

Vsheet

Volunteer Marine Rescue
SOUTHPORT - SURFERS PARADISE



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FREE ISSUE



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As a prominent figure in the Gold Coast luxury apartment market, I've built my reputation on expertise, integrity, and results. Specialising in prestige properties, I've successfully negotiated numerous multimillion-dollar transactions and earned the trust of some of Australia's most successful business people.

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Whether you're buying, selling, or simply seeking advice, please don't hesitate to reach out. I'm always happy to help with any of your real estate needs.

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Volunteer Marine Rescue
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PRESIDENT'S REPORT

PRESIDENT: Glenn Norris

2025 - 2026

Yet another quarter of the year has passed, and with a very heavy workload, it's put us a little behind with this edition of the V-Sheet, but nonetheless, I hope all is well with everyone.

In a flash, Christmas / New Year, and Australia Day have been and gone, and Easter is almost upon us.

The dry, hot weather was a major contributing factor to a very busy December and January for VMR Southport, and a record number of activations (59), in the week between Christmas and New Year made for high fuel usage on our Rescue vessels, and a very increased number of volunteer hours being committed.

The activation types were very standard, with broken down vessels, and vessels out of fuel making up a high proportion of call-outs.

Very noticeable also were the number of vessels grounding on sandbanks, with some finding too much sand, having to wait several days for good tides to return them to water. We have maintained our great relationship with all Emergency Services, and all have had their fair share of activations requiring additional assistance from VMR Southport, especially the Qld Fire Department, who have been called to a higher than usual number of vessel fires.

On a recent activation, on a wet, muggy, miserable evening, we also had to utilize the services of Surf Lifesavers on jetskis, in an attempt to recover two people who had become stranded in mud in the northern Broadwater.

The mission was accomplished successfully.

Sadly also, given the ocean has no mercy, VMR Southport have been utilized in two search and rescue missions for missing persons, one a fisherman who failed to return from his fishing expedition, and a second of a beach drowning. Neither of these activations resulted in positive outcomes.

Additionally, it has been very sad to see that other parts of the State, and Country, have experienced continual rainfall, with little reprieve in some areas, and no doubt our fellow Marine Rescue Squadrons are contributing to assist in these flooded areas, which have also had their fair share of unwanted tragedy.

I am sure all of the members of VMR Southport wish these affected regions well in their recovery, and stand alongside in acknowledging all of the First Responders, Emergency Services personnel, and members of the community who help out in these drastic times.

At time of writing, with the upheaval in the Middle Eastern region, VMR Southport has so far been lucky with its fuel deliveries,

and no problems have been experienced, however the substantial increase in the cost of this necessity is very much going to bight into our coffers, and we are expecting that the number of activations to vessels that run out of fuel will dramatically increase, as we tend to find that some boat owners have a set fuel budget, and a small percentage of those still spend the same amount, but don't equate for the far less product they receive, albeit because of the price increase.

Can I remind people that not having adequate fuel for a trip is on par with not having the correct safety equipment. Murphy's Law generally sees you run out of fuel at the worst possible time, in the worst possible place, and like not having a lifejacket to don in an emergency situation, having no fuel generally occurs when you are close to rocks, or on an outgoing tide, in a precarious location.

I guess, what I am trying to say is, always be prepared, and double check everything before you venture out.

Don't forget also, if going offshore, log your journey with the Seaway Tower. If they don't know you are out there, it makes it a lot harder to find you in distress situations.

VMR Southport is still untransitioned to the new Marine Rescue Qld (MRQ) entity, and this is becoming extremely frustrating. Our due diligence is finding issues, which don't support a clear pathway for us to maintain the same services we currently provide to our Active members, and the Gold Coast's boating community, and this is not acceptable, as the mandate of MRQ is no degradation of service on transition.

In order to progress, we are working with MRQ, and some local Politicians, with one happening to be the MP for the Broadwater Electorate, which encompasses a great majority of our members.

This MP also happens to be the Qld Premier, David Crusafulli, who was kind enough to meet with a couple of our Management Committee members recently. David is extremely supportive of volunteers in general, regardless of the Organization they belong to, and his interest in hearing of the unresolved matters VMR Southport is encountering was very encouraging. David's attitude that this transition to the new entity 'must work for everyone' was a breath of fresh air, and we will continue marching on regardless, until it does work for everyone. Given what still has to occur, this is no clear timeframe of VMR Southport becoming a Marine Resue Qld Squadron.

I love hearing the term at VMR Southport, that it is BAU, business as usual, and that is exactly what it is.

continued page 4 -

from page 3 -

We are still a 24 hour / 7 day Marine Rescue service, and will make every effort to be available in your time of need.

Recent enquiry, and recruitment of new members, both Crew, and Radio Operators has been strong, thanks to a very professional social media campaign, and we look forward to those people who have come onboard having a lengthy and enjoyable stay with us.

Leading up to 30 June, 2026, we will be transferring across to the MRQ Registered Training Organization (RTO), so they will provide our training platform, moving forward. Between now and then, our Active members will be working very diligently to complete any outstanding training modules. We don't expect these members to lose anything in the cross over, however it is a huge advantage if as much as possible can be completed beforehand. Congratulations to all of those people who have recently achieved success in their training.

Commitment, dedication, and training is what makes everyone at VMR Southport as competent as they are.

The fleet of Rescue vessels is running well, with *Marine Rescue 1*, the mother ship, about to return from having new engines fitted, Cwhich will give another three years of reliable service.

