel," he said.

"While the majority of boaters stay within the three to seven nautical mile range, we are also seeing larger boats heading further offshore, particularly game fishing vessels venturing to the continental shelf, about 20 nautical miles out.

"*Wooli 30* provides safe operating conditions for our volunteers and its greater operating range enables us to provide a fast response in distant emergencies.

"The vessel is permanently on the water, which allows us to respond more quickly and effectively to incidents. We're confident our more visible presence on the water in this eye-catching new boat also will help us attract new members to our ranks."

Operating on one of the more remote stretches of the coastline, the Wooli unit has performed more than 20 rescues over the past year, assisted vessels needing guidance into safe water and coordinated several large-scale searches



Northern Rivers Regional Coordinator Steve Reading and Wooli unit members David Richardson, Robert Stack and UC Richard Taffs with the unit's new Naiad offshore rescue vessel.

for missing persons.

Yamba Welding & Engineering employs 18 trades and craftsmen, including mechanics, sheet metal workers, boilermakers, upholsterers, aluminium fabricators and marine electricians.

Owner Bill Collingburn told *The Daily Examiner* that while manufacturing in a regional location meant freight costs reduced competitiveness, this was offset by workforce stability.

"The blokes are innovative

– they've got to be as we've got to be competitive," he said.

After leaving the Royal Australian Navy, Mr Collingburn moved to Yamba in 1974.

Building and servicing trawlers led to structural steel projects and over 38 years in business, his team has built 32 passenger boats for the Tweed River, houseboats and a cruise boat for the Clarence River, a 60ft Darling Harbour jet boat and pilot boats for customers on Thursday Island, Gladstone and Mackay.

Brunswick launches new fundraising program

Floating berth needed for bigger rescue boat.

Marine Rescue Brunswick has embarked on a series of New Vessel Needs Fundraisers, starting last month with a dinner, show and dance starring local entertainers.

Unit Commander Owen Danvers said the unit would soon receive a much-needed upgrade to a bigger, safer and more capable rescue vessel to serve the community from Hastings Point to Lennox Head.

"However, a floating berth is urgently needed before the new boat is delivered and we need to raise \$15,000 to add to a generous \$10,000 State Government grant," Mr Danvers said.

"Longer term, there is also a need for secure housing for the vessel and training facilities.

"We're therefore embarking on a series of New Vessel Needs Fundraisers. We are grateful for the generous help of local entertainment groups, including Chris Fisher, Monkey and the Fish, the Delhi Duck, the Whole Hog and Paso de Fuego gypsy flamenco, who helped us kick off the first event with a dinner, show and dance at Brunswick Heads Bowls Club."

Mr Danvers said Brunswick members had continued the unit's practice of the past three years of

laying an everlasting tribute at the Brunswick War Memorial at the Anzac Day Dawn Service. Des Wraight laid the tribute.

"This takes the form of a book to be presented to the Brunswick Heads Primary School on a child-friendly topic relating to the defence forces," he said.

"Last year's was on the carrier pigeons used for communications in wartime. This year was a book on local war hero Paddy Bugden."

Mr Bugden, born in the nearby village of Tatham on March 17, 1897, was posthumously awarded the Victoria Cross after his death on

September 28, 1917 during a mission to rescue wounded men under shell and machine-gun fire at Ypres, Belgium, in World War One.

The unit had been set to again support the annual Winter Whales charity swim across Byron Bay on May 6 but seas of almost four metres prevented the unit's vessel from even crossing the Brunswick River Bar to travel south to the Bay.

Two thousand swimmers had been ready to take to the water when the main event was postponed due to the bad conditions. Some swimmers who persisted on the 2.2km course had to be rescued from the surf.

The nature of the Cape

Marine and wild life add to area's charm.



Good catch...ospreys are a common sight soaring above Cape Byron.
Photo by Kirra Pendergast.

One of the pleasures I get from my marine radio shifts at Cape Byron is the opportunity to observe the natural world. Not only the changing weather patterns – the clouds, the wind, the rain squalls, the ocean in its various moods – but the marine life and various birds and other creatures.

Birds, I find, like Shakespeare's actors, have their entrances and exits. There are the migrating shearwaters, or mutton birds, flying in long dusky skeins, like smoke drifting low over the water.

In the cooler months a kestrel frequents the rocky cliffs. All falcons love the wind and the kestrel can often be seen on a sunny winter's day swooping, soaring and hovering. Other raptors are often seen gliding over the Cape, including the brahminy kite, osprey, sea eagle and little eagle. Goshawks and the occasional crested hawk can be spotted in the rainforest fringes.

In the cool southerlies that seem to bring the fish in, gannets put on a spectacular show of diving into the swirling indigo clouds of fish beneath the surface. Marine Rescue Cape Byron's cliff-top eyrie and binoculars give a first class view of such displays. From our vantage point we see turtles and rays. Whales often come close in on their migration to and from

Queensland waters, powering by, blowing like steam engines.

Pods of dolphins are common and, like the whales, delight the many visitors. I have watched them corral fish with exhaled air bubbles – the kind of activity one sees on a natural history documentary.

On hot oppressive days, swifts arrive out of nowhere, like angelic hosts over the lighthouse, hawking insects in the upper air. Often their appearance signals thunder later.

On warm spring days, flotillas of caper white butterflies flutter over the Cape like confetti.

The wild can be unforgiving. Summer's storms blew unusual seabirds inland; some as far as Lismore. On the Australia Day weekend, one of our duty officers called wildlife rescue to pick up a casualty handed in at the radio room. It was an exhausted sooty tern, rarely seen close to land.

That afternoon, rain settled in as I made my way home through the rainforest of the headland reserve. But someone, or something, was watching me! A little russet gold swamp wallaby – they seem to like a rainy evening – poised, watching, curious. A small brown ghost in the clearing...

Such quiet, pleasing encounters are in the nature of the Cape.

David Morris

The eyes & ears of the ocean



Image supplied by Riviera

MA-500TR

The MA-500TR gives valuable AIS information to the user, allowing vessel data to be displayed on-screen and DSC calls to be initiated with ease.



Marine

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Coffs cleans up in Classic auction

Members help raise more than \$6000 at deep sea fishing event.

The fish were biting and so were the bidders at the Marine Rescue auction of the catch from this year's Coffs Harbour Deep Sea Fishing Club Easter Fishing Classic.

Marine Rescue Coffs Harbour raised more than \$6000 at the event, running the daily barbecue and staging a charity fish auction at the close of the Classic on Easter Sunday.

Coffs Rescue 2 led the fleet out of the harbour for the start of the competition at 6am on Friday. The anglers were not deterred by a heavy swell, heading enthusiastically out to sea to the best fishing spots. A total of 66 boats took part, with some staying out overnight on Friday and Saturday. Each vessel logged on and off with Marine Rescue watchkeepers, many of whom volunteered for extra

shifts to meet the extra load.

Over the next three days, as the competitors returned to the club, some with excellent catches to be weighed, many donated a large proportion of their fish to Marine Rescue. The volunteers cleaned a huge amount of fish, which were stored in a coolroom ahead of the well-attended Sunday afternoon auction.

Bidding was vigorous, with a total of \$5655 raised. The barbecue added another \$750 to the tally for the exhausting but successful weekend. Without the generosity of the local anglers and the unit's collaboration with the Deep Sea Fishing Club, this success would not have been possible.

CR 2 was also kept busy over the Easter weekend. One of the competition vessels was towed back



What am I bid? MRNSW Coffs Harbour member Greg Taylor with a good-sized catch destined for a frypan at the Coffs Easter Classic fish auction.

to the harbour on Friday afternoon after losing a prop and the rescue crew was called out again around midnight on the same day, before helping search for a missing kayaker off Valla on Monday.

March was a busy month for the

rescue vessel, with a high incidence of engine failures on one day due to fuel problems resulting from a suspected batch of bad petrol recently on sale.

Alison Bowling
Publicity Officer



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Cosy Up People's Choice winner Susie Land with her "cat" cosy (second from left), with Forster-Tuncurry's Breakwall Belles Lorraine James, Margaret Whitfield and Sue Welch.

Cosying up for charity

Forster-Tuncurry fundraiser nets \$2500.

Things were very cosy indeed at Marine Rescue Forster-Tuncurry over the Easter long weekend.

The Breakwall Belles' Cosy Up fundraising exhibition and competition was a great success, attracting 150 teapot cosies and other entries, which were limited only by their creators' imaginations.

More than 600 people visited the Easter display along with a car boot sale and a barbecue at the base.

The Belles need to be

congratulated on the effort they put in to produce such a successful weekend, raising more than \$2500. Thanks to Gloria Jeans of Wharf Street, Forster, for sponsoring the event.

We have had 18 assists since January with no major events. MRNSW Director John Lynch presented Eric Armstrong with his 10 year Long Service medal in April.

Dennis Travers

Trio plucked from hull

Port Macquarie gives critical assistance.



Port Macquarie 30 to the rescue, with Geoff Salt and Rod Page aboard.

Two adults and a child had a lucky escape when they were rescued from the hull of their capsized licensed fishing boat off the Port Macquarie coast.

At 8.15am on March 31, the NSW Police Force Marine Area Command tasked Marine Rescue Port Macquarie to investigate a report that a member of the public had seen a vessel collide with a bombora and capsize one nautical mile south-east of Oxley Beach.

Boat crew pagers were activated and our Cobia RHIB, Port Macquarie 20, was despatched with Ken Fletcher, Mick Ruyter and John Brickwood aboard to provide first response assistance.

In the meantime, a private vessel in the vicinity, skippered by local man Ashley Roods, went to assist the stricken vessel. This prompt response enabled Ashley and his wife to recover two adults and a child clinging to the hull of their boat.

PM 20 arrived on the scene just as the last person was pulled from the water. The three were transferred to the rescue vessel and treated for hypothermia. The skipper decided to transport them to shore for medical assessment, with our radio base organising an ambulance to meet PM 20

at the Marine Rescue boat shed.

At this stage, the overturned vessel was still afloat and our 10.4m Steber, Port Macquarie 30, crewed by Geoff Salt, Rod Page, Steve Bull and Peter Ellison, was tasked to try to retrieve the vessel and deactivate the EPIRB that had been set off when the vessel overturned.

The registered fishing vessel was approximately seven metres long, with an aluminium hull and superstructure, checker plate floor and inboard Volvo diesel power unit, making it extremely heavy. After several attempts to right the vessel, the PM 30 crew managed to return it to an even keel and was able to remove most of the water from the hull using the onboard pump.

PM 30, with the able assistance of an IRB crew from Flynn's Beach Life Saving Club, also retrieved a number of items that had floated free when the vessel capsized. A topline was set for the return to Port Macquarie, as the condition of the bar required caution during crossing.

After returning the vessel and owner to the Wesport boat ramp, PM 30 and PM 20 were back at base by 11.42am for routine post-operation maintenance and a debrief by all involved in the incident.

Peter Ellison



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H&H1008/07

Fundraising top priority for Central Coast

Variety concert and community club donations net \$11,650.

After the high cost of replacing the engine and gearbox on its main rescue vessel, *CC 20*, Marine Rescue Central Coast has been busy raising funds.

Local performers and the Gosford RSL supported a successful variety concert that raised a total of \$11,650, including a \$1000 donation from Ettalong Memorial Bowling Club Fishing Club and another \$5000 from Woy Woy Rotary Club.

Efforts will continue with the unit's annual boat raffle, as well as its group luncheons to raise awareness of Marine Rescue's role in the wider community.

