

SOUNDINGS



Quarterly Journal of Marine Rescue NSW | Issue 4 Sept 2010

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Cover photo

Crowdy Harrington's refurbished 6.8m Naiad RHIB during its sea trials on Sydney Harbour. The Category 2 RHIB is fitted with twin 115 HP Yamaha outboards and an impressive array of electronic aids.

Editorial

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Ron Cole

From the Editor's Desk

Building a new organisation is not an easy task. It is even more difficult when trying to meld three groups, widely dispersed and with different cultures into a single entity, even when those groups have a common aim and a desire to serve their local communities.

The majority of the volunteer members involved in marine rescue over the past ten years and more have recognised that a single rescue organisation would be more effective for our 'customers', the recreational boating community of NSW. The volunteer members overwhelmingly approved of and embraced the decision to form Volunteer Marine Rescue NSW. They welcomed the move to commence

operations on January 1, 2010. Now, some nine months later, these same members express less excitement and some discontent at the *apparent* lack of progress. We all want to believe things are moving forward. *Soundings* helps by bringing news of past events and activities from units all along the coast as well as information from HO management, but it not the forum for future organisational planning.

Regional Coordinators hold meetings and there has been a Conference for Unit Commanders but is that enough? We know that without information rumours and speculation fill the void. There is a lack of consistent internal communications within MRNSW. Operationally, the organisation is working effectively at the 'water's edge', doing what the three marine rescue organisations have always done and done well.

The MRNSW original Board of Directors is responsible to the members for the running of the new Company. The Board meets regularly, yet we never hear about their meetings or about their decisions for our future or the future of the organisation.

Good internal communication is one of the key functions of management in any

organisation, and its importance cannot be overemphasised.

The process of transmitting information, ideas, thoughts and plans between various parts of an organisation is critical to its success. The old methods of internal communications can be supplemented by electronic communications and electronic newsletters and bulletins. What is good internal communication? It must clear, credible, concise, consistent, constructive ... and **timely**.

'Change is the law of life. And those that look only to the past or present are certain to miss the future', wrote President John Kennedy.

It's positive to see the willingness to answer questions and positive comments about the recent Unit and Deputy Unit Commanders Conference together with the Commissioner's perspective both in this edition.

With more direct contact between Units and Regional Coordinators and the Deputy Commissioner Operations, there is some positive foundations for promoting engagement with the membership and keeping dialogue open.

Ron Cole



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From the Commissioner

Pleasing progress

Welcome to another edition of *Soundings*. It was great to see all the Unit Commanders with their Deputies at the recent conference. This saw a lot of information being given to your Commanders to share with you all. Information was provided on what had been achieved in Marine Rescue NSW thus far as well as details of some new changes. These include proposed variations to the categories governing our new vessels, such as offshore, sheltered waters, rivers and bars, and new competencies which have been designed to get our new volunteers started on training and onto the water as quickly as possible. In addition, further competencies are being introduced for the radio side of our service leading to full Search and Rescue Coordination qualifications. Other information provided related to the proposed new Fleet and the progress our IT team has made on completed projects and soon-to-be completed projects including our new web site that is under construction. The Conference also gave me the opportunity to announce Heinz Mueller as the new Deputy Commissioner. After hitting the deck running, he is starting to settle in and get around to some of the Units. He has also taken a lot of work from me looking after the operations side of Marine Rescue. This has allowed me to concentrate on all the other matters necessary to make your job easier and more enjoyable.

With Heinz's assistance we have a new structure, ranks and ratings, which will see the introduction of additional ratings to line up with the training packages.

From the Deputy Commissioner

It has been a mere three weeks since I joined Marine Rescue NSW as Deputy Commissioner. I would like to say how proud and privileged I feel to be part of this new organisation. I look forward to helping guide and develop MRNSW into the premier marine rescue organisation in Australia and the benchmark for marine rescue arrangements in the other States.

I have 24-years of military experience as a senior army officer including 6-years with the Army Reserve. I left the Army in 2000 and joined Emergency Management NSW (formerly the Office for Emergency Services) where I spent ten years as Executive Officer to the State Rescue Board of NSW (SRB) and the NSW State Emergency Management Committee (SEMC). In 2009, I was appointed Director, Response and Recovery in Emergency Management NSW. My experience in strategic and operational planning, policy development, training, rescue response and emergency recovery operations will complement the technical knowledge and experience in marine operations that exists within the Units, with the Regional Coordinators and in the membership of the MR Board.

In the ten years that I was Executive Officer to the SRB and SEMC, I had the opportunity to work with the three NSW volunteer marine rescue organisations and experience first-hand the passion and challenges that working with volunteers can bring. I support volunteers and promoting volunteering more broadly, and look forward to developing and implementing strategies that will help MRNSW to grow. I believe that in the past too much was expected of volunteers in relation to fundraising as they willingly volunteered their time, knowledge and life experiences to do the job. In MRNSW, it is now the responsibility of the Board and the Executive to acquire the majority of the funding, and in consultation with the units, to identify and provide the best possible equipment, training, logistical and administrative support. This will allow units to

It was humbling to see just how much hard work had been done in the background by you, the Volunteers in the field, and those at Headquarters.



Glenn Finnis

I would personally like to thank each and every one of you and acknowledge everyone by name, however, this journal is just not big enough, but you know who you are and I am very grateful for your efforts and your support. Although we still have a long way to go, the commitment from Government for the extra funds from the levy is now set in concrete and we can soon start to assist every Unit operationally and of course, help towards buying some much needed new vessels and rescue equipment. Hopefully, by the time of publication, the uncertainty for those within the AVCGA in NSW will be resolved and it will be great to have you all onboard. On a more sombre note, our thoughts and prayers are with David Campbell and his family of Tuross Heads after his recent accident. We look forward to your speedy recovery, mate.

Glenn Finnis

better focus on training, recruitment (including Cadets) and supporting the local communities that support them.

It is important to understand that the new organisation was not created to replicate or replace any previous marine rescue capability or model. The vision for MRNSW is to draw on the experience of the past, add the knowledge and technology of the present and evolve into a new modern, well-funded, professional organisation that delivers its rescue services efficiently and effectively, recognises and values its volunteers, provides a supportive social network to its membership and is an active and respected local community partner.

Achievement of the vision will depend largely on members. One of our key challenges is to ensure continuing growth and vitality of the organisation. We must develop and implement strategies that retain existing volunteers, encourage new volunteers to join and make MRNSW attractive to both the youthful and the more mature. I am keen to hear any ideas or suggestions members might have when I visit more Regions and Units.

I thank all of the Marine Rescue members that I have met and who have made me feel most welcome and at ease in the organisation. I am encouraged by what I have seen and the discussions I have had, and it confirms that we all share the same goal, to be the most professional marine rescue organisation possible.

Until the next issue - keep safe

Heinz Mueller



Heinz Mueller

Merimbula RHIB

Merimbula Unit is preparing for the arrival of its new purpose built 10m 'Naiad' rescue vessel. It will be capable of fast speeds at sea and have the ability to operate in all weather conditions.

The vessel will be a major leap forward for Merimbula Unit. It will be one of the most modern rescue craft on the east coast of Australia. Features will include some of the latest technology available: 'Fly by Wire' control systems, three Furuno navigation screens, FLIR thermal imaging night vision and an extensive communications system.

Unit Commander Barry Harrison has travelled to Woody Marine in Brisbane several times in the past few months to oversee the vessel's construction that is now in its final stages. Barry said, "Woody Marine has built over eighty Naiad vessels for volunteer marine rescue groups across south eastern Australia and it has been a pleasure to work with its design team."

Deputy Unit Commander Bob Marsh said, "Members are excited about the pending arrival of the new vessel after a long wait. The replacement programme has been underway for almost three years now. It is the result of a lot of hard work by our volunteers over the past ten years in fundraising for a new vessel." Bob expects the new vessel to arrive in time for the start of the summer boating season.

Merimbula Unit is thrilled to have the Commonwealth Bank as a proud sponsor of the new vessel. Tony Bennett, Manager of the CBA Merimbula Branch said, "The Commonwealth Bank is proud to support its long time customer Coastal Patrol now Marine Rescue NSW-Merimbula Unit with a donation towards an 'Air Berth' for the new rescue vessel. It is a great opportunity



David Green (Woody Marine) and Barry Harrison with the new RHIB

for the CBA to support our hard working volunteers in the local community."

Barry Harrison - Merimbula



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“Vessel aground”...no big deal...I thought!

Monday August 2: the call to Marine Rescue Swansea came at 0645 hours, “Vessel aground.” I met crew member John Fenwick at Lake Macquarie Yacht Club (LMYC) and the rescue vessel was on its way at 0715. The wind was blowing like the clappers, white caps everywhere at least 25knots from the north-west.

We learned that there were several people injured so requested extra crew and an ambulance. We proceeded to Pelican to pick up the extra crew member, Len Wilkins, and the ambo crew. By 0740 we had located the vessel, *Miss Penny*, a 44’ Riviera. We arranged for a backup vessel from Marine Rescue Lake Macquarie, ‘just in case’.

To get the ambos on board *Miss Penny* we had to approach uncomfortably close, so close in fact that *CG091* finished up aground beside them. This wasn’t so bad because we could pass the ambos’ equipment back and forth as needed. This was done by Len wading across up to his knees. By this time the MR Lake Macquarie vessel had arrived followed by NSW Maritime and then later by the Water Police. We declined offers by Lake Mac and the Water Police to pull the boat off, because we were comfortable, stable, saving fuel (!) and still passing equipment as needed to the ambos.

The Water Police took one injured lady ashore to the Westpac helicopter that had been called to airlift three more seriously injured males off the vessel. Three of the five people on board were over seventy years old, one being over eighty. After the first two were lifted off the Water Police towed *CG091* off the sand.

By the time the third male was safely on board the helicopter it was 1050 hours. We went back to the Pelican Base to be met by Neil Grieves (wearing his new hat as Marine Rescue Regional Coordinator) and a group of Lake Macquarie unit members who



The rescue boat crew, L/R Len Wilkins, Coxswain John Nissen and John Fenwick

invited us for a much welcomed hot coffee. It was freezing. We enjoyed their hospitality for approx one hour, and then went off to Marks Point for fuel.

Finally, we returned to LMYC where it was still blowing like the clappers from the north-west. We tried once to put the rescue boat back in its pen, but conditions were too rough, so just tied up at the jetty (which we knew we should have done in the first place). We completed the boat log, locked up, and after thanking the crew, signed off at 1300. Then it was home for a hot shower and some breakfast.

*John Nissen
Swansea*

Crowdy Harrington to get its own Vessel

On Wednesday July 28, at a specially convened meeting, members of Crowdy Harrington Unit elected highly-regarded, long standing member, Merv Orpin, as Unit Commander.



Cmdr Merv Orpin

Merv has held a number of executive positions within the Unit and he was elected unopposed. All members offered their congratulations and their support in the demanding role he is undertaking. Another popular and hard working member, Barry Lee, was elected as Deputy Unit Commander.

Since its inception, the Unit has been rather hamstrung in its operations without the benefit of its own rescue vessel. Fortunately, we have had back up from the Marine Rescue bases at Forster and

Laurieton and, when required, have had willing and generous assistance from local boat owners.

All this is about to change as we are soon to receive our own rescue vessel (shown pictured above). Our grateful thanks go to all who helped bring this about and especially State



Crowdy’s new RHIB during sea trials on Sydney Harbour

Member, Peter Besseling and the Minister for Ports and Waterways, Paul McLeay.

A number of our members are now undertaking extensive training in sea rescue procedures. The news of our new boat has sparked interest in the community and we have had applications from a number of people wanting to join our ranks. The new rescue vessel is a 6.8m Naiad rigid hull inflatable, fitted with two 115 hp Yamaha outboard engines and is expected to commence active service in September.

*Ross Windred,
Crowdy Harrington*

Solar Powered Rescues?

The Marine Rescue Unit at Camden Haven has made a bold decision to join the green revolution and invest heavily in solar energy.

With an array of 30 photovoltaic solar panels on the roof, (pictured right) resembling a clipper in full sail, the unit now has a 5.25 kW power generation plant which will protect us from power bills and maybe even make money in the future. The plant has been operational since July 7 and is already pumping power back into the national grid.

Marine Rescue Camden Haven took this decision because our power costs, at around \$2000 pa, are high and will rise even more to provide for service improvements and the effects of an ETS. The investment comes at a price. Even with a \$9,000 Solar Credit Rebate applicable for this installation, the upfront cost was still nearly \$22,000, a very sizeable sum for any volunteer organisation. The benefits of the system arise from the credits our energy supplier gives us for the power generated. This is payable at the rate of 60 cents per kWh, fixed by the NSW Government for seven years.

Currently power costs us 22 cents per kWh so, for the moment, we will be credited for power generated at nearly 3 times the rate we pay for power used, not a bad situation at all. The panels come with a 25 year guarantee and are quite rugged. Storm damage, should it occur, is covered by our insurance.