On the water, rescues have continued to keep members busy. On March 18, the unit worked with the Saratoga Sailing Club to assist a 5m trailer-sailer upside down

between Green Point and Saratoga. While the two crew members were safe, the yacht's mast was stuck in the mud until the vessel was righted by *CC 11*'s crew of skipper Al Morris, Alan Howes and Mark Sheehan.

Crews on duty over Easter kept up the pace, towing three vessels to safety on Good Friday and assisting another two boats on Saturday. In lumpy seas on Easter Monday, skipper Ted Leeson and crew faced a long tow to return a 4.9m vessel with an overheating engine at East Reef back to Lions Park at Woy Woy.

CC 20 and crew were among up to 10 Sydney and Central Coast MRNSW units taking part in the Sydney region's annual Search and Rescue Exercise (SAREX)



Woy Woy Rotary Club President Annette Karton and member John Greenway, with MR Central Coast Unit Commander Ian Gallard, inspect the new diesel engine installed on rescue vessel *Central Coast 20*.

at Newport in April.

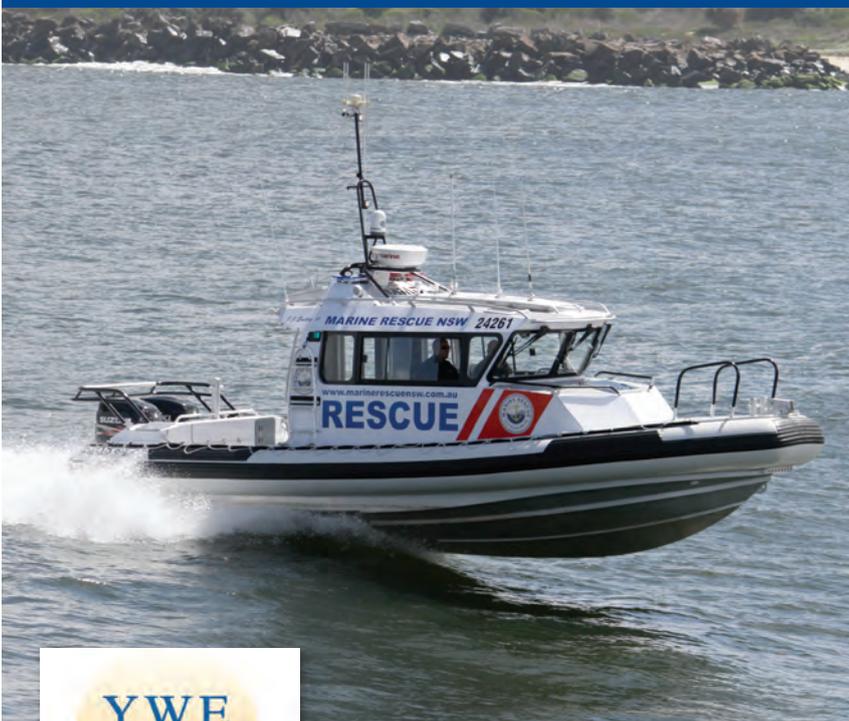
Members then took part in local Anzac Day commemorations, with the unit's rescue vessels anchored off Memorial Park at Woy Woy at 5am for the dawn service and the boats'

searchlights illuminating the flagpole.

A contingent of 14 members joined the Woy Woy march, with former unit commander Pat Fayers laying a wreath on the Unit's behalf.

Ron Cole

Marine Rescue chooses NAIAD from Yamba

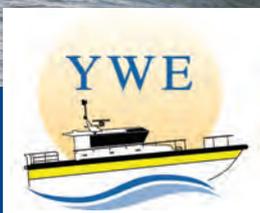


Yamba Welding & Engineering Pty Ltd launched the new 9.5m Naiad Rescue Vessel for Marine Rescue Woolli (WI 30) in March 2012. The vessel was named '*J.J. Ensby II*' in the Commissioning Ceremony on 8th June 2012.

This fast response Naiad aluminium vessel marks the 4th vessel (and first for Marine Rescue) built by Yamba Welding since gaining the licence to build exclusively for Naiad Design in early 2011.

'*J.J. Ensby II*' is powered by twin 250hp Suzuki outboard motors and is fully equipped for search and rescue duties with three radio communication systems, radar, AIS, thermal imaging camera for night vision, radio direction finder to home in on EPIRB signals, the latest navigation systems and a solar power system to ensure the four batteries are always fully charged to power the electronic equipment.

A second vessel for Brunswick has now been ordered.



YAMBA WELDING & ENGINEERING Pty Ltd

4 Angourie Rd, Yamba NSW 2464 | T: 02 6646 2421 | E: info@ywe.com.au



Local knowledge

With units located at our State's most popular coastal boating locations, Marine Rescue NSW has vast local knowledge of interest to boaters: the local ramps and moorings, the tricky navigation hazards and where to find

friendly, well-informed advice. Part of our job to promote safe, enjoyable boating is to pass on this knowledge to visitors. This is just a sample of the remarkable bank of information available for the asking from all Marine Rescue bases.

Northern Rivers

Ballina

BOATING ATTRACTIONS Boating and fishing on the Richmond River and offshore. Naval Museum in Regatta Ave, Ballina.

FISHING Good fishing in the river, off the beach and offshore. Rig for flathead, bream and snapper off the beach.

MOORINGS For overnight or longer at Lance Ferris Wharf, Fawcett St; Mobbs Bay and Emigrant Creek.

FUEL Diesel only available from the Trawler Harbour by arrangement. Contact Marine Rescue Ballina

02 6681 4700 (24/7).

RAMPS Fishery Creek and North Creek.

NAVIGATION HAZARDS The Ballina Bar is one of the most dangerous on the NSW coast. There is both an inner bar and outer bar and these should not be crossed without experience or local knowledge and guidance. Check with Marine Rescue Ballina.

BOATING INFORMATION Marine Rescue Ballina 02 6681 4700, Marineland, Trawler Harbour,



Local knowledge is essential for safe bar crossings.

Ballina Bait and Tackle at Quay West Shopping Centre.

LOG ON AND LOG OFF FOR

SAFETY Marine Rescue Ballina – marine radio VHF on Ch 16, 27MHz on Ch88.

Mid North Coast

Coffs Harbour

BOATING ATTRACTIONS Coffs Harbour is one of the safest launching areas on the North Coast, with no river bar to cross. The continental shelf is only 14nm from the harbour and access to Solitary Islands Marine Park is excellent.

FISHING Local waters are home to reef fish, including snapper, teraglin, mulloway, kingfish, tailor and pelagics in season, including spanish and spotted mackerel, dolphin fish and marlin.

Excellent reef and sandy bottom fishing grounds start from about 2nm out from the harbour mouth, where live bait and flathead can be taken. There are at least 10 good reefs south of Coffs within about 9nm and Solitary Islands Marine Park runs north from Coffs. Good estuary fishing in the Bellinger and Kalang rivers, as well as local creek mouths and surf beaches.

MARINAS AND MOORINGS Berths for cruising boats are available at

Coffs Harbour Marina (02 6651 4222) which caters for boats up to 20 metres. Open mooring by anchor is available in the outer harbour.

FUEL Diesel fuel only is available at Coffs Harbour Marina.

RAMPS A large boat ramp and trailer parking area is available on the south side of the harbour. When solid swells are running outside the harbour, a nasty surge can affect this ramp. You can launch from the beach at Sawtell and Woolgoolga

and boat ramps at Mylestom give good access to the Bellinger and Kalang rivers.

NAVIGATION HAZARDS No bar but waves break across the harbour mouth in big seas.

BOATING INFORMATION Marine Rescue Coffs Harbour base on Beacon Hill 02 6652 3155 (24/7).

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Coffs Harbour – marine radio VHF on Ch 16, 27MHz on Ch88.

Camden Haven

BOATING ATTRACTIONS Fishing, sailing and general pleasure boating.

FISHING Good offshore fishing grounds range from 2-6nm out. The Camden Haven River and two adjacent lakes offer both fishing and pleasant waterfront sites for camping.

MARINAS AND MOORINGS Marina

facilities for visiting cruising boats are located at Dunbogan Boat Shed and Laurieton United Services Club Wharf. If the wharf is fully occupied, good anchorage is available in the river opposite the club.

RAMPS There are seven major ramps at North Haven; Dunbogan;

Laurieton United Services Club wharf; Stingray Creek Bridge; Dunbogan Bridge; adjacent to the Marine Rescue building and the Queens Lake Yacht Club.

NAVIGATION HAZARDS There is a bar at the entrance to the port and plenty of signs in the river with reminder warnings.

If in any doubt, contact Marine Rescue Camden Haven.

BOATING INFORMATION Marine Rescue Camden Haven 02 6559 7356 (24/7).

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Camden Haven – marine radio VHF on Ch 16, 27MHz on Ch88.



Crowdy Harrington

BOATING ATTRACTIONS 176 km of navigable waters in the Manning River are accessible from ramps in and around Harrington. Ocean fishing from Crowdy Boat Harbour, about 8km north of Harrington by road.

FISHING The Manning River is good for flathead and bream with rod or hand line. Marine Rescue Crowdy

Harrington has maps showing GPS co-ordinates for popular offshore fishing grounds.

MARINAS AND MOORINGS Harrington Waters on Manning River.

FUEL There are no local on-water refuelling facilities.

RAMPS Ramps can be found at Bohnock, Croki, Harrington Waters,

Coopernook, Manning Point, Cundletown, Taree, Taree West and Wingham Brush.

NAVIGATION HAZARDS Do not attempt to cross the bar at either Harrington or Farquhar Inlet. After floods, debris is common on the river. Most of the navigable river is 2m-plus in depth.

BOATING INFORMATION NSW Maritime Services Boating Map 6A available from Visitors Information Centre or bait and tackle shops in Taree, Harrington and Old Bar.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Crowdy Harrington – marine radio VHF on Ch 16, 27MHz on Ch88.

Forster-Tuncurry

BOATING ATTRACTIONS Boating on Wallis Lake, water skiing on Wallamba River and fishing on Wallis Lake, estuary and deep sea 4-6nm offshore.

MARINAS AND MOORINGS Forster Marina; Paradise Marina; Wallis Lake Fisherman's Co-op Tuncurry.

FUEL On-water fuel available from

Wallis Lake Fisherman's Co-op Tuncurry and Boatland Marine Tuncurry.

RAMPS Forster Boat Harbour; Little Street baths, Forster; Elizabeth Parade Reserve, Forster Keys; Point Road, Tuncurry.

NAVIGATION HAZARDS Wallis Lake contains many shallow areas

and it is advisable to purchase a local chart. Although the entrance to Cape Hawke Harbour is considered one of the safest in NSW, it can be dangerous at low tide. Note that the tides continue running for up to 1½-2 hours after advertised time and that the tide in the entrance channel can

be up to 5 knots.

BOATING INFORMATION NSW Maritime (RMS) Little St, Forster; Marine Rescue Forster-Tuncurry Base.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Forster-Tuncurry – marine radio VHF on Ch 16, 27MHz on Ch88.

Hunter Central Coast

Central Coast

BOATING ATTRACTIONS Brisbane Water is a vast waterway at the southern end of the NSW Central Coast. Boating access to Brisbane Water is from one of the many ramps or direct from Broken Bay through the ocean bar at Little Box Head.

FISHING Brisbane Water is rich with fish and contains a number of oyster leases so care and close attention to navigation marks and lights is essential when travelling after dark.

MARINAS AND MOORINGS Gosford Boat Harbour, adjacent to the town centre, has marina-style berthing facilities for visitors, with water and electricity, available at the Gosford Visitors Wharf. Bookings can be made with Marine Rescue

Central Coast on 02 4325 7929.

FUEL Diesel and petrol are available from Booker Bay Marina and Empire Bay Marina.