With an installation of this size expected to produce about 7000 kWh over a normal year, the annual return should be around \$4,000. On this basis when considered in isolation, the system will pay for itself in five and a half years. After that time, even if power costs rise a projected 65%, the price paid for power generation should exceed the cost of power consumption.



Camden Haven was fortunate to have funds available to put into this venture and the decision to go down this path would not have been possible without the generous government incentives that exist to encourage everyone to 'Go Solar'.

Essentially, we have made a pre-payment on our power costs so we are unlikely to pay for power again but instead receive a net return on our investment well into the future. The panels have drawn considerable comment from the local community who are now asking, 'What next – solar powered rescues?'

Ken Clancy
Camden Haven

Editor: Congratulations to both Camden Haven and Kioloa (see story P12) on being the first Marine Rescue Units to go solar.



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Tragedy on Ballina Bar

At around 1400 hours on July 13 a vessel was caught on the notorious Ballina Bar as it entered the Richmond River. Two men were thrown from the vessel when it capsized. The Ballina Bar is one of the most treacherous on the eastern seaboard.

A third man was rescued by a passing Jet Ski rider and taken to North Wall where he was treated by paramedics. "On shore winds and an outgoing tide created the treacherous bar conditions and waves," said Commander Norm Lannoy, "This bar is not to be messed with." He said skippers should always check with the Marine Rescue Unit about the conditions of the bar and take their advice, particularly when crossing the bar is not recommended.

Garry Meredith, captain of the Ballina Jet Boat Surf Rescue, repeated that call. He was involved in the rescue of the two men. The jet boat was on the scene within eight minutes. The Marine Rescue boat arrived some time later to assist. Tragically, a 64-year-old man from Casino, Raymond Ensbey, died as a result of the incident. A boat that was on the scene at the time of the incident transported Mr Ensbey to Lance Ferris Wharf at Fawcett Park where efforts were made to resuscitate him by the paramedic from the Westpac Life Saver Rescue Helicopter. A 50-year-old man also on the boat was injured when he was washed onto rocks.

Boat training took a different turn on June 3 when leading coxswains Jeff Norton and Duncan Woodhead took competent crew trainees and other unit members through the procedures of plotting tracks for search and rescue. It was fascinating to learn how the areas for searching are determined and how the rescue vessels searching carry out their responsibilities.

On July 31, Bob Mellor ran a Cleaning and Maintenance Procedures Course for our catering volunteers. The course covered basic but vitally important matters including cleaning benches and preparation areas, equipment maintenance, temperatures, contamination and correct food handling procedures. All participants enjoyed the discussion and presentation which was a real eye-opener especially in regard to our responsibilities when running 'sausage sizzles'.

Norm Lannoy
Unit Commander



Coxswains Jeff Norton and Duncan Woodhead assisting members of Ballina unit with SAR rescue plotting procedures



Ballina's 'Catering Crew' at the Cleaning and Maintenance Procedures Course held on July 31

Trial Bay attend Kempsey Volunteer Expo

Volunteer members of Marine Rescue Trial Bay 'flew the flag' at a Community Volunteer Expo at Kempsey Show Ground on June 10.

It was a successful day. The members on duty, Maria Hartley and Leonie Parkinson supported by Regional Coordinator, Linda Jones, had lots of enquires. People were surprised at the standard of knowledge shown and the responses given to their questions.

Many wanted to know what was required to become a member and particular interest was shown in the boat activities. Deputy Commander Phil Hartley and I attended the MRNSW Conference. The presentations and progress achieved to date were impressive considering all the obstacles that have to be overcome. We were happy to learn from the Commissioner that Trial Bay will be in line for a Category 2 rescue vessel to replace the tired and worn 'old lady of Sea Rescue', our Waveney.

Beresford Toll
Unit Commander



Leonie Parkinson and Maria Hartley at the Kempsey Volunteer Expo

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Update from Forster Tuncurry



I am happy to report that our Category 2 Rescue Boat, Amanda Lani, (above) is back fully operational after the major refit/repairs featured in the last issue of Soundings.

Although the cost came in over budget at \$50,000 it was essential that we did what was done and we expect another 4-5 years of dependable service from her.

The major event at the Unit was the elections of Commander and Deputy Commander. Your correspondent, Dennis Travers, was elected Commander and Bill Hansen elected as my Deputy Commander. A pleasing aspect of the elections was that over 82% of members voted. Our membership is slowly growing with eight ladies from the 'Breakwall Belles', our marvellous, hard-working fundraising auxiliary, recently deciding to join Marine Rescue NSW as full members. Our total is now over the one hundred mark.

On the rescue/assist scene things have been quiet. Our radio operators received a call the other week from a professional fishing boat that there appeared to be a whale in trouble floundering close to shore off Cape Hawke. The radio operator made enquiries with NPWS and ORCA. ORCA requested that our boat go out and look at the whale and ascertain if the whale was injured or entangled. *Amanda Lani* proceeded to sea in ideal conditions, located the whale and reported that everything seemed OK and the whale was not entangled. ORCA, when advised, relayed back to the radio operator that the whale may have been a female and about to give birth. A couple of days later we received a report of a dead whale floating at sea south of Forster, whether or not this was the same whale as the one involved in the previous incident is not known.

Training continues, with a number of crew members undergoing 'Survival at Sea' at Great Lakes Aquatic Centre whose cooperation we appreciate. We also undertook Fire Fighting training with the help of one of our members who is a member of the local Rural Fire Service.

On fundraising, it is pleasing to note that some of our lady members plus some 'Breakwall Belles' collected over \$600 from their stall held at 'Forster Tuncurry Crazy Day' with a further \$200 received from Forster Keys Family Funday stall.

MR members from any unit visiting Forster Tuncurry are welcome to call in at our base and have a tour. We are located on the Forster Breakwall and cannot be missed as our base is 'Aircraft Control Tower' style on the end of the breakwall.

***Dennis Travers
Unit Commander***

A new face in Marine Rescue at Ulladulla

Ulladulla's newest and youngest recruit, 16-year-old Sally-Ann Izard, was hailed as the 'fresh new face' of Marine Rescue by the local press. With recent publicity surrounding the organisational changes and the boat licence levy campaign, the spotlight was well and truly on the unit.

Sally-Ann, a local high school student, was the first of a number of younger people to take up the call for new members and is now undergoing seamanship training. She has been joined by 21-year-old Jade Hodder who is also getting used to being part of a rescue boat crew.

Several reports on rescues and an honourable mention in a newspaper editorial added to the exposure of Marine Rescue in the area with one local emailing the commander for details of how to join up. A few days later, he had signed on the dotted line and is now happily immersed in training for crew membership.

Commander Doug Musker is delighted to see the new young blood in the ranks and is making sure the unit adapts to their special needs. Like other recent younger new arrivals who are still in the workforce, they have daytime commitments that prevent them taking part in weekday exercises. But they make up for it with more operations now being conducted at weekends or in the evenings to suit their availability.

Jamie Roberts
PR Officer - Ulladulla



(Above) New recruit Sally-Ann Izard with skipper Ken Lambert explaining the basics of navigation.

(Left) Sally-Ann familiarises herself with the marine radios on board the Arun class rescue boat 'Encounter'.

Ramblings from Broken Bay

Victor Lawrence has been elected by the unit members as Unit Commander and Michael Seale was elected as Deputy Unit Commander.

Four Level 1 Skippers, John Duniam, Bruce Hale, Andrew Majewski and Ian McFarlane were promoted to Level 2 (offshore) at the Mess Meeting on July 31. At the presentation Commander Vic Lawrence said, "To get to Level 2 from Level 1 was a big step and to do it first time is a credit to the members and to their trainers," Over the past 3-months Marine Rescue Broken Bay has undertaken twelve rescues. We have welcomed aboard eleven new members in the period from April to July. To cater for new members we have instigated a 'Probation Watch' by which the new members are taken through the necessary training to get them competent as Marine Rescue Crew by the end of the year. This will include passing the sea survival course. In Broken Bay this training involves jumping off the wharf fully clothed with a lifejacket on and then getting into an up-turned life raft. Participants must then get out of the life raft and swim to shore. This is more demanding than it first appears, particularly getting into the life raft.

Crew members will then go on vessels in January for the busy 2011 holiday boating season. Marine Rescue Broken Bay has now introduced the essential practical component to its Boat

Licence education courses for the public. All those who are successful at the Unit's boat licence test seminars are offered the opportunity of a full day course to complete their Log Book. This hands-on course is conducted on the water by Level 3 Skippers. The course teaches participants to handle a boat, deploy an anchor, be aware of how a small boat behaves and conduct checks on safety gear.

In addition to providing participants with the training now needed to obtain their Boat Driver's Licence, this equips participants with useful knowledge to help them make a better-informed choice when selecting their own boat.

Finally a new fundraising committee has been formed and their initial activity is the organisation of an art show at the Base in September.

Alan Turner-Morris
PR Officer Broken Bay.



Broken Bay rescue boat, a Steber 28



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Activity at Newcastle

Newcastle has had a busy period of consolidation and updating facilities over recent months, requiring much effort by members. There is an ongoing programme of fund raising, building, equipment, furniture and fittings maintenance.

The Base building is heritage listed. Its lease from Newcastle City Council has recently been renewed, guaranteeing our occupation of a unique position overlooking the entrance to the Port of Newcastle. Due to its location, it has excellent radio coverage of the coast from well north of Port Stephens to well south of Sydney. The radio antenna tower has recently been replaced and an update of all antennas and radio equipment has been completed.

Unit radio watches have now been modified to continuous from Friday at 0600 through to Sunday at 1900, the remaining days being 0600 till 1900. When offshore transits increase during summer months, the hours may need to be increased as it is important to advise boats entering and leaving the port of shipping movements. Newcastle is the largest coal export port in the world and ships up to Cape Size (ships unable to pass through the Panama or Suez Canals) leave and arrive throughout the 24 hours, often passing at the port entrance accompanied by four large tugs. At this time no pleasure craft should be in the channel fairway!

Newcastle is attracting an increasing number of craft making coastal passages north and south, due to the ease of entry in all weathers and the excellent facilities at the Newcastle Cruising Yacht Club.

A unique service provided by our rescue vessel, *Newcastle Rescue 20*, is assisting yachts and motor cruisers that are shipped to the port as deck cargo. Each vessel is lowered by ship's crane into the water then escorted or towed to the Yacht Club marina for delivery to its owner. There are up to 25 vessels in each shipment. A significant contribution to Unit funds is made for this service.

Other fundraising activities are BBQs at shopping centres and supervision of road closures at city events, all supported by a small number of dedicated members.

The election of Unit Commander (Dianne Sergeant) and Deputy Unit Commander (Peter Hitchcock) was finalised in July.

The lift out and maintenance of *Newcastle Rescue 20* was recently completed. The hull was repainted in Marine Rescue colours. Soon after the service, the vessel was tasked to search the Hunter River for a missing yacht. It had left Port Stephens and had not logged on for the trip to Hexham. The initial call from a friend was received by the watch keeper and referred to the Water Police. The following morning a full search was mounted and the yacht, with one person on board, was found alongside a ship at a position south of Newcastle. It had been carried past the port by adverse weather conditions. Its outboard motor was not operating, the skipper's mobile phone batteries were flat, there were no navigation lights or even a torch. There was a strong wind warning in force, so it was lucky that the craft was located and was able to be towed to safety in Newcastle.

In July we were involved in pre-race HF radio checks for the 80 yachts taking part in the Sydney to Gold Coast Race organised by the Cruising Yacht Club of Australia, a regular safety service provided by Marine Rescue Newcastle.

John McCarlie
Newcastle Unit



'Newcastle Rescue 20', a 6.50 m catamaran, on the hard during annual maintenance and upgrade to Marine Rescue colours



Marine Rescue Newcastle's Base is located in the historic 1890s Artillery Cottage on Shepherds Hill overlooking the sea and the entrance to the Port of Newcastle



Newcastle Rescue 20 rafted up with a motor cruiser that has just been unloaded by crane and is ready to be moved the the Newcastle Yacht Club marina

Kioloa switches on Solar Energy

Many, many moons ago (or should that now be 'many suns ago?') Kioloa became aware that an extension to its boatshed was needed to house a Category 2 vessel.

To keep the aesthetic appearance of the Base building it was decided to also extend the top floor thus giving additional space within the radio and utilities room. The owner of the building, Shoalhaven City Council, agreed to the extension and offered in kind assistance by waiving the development application fees and associated costs, engaging a geotechnical expert to determine the site of the extension and drawing the plans. Council has since contributed further by picking up the tab for electrical installations and paying for unanticipated costs associated with the foundations. The Council also gave the go-ahead for members to build the extension with the proviso that a local Master Builder oversee the project and that all volunteers working on the site held the appropriate work tickets.