RAMPS Sixteen boat ramps and public wharves, including at Blackwall, Daleys Point, Davistown, Empire Bay, Erina, Gosford, Green Point, Hardys Bay, Kincumber, Koolewong, Pretty Beach, Saratoga, St Huberts Island, South Woy Woy and Woy Woy.

NAVIGATION HAZARDS The entrance to Brisbane Water from Broken Bay is via the bar at Little Box Head. Take care, especially at low tide. The channel into Brisbane Water is narrow, relatively shallow but well marked and safe except when



Entry to Brisbane Water from Broken Bay at Little Box Head.

a strong southerly is blowing. Once the bar is cleared Lobster Beach is to the east. Follow the narrow channel carefully to Half Tide Rocks and watch out for the dog-leg around the navigation markers.

BOATING INFORMATION Marine Rescue Central Coast 02 4325 7929.

LOG ON AND LOG OFF FOR SAFETY (7days) Marine Rescue Central Coast – marine radio VHF Ch16 or 27MHz Ch88.

Terrigal

BOATING ATTRACTIONS Fishing, diving, sailing, snorkelling, jet ski (PWC) riding.

FISHING Many species in convenient locations from just offshore to the 50m line, 5nm out or beyond to deeper seas. Fish cleaning table

adjacent to boat ramp.

MARINAS AND MOORINGS No marinas, very limited safe mooring in Terrigal Haven by anchor only. Emergency mooring available on the NSW Police mooring buoy (blue).

RAMPS Terrigal Boat Ramp is a 1 in

8.5 slope, which means vehicles with low ground clearance (eg cars) will get their rear axles wet when launching.

NAVIGATION HAZARDS Terrigal reef, identified by an imaginary line from the rocks to the red Port

channel marker.

BOATING INFORMATION Marine Rescue Central Coast 02 4325 7929.

LOG ON AND LOG OFF FOR SAFETY (7days) Marine Rescue Terrigal – marine radio VHF Ch16 or 27MHz Ch88.

Greater Sydney

Hawkesbury

BOATING ATTRACTIONS The Hawkesbury River provides an abundance of boating attractions, including fishing, water skiing, jet ski riding, kayaking and weekend or longer holidays on the water. Open fishing boats to comfortable self-drive cruisers and houseboats can be hired in a number of locations.

FISHING Jewfish, bream and flathead are common and in winter months, haretail attracts hopefuls to Cowan Creek. Productive locations include a reef off Bar Point, Wobby Beach, Flint and Steel on the way to Broken Bay and anywhere else you see more than a couple of other boats anchored away from the shore.

MARINAS AND MOORINGS Brooklyn is home to several marinas,

including Hawkesbury River Marina, Fenwicks and Sandbrook Inlet Marina. Moorings in Refuge Bay and Americas Bay off Cowan Creek are in high demand on weekends. Public moorings began life as a pink colour but time and exposure to conditions can vary the shade.

FUEL If coming from west of the Hawkesbury River bridges, go to Brooklyn where Fenwicks, Sandbrook and several hire boat companies have fuel. If coming from east of the rail bridge, go to Hawkesbury River Marina. Further afield are D'Albora Marina at Akuna Bay in Coal and Candle Creek 24/7; Berowra Waters Marina 8am to 5pm and Empire Marina Bobbin Head 8am-4:30pm.

RAMPS Deerubbin Reserve and



Good advice on Hawkesbury boating from experienced locals.

Parsley Bay in Brooklyn.

NAVIGATION HAZARDS Check tidal movements. Many oyster leases in the area are well marked.

BOATING INFORMATION Marine

Rescue Hawkesbury 02 9985 9012.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue

Hawkesbury – marine radio VHF on Ch 16, 27MHz on Ch88.

Port Hacking

BOATING ATTRACTIONS Bundeena, Jibbon Beach, Simpsons Bay, South West Arm, Audley Weir, Deeban Spit, Salmon Hall Bay, Gynea Bay-Broadwater, Lilli Pilli. Bate Bay, Dark Bay, Carruthers Bay.

FISHING Ample fishing opportunities within Port Hacking and also a short distance outside in Bate Bay, north to Kurnell and south to Stanwell Park.

Estuary fishing for various species, plus ocean species and game fishing several nautical miles offshore, but normal fishing within a couple of nautical miles offshore.

MARINAS AND MOORINGS Cronulla, Burraneer Bay, Dolans Bay, Yowie Bay marinas. Royal Motor Yacht Club has overnight moorings or longer. There are restrictions on moorings but

a safe anchorage at Jibbon Beach in the Royal National Park.

FUEL Cronulla Marina, Royal Motor Yacht Club (RMYC) and Burraneer Bay Marina.

RAMPS Tonkin Park, Cronulla; Water Street, Burraneer Bay; Wally's Wharf, Dolans Bay; Wonga Road, Yowie Bay; and Swallow Rock Reserve, Grays Point.

NAVIGATION HAZARDS Some areas of Port Hacking are shallow at low tide so some caution is required.

BOATING INFORMATION Marine Rescue Port Hacking 02 9668 9888; Maritime at Sutherland; any of the marinas or tackle shops.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Solander – marine radio VHF on Ch 16, 27MHz on Ch88.

Illawarra

Sussex Inlet

BOATING ATTRACTIONS 3km of Inlet, St Georges Basin and access to ocean via bar.

FISHING Mainly by boat, but many fish are caught off the bank or jetties. Water depth in St Georges Basin is mainly 8-9m and outside on the reef about 60m. The Basin has artificial reefs and a variety of fish including dusky flathead and bream. The Inlet has excellent prawning in the "Darks", 3-4nm to Brooks Reef,

1nm to flathead grounds (gravel bottom).

MARINAS AND MOORINGS RSL Club and Sussex Marina (both by arrangement).

FUEL On-water fuel at Sussex Marine Centre at the bottom of Jacobs Drive and Pelican Shores next to our Base in Sussex Rd, South Sussex, with a dine-in cafe overlooking the Inlet.

RAMPS For Outside/Inlet Lions

Park, parking for about 40 trailers. For Basin/Inlet Town Ramp Neilsen Lane parking for about 15. River road ramp for boats up to 6m, about 20 spots and Riverside Ramp Sussex Road, for about 16 trailers.

NAVIGATION HAZARDS Sussex Bar should be approached with caution and best crossed 2 hours either side of high tide. Just outside the bar and inside Rock Island is a

Bommie (submerged at high tide). Another hazard is off Berrara, with submerged rocks from shore to about 0.5nm.

BOATING INFORMATION Marine Rescue Sussex Inlet 02 4441 3555, 28 Sussex Road, South Sussex. Tackle Shop, 02 4441 1660.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Sussex Inlet – marine radio VHF on Ch 16 or 27MHz on Ch88.



Ulladulla

BOATING ATTRACTIONS Safe harbour, lake and ocean fishing (charter boats available), diving, Dive Shop. Annual Blessing of the Fleet ceremony Easter Sunday. Harbourside markets 2nd Sunday each month.

FISHING Flathead, whiting, kingfish

snapper. Several local safe reefs within 1nm; 15nm to Continental Shelf; 1.5nm to “Kingie Grounds”.

MARINAS AND MOORINGS No marina; short-term berthing at wharf.

FUEL Diesel refuelling facility on wharf – operated by Marine Rescue.

Fuel for trailer boats at local service stations.

RAMPS One each on north and south sides of harbour. Trailered boats can be launched at Lakes Burrill and Conjola; access for dinghies and kayaks from beach inside harbour.

NAVIGATION HAZARDS Two reefs,

both charted, but access to harbour is very safe at all times.

BOATING INFORMATION Marine Rescue Ulladulla base at the harbour.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Ulladulla – marine radio VHF on Ch 16, 27MHz on Ch88.

Monaro

Batemans Bay

BOATING ATTRACTIONS Batemans Bay is situated at the mouth of the Clyde River. The Bay area offers easy access to ocean, estuary and river fishing or cruising.

FISHING The region provides some of the best fishing grounds to be found on the South Coast with year-round fishing from Durras in the north to the Tomaga River in the south, with the beautiful Tollgate Islands a centrepiece. The Marine

Park has helped sustain a range of fishing activity. Flathead and snapper are found close in, while the more adventurous can fish deeper waters on the edge of the continental shelf about 25nm out for tuna, marlin and other game fish.

MARINAS AND MOORINGS Batemans Bay Marina has short-term berths. Services include boat repairs, rigging services, outboard and inboard engine repair services

and marine and fishing supplies. The marina has a maintenance hardstand, wharf and slipway.

FUEL Diesel refuelling facilities and waste pump-out available.

RAMPS A three-lane ramp is located at Hanging Rock next to MR Batemans Bay.

NAVIGATION HAZARDS The coastal bar at the entrance to the Clyde River requires care. If you are unsure, seek advice from MRNSW.

BOATING INFORMATION Visitors are welcome at the Marine Rescue Base at Hanging Rock (7am-5pm daily) for the Marine Park map, guidance on the local bar, radio Log On/Log Off procedures and latest updates on expected weather conditions.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Batemans Bay – marine radio VHF on Ch 16, 27MHz on Ch88.

Bermagui

BOATING ATTRACTIONS Deep sea fishing, big game fishing, fishing charters and river fishing.

FISHING Local grounds include Montague Island, Three Brothers and various reefs. It is 12nm to the drop-off into deep ocean. Flathead can be found from 10-120m. The best area is north of the port east of Mount Dromedary. Other species include gummy sharks, gurnard, mackerel and barracouta. Game

fishing depends on warm currents flowing southward carrying out bait fish, which attract tuna and marlin. Bermagui has reefs at various depths, including the 4-mile, 6-mile and 12-mile reefs, the Brothers Reef and reefs off Golan Head.

MARINAS AND MOORINGS The Harbour public wharf has mooring and boats are often rafted up. Marina berths are available with power and water. Free shower and toilet facilities.

FUEL Diesel and petrol with long bowser hoses at several locations, diesel only on harbour wharf.

RAMPS A three-lane boat ramp is located in the harbour and a two-lane ramp on the river, with parking.

NAVIGATION HAZARDS There is no bar at the entrance to Bermagui Harbour and a sand bank is buoyed. A “bommie” is located 100m off the south of the entrance. A strong north-easterly and an outgoing tide

can make the entrance difficult for first time users as the swell can break in front of the harbour mouth. Local advice is available from MRNSW.

BOATING INFORMATION Local tackle shops, charter operators and Marine Rescue Bermagui on 02 6493 4506.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Bermagui – marine radio VHF on Ch 16, 27MHz on Ch88.

Eden

BOATING ATTRACTIONS Fishing, sailing, canoeing, kayaking and whalewatching.

FISHING Good fishing at reefs within 30 minutes of Twofold Bay. Drifting works off the southern shores of Twofold Bay adjacent to the woodchip mill. Good reef fishing off south head around the Seahorse Shoals. Mowarry Point, Green Cape and Lenards Island are popular kingfish grounds.

MARINAS AND MOORINGS Vessels

can anchor off the Snug Cove area and elsewhere in Twofold Bay, tie up alongside the “Skinny wharf” or raft up alongside a vessel tied up at the wharf. Safe havens for anchoring in strong south to south-westerly winds can be found at East Boyd Bay behind the Navy Wharf and/or in Nullica Bay off Boyd Town. Shelter from Northerly winds can be found in the Snug Cove/Cocora Beach area.

RAMPS A four-lane boat ramp at

Quarantine Bay with floating pontoon access. Car/trailer parking, boat washing and fish cleaning facilities.

NAVIGATION HAZARDS Mussel beds between Cocora Point and Oman Point and south of Tororago Point in Nullica Bay; “bommie” below Lookout Point/Middle Head; at Whale Spit waves break over reef extending from Tororago Point; Sector Light located on Middle Head to assist safe entry to harbour at night; Seahorse

Shoals extend off south head – shoals may break in heavy weather.

BOATING INFORMATION Maritime Services Office is open Monday-Friday November-May and Fridays only May-November. Marine Rescue Eden broadcasts regular weather forecasts and warnings.

LOG ON AND LOG OFF FOR SAFETY Marine Rescue Eden – marine radio VHF on Ch 16, 27MHz on Ch88.

Popular radio duo meets the rescue talent

The Entrance unit keeping boaters up to date on 94.1FM.

Members of Marine Rescue The Entrance have become familiar voices to many local boaties listening in for the Lakes weather and conditions report on Country Radio 94.1FM before heading out on Saturday mornings.

Over the past four years, our unit has reported on the Tuggerah Lakes conditions at 10am every Saturday as part of the Central Coast station's popular RJ and Coach sports program.

Everyone was able to put faces to the names when Rick Jullienne and Dale Eggleton visited the unit for lunch recently.

RJ and Dale have always given us plenty of support in our efforts to promote our work and advise the community and it was great to meet up with the boys.

Nineteen members took part in this year's Anzac March at

the Wallarah Bay Club, proudly led by our flag bearer Tony Younglove. It was a beautiful day on the lake shores, celebrating and commemorating the Anzacs and the military forces who continue in the defence of our country.

Our new jetty has been a huge success, particularly improving the speed with which we can now launch our rescue vessel.

A friendly competition has sprung up between the skippers and crews on our various watches to see who has the fastest launch time, which can only benefit boaties in need of help on the water.

Our new extension is also nearly complete, with the roller doors on and only a good paint job needed before the official opening.

A Basic Navigation course organised by Training Officer Jim Davidson had great support,



Country Radio 94.1FM sports team Rick Jullienne and Dale Eggleton (aka RJ and Coach) meet their on-air talent at Marine Rescue The Entrance.

attended by 13 members who considered it another useful tool for their future in Marine Rescue. There is a strong concentration on training by both our new and long-term members as we prepare for the much-anticipated arrival of our new RHIB.

Our boaties have really been

behaving themselves over the past couple of months, with only four needing assistance, involving eight people on board. It looks like the time our members are spending talking to boaties launching at the boat ramp may be having the desired result.

Denis O'Mara



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Stranded boat owner refuses to leave vessel

Port Stephens unit forced to wait until morning to complete rescue mission.

A boat owner who suffered minor injuries in a crash that left his vessel stranded on a rocky outcrop in Coal Shaft Bay on the Hunter coastline rejected rescue crews' pleas to leave the vessel, instead sitting out a lonely night on board.

Marine Rescue Port Stephens and police crews were deployed to assist the man on April 19 after a passing vessel reported seeing a boat crash into rocks at high speed at Broughton Island.

Port Stephens Unit Commander Malcolm Milliken said the incident highlighted the need for boaters to always travel at safe speeds.

"This gentleman was lucky that he survived and was not more seriously injured in this crash, which must have occurred at considerable impact," Mr Milliken said.

"The incident also served as a reminder of the challenges facing our emergency services, who often deal with people at their most vulnerable, who may resist all attempts to help them."

The Port Stephens crew headed out aboard the unit's new 8.5m Gemini RHIB, *Codi-K II*, and found the vessel high on the rocks on a dark but clear moonlit night.

No amount of discussion with the boat owner by the rescue crew and the Police Marine Area Command could persuade him to leave his boat.

"He was left on his boat overnight, having assured everyone he was OK and self-sufficient," Mr Milliken said.

Port Stephens members returned at 6am the following day aboard the 52ft Arun, *Danial Thain*, for the tricky



This boat and its owner were grounded on a rocky outcrop in Coal Shaft Bay before being rescued by the Port Stephens unit.

operation to remove the boat.

The Arun's inflatable Y boat was despatched to attach the tow line to the vessel, which had sustained only minor hull damage, and to transfer the man, who was found to have a serious cut on his head and to be

suffering from concussion.

The *Danial Thain* successfully removed the vessel from the rocks, towing it back to port, where it was met by an ambulance crew and the boat owner transported to a local community hospital.

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The vintage 1956 Grumman Albatross is towed to a suitable take-off position by *Newcastle Rescue 10*.

Flying boat drops in

Marine Rescue Newcastle faced a far-from-routine tow job at the Port of Newcastle in April, helping a vintage seaplane to take off to a new career.

While the Newcastle members routinely steer imported recreational boats into holding pens to await delivery to their new owners, the 1956 Grumman Albatross presented a larger-scale challenge.

Restored by owner Mack McCormack at a reported cost of \$3 million for the titanium wings alone, the 22-seat seaplane was shipped to Newcastle with a load of boats on

the deck of a cargo vessel.

Once the plane had been lowered to the harbour, *Newcastle Rescue 10*, with Unit Commander Ron Calman at the helm and crew member Terry Hooper manning the ropes, towed the craft to a suitable position for take-off to the RAAF Williamtown base and on to Sydney.

The Grumman is visiting all Australian World War II Catalina ports to commemorate the 70th anniversary of the Japanese attacks on Darwin and Roebuck Bay on its way to Broome, where it will be used for tourist flights.

Gripping night rescue

Lake Macquarie spreads safety message.



The Marine Rescue Lake Macquarie fleet covers the largest coastal saltwater lake in Australia, four times the size of Sydney Harbour.

Members of Marine Rescue Lake Macquarie are concentrating on our Boating Safety Awareness Campaign, headed up by Warren Collins with the able assistance of Tony Milton and Martine Tylee.

Members have visited the boat ramps early in the mornings as the fishing and boating community put their boats in, providing brochures and information about the services we offer and encouraging boaters to Log On and Log Off with us.

With the cooler weather, we are also focusing on training. We have a new intake of members who are finding their sea legs. Our trainers have been busy providing boat crew, leading crew and coxswain courses.

Two of our four boats – all now painted in MRNSW livery – have been designated as training vessels and getting a workout as our crews develop their seamanship skills.

We are also working on our major project to build a permanent jetty at our Pelican Boat Base so we can moor our operational vessels in the one spot with no berthing fees to be paid from our hard-earned fundraising and donations.

Members were called to perform a challenging night rescue in rough seas on Easter Sunday, amid a busy four-day break.

Warm weather saw the radio base handle numerous local Log

Ons and offshore vessel tracking, in addition to phone and radio communications.

The unit also took the opportunity to raise both its profile and funds with an information stall and well-supported boat raffle at the Lake Macquarie Classic Boatfest on Easter Saturday and Sunday.

Our boat crews were busy with assists as well as promotional activities at the event, taking part in the procession and blessing of the fleet.

On Easter Sunday night, *Lake Macquarie 21*, skippered by Bob Diamond and crewed by Noel Foran and Jim Wright, was tasked to locate a 46ft cruiser reportedly 15nm out to sea.

The conditions were rough and the lightning show was something to see. Swells were up to 2m with a north-easterly wind blowing. It took two hours to reach the vessel, which had drifted in a southerly direction.

The tow back to Swansea took four hours and we were grateful to see Regional Coordinator Neil Grieves waiting at the wharf to assist with the berthing of the vessel. The excellent work at the radio base by Len Wilkins and Malcolm Watson, who coordinated the search and kept both vessels informed, played a major part in the success of this operation.

Jim Wright

EMERGENCIES CAN HAPPEN ANYWHERE



For the producers of TV's *Biggest Loser*, safety was paramount when contestants sailed from Sydney to Hobart. They chose super tough Great Circle Life Rafts for both the pre-sail safety training and their passage across the notorious Bass Strait.



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Sydney units join Paralympians on the Harbour

Members crew command vessel and safety boat for Access World Championships.

Two members of the Australian sailing team for the London Paralympic Games, Liesl Tesch and Dan Fitzgibbon, put their rivals on notice by sweeping the field in the recent Macquarie 2012 Access World Championships on Sydney Harbour.

On their 5.8m SKUD 18, the pair won 10 races at the Championships, which were hosted by Middle Harbour Yacht Club and supported by Marine Rescue Port Jackson.

Although Tesch is heading to her sixth Paralympics, these are her first as a sailor. She joined Beijing silver medallist Daniel Fitzgibbon in 2011 after a career in which she captained the Australian women's wheelchair basketball team to two silver medals and one bronze.

The Access World Championships for the three International Access classes and the SKUD 18s were tightly contested.

While 80 per cent of the Championship competitors were disabled, the Access Class competition is open to all, making

this one of few opportunities disabled athletes have to compete on equal terms with able-bodied athletes.

Marine Rescue Port Jackson Coxswain Michael Carew said the unit's members had the privilege of crewing *PJ 21* as the command vessel and safety boat for the event.

Middle Harbour members also supported the event, with *MH 30* patrolling the course to keep it clear of other boats on the last two days of the Easter holidays.

"Thanks must go to the boating public for their cooperative attitude and willingness to slow down in the vicinity of the course, giving the competitors the best chance to show off their skills," Mr Carew said.

"The members were amazed at the courage and determination the sailors have. Of the many support roles MRNSW undertakes, this one has to be top ranking."

The Access classes have a strong following in Australia, supported by Sailability Australia and local sailing clubs. The SKUD 18 is designed



Dan Fitzgibbon and Liesl Tesch lead the SKUD 18 in the Macquarie 2012 Access World Championships. Photo: Andrea Francolini

to offer high-performance sailing, regardless of sailors' mobility.

MR Port Jackson were later joined by a Botany Bay crew on board *BY 30* for this year's Coogee to Bondi charity swim on Anzac Day, providing safety boats and keeping competitors from straying off course.

Both Port Jackson and Middle Harbour supported the Lifestart Kayak for Kids race from Blues Point to

Clontarf on March 25. *PJ 20* and *PJ 21* acted as safety vessels for the 17.5km race, and the new Steber, *MH 30*, ferried Premier Barry O'Farrell to the starting line to start the race.

MH 30 then headed off to join *Jervis Bay 40* in Sydney for sea trials after a major refurbishment, to provide a safety net for the Balmoral Swim for Cancer.

More crews at the ready on Broken Bay

Increase in serious call-outs creates unprecedented workload for members.

Four serious incidents and an overall increase in the workload at Marine Rescue Broken Bay have justified a decision to roster mid-week standby crews.

The unit responded to 18 off-shore incidents between January and March, compared with seven during the same period in 2011.

A vessel 10 nautical miles out to sea broadcast a MAYDAY on March 31 as she was taking in water and her pumps could not cope. Marine Rescue Sydney heard the call and despatched Steber *BB 30* in response. *BB 30* arrived on the scene within minutes of a police vessel. A pump was transferred on board and the police escorted the vessel into

Broken Bay, while *BB 30* departed to assist a broken-down vessel off Avalon.

On March 23, we were called out before midnight to search for a swimmer missing at Narrabeen Beach. *BB 30* joined police in the search until 6am, when she returned to base to relieve the crew before rejoining the search. Unfortunately, the swimmer's body was later located.

BB 30 rendezvoused in Pittwater with *Jervis Bay 40* on March 18 to assist a Compass yacht whose engine failed as it was sailing from Port Stephens to Sydney. Matt Palmer and Bob Reid transferred to *JB 40* to join her delivery crew in a two-hour search for the

yacht, before towing it to safety in Broken Bay.

Saving Lives on the Water is a great motto and call to arms, but it's not always on the water that we find ourselves plying our trade.

On April 13, we were returning our trailer to base after launching our RHIB when we noticed a man in distress and quickly went to his assistance as he started to collapse. He had suffered blackouts a few minutes before and knew our base was open so decided to see if he could make it there for help.