In the first quarter of 2009, we received a phone call from Energy Options asking if Kioloa would like to be one of four community buildings selected as suitable sites for the installation of photovoltaic solar energy panels. The company had to seek the backing of the Shoalhaven City Council. Nothing was heard for several months, then Kioloa was notified that Energy Options in conjunction with Shoalhaven City Council had secured a grant from the Department of Environment, Water Heritage and the Arts to install a 2.1 kW solar system comprising of 12 Photovoltaic panels on the roof of the extension and an inverter at a cost of \$24,000. Other organisations involved in the project were Footprint, Healthy Cities and the Milton Ulladulla Community Bank.



Kioloa Base seen from the beach side with the solar panels on the roof and the extension identified by the changed brick colour

The system was installed in late March as the roof of the extension was not completed until that time and Kioloa was hooked into the power grid in April. The first electricity account after the installation was \$9.96. Acknowledgment of the support and assistance provided in this project is provided on a large billboard detailing the participants in the scheme.

The boys are still labouring away on the extensions. As often happens, when one part is complete the remainder looks a little shabby so, with Council's blessing, the boys are refurbishing the original building. It is hoped that a grand opening will take part in the near future.

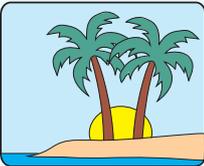
*Joan Noble
Kioloa*

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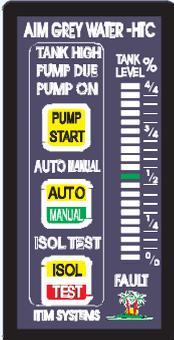
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ITIM Systems is a small Australian business enterprise that specialises in the manufacture of marine alarm monitoring and control modules.

Since founding the company in 1983, directors and brothers, Graeme and David Scott have worked to develop and continually improve the extensive range of products they provide.

This has resulted in ITIM supplying system Kit sets to Australian boat builders in all states, along with a growing range of exporting opportunities particularly to Asia.

ITIM Systems offer alarm systems to service a wide customer base, from the 'super yacht' market to professional boats such as customs and defence patrol boats, pilot boats, tugs and ferries.

Products that the company produces includes fire alarms, tank level monitoring and display, bilge alarm and bilge pump control systems, gas and fume detection, nav light monitor and trim tab controllers. The company also offers fully customised products depending on each client's needs. All systems are Australian made, using a high level of technology and attention to detail.

The company's first export sale was in 1986 to a Taiwanese Patrol boat builder and since then they have expanded into the international marketplace through exports to New Zealand, Taiwan, China, Hong Kong, Singapore, Malaysia, Thailand, USA and countries across Europe.

These strong international relations have continued to develop since obtaining Type approval certificates from the Chinese Register of Shipping following extensive environmental and EMC testing of ITIM's fire alarm monitoring and control systems.

As a long-term member of Marine Queensland, and AIMEX, ITIM Systems has been provided with strong and essential industry networking and has influential Australian representation at all international boat shows.



Conference shines light on many issues

Marine Rescue NSW held its first Unit Commander / Deputy Unit Commander (UC/DUC) Conference on July 24 at the Northcott Function Centre at North Parramatta. Over 130 participants attended.

This was the first time that all unit leaders had been brought together in one venue and it provided a unique opportunity to clarify many of the issues that had been causing confusion or misinterpretation, as well as giving members the chance to directly ask questions on any topic. The positive feedback supports the prospect of future events.

Units were invited to send their elected Commander and Deputy Unit Commander (or their substitute) and all obliged. In addition Directors, Regional Coordinators, the Commissioner, the new Deputy Commissioner, the Chief Strategic Development Officer and the Chief Financial Officer/Company Secretary were present to actively participate in the Conference.

The topics covered related to the aims, objects and procedures of the new organisation to provide participants with a clear overview of MRNSW direction.

These included: Visions for the future; overview of future fleet directions; some of the achievements in MRNSW to date; vision for an integrated communications network; IT issues, including the introduction of a new website, the Electronic Offshore Tracking Sheet and the standardised email system; overview of the financial and budget systems and standardised software; overview of the proposed training programme and the new MRNSW Orientation Course for new members, and launch of the MRNSW Workplace Health and Safety Manual.

We had a guest speaker from Work Cover to bring everyone up to date on the latest legislative changes and the direct implications for every unit and member.

After lunch participants engaged in a number of interactive workshops giving them an opportunity for direct input in training and administration issues with a view to streamlining and simplifying some MRNSW procedures.

The Conference concluded with a Plenary Session where the Directors present and the Commissioner formed a panel to answer some of the questions generated during the day. There was an undertaking not only to answer all questions put, but also all other questions that members had compiled during the day. These were to be provided within about 3 weeks after the Conference so that all members would have direct feedback from the Conference process.

Each delegate was provided with a USB drive containing all of the presentations and the WH&S manual as a permanent record to take back to their units and MRNSW House flags were also given to each Unit.

Preliminary feedback from many present was positive about the style and content of the conference and many black holes had light cast into them. This bodes well for future meetings, as coming together in this manner is a very efficient method of getting a consistent and clear message across to members as well as providing a positive feedback forum for our volunteers. Thanks to all who attended and the organisers for a great day.

Lavinia Schivella - Chief Strategic Development Officer

A good listener



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Lake Macquarie expands fleet

After more than four years of tireless fundraising, Lake Macquarie Unit finally took delivery of its new rescue vessel, built locally by Seatamer Marine. It is Lake Mac's first vessel in Marine Rescue NSW livery.

The vessel is powered by twin 115hp Yamahas and fitted out with Raymarine electronics. The new Category 1 vessel will mainly be used on the Lake. Unit Commander, Jim Wright, reports that the boat performs well under all conditions and that the skippers are very happy with this new addition to the fleet.

Members of the unit are incredibly grateful to the local community who supported the unit with their generous donations that enabled us to purchase this custom built vessel. It will be officially commissioned on Oct 9 by Kay Cottee, deputy chair of Marine Rescue NSW.

With the new vessel operational, the Category 2 vessel that has served the Lake Macquarie area so well for many years will now receive some extra TLC. New GPS/radar systems are to be fitted; the same brand and model as that on the new vessel, so that boat crew will be familiar with electronics on either vessel. The vessel will be repainted in Marine Rescue livery and undergo some other repairs and modifications.

The members of Lake Macquarie elected Jim Wright as Unit Commander and Wal



Marine Rescue Lake Macquarie Base and new Category 1 vessel both in new MR livery.

Firth as Deputy Unit Commander. The new Executive team has been selected and have settled in. Meanwhile, the base has been transformed inside and outside to reflect the change to Marine Rescue. The outside of the base has been decked out in Marine Rescue signage, while the inside of the base has received a fresh coat of paint.

In addition to several minor assists, on August 2 Lake Macquarie Unit was involved in the rescue of four injured people from *Miss Penny*, a cruiser that had

run hard aground (story p5). There were three possible spinal injuries on board and one other injured person, out of a total of five on board. Colleagues at Marine Rescue Swansea led the rescue effort taking Ambulance personnel to the grounded vessel. Water Police, the Westpac Rescue Helicopter and NSW Maritime were also involved. Local media took a keen interest in the rescue events.

Martine Tylee
PR Officer, Lake Macquarie

Why we do what we do...

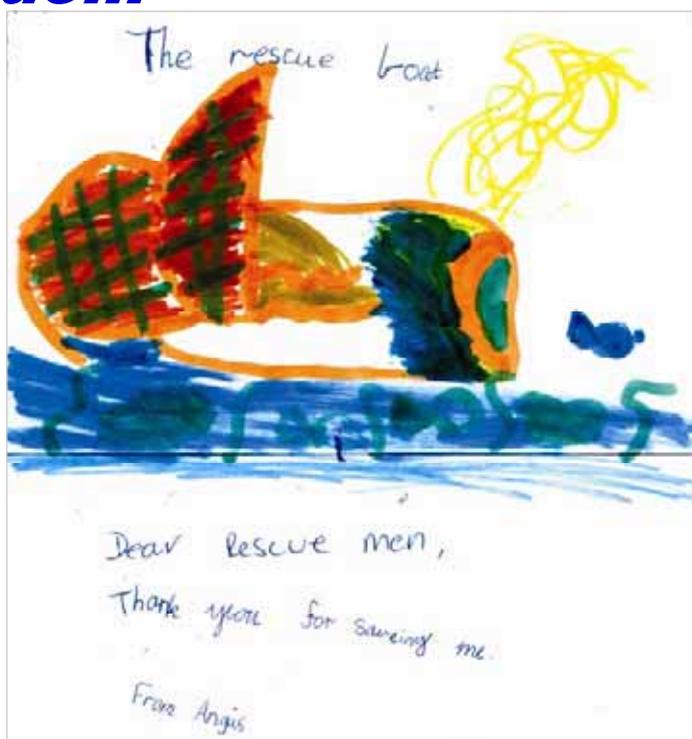
On June 6, Skipper Frans De Wilde and his boat crew were on a training run on Sydney Harbour aboard the Waveney 44-007 when they just happened to be in the right place at the right time.

The boat crew spotted a man and his very young son in the water and struggling, much too far from their upturned 14ft rented catamaran. The cat was drifting towards the rocks. Father and son were quickly taken on board the rescue boat. The catamaran was towed away from the rocks and righted. After a short rest, the father was able to sail the cat back to Balmoral.

The blue and shivering little boy, Angus, by now wrapped in a blanket and comforted by crewman Conor Hennessy, was also taken back to the wharf at Balmoral, to join his father and the rest of the family.

The following week Marine Rescue Middle Harbour received a hand written card from Angus. (reproduced right) The Unit replied with thanks for the nice card and the well wishes, indicating that we would all happily do it again tomorrow.

Peter Steigrad
Middle Harbour



Radio Refurbishment at Eden

With the onset of winter, water activities at Eden lessen and during this lull the Eden Unit started refurbishment of the radio suite so that the base will be ready for the busy spring and summer seasons.

On July 1, a change of Unit Commander took place when Glenda Wood handed over command to John Steele. John has an extensive naval background and has been a member of the Eden Unit for more than three years since his retirement from Canberra to the Far South Coast. Glenda will stay on as Deputy Unit Commander.



Glenda Woods hands over to John Steele

A recent incident in Twofold Bay highlighted the need for vessels to keep the local Marine Rescue Unit informed of their intentions. At dawn on July 14, a yacht was seen to be in trouble by the morning watch keeper at Eden following an alert from the public. The yacht had dragged anchor overnight in a sheltered bay on the southern shores of Twofold Bay and was aground on the beach.

Attempts to contact the vessel by radio were fruitless. The yacht had arrived in Twofold Bay without an Offshore Tracking Sheet

and no details of the crew or vessel were held by the Eden Unit. Eden Water Police were contacted and after a reconnoitre returned to their base for additional manpower and equipment. Eventually, on the high tide and with assistance from NSW Maritime Port Services, the yacht was refloated and towed to a deeper anchorage.

After boarding the yacht the Water Police found it was unmanned. They were able to track down the owners who had left it anchored and travelled interstate. Unseasonal high winds from the North had blown the vessel onto the beach from an otherwise safe anchorage. The vessel (pictured above) is currently slipped and undergoing repairs.

This incident highlights the need for vessels to advise Marine Rescue Units of their presence and intentions in local waters, ideally by an Offshore Tracking Sheet or by radio on arrival. This allows the MR Unit to communicate with vessels, to pass on important weather and operational advice which, in the event of developing situations, can help prevent problems or speed the process of Search and Rescue.

John Steele
Unit Commander



The Three Rs of Beacons – Register, Renew and Responsibility

Nearly two years have passed since the Cospas-Sarsat system ceased to monitor the 121.5 MHz distress frequency. The cessation of satellite monitoring of 121.5 MHz was the greatest change to the global search and rescue system in many years. Now all boat owners in Australia both commercial or recreational, sailing more than two nautical miles offshore are required to carry a registered 406 MHz Emergency Position Indicating Radio Beacon (EPIRB).

With over 168,000 beacons now registered, Australians are recognised as the biggest user of distress beacons in the world based on our population size. Only the USA has a larger database. However, the Australian Maritime Safety Authority (AMSA) believes that nearly 30 per cent of distress beacons (EPIRBs, Personal Locator Beacons and Emergency Locator Transmitters) remain unregistered.

It is your responsibility to update you beacon's details and inform family and friends of your travel plans. By taking such actions, you can save valuable time in a search and rescue situation. You can register your beacon, update your trip details, emergency contacts and travelling companion information online at any time at www.amsa.gov.au/beacons. By having

access to this key information, the Rescue Coordination Centre in Canberra can tailor the most appropriate response to assist you in an emergency.

The proof-of-registration stickers issued for EPIRBs and PLBs are valid for two years. The renewal process is simple. A sticker reminder notification will be issued one month before the two year expiry date if your registration details have not been updated in the previous six months. If your registration details have been updated in the six months prior to expiry, the AMSA system will automatically generate a new registration sticker and send it to you one month before the expiry date.