Matt Palmer and I (George Patterson) determined he was not diabetic and had not had heart problems nor suffered blackouts

before, but as we got him to the base he collapsed. We started him on oxygen and called Triple Zero.

The paramedics, one of whom was a Broken Bay unit member, stabilised him and took him to hospital with a suspected heart attack.

As we waved the ambulance off, a woman holding a baby in her arms came running into the base to get help for her husband and father-in-law, who were in difficulty towing an old prawn trawler in Pittwater.

This was the fourth time in several months that we have had major incidents occur at the base, highlighting the need for our units to act as ready response stations.

Ron Carr and George Patterson

Students commended

Teenage boys steady vessel in distress.



De La Salle College welcomed Port Hacking Unit Commander Noel Parkinson to assembly to present students Connor Rancan (left) and Ross Hickman with MRNSW Certificates of Appreciation.

Two 16-year-old students have been commended for helping save two men in a disabled five-metre runabout at South Cronulla on Good Friday.

Marine Rescue NSW Commissioner Stacey Tannos congratulated Connor Rancan, from South Caringbah, and Ross Hickman, from Cronulla, for their response to the two men in trouble aboard the small vessel.

Port Hacking Unit Commander Noel Parkinson presented the two students with MRNSW Certificates of Appreciation for their efforts during a recent school assembly.

Commissioner Tannos said Connor and Ross had just left Port Hacking in their small tinnie on Good Friday morning when they spotted an orange distress flare.

“Seeing the disabled runabout being pushed dangerously close to breaking waves and a rocky headland, they passed a light line to the vessel and held it from being driven closer to danger,” he said.

“Their prompt action clearly prevented the vessel from crashing onto rocks and the risk of serious injury to the two men on board. Had they not acted so quickly, the situation could have deteriorated quite rapidly and more than likely would have resulted in personal injury and damage to property.

“Connor and Ross deserve our congratulations and thanks for their unhesitating response to this emergency, displaying the finest qualities of seamanship and a shared commitment to Marine Rescue NSW’s core charter – saving lives on the water.”

Commander Parkinson said the students’ actions had helped keep the vessel from harm while the crew of *Port Hacking 20* reached the scene.

“About 11.55am, *PH 20* was conducting a routine patrol among about 30 moored vessels at Jibbon Beach, Port Hacking, when the occupant of a yacht alerted the crew to an orange smoke flare ignited in the vicinity of Oak Park,” he said.

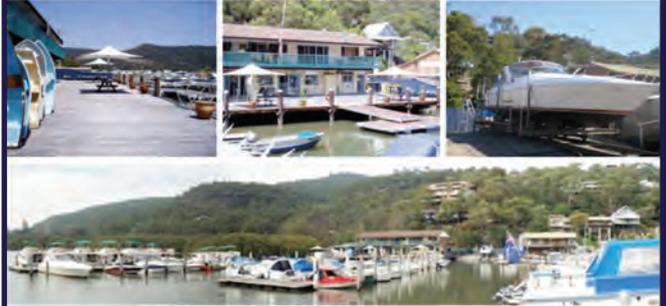
“We arrived on scene in five minutes to find the red five-metre aluminium runabout dangerously close to breaking waves.

“*PH 20* positioned itself just off the port bow and relieved the much smaller vessel by taking over the tow and moving the runabout further out to sea, away from the dangerous surf conditions.”

The two men on board told the *PH 20* crew they had been fishing when the runabout’s outboard motor had repeatedly failed to start and the anchor had not held. *PH 20* towed the boat to Dolans Bay boat ramp.

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River exercise tests emergency coordination

Hawkesbury unit works with six agencies to tighten protocols and control procedures.

Members of Marine Rescue Hawkesbury joined their colleagues from six other agencies in a major test of emergency response coordination on the Hawkesbury River.

The two-day "Exercise Deerubbin Waters" involved more than 40 personnel from MRNSW, the NSW Rural Fire Service, Fire and Rescue NSW, NSW Police Force, NSW Ambulance Service, NSW Roads and Maritime Services and the National Parks and Wildlife Service.

The first day comprised a briefing at the Hornsby RFS and the second day saw the action move to Second Beach near the mouth of Bar Creek, coincidentally the same location MR Hawkesbury recently rescued 18 teenagers caught in a violent storm during a camping trip.

The exercise scenario led the agencies to respond to a set of strange circumstances at the quiet Hawkesbury River beach in Ku-Ring-Gai National Park: reports of unusual activity at a remote location; an explosion and fire; several casualties; and the discovery of a quantity of hazardous material.

The Hawkesbury crew aboard *HW 10* stood off Second Beach to ensure emergency services vessels unfamiliar with the Hawkesbury safely navigated hazards including a large oyster lease and a sharply rising river bed. Several groups of picnickers also were redirected to suitable alternative lunch locations.

RFS crews were put to the test fighting a fire above the beach as ambulance paramedics treated casualties on the sand and



Marine Rescue NSW and Rural Fire Service vessels assemble for an emergency training exercise on Hawkesbury River.

HazMat crews dealt with the hazardous materials.

Multi-agency exercises are valuable in testing emergency control and coordination procedures. Each agency will have similar but different response procedures and priorities and needs to apply its specialist skills without getting

in the way of other services performing their roles.

Planning and practice through exercises like Deerubbin Waters equips all agencies with a clear and working understanding of the relevant protocols. In the heat of an actual emergency, there is no time to be anything but well prepared.

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Colin Woods returns home to Jervis Bay

Reliable old rescue vessel gets state-of-the-art equipment in major overhaul.

After 21 years of loyal service and a \$410,000 refit, the grand old rescue vessel of Marine Rescue Jervis Bay, *Colin Woods*, steamed home on April 1.

The 12.5m Steber offshore rescue vessel travelled to the Steber factory in Taree for a major overhaul.

With new colours, signage, engines and navigation gear and upgraded rescue equipment, she is as good as new, if not better, and ready for any challenge.

The *Colin Woods (Jervis Bay 40)* hadn't even made it home from Taree before she was recalled to duty off Broken Bay, rescuing an 8.5m Compass yacht that had lost power sailing from Port Stephens to Sydney.

Deputy Commander Ron Davies, Wayne Walker, Lester Shute and Damien Tarlinton brought *Colin*

home from Sydney.

Fleet officer Don Alexander familiarised us with the boat and the new electronic chart plotters, radar, gauges, switch boards, radios and other equipment.

Skipper Wayne Walker took the helm and steered us through Sydney Heads. Our course was entered into the chart plotter, the auto-helm set and we were heading south in excellent conditions.

Jervis Bay radio operator Geoff Barlow was able to track the vessel all the way down the coast from Sydney via the new Automatic Identification System tracking system.

While we made radio skeds en route with MR Port Kembla and Shoalhaven, the one we were



The newly-refurbished *Colin Woods* steams past the cliffs of Point Perpendicular, Jervis Bay.

looking forward to most was with our home base.

It was only fitting that Wayne Walker, one of our original volunteers, was the skipper to steer *Colin Woods* into Jervis Bay.

South Coast MP Shelley Hancock

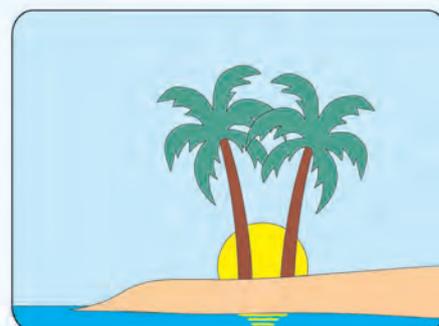
re-christened the boat on May 20. The unit contributed \$60,000 to the refurbishment. Thanks must go to the local community for supporting our fundraising efforts.

Lester Shute

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Community takes pride in Illawarra unit

Rotary recognises Port Kembla members' contribution to emergency services.

Members of Marine Rescue NSW in the Illawarra region can rest assured that their local community takes great pride in its emergency services.

Representatives of each of the region's services gathered at the University of Wollongong on April 13 for the 2012 Pride of the Illawarra Emergency Services Awards gala dinner.

The annual awards are organised by the Rotary Clubs of the Illawarra to acknowledge and celebrate the many achievements of local emergency services volunteer and paid personnel.

MR Port Kembla member Pat Schwinghammer was named the MRNSW volunteer of the year at the awards, with her Port Kembla colleague Lance Bloxsom as our other finalist.

Deputy Commissioner Heinz Mueller and Illawarra Regional Coordinator Bruce Mitchell, who attended the ceremony, congratulated the two finalists on their achievements.

Mr Mitchell said both Ms Schwinghammer, of Woonona, and Mr Bloxsom, of Windang, had joined MRNSW back in 2006.

"Pat and Lance are much-valued members of MR Port Kembla and it is very pleasing to see them receiving this public recognition in the Pride of the Illawarra awards," Mr Mitchell said.

"Both Pat and Lance are radio operators at Port Kembla and these awards not only recognise what they do for MR but also their other work in the community.

"Pat works a 10-hour shift at the



Deputy Commissioner Heinz Mueller and the Pride of the Illawarra Marine Rescue NSW Volunteer of the Year Pat Schwinghammer at the annual awards gala dinner.

unit every Tuesday, and looks after its Radio Club members. She is also a driver for Meals on Wheels.

"Lance works two night shifts a week at the unit and is also a volunteer with Barnados," Mr Mitchell said.

Shelly's Rescue saves sinking fishermen

Shellharbour crew pulls two young men to safety after painstaking search.

A routine Saturday morning offshore training exercise aboard *Shelly's Rescue* turned into a painstaking rescue operation for Marine Rescue Shellharbour on April 19.

The weekend duty crew was heading towards Windang Island to undertake fire on board, man overboard and rescue exercises when Hill 60 Port Kembla relayed a MAYDAY call from a boat sinking in the Church Grounds reef fishing area.

Skipper Peter Keft and crew Fred De Closey, Christopher Norris, Gerry Kelly and Geoff Troth (from Lake Illawarra unit), began a grid search.

The search area was extended to cover the bearing on which most boats head out of the harbour to avoid rocks to the north and the bombara to the

south and to take account of the joint effects of the wind and the current.

Then a call rang out as Geoff Troth sighted an object about 100m off the starboard bow. As we approached it, we could see it was the bow of a sunken 4.5m fibreglass half-cabin boat. Two young men wearing lifejackets were clinging to the bow.

A lifejacket had been tied to two fishing rods as a makeshift signal flag.

It emerged that one of the boat's two bungs had been cross-threaded, allowing water to enter the vessel as it headed out. The bilge pump had been operating and a false floor prevented the two men from seeing the water as it was entering.

After an hour in the water and



Rescuers pull the retrieved boat out of the breakwater at Shellharbour. Photo: Sylvia Liber, Illawarra Mercury

showing signs of mild hypothermia and shock, they were then transported back to Shellharbour, where they were met by police and ambulance officers.

The crew then slowly towed the boat back to harbour, where

it was righted and pumped out by fire crews.

"When they realised that they were in trouble, the two men did everything right to help themselves," skipper Keft said.

Gerard Kelly

No rest for Ulladulla volunteers

Fundraising, community activities and rescue missions keep unit busy.

The busy boating season may be over but there has been no chance for Ulladulla volunteers to rest on their oars.

Community activities have kept members on the run with a string of commitments leading up to Easter and beyond. First was the annual Milton Show where Marine Rescue again had a strong presence staffing entry gates, collecting ticket money and marshalling traffic.

This is a great fundraiser for the unit, with a generous donation for our services, but also a wonderful PR opportunity, with uniformed members all around the showground. Ulladulla was packed with visitors for the Easter Blessing of the Fleet festival.