Some boat owners elect to share their beacon amongst friends or co-owners. While this is not encouraged by AMSA or the state police, sharing a beacon requires careful attention to the registration details provided to ensure that the contact details

reflect who will be carrying the beacon on the day. Using the "Comments" box to provide further particulars also provides essential information to rescuers.

Boat owners considering buying a new boat or EPIRB should be aware of the benefits of buying a GPS capable distress beacon. GPS beacons provide your distress position to the Rescue Coordination Centre within minutes. Non-GPS beacons rely upon the signal from the beacon being picked up by a polar orbiting satellite which may take over an hour to occur. GPS beacons have a location accuracy of 120 metres, as opposed to the 5 kilometre location accuracy of a non-GPS beacon. This difference in search area means that rescuers have a smaller area to cover and can assist you more rapidly.

In a distress situation time is critical, but three simple steps can make a world of difference – Register, Renew and be Responsible. And remember, GPS is best.

For more information on distress beacons or to update your details, please visit ...

www.amsa.gov.au/beacons
or call **1800 406 406**.



Evans Head tickled pink

Evans Head had a very distinct pink visitor with the arrival of the brightly coloured yacht that helped make youngest long distance sailor Jessica Watson world famous.



Tony McNally with the 'Pink Lady' crew on the jetty at Evans Head

Ella's *Pink Lady* was berthed in Evans Head for repairs after a breakdown five nm off the east coast half way between Evans Head and Yamba, near South Evans Reef. Rescue Boat Skipper, Tony McNally, with crewman, Scott Mohr, headed out in a 30kn southerly in search of the *Pink Lady*. The search began near North Evans Reef, but after a mobile phone call from *Pink Lady* to check the GPS positioning, the yacht was located 100m from South Reef.

Pink Lady is a Sparkman & Stevens (S&S) 34 with an overall length of 10.23m. The size of the yacht made it a slow tow home in the 3.0m seas. Once safely back in Evans Head marina the *Pink Lady's* crew called Jessica Watson who was at home in Brisbane at the time, to advise her about the damage.

Jessica and her mother then made their way to Evans Head by car. After examination, it was found that *Pink Lady* had lost both electrics and the motor. Concern was also raised about the stern gland that was leaking. It was thought that the yacht could need to go on the slips. Jessica and the crew made some running repairs to get the vessel seaworthy to finish its voyage, first to Yamba to pick up another crew member, then down to the Sydney Boat Show.

Tony went beyond his duty as Unit Commander and invited the visitors to his home to freshen up with a warm shower, then took them out to the Evans Head RSL club for drinks and a yarn that night. Evans Head locals were all surprised how approachable Jessica and crew were and how willing they were to stop for an autograph or just to say hello.

Jessica Watson called into the Evans Head Unit Base tower the next day to sign the visitors' book and she also personally thanked everyone involved. Then slowly she and her *Pink Lady* made their way out of Evans Head to continue the voyage south to Sydney.

Christian Booker
Admin Officer Evans Head

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A VersaDock for The Entrance

Due to the combined generosity of two local Freemason chapters, Wyong and Karagi Court, The Entrance Unit was able to install a VersaDock for its Rescue Vessel at the end of July.

The dock installation has been greeted with delight by our members, especially those involved with the on-going maintenance of the permanently moored Shark Cat. Two members, Steve Anderson & John Adair volunteered to drive a truck to Unanderra on the South Coast to pick up the VersaDock.

A hardy team, Stew Masters, John Adair, Darrell Tompkins, Greg McNab, Colin Lewis and Denis O'Mara carried out the assembly and installation on a dreary rain soaked day. Vicki Buchanan and Greg McNab provided the team with a great lunch to warm their souls.

Assembly took all morning. After lunch, the Shark Cat towed the VersaDock from the North Entrance Base to The Entrance Fisheries Wharf, where the Dock was secured into place, ready for the Shark Cat to 'Try It Out'.

Unit Commander Stewart Masters, Skippers Darrell Tompkins and John Adair took turns at docking and relaunching the Cat, with the rest of the installation crew (and a few fishermen) looking on with great interest.

Darrell Tomkins, a Skipper and our Operations Officer recently visited the UK. While in London he called in to the Royal National Lifeboat Institution (RNLI) station at Chiswick on the Thames in London. This base is the third busiest out of the 149 bases in the UK and Ireland. There were three crew on duty, led by Glen Monroe who is also a trainer for RNLI. The base operates two RHIBs (picture below) at Chiswick station and more vessels at Tower station at Tower Bridge. They cover the Thames in and around London.



They have set response times, so when they leave the pier they have strobe lights and siren going to a clear course through the channels. For fundraising, each year they row from Dover to Paris to raise money. Glen and the crew welcomed Darrell and suggested if anyone should be going to London, please call in to Chiswick station as they would love to see you. The address is: The Pier House, Corney Reach Way, Chiswick, London W4ZUG.

Denis O'Mara. Public Relations Officer - The Entrance

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The advertisement features a central logo for VersaDock, which includes the text 'Modular Docking Solutions' above the large 'VERSA DOCK' text, and a stylized graphic of a grid of squares and circles below it. Surrounding the central text are several small, tilted photographs showing various dock installations and boats. At the bottom of the advertisement, contact information is provided: '0448 911 222 info@versadock.com.au www.versadock.com.au'.

'Mullum to Bruns' fundraiser

This was our first 'stand alone' fundraiser since separating from the VRA and becoming Marine Rescue Brunswick. It was pretty exciting for us to be out there in the community in our nifty new uniforms.

The event was the inaugural 'Mullum to Bruns' paddle down the beautiful Brunswick River, a fundraiser for three local community groups. Marine Rescue Brunswick was invited to participate, along with the Brunswick Heads Surf Club and the Brunswick Heads Visitor Centre.

The committee had thirteen weeks of meetings, plans and ideas and a great deal of hard work, trying to deal with all the things that arose for an event that had never been attempted before.

A torrential downpour the day before had me emailing all the members demanding that they all get down on their knees and pray, (it worked). On the day of the event I was out in the pre-dawn darkness putting up direction signs. There were stars in the sky and it just had that feeling of a beautiful day coming.

Most of our radio operators and auxiliary members were off to the local park to set up our BBQ. The Boat Crew were out on the river, some in their own boats, some in our rescue boat. Their job, along with the rubber duckies from the surf club, was to provide first aid if needed, provide water and ensure the safety of the paddlers on the river. They were placed at intervals from the top of the river to the finishing line.

Arriving back at the park, Marine Rescue Brunswick made a wonderful sight. Two shades, kindly donated by the local Mullum Hire, had been erected and the crew were busy getting things organised. The Marine Rescue Banner was up and flyers from our recent membership drive had been taped all around the shades, everyone in their uniforms, just a sea of blue, it looked fantastic, very impressive.

The final paddler was at the finish line by around 1200 hours and an official opening was held, with guest speakers Diane Woods and Simon Richardson, both Byron Shire Councillors. Don Page MLA also came along.

Entertainment on the day was provided voluntarily by ten local bands. There were free stand up paddle lessons, try a kayak for free and more. It was lovely to see families sitting around on the grass by the river listening to the music, eating Marine Rescue Brunswick's hamburgers, bacon and egg rolls, sausage sandwiches, or Brunswick Surf's veggie burgers, everyone generally enjoying the day.

Just prior to 1400 hours you could feel the excitement was rippling through the crowd. They were all keyed up for the Lucky Duck Race, little yellow plastic ducks, all numbered. People secure a number for \$5 (they don't get to keep the duck) and at 1400 hours all 300 ducks were tipped off the footbridge on the outgoing tide. The first little duck to the road bridge was the winner. The Duck Race commentator was our now retired Boat Captain Rob Goodacre and he did a great job.

What a day, a fun-filled, community-spirited family day, which not only raised our profile in the local community but also raised around \$10,000 for the three community groups.

This is to become an annual event and we all look forward to next year with excited anticipation.

Penny Fuller
Brunswick Heads



Gabe, Maureen and Andrea offering 'lucky ducks' while the boat crew gets ready to go out onto the river.

Mark meets Evan in the 'Bay'

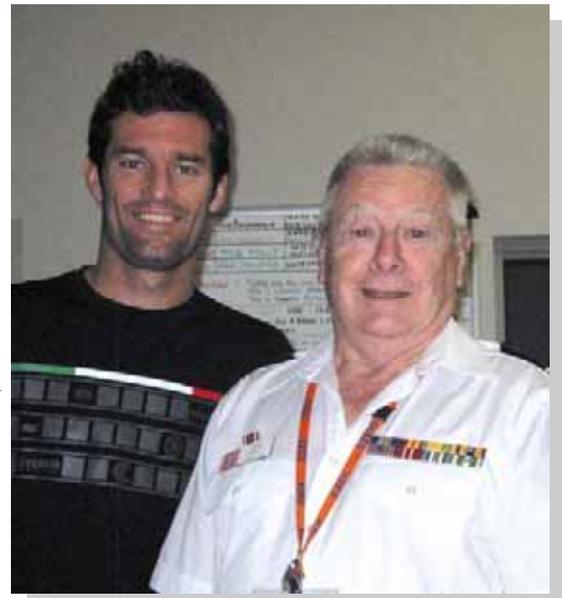
Australian Formula One driver Mark Webber spends much of his off season in Batemans Bay.

Mark has family in the 'Bay' and uses the Marine Rescue Base at Batemans Bay to store his kayak between training sessions on the water.

Mark, pictured at the base with Evan Holt, a long time member of the Coastal Patrol and now a proud Marine Rescue

member. Evan is a senior radio operator and one of the best Search and Rescue radio operators in the unit.

Dave Greenshields
Batemans Bay





At the Formule1 Motel on Sunday morning after the Marine Rescue conference July 24, waiting for the mini-bus to the airport. L/R Peter Campton ESM and John Purnell (Kingscliff), Barry Storey (Iluka-Yamba), Tony McNally (Evans Head) and Bruce Bodsworth (Iluka -Yamba)



The welcome address to the 130 delegates at the first MRNSW UC / DUC Conference held at the Northcott Function Centre, Parramatta
(Story page 13)



Vessel being recovered by crane following a May Day incident on the bar at Narooma
(Story page 24) Photo courtesy Trish Rose Narooma News



An interesting visitor to Batemans Bay
Photo Des Lambert



The new RHIB for Merimbula under construction in Queensland.
Story page 4



Marine Rescue Forster Tuncurry's Base, right on breakwall



Lake Macquarie's new catamaran built by Seatamer at Redhead.
Story page 15



Port Stephens Rescue Boats, the 16.7m Arun class 'Daniel Thain' (rear) and the 8.5m twin diesel jet 'Codi-K' resplendent in MR livery



The Marine Rescue NSW crew busy on the stand, shown on the right, at the Sydney International Boat Show 2010

Story page 36



At the UC/DUC Conference Commissioner Glenn Finnis showing the new MR flag to DUC Bob Marsh (centre) and UC Barry Harrison, both from Merimbula



Forster Tuncurry's Category 1 rescue vessel, the 'Amanda Lani 2' in her new MRNSW livery

Training keeps Batemans Bay on the go

This year Batemans Bay Unit has been involved in four Southcare helicopter exercises and a combined Rescue Services display, giving members valuable experience and promoting Marine Rescue to the general public.

Tuesday training at the Base is well supported by members, as is our Navigation Course for Level 2 and 3 Skippers..

Thanks to Fred and Alma Watson our Cash Bingo runs on Thursday evenings and Saturday afternoons to give us a steady flow of revenue. . The base has been updated with new signage, curtains, new radios, a flat screen TV for use with training courses, and a stove (donated by Rotary) to prepare meals when needed.

An ex-Maritime Sailfish is now our new Cat 2 vessel. It has passed survey and is now fully operational. Unfortunately our Noosa Cat was vandalised whilst stationed at Narooma. We are still waiting for the insurance assessor's report to enable new fuel tanks to be fitted.

Our unit welcomed eight new members recently, swelling our membership to 82. Sadly, we lost three members this year: Johnny Tallis, our No 1 sausage cook and fundraiser; John Shenton a skilled Radio Operator, and Tony Stephens who was a Watchkeeper and Level 3 Skipper before he left our organisation due to ill health. They were proud to be part of our Rescue Service and will be missed by us all.

A visiting Sydney sailor, Helen, (in her late 50s) arrived in July on board her 1925 cutter rigged wooden sloop with her faithful dog as 1st mate. She plans to sail to Tasmania in due course. Member Tom Czarnik lives nearby her anchorage, and has



Batemans Bay Base in its new MR livery

been helping with local knowledge and fresh supplies. Tom is a new face and his enthusiasm has inspired many of us. Weekend crews check on the sloop to ensure she ready for the next leg of the voyage.

Angela, who keeps our our statistics, notes we have a record (?) low of only ten assists over the last three months. Does this suggest the public is becoming more safety aware?

Special mention also goes to Richard Wright who has been a member for more than 15 years. He has been Watch Keeper on so many nights and is always available for crew duties, day or night. We congratulate him for his effort and long service.

Martin Richards.
Batemans Bay

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Great Circle Life Rafts

Great Circle Life Rafts were the chosen hire rafts for high-flying achievers this year in the Brisbane to Gladstone Yacht Race.

Bill Donnelly and Gary Saxby's, *Boss Racing*, won line honours in this year's multihull division of the race with a Great Circle Oceanmaster Life Raft aboard.

OMR and PRS division winner, Phil Day's *Rhythmic* and Bruce Absolon's *Volvo 60, Nikon Spirit of the Maid* that came in second of the monohulls also chose Great Circle Life Rafts.

The company's managing director, Paul Montgomery said about 20 of their rafts were hired for this year's race.

And in last year's Sydney to Hobart Yacht Race, Andrew Saies's handicap winner, *Two True*, had two Oceanmasters aboard, as did many others in the race fleet.

"Hiring rafts is a popular alternative for racing people and delivery crews who don't need a raft year-round and don't want to pay regular servicing fees," he said. Montgomery said the high profile successes had helped raise awareness of the company's hiring arm as well as its competitive prices for purchases.

The company sells rafts ranging from four to 25 person including commercial survey approved and Yachting Australia compliant rafts and others suitable for coastal cruising.

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Shoalhaven - Busy on the South Coast

Marine Rescue Shoalhaven is currently in a very exciting phase of its development on the South Coast. Membership is growing and the unit has recently completed some major improvements to its base infrastructure to provide better service to the Shoalhaven region.



Shoalhaven was formerly VRA Shoalhaven. It is one of the largest units in MRNSW. It is an accredited Search and Rescue Coordination Centre (SARCC) with three rescue boats, including a new RHIB (above), that is being fitted out for fast response rescue in the Shoalhaven River and estuary bar area.

The SARCC, at the pilothouse, has had a complete overhaul and now has state of the art radios and a computer system as well as improvements to the building. The Shoalhaven River has a notorious bar that can be very tricky so it is good to know that our duty operators have uninterrupted views of the whole river entrance and are able to keep an eye on boats in that area.

Radio Operator training is conducted at the pilothouse by John Henry and John Allerton. The SARCC is manned 24/7.

Congratulations go to three of our members who recently passed their examinations for MROCP; Kerrie Dare, John Hinkley and Margaret Ormond, well done. Congratulations also to Bill Welch and Kevin King who qualified as Coxswains and to Vince Ravesi on becoming Advanced Crew.

Training is important for both land and sea based volunteers. Paul Klausen, our training officer, runs a comprehensive and varied boat crew training programme as well as hosting trainees from the local TAFE. Renewing First Aid qualifications is on the current agenda..

The unit's primary rescue boat, *SA24* is being repainted in Marine Rescue colours and the Fast Rescue Boat (RHIB) to replace the ageing *SA5* is nearly ready for rescue service. *SA8*, an ex-Navy vessel from nearby *HMAS Cresswell*, is getting long in the tooth, but she still gives sterling service when required and we do like the sound of the old V8s.

On the horizon are possible improvements to vessel navigation equipment and feasibility studies into providing a more permanent, modern facility for crew members and a boat jetty at Greenwell Point, our main focal area.

We are always busy. Recent rescues as far out to sea as 15 nm and right up the river both day and night serve to keep us on our toes. As usual we have a number of fundraising and social activities, regular volunteer meetings and attendance at functions throughout the region. We look forward to continuing our service to the boating public in the Shoalhaven region under the Marine Rescue NSW banner.

Kevin King
Shoalhaven

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Rescue Boat vandalised at Narooma

Marine Rescue Narooma is experiencing renewed interest since unification. We have a constant stream of keen and enthusiastic new members. We have a training programme in place for radio operators and our roster clerk is happier. But we've also been visited by mindless vandals.

It has mostly been very encouraging at Narooma with good unit morale and more and more team work. We have, however, had a very disappointing incident. Our Waveney lifeboat was put out to pasture and we were left without our own vessel until a new one arrives. Marine Rescue Batemans Bay sent us their Noosa Cat on loan. Our members took it for a 'get to know you' training session and were pretty happy knowing that now any boaties in trouble were not going to be stranded. Then on June 13, within a week of the cat arriving, we received a phone call to say someone had put sand in its fuel tank. It was a crushing blow for the whole unit. Morale plummeted and it was some time before anybody could smile again. Police are investigating and the boat is being attended to by insurance. Narooma without a rescue vessel is of great concern to the unit and the community. The local newspaper has been giving the matter a lot of coverage.

About four weeks later, on July 13 at 1800 hrs, our standby radio operator, Dennis Allnutt, received a May Day call from a boat in trouble on the notorious Narooma Bar. There were three men and a dog on board. Commander Graham Brown immediately contacted the Narooma Parks and Wildlife skipper, Ross Constable, who straight away said he would be on his way to their boat. However, he needed permission from his superior and Eden Water Police had to be notified for them to task the boat.

Everyone moved quickly but valuable time was lost. With crew on board, the rescue boat was underway about half an hour later, but the delay caused by the vandalism took its toll. When they reached the bar, the boat in trouble was already on the rocks.



VRA and MR crews protecting the boat.

Jim Greenshields, who had been called to man the base radio, called out the Volunteer Rescue Association land rescue specialists and they quickly set up to scale the cliff. In the meantime the men from the boat managed to scramble on to the rocks and began climbing up the cliff to safety. The VRA and Marine Rescue members worked to secure the boat to the rocks for the night and installed rubber tyres to protect it. A crane was brought in the next day to retrieve the vessel. (see picture gallery) Great teamwork was displayed by all involved but how different the outcome could have been if the Marine Rescue vessel had been available to respond immediately. We anticipate a vessel will be operational before the busy holiday season, when the town swells with visitors.

*Wendy Brown
PR Officer Narooma*

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BBQ at the Powerhouse

Marine Rescue Hawkesbury and Cottage Point combined in a fund raiser BBQ that was hosted at the Powerhouse Discovery Centre Castle Hill on July 10.



The BBQ crew, L/R Mathilde Kearny-Kibble, Merv Collins, Ken Bate, Ken Anthonisz and Eathan Ellem

The event was well received and many positive comments were heard about MRNSW from the crowds of hungry customers who feasted on the egg, bacon and sausage sandwiches prepared by the volunteer members. The BBQ was organised by Hawkesbury Deputy Unit Commander (DUC) Merv Collins with the assistance of Ken Bate, Mathilde Kearny-Kibble, Roy Hewitt and Ken Anthonisz from the Hawkesbury Unit, along with Unit Commander David White and Eathan Ellem from the neighbouring Cottage Point Unit. DUC Merv Collins gave our team a quick guided tour of the museum before opening time and this was appreciated by our members.

After the event Merv Collins commented, "The day was successful even though it was a long one. We achieved several targets along the way including raising much needed funds and working as a team from both units. MRNSW was seen to be active within the community and the potential boating public".

Kenneth Anthonisz
PR Officer Hawkesbury

MARINE RESCUE NSW

Attention all Members

*A note from the Administration staff at HQ
Are your personal details up-to-date?*

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Changes at Coffs Harbour



The past three months have seen changes at Marine Rescue Coffs Harbour with the first elections held for our leadership positions.

Cmdr Graeme King (right) with Deputy Greg Taylor

Our Unit Commander, Chris Stratten, decided to not seek re-election due to work commitments. The new Unit Commander is Graeme King, assisted by his Deputy, Greg Taylor. Both bring considerable expertise to their new positions. To complete our change over, our rescue vessel, CR2 was slipped for its annual maintenance and the new Marine Rescue livery applied. The new Marine Rescue jack now flies proudly from the flagpole!

It has been very much 'business as usual'. Our marine education courses, Elementary Navigation and Meteorology as well as our Incident Procedures course that also serve as refreshers for watch keepers, have been conducted. Rescue crew training on CR2 has continued into the cooler months. There have been few calls for assistance lately, so we have had to co-opt our Deputy UC's vessel to 'break down' regularly to provide some practice! The radio room has been busy with several fishing competitions

including the Dave Irvine Memorial Snapper competition where we logged on 150 boats, taking over 450 radio and 90 phone calls over the day and a half of competition. Members also manned a Marine Rescue display at the local 4 W-D, Camping and Marine Expo.



'CR2' in her new livery

Our funds have been boosted due to solid work by our events team selling raffle tickets, collecting our donation tins around the district, sausage sizzling, and helping out local organisations at their events. It is this time of the year that we also receive the annual flood of Marine Radio Safety Service membership renewals and our 'Scuttlebutt' advertising payments. All these along with some very generous donations, in particular from the Rotary Clubs of Coffs Harbour South and Coffs Harbour City, have kept our hard working Treasurer, Andy Taylor, very busy. Plans are also well under way for our major raffle over the next few months – this year we are raffling a sea kayak and accessories; all donated or supported by local businesses. We are really pushing "all money raised locally, stays locally!"

To cap off our first six months as Marine Rescue Coffs Harbour, we celebrated with a barbecue for members and families at the harbour foreshores park. It never ceases to amaze just what a 'bunch of volunteers' can achieve.

Lindy Powells - Acting Publicity Officer

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Commissioner,
Marine Rescue NSW



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Out and about on the Central Coast

Marine Rescue Central Coast has been busy both on the water and in the local community, with training and fundraising being at the forefront of activities.

On June 2 the Annual General Meeting was held with the biggest attendance seen in years. Key item on the agenda was the election of Unit Commander (UC) and Deputy Unit Commander (DUC). Our first UC, Pat Fayers stood down after four years of dedicated service leading the volunteers. Pat was acknowledged and thanked by all members present. Sherwin Hensby announced that Ian Gallard had been elected as UC and Tony Long as DUC. Pat Fayers presented their epaulettes.

Ian Gallard and his new executive team have been hard at work prioritising goals and setting a solid agenda for the unit for the next two years. Both attended the MRNSW UC/DUC



Ian Gallard gets epaulettes from Pat Fayers

Conference. Members have been out and about in the shopping centres selling raffle tickets for our annual boat raffle. This is our major fund raiser each year and already people are digging deep to assist. Planning is also in hand for the Putt Putt Regatta in September, an excellent fundraising activity for the unit.

Our 4.5m training boat, *Centaco 3* has been 'stood down. She is worn out and not able to be viably repaired. We are raising funds to assist in the purchase of a replacement vessel.

Education courses remain a priority with Seamanship, Coastal Navigation and MROCP underway. Recent night exercises, involving both rescue boats, have members progressing their Boat Crew (MRC) and Coxswain skills.

On June 18, the Member for Gosford, Marie Andrews, presented a \$5000 helping hand from the State Government to the Central Coast Unit. Marie Andrews said, "This \$5000 Government grant will assist with the installation of a solar energy system at the Point Clare Base".

Around 1700 hrs on June 26, with a southerly chilling the air, the unit was tasked by Police to assist two fishermen in a 5.1m runabout about ½ nm off Macmasters Beach. The men could not start the boat's engine. Terry Reynolds and his crew, Ian Morrow and Gary Marshall, on *Central Coast Lifeboat*, set out in the failing light for the GPS position provided by the Police. Communication with the men was by mobile phone, not ideal in the circumstances. Seas were 2.0m, rising occasionally to 3.0m. The southerly was blowing at 20 knots plus. The rescue crew finally spotted a lonely anchor light glowing in the darkness and they found the two relieved fishermen.

After assisting to free the boat's anchor, the long and uncomfortable tow back to the calmer conditions in Brisbane Water began. The men and their boat were dropped off at the Lintern Street Ramp at Davistown around 2000 hours.

A phone call early on Sunday morning July 18, alerted the volunteers on duty to the predicament of a 50 foot yacht hard and fast in an oyster lease at the northern end of Paddy's Channel in Brisbane Water. (Story page 35)

Tony Long
Deputy Unit Commander



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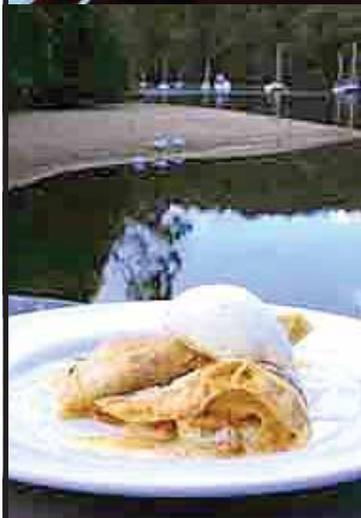
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Field Day and Fishing at Sussex Inlet

Sussex Inlet Unit helped participants in the 55th Annual Family Fishing Carnival that featured more than \$30,000 in prizes and ran for five days. There were over 300 entrants.

The event commenced on July 5 and despite the large number of participants only twenty-four safety conscious boaters logged-on each day before heading across the bar for offshore waters. This meant that there were many more vessels that crossed the bar without doing so, yet it takes such a short time to radio in and ensure that someone responsible knows you're out there.