Unit members were crowd marshals for the big parade of floats down the Princes Highway and staffed the Marine Rescue

information booth at the Civic Centre. Still more were crew on board *Ulladulla 20*, which carried the official party for the blessing ceremony.

The unit followed through with the best-ever roll-up for the harbour markets on Easter Monday – a tribute to the hard work of the new team promoting this essential fundraiser. The website ulladullamarkets.com.au now promotes the monthly markets.

Members then hit local streets to drum up support for the main single fundraising event of the year, the annual charity golf day.

In rescue news, the Sussex Inlet unit asked for help to bring in a 5m cruiser with a fuel supply problem a couple of miles off Swan Lake.

Ulladulla 20 picked up the vessel, with three on board, in calm weather and took it in to the ocean side of the Sussex Inlet bar to rendezvous



Praying for safety at sea. *Ulladulla 20* carried the official party for the Blessing of the Fleet festival at Easter. Unit members were also crowd marshals for the parade of floats down the Princes Highway.

with *Sussex 10*. The Sussex crew was waiting to take the vessel over the bar (*Ulladulla 20*'s crew was not accredited for the Sussex bar) and also to give guidance around the nearby treacherous Berrara Rocks.

To round off the start of the off-season members were getting ready

to elect new leaders, with long-serving UC Doug Musker standing down and his deputy Keven Marshall also making room for new blood, although both will be taking up different roles in the new administration.

Jamie Roberts

High-voltage response to powerlines in water

Shoalhaven oversees emergency operation after yacht's mast severs cables.

A major South Coast emergency operation was sparked on April 15 by a visiting yacht attempting to navigate the Shoalhaven River at Berrys Canal.

The yacht's mast exceeded the 12.2m clearance to high voltage powerlines supplying electricity to Comerong Island and severed the cables, which dropped into the water and on to vehicles on the shore.

Fortunately, the husband and wife crew on board and those on the bank avoided electrocution or injury.

Marine Rescue Shoalhaven vessels *SA 20* and *SA 30* kept boats away from the powerlines in the water and then assisted power company workers to carry new lines across the river.

The crews were stood down after eight hours when the powerlines were re-strung and electricity restored.

This incident followed another busy

Easter at Shoalhaven, a time when the area's population triples.

Over the long weekend, Shoalhaven crews were tasked to an overnight search in the Shoalhaven River at Nowra after a flare sighting that turned out to be a false alarm, a breakdown at sea off Crookhaven Heads and a disabled vessel in the Crookhaven River. These events, coupled with a major fundraising effort at the Greenwell Point Bowling Club Easter Fishing Carnival, kept our volunteers busy.

At 10.15am on April 10, just as the Easter crowds returned home, the unit's Search and Rescue Coordination Centre received a MAYDAY call from two fishermen in trouble on a disabled vessel off Beecroft Head at Currarong.

The 12ft aluminium vessel, crewed by two elderly men, had broken down while they were fishing in the lee of



MR Shoalhaven members Mike Boadle and Danielle Longworth undertaking a tow at sea.

Beecroft Head and was blown out to sea in rough conditions. The wind was gusting at up to 35 knots from the south-west, with 2.5-3m seas.

SA 30, crewed by skipper Paul Klausen, Vince Ravesi and Mike Boadle, responded quickly.

In the meantime, the two men were rescued by a trawler that heard the

MAYDAY call as it was travelling to Bermagui. *SA 30* arrived on scene a short time later, transferring the two men on board and towing their boat to Currarong. One of the men showed signs of hypothermia. They told the *SA 30* crew they had never had anything like this happen in 60 years' fishing.

Bill Carter

Alpine Lakes recruits face winter chill

New unit's 40 volunteers are set for severe weather conditions.

Marine Rescue's cold weather members are ready for winter in the Snowy Mountains.

It's all about team work and cooperation at the fledgling Alpine Lakes unit, based on Lake Eucumbene and Lake Jindabyne, with training and recruitment in full swing. About 40 people have enlisted from the local region and everyone is motivated to give their best.

Local numbers are lower at Eucumbene, where there is only a small population, mostly employed full-time, often seven days a week catering to the tourism industry. Members from Cooma and Berridale are able to swing to either end of the lakes for training and other activities.

The unit is still operating under the wing of MR Batemans Bay,

setting in, the number of fishermen and others willing to brave the colder conditions will drop off but this doesn't mean our job gets easier; in fact it will get harder as the winter progresses.

The crews on the water will be doing it hard but the enclosed cabins on the vessels are a blessing. We'll have to work out how to heat them as we go; I guess necessity will be the mother of invention.

The unit's two vessels, the 6.8m Naiad Broadbill RHIB AL 21 on Lake Jindabyne and the 6.6m Sailfish AL 20 on Lake Eucumbene, passed survey easily after some work on the Sailfish.

This was carried out by Jindabyne members, Chris Rowell and Paul Wakeford, with help from Monaro Regional Co-ordinator Bob Herbert,

"The crews on the water will be doing it hard but the enclosed cabins on the vessels are a blessing."

as we await our independent accreditation by the State Rescue Board.

Now that the colder weather is

who towed the vessel to and from Adaminaby.

A folding ladder was installed on the bow to allow members to board



Facing the winter chill ... Southern Region Training Officer Glenn Sullivan climbs aboard *Alpine Lakes 20* on Lake Eucumbene.

from the shore without wading into the freezing waters, the mast (damaged by a low branch) was repaired and the hull cleaned and painted.

Special thanks to Dan Anderson, an angler and old Adaminaby resident, who gave his time, skills and materials to rewire and replug several items on our vessel. Although not a member, Dan was willing to help in any way.

The next item on our agenda is to get the vessels under cover and out of the severe winter conditions.

In another prime example of members willing to put in for the cause, Regional Training Officer Glenn Sullivan travelled from Batemans Bay in May to conduct training sessions. Once again, thanks to all who have assisted us in the first twelve months.

John Bray

Eden plays key role in saving couple in distress

Husband and wife rescued but catamaran smashed on remote coast.

Marine Rescue Eden was responsible for summoning emergency crews to rescue a husband and wife from their stricken sailing catamaran on a remote part of the Victorian coastline last month.

Late in the afternoon of May 13, the Eden radio watchkeeper, Deputy Unit Commander Peter Horne, received an urgent radio call from merchant ship *Kota Jaffa*, acting as a relay for the catamaran, floundering south of Eden near Wingan Inlet in Victoria.

The catamaran had been broadcasting emergency calls on Channel 16 since 4am but received

no response.

The vessel's position had prevented its direct transmissions being received by either of the two nearest Victorian Volunteer Coast Guard radio stations at Mallacoota and Paynesville.

When alerted by the merchant ship, Marine Rescue Eden contacted the NSW Police Force Marine Area Command in Sydney, which in turn contacted the Victorian Water Police.

Eden, relaying through the merchant ship, then made contact with the catamaran on Channel 81, a VHF repeater channel on Mt Imlay, to reassure the couple that help

was on the way. Gabo Island Lighthouse was also alerted to the emergency and monitored the channel as well.

With the vessel at an inaccessible part of the coastline and out of mobile telephone range, the couple on board also asked the Eden unit to alert relatives and friends awaiting their arrival in Eden. The unit was able to keep them updated on the rescue operation's progress.

A member of Victorian Police from Mallacoota reached the pair after a lengthy drive followed by an hour's hike to the coast. Victorian Water

Police coordinated a helicopter rescue flight to the nearby beach, saving the couple, whose catamaran was later smashed on the rocky shore.

Coast Guard Melbourne and the Victorian Water Police thanked Marine Rescue Eden for its prompt and efficient assistance.

The success in using the repeater Channel 81 demonstrates the lifesaving value of knowing the locations of repeater stations and using a repeater channel if conditions prevent reception of VHF Channel 16. *How VHF radio repeaters work, see page 36.*

Lions and fishing clubs aid Merimbula crew

Highly respected unit receives \$7000 in funding from community groups.

Members of two valued volunteer organisations came together when Marine Rescue Merimbula hosted the Merimbula Lions Club for a family day and BBQ.

Marine Rescue Merimbula Unit Commander Barry Harrison said the unit had a strong working relationship with the Merimbula Lions and it was great to host the club for the day.

“It was also a pleasure to take the opportunity to recognise the achievements of a number of members from the Merimbula unit, with Glenda Anderson, Gary Telford, Wes Dunn, Bernard Camilleri and Jim Sanders all achieving 10 years’ service,” he said.

“It was pleasing to present five-year service ribbons to Deputy Unit Commander Robert Marsh, Jeff Hinde, Peter Roberts, David Fisk, Alan Grange, Ted Young, Caroline Svampa

and Mike Hobson.”

MR Merimbula also thanked the Lions for their generous assistance in providing \$4000 funding for the unit’s Gecko safety helmets and headset communications system.

Mr Harrison said the funding had allowed the unit to purchase the safety helmets and two-way communications systems that provided the Merimbula rescue crew with greater safety and improved rear deck communications.

Merimbula Lions Club President Gordon Matthews said: “The Merimbula Lions Club was very proud to be able to assist Marine Rescue members with the purchase of this safety equipment and we look forward to working with MR Merimbula in the future.”

The huge popularity of fishing on the State’s South Coast has led to a



Merimbula Big Game and Lakes Angling Club’s Shane Mayberry and Bill Gillian (centre) present a welcome \$3000 donation to Marine Rescue Merimbula volunteers Robert Bayliss, Peter Roberts, Bob Marsh, Ted Young, Bill Blakeman, Michael Hobson and John Tait. Photo: Merimbula News Weekly.

\$3000 boost to the Merimbula unit.

Each year the Merimbula Big Game and Lakes Angling Club (MBGALAC) donates money raised from its Gala Weekend fish auction to

local community groups.

“This year’s Gala Auction weekend was a great opportunity for the club to support Marine Rescue,” club President Shane Mayberry said.

New vessels prove worth on Far South Coast

Batemans Bay members kept busy dealing with a series of serious incidents.

Two new vessels delivered to Marine Rescue Batemans Bay represent a \$750,000 investment in safety on the water in this region of the Far South Coast.

Our flagship, the \$630,000 Steber, *Batemans 30 (BM 30)*, completed 12 months and 250 hours’ service in April and has proved to be an excellent vessel. *BM 30* has been tasked to three serious incidents since its commissioning: a helicopter down at Malua Bay, a capsizing in Batemans Bay involving a tragic loss of lives and another further south.

The unit’s new \$120,000 6.25m inflatable vessel, *BM 10*, built from unit funds by Cobia Boats at Huskisson, under the direction of Vince Mackay, replaces our 5.9m *Aquapro* after 14 years’ service.

Easter started with a call on Thursday from two injured crew members aboard a vessel that had

suffered damage while exiting the Moruya River bar in 3-4m seas. The windscreen, rocket launcher and bimini were all swept away.

Our *Sailfish, BM 20*, with three crew aboard, met up with the damaged vessel in the lee of Broulee Island. The Moruya and Tomaga river bars were too dangerous to attempt a re-entry, with *BM 20* instead escorting the damaged vessel to Batemans Bay, where one of our crew was put on board to successfully take the vessel over the bar.

On Good Friday, a kayak reported to be sinking in the Bay area was located and towed to shore at Long Beach without harm to the occupant.

On Easter Saturday, the police received a Triple Zero call reporting a vessel with loss of power close to the rocks off Mossy Point.

The RHIB was trailered to Mossy Point and a search for the vessel



Marine Rescue Batemans Bay’s salvage pump works overtime, much to the relief of a dive operator on the deck of a schooner that sank near the town wharf.

started in heavy seas. Calling the crew on board, we were told they had one minute before they were taking to the water, as they were nearly on the rocks. The crew finally got ashore, knocked about but not badly injured.