Sussex Unit rescue boats were kept busy during the five day period, assisting an average of one vessel each day. All assists were for mechanical or fuel failures and on one occasion the engine was only three hours old. It just demonstrates again that you must maintain your vessels mechanically, electrically and physically on a regular basis.

At the end of July members of the Sussex Inlet and Jervis Bay units attended an Emergency Services Field Day organised by Bunnings Warehouse at South Nowra. The field day participants were from the local SES, Rural Fire Service, NSW Fire Brigade Hazmat and Rescue, St John Ambulance, Police, Care Flight and of course, Marine Rescue NSW.

Sussex Inlet Unit Commander, John Lang, and member Ross Ferrier set up an outdoor static display with Sussex Rescue Boat,



Sussex Rescue Boat 'Community Spirit 2', John Lang, Ross Ferrier and the command vehicle on display at the Bunnings Field Day.

Community Spirit 2, and command vehicle *Alpha 50* supplied by the Regional Commander Illawarra, Bruce Mitchell. Members of the Jervis Bay unit set up an information table inside the store. Both displays attracted much interest from members of the public. It was an opportunity to fly the MRNSW flag and inform the public about marine rescue in our communities. It was a great day and is expected to become an annual event.

John Lang
CMDR Sussex Inlet

Sudden sinking of the Robin II

It had been a quiet month at Marine Rescue Port Stephens, until the morning shift on Friday June 25 at 0600 hours. The morning crew had just taken over from the night shift at the radio base when they received the plaintive cry on VHF Ch16, "HELP - we're sinking."



Port Stephens Cat 2 Rescue vessel, the 'Codi-K'.

We were in the middle of winter and the cold south west winds were coming up the bay and overstaying their welcome at Port Stephens. Watchkeepers, Brian Wheatley and Dieter Greiter, immediately reacted to the May Day, obtaining the vessel's position and critical details, broadcasting an "All Ships" and notifying police. Next call was to the Operations Officer who organised the rescue boat crew – Skipper Eryl Thomas, Crew Ron Lighton, Nigel Waters, Dave Jack and Paul Farnill.

The stricken vessel was the 50ft Cruiser/Trawler, *Robin II*, with a crew of two, on her way from Queensland to the NSW South

Coast. She had stopped over at Broughton Island and when leaving early that morning hit rocks in Providence Bay, damaging her hull. The skipper then attempted to make Port Stephens 10nm away but the damage was greater than the crew realised. The vessel started to sink when it was half way between Broughton Island and Port Stephens. After making the May Day call, the skipper advised MR Port Stephens they were abandoning ship into their liferaft.

Port Stephens Water Police, followed by *Codi-K*, our Cat 2 lifeboat, were underway in less than 30 minutes and assisted by vessels in the area who responded to our "All Ships" broadcast, proceeded to the *Robin II's* last known position to search for the life raft and the crew. The life raft was sighted and at 0657 hrs the men on board were picked up safely by *MRS679*, one of our local Marine Radio Safety Service registered vessels which was assisting. The rescued men were transferred to the police boat.

Codi-K stood by and transferred MR crew to the *Robin II* in an attempt to prepare to tow the vessel, but the situation became dangerous as the vessel was taking water very fast. The MR crew were removed back to the *Codi-K*. The vessel started to settle very quickly and eventually sank. The *Codi-K* crew picked up the life raft as well as any debris before returning to base at 0900 hrs and a well deserved late breakfast.

Andrew MacLachlan,
Operations Officer, Port Stephens

'Inspiring Women' at Terrey Hills

After the success with our first intake of volunteers in the New Members Induction Training Program (NMIT), September promises to be very busy with our second intake of volunteers.

On the completion of the six week NMIT, trainees will have completed Induction, had basic training in Standard Operating Procedures, Offshore Tracking, Radio Language and Base Operations. Trainees will then be placed on a Watch and guided by a Marine Radio Operator as mentor for the balance of their twenty-six week Provisional Membership period.

During this time they undertake courses in Elementary Navigation, Interpreting Weather, Marine Radio Operation (Licence) and Marine First Aid. These courses are provided as an immediate flow-on from the Induction Training.

Training Officer Graham Devlin said 'The plan is to maximise their training experience by rotating them to different Watches at intervals of about five weeks to ensure they have exposure to all workloads and operating environments'.

At a recent Unit Meeting, Peter Dally was presented with a Commander's

Commendation by Unit Commander Ron Woosey, for his part as Radio Operator for a PAN PAN involving a person overboard from the yacht *Patrice 6* in the Flinders Islet Yacht Race last year.

Ken Solomons, a Coastal Patrol member since 1946, was guest speaker. His knowledge of marine rescue's early years, his service in army workboats in the Islands during the war and his knowledge of the war effort in Coffs Harbour made it an informative night.

Sue Heins, from *Inspiring Women*, the longest running local Business Women's Networking Group on the Northern Beaches was welcomed to an 'Information and Social' evening at the Terrey Hills Base. Valerie McLean, PR Officer at Terrey Hills was the host for the evening.

Sue Heins said "Valerie's passion for this truly valuable marine volunteer service has



Cmdr Ron Woosey receiving a 'Certificate of Thanks' from Sue Heins from 'Inspiring Women'

created a great desire among members to see behind the scenes".

In describing the event, Sue said that she was impressed, not only at the sophistication of the technology, but also at the dedication of those who volunteer their time to provide a 24 hour seven day a week safety service.

**Valerie McLean
PR Terrey Hills**

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VALE Harry Taylor

1930 - 2010

RVCP Commodore Harry Taylor (Ret) passed away on July 23. Harry had not been well in recent years but maintained a strong interest in Marine Rescue Newcastle.

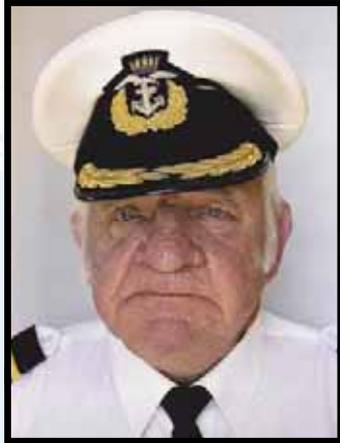
Harry's long maritime history began with his family trawlers sailing out of Hull and Grimsby. He had a Diploma of Engineering at Manchester University, served in *HMS Conway*, the Royal Fleet Auxiliary and in the Merchant Service with Union Castle Steamship Company.

He was an accredited surveyor with Bureau Veritas, Lloyds of London and the New York Shipping Authority. He was Chief Engineer with the Australian Shipping Board and served aboard ANL and BHP vessels and R. Cam's trawlers in Sydney. He was a Chartered Engineer, holding an Engineering Certificate from the Maritime Services Board, a MED Certificate both Class 2 and 3, a Commercial Coxswain's Certificate, a Master V Certificate and a Master IV Certificate.

On retirement he joined Royal Volunteer Coastal Patrol at Lake Macquarie Division, became Division Commander and then was inaugural Commander of Newcastle Division. He established the RVCP training program with Naval Cadets at *TS Tobruk* where 'Captain H' was popular with both staff and cadets. He also served Coastal Patrol as Senior Regional Officer (North), Deputy Officer Commanding and Acting Officer Commanding.

News of his passing has saddened our long term members. Harry is sadly missed by his family and especially by his Newcastle colleagues who relied on his knowledge and support. Smooth sailing 'H', thanks for the memories.

Di Sergeant - Commander Newcastle



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Woolgoolga News

Elections were held for Unit and Deputy Unit Commanders in June.

John Murray (Ex VRA Training Coordinator) and Sean Carver are now at the helm of Marine Rescue Woolgoolga. Since the complete change to MRNSW several new members have applied to join us and some of the old



John Murray and Sean Carver

members have retired after a long and hard-working time as volunteers. Our current members were out fundraising at 'Bunnings' on the weekend of July 11 and 12 helping to ensure we keep awareness up among the local community. We hold a monthly market as a fundraiser on the second Saturday of each month at the Woolgoolga Beach Reserve. Keith Minuhett is the newly appointed market coordinator, as our previous coordinator has retired. The Woolgoolga Unit is looking forward to its first boating season as part of NSW's single marine rescue organisation.

*Ken Heath
PR Officer Woolgoolga*

Meet the Members

Al Morris

MRNSW Statistics Officer

Marine Rescue Central Coast Unit

I joined Royal Volunteer Coastal Patrol at the Central Coast Division in September 1989 after being assisted home when the bottom blade broke off the propeller of our 28ft yacht.

Only my wife, Judith, can explain why it was the bottom blade! We immediately recognised the importance of the work the RVCP did and wanted to be involved. Judith and I love sailing. Early on we spent many pleasant days on Lake Macquarie in hired putt putts and learning to sail out of Belmont Yacht Club. I met and married Judith at Toronto. We have three children, seven grand children, and eight great grand children. For work, in business machines both maintenance and management, we have moved around a bit, to North Lambton, Lismore, Blackalls, Charlestown, Lismore, Goonellabah, Shortland, Kotara South, St Ives and then finally at Daleys Point.

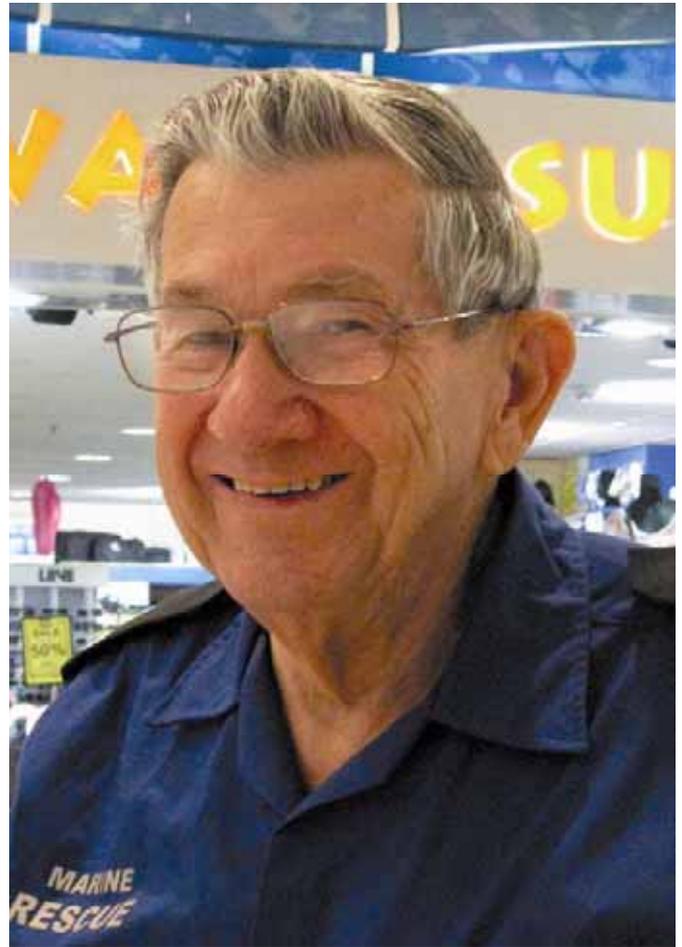
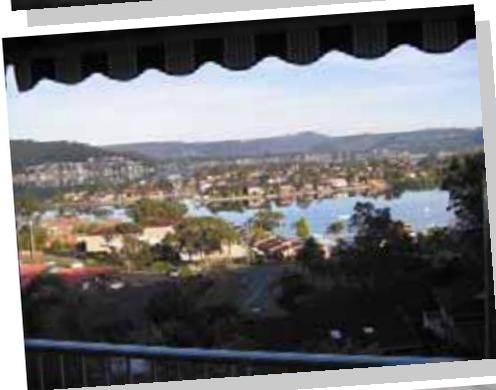
We built a 20ft half cabin cruiser in

1966-67 (right), using it mainly on Lake Macquarie during the year and Myall Lakes for annual holidays. We

bought a 24ft yacht hull in 1983. After we fitted it out and rigged it we sailed mainly on Pittwater, Broken Bay and Brisbane Water. In 1985 while sailing on Brisbane Water we spotted our future home from the water, returned by car the next weekend and paid a deposit. We soon moved to our new retirement home in Peridon Village, Daleys Point (centre) overlooking Brisbane Water. In 1986 we had 'fourfootitus' and moved up to a 28ft Santana (above).

We had ten happy years sailing Broken Bay, Lake Macquarie and Sydney Harbour.

We have also spent time coastal hopping with friends between Botany Bay and Hervey Bay on their motor cruisers. Many a week has been spent exploring Moreton Bay, its islands and tributaries. On land we have toured extensively, mainly by caravan between Port Douglass and Perth, and up the centre to Darwin.



In those 'early days' there were few corporate Coastal Patrol vessels, so members used private boats for most assists. On one 'off-duty' weekend returning from a sail in Broken Bay we copied a distress call from a disabled ski boat. We were nearby so we attended. I will never forget the expression on the owner's face - a ski boat being towed home by a yacht under full sail.

I was appointed Division Commander in April 1996 and held that position until October 1998. Early in my term the Division's Terrigal Haven Radio Base was burnt to the ground. It was a great relief when that Base was finally rebuilt and we had restored what I had inherited. Money was terribly short and we were trying to save to replace our Category 2 Rescue Vessel. After protracted negotiations we made a sponsorship deal with a local dealer, Graham Murphy of Hi Torque Marine. New outboards were fitted, maintained and replaced every year for three years. With increased fundraising and these savings, by 1999 we had enough salted away to commission a custom built plate aluminium diesel jet lifeboat.

Since 1991 I have been a rescue skipper (offshore). I have helped out as Division Statistics officer, Patrol Statistics and currently Marine Rescue NSW Statistics Officer. I also fulfil the role of Central Coast Unit's Search Master. I was proud to receive the National Medal in November 2005 and at the RVCP conference in Port Stephens in 2009 was presented with the final OC's Award.

I still find time to be 'bus driver' for our village minibus, as well I am a member of the village social committee and deputy chair of the residents committee. With MRNSW funding now assured, I am looking forward to great progress with our new rescue organisation.

To Unit Commanders, sorry! I can't resist a commercial. The statistics workbook, with instructions, is available on request to statistics@marinerescuensw.com.au

A whale of a time at Cottage Point

On August 21, when most people were voting in the Federal Election, the Marine Rescue Cottage Point B1 Team were on duty wondering what the day had in store for them.

It was a clear, sunny day that would normally attract many boaties to Broken Bay. However, the westerly made conditions unpleasant for small craft, so few ventured out. At about 0930 hours a call from a Fisheries vessel advised that there was a whale in Broken Bay near Eleanor Bluffs. The MR crew immediately took the duty vessel CG32 to investigate. They soon located the Humpback whale.

Water Police and Parks & Wildlife were informed. The whale did not appear to be injured, but seemed disoriented as it swam upstream and entered the confines of Jerusalem Bay. CG32 followed as it went to the top of this narrow bay, swimming within metres of muddy shallows before it returned to Broken Bay. In company with the Broken Bay Water Police vessel, CG32 escorted the whale to keep onlookers at a safe distance, and encourage the whale to move back to sea.

Despite the blocking attempt, the whale made a dash for America Bay. It explored its uppermost shallow extremes before returning to Broken Bay. There was concern about its safety and condition given its unusual behaviour and attraction to shallow bays. We learned that a representative from the whale rescue group, ORRCA, was on his way to assess its condition and provide expert advice.

CG32 picked up ORRCA President Ron Lin and his wife at Patonga at 1400 hrs. The whale was located in the vicinity of Juno Point at the mouth of the Hawkesbury River 30 minutes later.

Ron confirmed that the whale was a juvenile male Humpback about 6 years of age with a length of about 7m. After monitoring behaviour and condition he indicated that the whale did not appear injured, and was showing normal breathing and swimming behaviours. It was moving in a leisurely manner with



'CG32', the Humpback whale and a yacht in Broken Bay

calm body rolls and was waving its long pectoral fins in the air and slapping them on the water as it dived.

Ron theorised that the whale was in search of a mate, or possibly to avoiding Orca Killer whales that were recently seen off the NSW coast. He stated that whales entered shallower waters out of curiosity and for no specific reason. This whale was also showing typical signs of curiosity to other vessels in the area, surfacing alongside a sailing vessel and cheekily looking up at the skipper as it swam just a few metres away.

As the whale was in no danger and was heading back towards the open seas, CG32 returned to base at 1700. It was an interesting adventure and an eye opener for those who had never seen a whale at close quarters. The team has added whale herding to its repertoire of skills. The ORCCA team was thankful for the support.

David White - Cottage Point

CompassNet radio membership service launched

CompassNet, the new Marine Rescue radio membership service, has been created to provide even better service to the boating public. With the establishment of Marine Rescue NSW the opportunity was taken to create a new and more beneficial radio Log On service.

Due to launch on November 1, CompassNet is a far-reaching advance in marine radio safety services that is being offered to a total of more than 12,500 existing marine radio club members as well as all skippers who haven't yet discovered the advantages of this service.

Smart skippers know that when they Log On with Marine Rescue for a day trip or offshore voyage they're simply making sure someone responsible knows they are out on the water – just in case. With all Log Ons, Marine Rescue radio operators are required to record a number of personal details. Existing radio members have the benefit of having these essential personal details recorded on a secure database so they don't have to be broadcast with each Log On. CompassNet takes this security even further with a database that will be accessible from all Marine Rescue units along the NSW coast. Skippers will now be able to Log On from any port with the same confidential convenience as at their home ports.

Members save time when they Log On because the only new information required each time is the Departure Point, Destination, number of People On Board and Time of Return.

CompassNet members will now have the extra benefit of special offers and discounts from corporate partners with desirable products or services for boating. The discounts that can be enjoyed by members can quickly add up to much more than the annual membership fee of \$50. So CompassNet members are not only providing valuable support to their local Marine Rescue unit, they will also be able to cover their membership cost by taking advantage of the exclusive offers that will be available.

Interested skippers can receive progress reports with no obligation by registering on the CompassNet page at

www.marinerescuensw.com.au.



'Toughbook' fitted to classic vessel

Panasonic Australia has donated a lightweight, heavy-duty, military-strength 'Toughbook' notebook to Marine Rescue Middle Harbour for navigation on its Waveney Class rescue boat.

The vessel, based at The Spit, began life forty years ago in service with the Royal National Lifeboat Institution (RNLI) in the English Channel. It is regularly used by for operational duties in Sydney Harbour, as well as for search and rescue duties offshore. It also takes part in harbour patrol duties at all major harbour aquatic events, such as the start of the Sydney-Hobart yacht race, New Year's Eve and Australia Day.

"The 'Toughbook' brings us into the 21st century by allowing us to install modern computer navigation facilities on the vessel," said Tony Whybrow, Unit Commander. "The boat is currently equipped with a very basic chart plotter, a magnetic compass and radar whose technology is several generations old. In addition, as the bridge of the vessel is very open, Middle Harbour needed a computer that was resistant to spray, as well as being able to stand up to the rigours of engine vibration and the constant shock of pushing through heavy seas."

Cmdr Whybrow added, "The 'Toughbook' will increase our effectiveness as a rescue unit. Housed in a docking station on the bridge, it runs a computer-based navigation system connected to a GPS receiver that plots the vessel's position directly to an on-screen digitised marine chart. This information can also be readily transmitted ashore to any Search and Rescue authority."

Damien Lee, Product Manager, Toughbook Panasonic, said, "We are pleased to be able to support Marine Rescue Middle Harbour



Enzo Torrillo presents the Panasonic 'Toughbook' to Tony Whybrow as (L/R) Ben Crowther, Akira Nagahara, Damien Lee, Don Alexander, Bill Keleher, and Richard Hargrave look on.

in providing such a vital community service. Panasonic's 'Toughbook' is ideal for the task of being out at sea in all weather. This unit is sealed to prevent water ingress, as well as being able to withstand vibration, drops, shocks and extremes of temperature. It is wireless-ready and is designed for high GPS accuracy, so Marine Rescue can rely on it in any situation."

**Peter Steigrad
Middle Harbour**

Joint exercise on Lake Illawarra

On August 21, a joint training exercise involving Marine Rescue Lake Illawarra, Oak Flats Rural Fire Service and Shellharbour SES was conducted on Lake Illawarra.

The exercise was designed to test the planning and practical aspects of providing marine insertion of fire fighting teams on Lake Illawarra, in response to vessel fires on the lake or bushfires on the islands in the Lake. As the islands used for the exercise (Gooseberry and Hooka) are restricted access reserves, NP&WS rangers were also present to provide advice about access from the water and management of ecological considerations. (No, you can't cut trees with your chainsaw unless it is necessary to free someone trapped by a fallen tree!).

Prior to this exercise a briefing night was held to present a combined SES/MRNSW vessel safety lecture. This was followed two weeks later by a Sea Survival swim for RFS personnel at Shellharbour Ocean pool (a 50M swim in full fire fighting gear and lifejacket, plus four minutes treading water).

On the day, due to westerly winds greater than 20 knots rendering the Ski Park Base ramp and jetty unusable, the venue for loading vessels and equipment was changed to Berkeley Harbour. The vessels moored at Berkeley Harbour for loading and unloading. After everyone was satisfied with the vessel loading, morning tea was served, followed by a briefing from RFS/SES/NP&WS/MRNSW.

The next step was to exit the harbour's narrow, shallow entrance in convoy, head across to Gooseberry Island and approach a previously noted rocky platform on the shore where the vessels unloaded RFS crews and equipment and pumps were fired up. CG20 also deployed a foam fire fighting pump that was carried on board for response to a vessel fire.



Landing area on Gooseberry Is. (above) the three vessels rafted up and the fire pump in action.

(Right) SES flood boat in the wind and chop



The level of teamwork and cooperation between organisations was outstanding and this was hopefully the first of many such joint operations. The near gale force winds also helped make things more realistic, especially when manoeuvring vessels close to shore in shallow rocky waters.

**Graeme McCudden
Lake Illawarra**

Yacht aground in oyster lease

A phone call early on Sunday morning July 18, alerted the volunteers on duty at Marine Rescue Central Coast to the predicament of a 50' yacht and its crew of five.



Daylight with the yacht hard and fast on the oyster lease adjacent to Paddy's Channel

The yacht crew sought assistance from the duty crew at the Gosford Base. They had run aground at about 0100 hours. As they became aware of their surrounding in daylight, they found themselves hard and fast in an oyster lease at the northern end of Paddy's Channel in Brisbane Water.

Skipper Cameron Veacock and crewman took the Unit rescue vessel, *Central Coast Lifeboat*, to the area. The yacht was well out of the channel and with low tide fast approaching there was little that could be done until high tide, still many hours away.

The yacht crew evacuated the two women on board by dinghy to the rescue boat as they were concerned about young family members waiting for them at home.

The rescue boat delivered the women to a private jetty at Daley's Point. The three men stayed with the yacht and just after 1400 hours, some 13 hours later, they were able to extricate themselves and get on their way.

Ron Cole
PR Officer

Smart Skippers use their Marine Radio

The Marine Radio is a smart skipper's first line of communication for safe boating.

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- Use the marine radio to keep up with latest weather reports;
- Use the marine radio for Marine Rescue Offshore Voyage Tracking;
- Use the marine radio to call for help if an emergency strikes – more people are likely to hear the call and bring help faster.

Marine Rescue NSW supports Smart Skippers who know how to use a marine radio – and do.



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What is Scouting?

Scouting is a worldwide movement that has shaped the development of youth and adults for 100 years. Scouts are in every part of our community, and Scouts is the biggest and most successful youth organisation in Australia. Nearly 20,000 boys and girls in New South Wales from wide cultural or religious backgrounds or with an intellectual or physical disability enjoy an almost unlimited range of activities.

The aim of Scouting is to encourage the physical, intellectual, social, and spiritual development of young people so they may play a constructive role in society as responsible citizens and as members of their local and international communities. This aim is achieved through a strong and active program that inspires young people to do their best and to always be prepared.

Scouting is fun!

Scouting is definitely fun, and it also prepares young people for life in the adult world by teaching responsibility for their own actions and progress. These achievements lay a solid foundation for the success of our future Australian leaders. But don't tell the kids they're learning...they think they're just having fun!

No matter the age of the participant, Scouts provides fun and exciting programs that promote active learning. Whether the young boys and girls are canoeing, camping, visiting museums or helping their local community, the activity is sure to teach them about themselves and the world around them.

Scouting is Adventurous!

Each year, all sections of Scouts learn to share responsibilities and to live with each other through adventures set in the outdoors. Camping, abseiling, caving, horseback riding, fishing, rock climbing and diving are just a few of the exciting experiences that a Scout may have achieved in his or her time as a youth member.

Scouting is Challenging!

Scouts challenge their minds as well as their bodies. Not everyone looks for the outdoor buzz all the time, so Scouts have challenging activities linked with the internet and amateur radio, performance arts such as singing, dancing, and acting and awards linked to citizenship, community service and personal spiritual development.

Scouting is Commitment!

Scouting makes a direct and positive impact on the community by teaching positive values and leadership skills to youth. Every year, Scouts and their leaders contribute thousands of volunteer hours to their local communities. Sharing time with the aged in the local community, helping with Clean Up Australia Day, and planting trees to help rescue the Murray River are just a few examples of the commitment Scouts make to their communities.

As a parent of a youth member, you are encouraged to contribute some of your time to the Group either through fundraising, working on the Group Committee or assisting with some of the activities.

For more information, please call 1800 SCOUTS (726887) or visit www.scouts.com.au

MRNSW active at the 2010 Boat Show

On the Marina, the crew from Marine Rescue Botany Bay spent five cool days enjoying a warm welcome and promoting safe boating to the crowds of people who visited the show.