On Easter Monday, *BM 20* towed a 28ft Mustang that had lost all power into the Batemans Bay marina, with

BM 10 helping return the vessel to its berth.

The unit also provided a salvage pump for a schooner that sank near the town wharf at Batemans Bay, with our radio operators transmitting the appropriate “Securite” calls to alert other vessels of the navigation hazard.

Michael Kelly



The new Kevlacat was developed after a lengthy consultation process with Marine Rescue NSW.

Introducing the Search and Rescue Kevlacat

The 3000 Series vessel is already reducing response times for MRNSW units.

Three new Kevlacats have joined the Marine Rescue NSW fleet during the past year at Port Kembla, Botany Bay and Evans Head units.

Kevlacat Australia Managing Director Andrew Earle said the company was proud to work in partnership with MRNSW to develop and produce the 3000 Series Search and Rescue (SAR) vessel.

“The Kevlacat 3000 Series has been in production for a number of years now and is used around Australia and the world for commercial charter, recreational fishing, search and rescue and patrol purposes,” Mr Earle said.

“Development of the current Marine Rescue specification and design is the result of lengthy consultations with MRNSW to provide a layout and fit-out that suits the operational

requirements of an offshore rescue vessel under 10 metres.”

Hull construction consists of Kevlar/GRP composite material with lateral and longitudinal stiffeners, full GRP bulkheads and a strengthened transom, exceeding all testing standards without the use of timber.

Mr Earle said the foam core deck construction was strong and very light.

“This is an essential component in the construction ethos of Kevlacat vessels,” he said.

“Getting the weight distribution right for all load conditions is extremely important in a vessel that must carry its crew in the worst of sea conditions.”

The Kevlacat 3000 series SAR vessel can carry a working crew of six with full, all-round vision from within the lengthened cabin, which

includes a chart/operations table and communication and navigation equipment for long-range operations.

A compact, integrated electronics package provides separate screens for both skipper and navigator with independent single or multiple readouts of all systems: Raymarine

networked radar, GPS, depth sounder, chart plotter and infra red night vision camera and Furuno AIS. Ample storage space in the forward cabin, saloon and cockpit enables efficient stowage of all SAR equipment.

The Kevlacat 3000 series SAR vessel’s key feature is its ride comfort

TECH SPECS

Survey Length	8m
Beam	2.8m
Draft	0.8m
Displacement	4.5t
WOT (Wide Open Throttle) speed	42knts
Cruising speed	21 – 35knts
Fuel capacity	900ltrs
Operational range	300nm+
Engines	2 x 250HP Suzuki 4 stroke 0/b



At the helm ... skippers have welcomed the clear, efficient layout of the Kevlacat 3000 instrument panel.



Members of Marine Rescue Botany Bay aboard Botany 30 at her commissioning ceremony in March.

at greater than expected cruise speeds, making it an economical and capable vessel on which to work. All build components are assembled and completed in one location by factory-trained builders and technicians.

With a centre-mounted towing post, rope reel, fire pump housing and ample hand rails, the cockpit of the 3000 is clean and functional,

with swinging cockpit doors at port, starboard and transom providing safe, easy access to vessels alongside and for water recovery.

Although capable of being powered with up to 300hp motors, the twin 250hp Suzukis fitted ensure efficient rescues can be safely completed in all weather conditions.

Port Kembla 30, Botany 30 and

Evans 30 have already logged an impressive record of assists and rescues, with their crews quick to praise their increased emergency response. Port Kembla Unit Commander Peter Purnell said PK 30 (the Alex 'Shorty' Mathieson), delivered in May 2011, was the first of the new-model Marine Rescue Kevlacats.

"The vessel has already done more than 150 assists and searches. That's three a week. We have towed in vessels ranging from maxi yacht *Wot Eva* with 18 people on board to everyday tinnies," he said.

"Our crews have found the boat excellent in all conditions that they have encountered and find the set-up of the cabin to be very good. We have used the infra red night vision camera often as we have been involved in a number of night searches."

Botany 30 went to work at Botany Bay unit just a couple of months later in August 2011. Unit Commander Mark McKenzie said BY 30 had given the unit a second fast response vessel in its busy region, with both vessels able to operate west of Tom Uglys Bridge to serve the Georges River, as well as Botany Bay.

"Crews and skippers have found BY 30 very sea capable and comfortable with its sprung helm and crew seats. It gives a soft ride through large swells and maintains speeds of up to 26 knots average heading into one-metre seas," he said.

"This not only enables fast transit for emergencies but also when travelling some distance from home waters, such as helping Port Hacking

to the south and visiting Sydney Harbour on public holiday duties and Search and Rescue exercises.

"Travel time from our berth at St George Motor Boat Club to Cape Solander (Botany Bay heads) is now under 20 minutes, which means we can respond rapidly outside the bay."

Evans 30 is the latest Kevlacat addition to the fleet.

Evans Head Unit Commander Ron Follers said EH 30, carrying the name *Pride of Evans II*, had replaced the unit's 10-year-old Kevlacat, which was going well and had been refurbished for delivery to MR Newcastle.

"How different can two vessels be when built only 10 years apart? Our new vessel is about 500kg heavier and sits lower in the water with its extra fuel (900 litres compared with 600 for the older boat) plus more equipment and all of the new electronics," he said.

"It didn't take long for our coxswains to get very comfortable with *Pride of Evans II*, especially in the cabin, which gives the crew more cover than in the old vessel. It was quickly business as usual on the water with the emergency assists starting to add up in the log book.

"We have also participated in two night exercises with the RAAF during one of their training programs.

"The forward-looking infra red camera was very good at locating heat sources (people) on the beach. Both nights were completely dark at sea so we were flying blind but the upgraded electronics helped keep us in the game and tested our training."

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How VHF radio repeaters work

Stations allow boaters to communicate over greater distances.

In a perfect world, all marine radio towers would be built on top of mountains and all boats would have 20 metre high masts. While VHF marine radios provide clear and virtually noise-free audio, their range is limited in normal conditions to line-of-sight – in other words, as far as the eye can see at a given elevation.

This distance varies, depending of the height of each boat and shore station antenna. To help overcome these obvious height restrictions, repeater stations are used to increase the range of some VHF channels beyond normal line-of-sight.

In NSW, repeater stations are usually installed at an elevation of 100m or greater, increasing the range by extending the line-of-sight and increasing the power level of the received signal when it is re-transmitted.

This technology produces obvious safety benefits by increasing the distance over which a call can be heard and the number of vessels and shore stations in range that could provide assistance.

The marine radio band is made up of simplex channels with a single frequency (eg. 16, 67, 72, 73 and 77) and duplex channels made up of two frequencies, the most relevant of which are the repeaters.

In Australia, the VHF marine band has five repeater channels: 21, 22, 80, 81 and 82 (83 is also used in South Australia). Each of these is made up of two frequencies:

- The first carries the transmission from the boat (or shore station) to the repeater and
- The second carries the re-transmitted information from the repeater to all other radios in that range that are listening on the same channel.

For example, let's say my friend and I are both heading out for a

day's fishing and have arranged to listen on channel 22. He was going to a reef about 30nm north of me – too far to talk on a simplex channel but in range of the nearest repeater, which is 22.

I select that channel on my radio, press the push-to-talk button on the microphone and my voice is transmitted by a radio signal on one frequency (157.100 MHz). This is received by the repeater and retransmitted on a second frequency (161.700 MHz), which my mate and all the other boats tuned to channel 22 will receive.

Marine Rescue NSW owns 11 of the 13 repeater stations in NSW, including one under construction at Yamba, and aims to eventually ensure continuous repeater coverage from the coast to 22 nautical miles seaward from Victoria to Queensland.

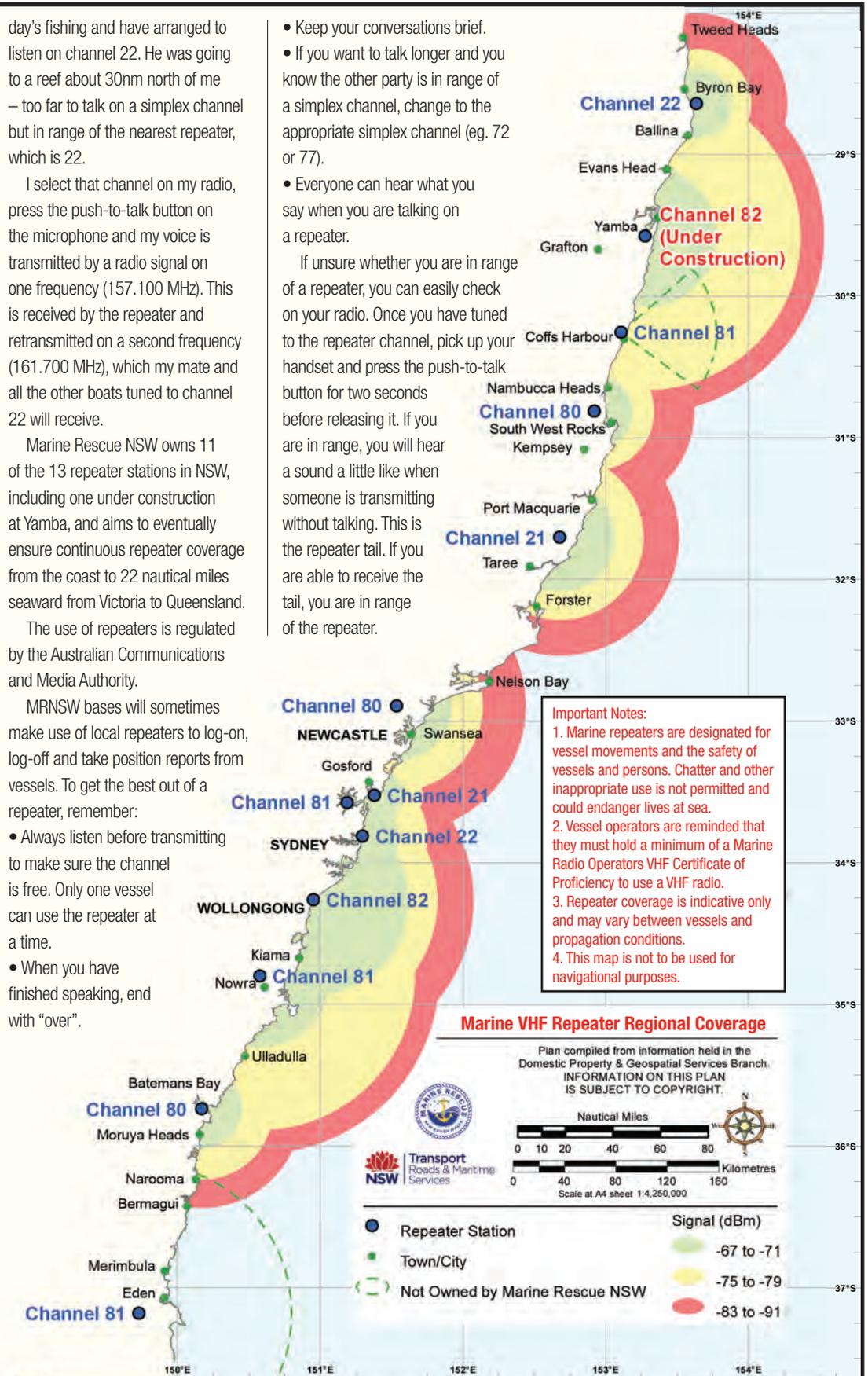
The use of repeaters is regulated by the Australian Communications and Media Authority.