Our berth on the Marina was opposite Jessica Watson's *Pink Lady* and was a real crowd-stopper. Our members obliged on many occasions to take photo for visitors. At only 43 years young, the Botany Bay Waveney Class Vessel, *Botany Bay 30*, created plenty of interest in its position next to the heritage fleet which included the vintage steam tug *Waratah*, built in 1902, and the classic 1903 schooner *Boomerang*. Those who inspected her marvelled at the gleam of her lovingly polished brass and copper fittings and the spotless condition of her engine room.

While the fundraising was down on previous years, crew members had a great opportunity to discuss the establishment of Marine Rescue NSW and compliment after compliment was received on the unification and the benefit of only having to only call one agency when transiting the coast of NSW.

In the Hall, over ninety members were rostered over the duration of the show at the Marine Rescue Stand and the Club Marine lifebuoy fundraising project. They came from Illawarra to Swansea with a strong representation from Middle Harbour, Birkenhead, Cottage Point, Port Hacking and Botany Bay. They all worked enthusiastically to tell the Marine Rescue story and promote the benefits of a single volunteer marine rescue organisation in NSW.

On the stand, visitors were introduced to the new CompassNet program for radio club members that will start on November 1 and the new Marine Rescue Log On/Log Off reminder sticker to place on vessel dashboards or near radios. The lifebuoy project raised \$9,700. This will enable placement of two more Automatic External Defibrillators (AEDs) in service with Port



On the Marina, L to R, Bill Brown, Jessica Watson, Graham and Anna Martin, Brian Thornton.

(Right) The new Marine Rescue Log On / Log Off dash sticker that was



Hacking and Middle Harbour Units. Crew from Birkenhead used their AED in July to successfully revive a patient who suffered a heart attack off Sydney Heads.

Graham Martin - Botany Bay

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Classic Cars at Gosford Base

On Sunday July 11, Marine Rescue Central Coast had a visit from about forty members of the Central Coast Antique and Classic Motor Club with twelve of their diverse range of restored classic vehicles.



1946 Woolsey 18/85



c1950 MG TD Tourer



1953 Sunbeam Alpine



1935 Dodge DV Sedan

The visit was arranged by former Unit Commander, Pat Fayers. Pat was at the Base to meet the group on behalf of current Unit Commander, Ian Gallard. Duty Watch Officer, Brendon Weston, welcomed the group to the Base and commented on the wonderful display of classic cars. Unable to participate due to the wet weather were several quite rare vehicles including a 1907 Alldays and Onions, a 1912 SPA Tourer and a 1925 Fiat 519/A (the only one of its type on the road in Australia).

The visitors gathered in the Training Room to hear about the work of Marine Rescue and of Central Coast Unit. Information was presented by Richard Manning Fundraising Officer. This visit was not a fundraising event, it was one of the regular

community contact activities that are so important in getting knowledge of what Marine Rescue volunteers do out to a wider audience. The visiting group was full of questions and, as is often the case, full of admiration for the enormous volunteer effort made by members. After the briefing, members of the duty 'Gold Watch' accompanied the visitors on a tour of the Radio Room and along the jetty to inspect the Rescue Vessels. The visit was rounded off with a self-catered picnic on the lawn of the Base.

Richard Manning
Central Coast.

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A letter from Arthur ...

A sincere 3-page, hand written letter from a 90 year old.

Dear Ron

I am reading in the moment the magazine AFLOAT. As a member of the Marine Rescue for a very long time, it makes me feel real sick what I read in there about the (*objections to*) levies for Marine Rescue. I will be 90 years on next month (*August*) and live in Australia for 55 years. In my old country, Germany, I was professional sailor. Five years in the navy, higher rank in navigation as a non commission officer. After the war back to the merchant marine (North German Lloyd) where I held a Masters Licence. After the war I was seven years on all kinds of Tug Boats. I write all this so you see what I am talking about.

First of all, we call ourselves Marine Rescue. We are not a Tug Boat company but towing is what we do most of the time. Do these people realise what it would cost them if we leave the towing to the professionals? Of course they insure themselves, you probably know better than me the cost of that. Definitely not a lousy \$7.50. In the last *Soundings* magazine I was reading about two yachts towing in at Ulladulla because of no wind. We had the same very often here in Forster years ago when I was still Boat Skipper. I often ask the owner of sailing vessel 'Why don't you stay outside, it is a beautiful day and very light wind overnight.' A number of time I get as answer, 'Oh no we don't want to stay outside out at sea.' Often they had a motor but the excuse was 'It won't go'. But as always we done our job and towed the boats in. Fair enough, most gave us a donation but by far not all of them.

Then these same people carry on about boating registration fees and mooring fees. They don't know how lucky they are. I been a bit round the world and know. Free parking for boat and trailer, free boat ramp, no cost for radio service, free assistance at sea and (*free*)



Arthur Dreckmeyer

towing in and a lot of other things. What about at land? If your car break down and you are not in the NRMA, think about it, what it would cost you. Then about parking in the city, hardly any place is free. Marine Rescue members work for nothing all year round, 24 hours a day, 7 days a week. Then there are our Units. Here in Forster for example, we have one of the best buildings. Of course the boating people

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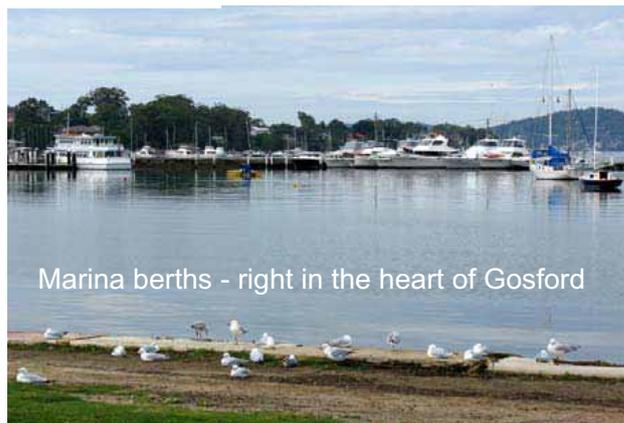
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About Arthur Dreckmeyer

Born in Germany 14 August 1920
Worked on passenger liners until the 2nd World War. During the war, as were all mariners, was forced into German Navy. After the war he worked on sea going tugs
Migrated to Australia 1955, moved to Forster 1982
Joined Royal Volunteer Coastal Patrol in 1988, and was a member for 5 years. He then rejoined in 2000.
During his service with RVCP/Marine Rescue he has been Marine Rescue Crew, Searchmaster and has also provided training to boat crew. He was awarded the NSW Maritime Medal in 2009.

help, but 90% of the cost came from the general public. I know because I did fundraising for years.

Dear Ron, I could go on about a lot of other things but this is enough for today. There is still one thing more. I am still a member of the German Sea Reserve which is completely voluntary. Not one cent taxpayer money and they don't want it. But they have 300,000 supporters and each pays at least AUD \$50 a year. That makes \$15,000,000. NSW has about 10% of the population against Germany but still it would be \$1,500,000. Of course they have a lot of other income.

Don't get me wrong, our public here is just as generous and I love it here.

Dear Ron I properly made a lot of mistake in my writing, but I never went to English school. I have to leave it to you and make the best of it for Soundings.

All the best

Arthur Dreckmeyer

Forster Tuncurry Unit

Hello All Ships...

*Most people love the country, the beauty of the trees,
Some folks love the water and like to sail the seas,
To breathe the salty air and skim the ocean wave,
And join their fellow sailors all keenly bold and brave.
We are Marine Rescue New South Wales (we think we're pretty great),*

We are volunteers all - and recognised by the government of our state,

*We're trained in seamanship and ready to provide assistance,
We cover all our coast and can hear you from a distance,
Whether you're sailing out at sea or plying an inland water,
We urge you keep it safe for yourself, your wife, your son or daughter.*

*Boating in the harbour or far out from the coast,
If you don't take good precautions, you'll end up as a ghost.*

*It's great to be outdoors with family or your mates,
But all aquatic pastimes can really mix your fates,
So even if the battery's flat or the anchors fouled below,
Just call us up for help and we'll oblige you with a tow.*

*No sailing off our shore is not like motoring in your car,
You need to radio in and tell us where you are,*

At Marine Rescue New South Wales, we're waiting here to help,

The last thing we want to do is drag you from the kelp.

Please ensure you're properly tracked, whilst on those watery thrills,

Just radio our volunteers standing by at Terrey Hills.

*So if you find yourself in trouble or simply need friendly advice,
Call us - our folks are keen and experienced (some are even nice).*

*Paul Hardwick.
Middle Harbour*

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SOUNDINGS



Soundings is the quarterly journal of Volunteer Marine Rescue NSW.

Statewide Magazines is proud to be associated with Marine Rescue NSW. Thousands

of recreational boating and fishing enthusiasts have, over the years, depended on the support and safety back-up provided by volunteer marine rescue services while on the water.

Established in July 2009, Marine Rescue NSW has been operational in NSW waters since January 2010. The organisation is an integration of units from the three former marine rescue organisations serving NSW – Royal Volunteer Coastal Patrol, Australian Volunteer Coast Guard and Volunteer Rescue Association (Marine). All units in NSW have now adopted the radio call sign of Marine Rescue for radio communications. This has helped the NSW boating public understand that Marine Rescue NSW is now the only name they need to know for assistance in marine emergencies. There are over 2,600 members of Marine Rescue NSW – this is more than the combined total of the three foundation organisations. Units provide a continuous safety net for boating along the entire NSW coast between the Queensland and Victorian borders. Subject to increased funding, plans are in place for a significant vessel replacement program and expansion of VHF marine radio services as well as increased boating safety education into inland waters such as the Murray River and NSW's boating lakes and dams.

Soundings is great reading for everyone concerned about the safety of life at sea. It keeps everyone – volunteers, supporters, boating and fishing enthusiasts, suppliers to the boating industry and those just interested in 'messaging around in boats' – up to date with what's happening around the various Marine Rescue NSW Units. Apart from being a genuine "What's What", there is also much great reading – the news and stories from the waterfront, boating safety tips, snips from many units and much, much more.

In short, **Soundings** in its attractive A4 colour format, provides a valuable marketing medium for any product or service in any way directly related to safer boating. The added bonus for advertisers is that they are – **and are seen to be** – actively supporting a wonderful organisation of largely "unsung heroes" while at the same time, communicating effectively with existing and potential customers.

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We welcome
your Email



G'day Ron

I always look forward to receipt of "Soundings" and news of the units in Marine Rescue NSW.

It is disappointing to see that "Soundings" now appears to be the magazine for both Marine Rescue NSW and the Australian Volunteer Coast Guard. I make this statement because many of the photos from the units show Coast Guard members in their uniforms. If they are in fact Marine Rescue members they should be in Marine Rescue attire.

I understand that vessels will still be in the livery of previous units but as uniforms are issued free and have been available for ages, there is no excuse to not wear them. As a previous Coastal Patrol member I would prefer to wear the more comfortable clothing I purchased as a Coastal Patrol member but I now wear the Marine Rescue uniform with pride. Others should do the same.

Wido Melis
Kioloa Unit

Ron

At Narooma we have started collecting memorabilia of items connected with Royal Volunteer Coastal Patrol.

We are hoping to set up a museum type display on our base.

We would like small items if anybody has anything they can contribute. No uniforms, newspaper clippings, or large items please as we just don't have the room, but if you have something like badges, stickers, flags etc that you would be prepared to let us have, please forward to the Admin Officer at Marine Rescue Narooma, Bar Rock Road, Narooma, 2546.

Contributions would be much appreciated.

Graham Brown UC
Narooma Unit

Hi Soundings,

The article on GPS in Issue 3 raised important points, however it included confusing terms and recommendations. All GPS are digital. Whether in decimal-degrees or degrees and decimal-minutes they are legitimate ways of providing a fix on the chart of an appropriate datum. That does not discount the possibility of converting the fix into something we can plot. Questioning a skipper if their GPS is 'digital' or 'marine' does not have a distinct answer that gives further confidence in the fix.

A fix in decimal-degrees, as instructed, should be converted to degrees and decimal-minutes for ease of plotting on AUS charts. I would prioritise learning the mathematics rather than relying on a timely unavailable website. A common configuration uses decimal-minutes, the concept of decimal-degrees should not be that foreign, and the format provided by the skipper can be readily determined by when "decimal" or "point" is heard. Watchkeepers should convert formats without unnecessarily interrogating a busy skipper.

It was wise advice to validity check a fix. What is heard from the radio is second-hand, thus is important to verify all particulars with first-hand observation. All navigation involves sources of error, and Searchmaster must consider each observation and make a best effort determination of a vessels position.

Lee Ryman

Nelson Bay Unit

Letters or emails to the Editor are welcome, with praise or criticism. Please keep your messages short and to the point. Members please include your Name and Unit and others please include a return address.

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Soundings is the Quarterly Journal of Marine Rescue NSW

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