MRNSW bases will sometimes make use of local repeaters to log-on, log-off and take position reports from vessels. To get the best out of a repeater, remember:

- Always listen before transmitting to make sure the channel is free. Only one vessel can use the repeater at a time.
- When you have finished speaking, end with "over".

- Keep your conversations brief.
- If you want to talk longer and you know the other party is in range of a simplex channel, change to the appropriate simplex channel (eg. 72 or 77).
- Everyone can hear what you say when you are talking on a repeater.

If unsure whether you are in range of a repeater, you can easily check on your radio. Once you have tuned to the repeater channel, pick up your handset and press the push-to-talk button for two seconds before releasing it. If you are in range, you will hear a sound a little like when someone is transmitting without talking. This is the repeater tail. If you are able to receive the tail, you are in range of the repeater.



What we've been up to



Members of Marine Rescue Nambucca transfer a "victim" from a simulated boat crash to an SES vessel during a joint training exercise for six local emergency services on May 20.



Marine Rescue Evans Head joined the Beef to Reef Parade during Casino Beef Week. "The whole day was a magnificent opportunity to showcase Marine Rescue," Unit Commander Ron Follers said.



NSW Parliamentary Speaker and South Coast MP Shelley Hancock, with Commissioner Stacey Tannos, christens MR Jervis Bay's rejuvenated *Colin Woods*.



NSW Premier Barry O'Farrell and Lifestart Chairman Bruce Corlett join Middle Harbour's Toni Dickson and UC Tony Whybrow on *MH 30* for the Kayak for Kids race on Sydney Harbour.



Members of Marine Rescue NSW were out in force in drizzly weather for this year's Rosehill Trailer Boat Show, boosting public awareness of our work and raising funds for defibrillators for our vessels.



A series of realistic-looking "injuries" helped Training Officers from MR Point Danger, Brunswick and Ballina determine the best first aid treatments at a recent Northern Rivers training session.

GEAR UP

Essential new equipment

MERCURY

Theft Deterrent System

Mercury Marine's new Theft Deterrent System (TDS) is inspired by automotive security systems. When you fit one of the two fob keys into the docking station, the boat's engine will operate normally. Without the correct fob, the engine will operate in a severely restricted power range. This means the boat can always be moved in an emergency, albeit slowly.

A red light shows the correct fob is missing and the engine is limited. A green light shows you're good to go. A red blinking light warns potential thieves the system is installed, even when the ignition is off.

The Theft Deterrent System is available for SmartCraft-enabled 40, 50, 60 and new 150 HP EFI FourStroke outboards. Details at mercurymarine.com.au, \$754.



ALL4SOLAR

Lithium battery pack

The All4solar high-power lithium battery packs work on electric boat engines. Lithium iron batteries (LIFE004) offer four times the power and three times the life span of regular batteries.

These batteries are suitable for installation on any boat and are ready to use – just connect to the engine. The battery management system, main fuse, safety switch and an advanced battery monitoring system with an integrated alarm function are all fitted inside an acrylic box.

A battery charger (240V AC) is included with each battery box above 2 KWH/2000 WH, and an electronic battery monitor. Details at all4solar.com.au, \$4200.



APP REVIEW

Animated Knots

Keen boaties can have a step-by-step guide to knot-tying at their fingertips wherever they go. The popular Animated Knots by Grog website, animatedknots.com, an excellent teaching and reference tool for anyone who needs to know how to tie knots, has updated its Animated Knots iPhone App.

The app includes 120 knot animations, and each knot ties itself while you watch in an easy-to-follow tutorial. You can work through the photo animations frame by frame.

The iPhone app is also compatible with the iPod Touch and iPad. The Android app released last year is also being updated. The iPhone app costs \$4.99.



Do you know a Hero?

Nominations are being sought for the 2012 National Search and Rescue Award.

They are out there and usually shy away from the limelight – ordinary people who do an extraordinary job.

The National Search and Rescue (SAR) Council is calling for nominations for the prestigious 2012 National Search and Rescue Award. Since 1996, the presentation of the Australian Search and Rescue (SAR) Award has been aimed at providing recognition to those involved in search and rescue in Australia and also to raise community awareness of their efforts. The Australian Maritime Safety Authority (AMSA) coordinates the nominations and voting process for the award.

Past recipients of the award include aeromedical helicopter crews and members of state police forces who have demonstrated outstanding leadership and commitment in their

field. Acts of courage by individuals, such as Mr Pete Goss, of the United Kingdom, who single-handedly rescued persons in distress, have also been recognised by the national award. Nominees from the Australian Volunteer Coast Guard, Smallcraft Marine Radio Group and Volunteer Marine Radio Services have also been recipients of the award and Certificates of Commendation. These people do wonderful things for the Australian community.

In 2011, the award went to three fish farm hands: Mr Wayne McDermott, Mr Tyrone Becker and Mr Lincoln Wilson, who acted selflessly to assist two men whose vessel had capsized near Strahan, Tasmania. In severe weather conditions, the three men answered a MAYDAY call and sought out essential supplies before setting off. The Tasmanian



police, who raised the nomination, particularly commended the group's clarity of thinking and seamanship in handling their own vessel in the conditions, as well as effecting the rescue of the two survivors.

The annual award is open to both individuals and organisations that have demonstrated an outstanding

contribution to Australia's SAR system or to saving of human life.

Nominations close 30 July each year and nominations forms can be found at natsar.amsa.gov.au/index.asp.



ICONS

Great boating figures

A classic head-turner

Iconic speedboat gets smart makeover.



Owner Mick Puglisi faithfully restored 14½ft *Kerrie Ann*, reconditioning her original Kiekhaefer Corp 50hp engine.

It's easy to see why the *Kerrie Ann* constantly turns heads as she cruises the waters of Burrill Lake and Ulladulla Harbour on the NSW South Coast.

The lovingly restored 14½ft four-seat, marine ply speedboat is literally from a time gone by.

Made from South African maple with silver ash trim, she was once state-of-the-art, competing in the famous Bridge to Bridge ski racing events on the Hawkesbury.

Now, she's simply a classic.

"I believe the boat and its timber trailer were built in the late 1950s or early 1960s by a company called Norlic at Bankstown in Sydney," her enamoured owner, 80-year-old Mick Puglisi, said.

Mick has spent more than a year of his retirement and a fair few dollars getting *Kerrie Ann* back into top shape.

"A family member bought her years ago for her husband but unfortunately he became sick and eventually the *Kerrie Ann* wound up with me," he said.

"She was in pretty good shape because she's obviously been kept under cover for a lot of her life."

While *Kerrie Ann's* hull was sound, she needed a new oak transom as well as two new centre frames and her bottom had to be completely refastened. There's been

a lot of minor work as well, capped by four coats of paint to her bottom and two coats inboard.

The trailer also needed some work including new rollers, a new tow coupling and new wheel bearings.

"I restored the original bronze and steel hand winch but I've also fitted a new portable electric winch because I'm not as young as I was," Mick laughed.

The *Kerrie Ann* still has her old engine, a fully-imported Kiekhaefer Corp four cylinder, 50 hp outboard, probably built in 1963 and since reconditioned with rare parts imported from the USA.

Kiekhaefer Corp was created in 1940 by Carl Kiekhaefer, the outboard icon, and renamed Mercury Marine in 1969. Marine Rescue Narooma, Broken Bay and Port Stephens all have rescue vessels powered by Mercury outboards.

"To this day she's still got good compression and runs very smoothly with a clean exhaust," Mick said.

"She still has the original water pressure speedo and can get *Kerrie Ann* up to 38 mph [61km/h] which is hard to believe for an engine that's almost 50 years old."

With Mick's continuing care and attention, *Kerrie Ann* will enjoy many more years on the water.

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Basil surely 'blessed by Father O'Reilly'

It's not the same at Batemans Bay.



Basil Biggs.

Marine Rescue Batemans Bay lost a great mate and a great member with the passing of Basil Biggs.

Basil was a real character, serving as a stoker in the Navy before becoming a drover, moving cattle throughout the State with his wife Noeline.

Basil also owned two laundrettes in Sydney and worked for the PMG in Melbourne.

After moving to Batemans Bay

he became a well-known local character who sold sinkers which were "Blessed by Father O'Reilly" and raffle tickets for the Royal Volunteer Coastal Patrol and then Marine Rescue.

Even now members of the public come up to us and ask: "Where is the sinker man? He was that well liked, it's not the same without that blue car parked out the front of the base."

*Dave Greenshields
Batemans Bay*

Mr Stacey Tannos ESM
Commissioner
Marine Rescue NSW

29 March 2012

Dear Commissioner,

This is to inform you that at a members meeting today resolutions were passed to liquidate the company and to appoint Mr Bryan Collis of O'Brien Palmer as liquidator for the Royal Volunteer Coastal Patrol.

The Royal Volunteer Coastal Patrol is proud to have served the boating community for 75 years. The dedication shown by our members to the task of "Safety of Life at Sea" will continue within Volunteer Marine Rescue NSW. This dedication will take the new organisation forward to greater recognition from our customers, the boating public.

The Board of the Royal Volunteer Coastal Patrol wish Volunteer Marine Rescue NSW every success for the next 75 years and beyond.



Best regards
Michael Seale
Chairman

A big thank you!

Ulladulla team competent and comforting.

Douglas Musker
Unit Commander
Marine Rescue Ulladulla

30 March 2012

Dear Douglas,

I thought a few lines of appreciation and a small donation is called for in respect to the service I received yesterday when my outboard and I had to be towed in from sea.

The skipper Terry and his excellent crew Sam and Brian displayed a high standard of seamanship and Terry's competence and boat handling was very professional and displayed sound knowledge of rescue operations.

The response, cool manner and comforting words of the duty wireless operation should not be forgotten as part of the rescue team.

As a retired naval person myself I appreciate the dedication that the Maritime Rescue Service provides and I am at a loss why more "local boaties", who sail our seas are not members of your excellent organisation.

Once again please pass on my sincere appreciation to the skipper, the crew, radio operator and all your professional team.

Yours sincerely

Bill Lampard

Bob Herbert
Regional Controller
Marine Rescue South Coast



3 February 2012

Re: Assistance provided to Eden Water Police by members of Marine Rescue NSW, Merimbula

On Thursday, the 5th of January, 2012, Eden Water Police were asked to assist a 70ft, timber, ex-trawler, that had suffered a breakdown, several hundred metres off the rocks, at South Head, Twofold Bay. The vessel requested assistance via Marine Rescue, Eden. Due to a personal matter, one of the staff attached to Eden Water Police was unable to attend the incident.

Eden water police requested assistance of members of Marine Rescue Merimbula to crew police launch "Falcon", our 54ft class 2B vessel. The police vessel was mastered by Acting Sergeant Steven Judd of Eden Water Police, with a crew including Bill Blakeman and Rob Bayliss, both from Marine Rescue Merimbula.

The Police launch and her crew attended the stricken vessel, and without adverse incident and without injury to her crew, took the stricken vessel into tow and placed her safely alongside the wharf at Snug Cove Eden.

I forward this letter as a means of appreciation and acknowledgement to you and your members for the assistance given in resolving this incident.

Yours sincerely,

Steven Judd

Acting Sergeant | Acting Coordinator | Eden Water Police

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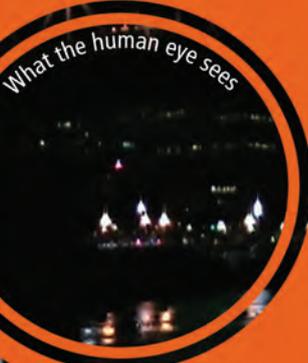
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