Marine Rescue 2 is soon to also get new engines, hopefully with the assistance of a monetary grant from the Qld Government's Community Benefit Fund. We wait with hope of being successful with our application. This vessel generally runs up around 2800 hours over the life of its engines, given it is the workhorse of our fleet.

All vessels are also currently booked to have antifouling refreshment, and detailing carried out over the next couple of months, which VMR Southport undertakes annually, in line with our activities at the Sanctuary Cove Boatshow, in May, which is hurtling around rapidly again. The fleet needs to be ship shape for this prestigious event.

As you will see throughout this magazine, we have some very loyal, and long standing sponsors, who advertise with us, provide fully donated, or very heavily discounted services to the Organization, and in general contribute to the wellbeing, and successful operation of VMR Southport. The generosity and support of all involved, cannot be under estimated, and we are extremely thankful.

VMR Southport is about to embark on a major project, commencing late April, that being the re-surfacing of the tarmac of our Function facility. The current brick pavers are past their use by date, stray tree roots have lifted them, movement in the ground surface has displaced them, and in general, the last thing we want is someone to trip over and hurt themselves, so out with the old, and in with a new concrete surface,.

The planned activity will be over a three week period, so if you have a wedding, birthday party, or special occasion coming up, we'd love you to try out our venue. We want to know if the new surface passes the pub test for a good dance floor!!! Contact the VMR Base if you want any more information.

VMR Southport is presently working hand in hand with Surf Lifesaving Qld, who is in the early stages of constructing a new building on the northern side of our property. For many years both Organizations have been side by side, and we are very excited for them to have these new premises being built. In the meantime, until completion, these volunteers will operate from the VMR Boatshed, to maintain their service.

All in all, it's full steam ahead at VMR Southport, we can't slow down, we have a huge area, and a huge number of vessels to service, and our contribution to the Gold Coast' boating and marine community must go on.

Thank you again for your support, safe boating, and call us anytime.

Glenn Norris
President 2025 - 2026

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NAVY PILOT

A Navy Pilot pulled into a little town, to find every hotel room was taken.

"You've got to have a room somewhere," he pleaded with the front desk receptionist at one hotel, "or just a bed, I don't care where."

"Well, I do have a double room with one occupant, who is a Marine Pilot," admitted the staff member, and he might be glad to split the cost, although I must tell you the truth, he snores so loudly that people in adjoining rooms have complained in the past, so I'm not sure it would be worth it to you."

"No problem," the tired Navy Pilot assured her, "I'll take it." The next morning the Navy Pilot came down to breakfast bright-eyed and bushy-tailed. "How did you sleep?" asked the receptionist.

"Never better."

The receptionist was impressed.

"No problem with the other guy snoring, then?"

"Nope, I shut him up in no time" said the Navy Pilot.

"How did you manage that?" asked the receptionist.

"He was already in bed, snoring away when I came in the room, I went over, gave him a kiss on the cheek, and said, 'Goodnight, beautiful,' ...and he sat up all night watching me."





NOTEABLE JOBS

by Glenn Norris

A pair of distressed females recently presented at the front gates of VMR Southport stating that their three year old baby had ingested a lot of sea water, and was in respiratory distress.

Two VMR First Responders were on Base at the time and went to assist, to find one of the ladies holding the baby near upside down, apparently to let the water run out of the patients mouth.

The baby was conscious and breathing normally, and was placed in a more suitable position, to be assessed, with no obvious distress, just a little shaken.

It was advised that the baby had been unseen for more than five minutes, and when found was face down in the water.

Paramedics had been called when the ladies arrived at VMR, and after their quick appearance, the patient was again assessed, and taken to hospital as a precaution.

A man contacted VMR on a recent weekend, to advise that his houseboat was taking on water, and he needed assistance with pumps, to stem the water intake.

A crew was dispatched, to find on arrival at the location, that the man had the night before anchored the vessel, only to have the tide go out, with the vessel coming to rest on top of the anchor, which punched a hole in the houseboats hull, hence the water leak.

The more the tide rose at the time, the leak could not be controlled, and unfortunately the houseboat sunk due to its damaged hull.

The owner advised he had a mate who was a fibreglasser, and he thought he may have been able to fix the problem on the next low tide.

The vessel is no longer where it was, so a successful repair must have been achieved.

A lady called VMR recently to request assistance for her daughter's broken down jetski.

The daughter had ridden her jetski to Wavebreak Island with a couple of friends, had had a few drinks, and a good time, only to go for a swim, and then to lose the vessels key.

The mother was ropeable at her daughter's mistake, and asked for VMR to tow the jetski to Runaway Bay.

Given that the daughter was definitely not in a state to be riding the jetski, it was even wondered how she even knew she lost the key, and how she'd even contacted her mother!!!

After being taken aboard the VMR vessel, the girl and her jetski were safely transported, as per Mum's request, to a Runaway Bay boat ramp, where Mum and Dad arrived with a trailer, minus a sense of humour about the predicament their daughter had found herself in, however they were most appreciative of the help provided by VMR.

VMR Southport were recently involved in the massive offshore search for the missing fisherman who departed Runaway Bay Marina

during the early morning, not to return at his advised time.

Two crews immediately went on standby to assist if required, and at 0200 hours the next morning, a request was made by the Gold Coast Water Police, for VMR Southport to assist them in towing the missing vessel from about 22 nautical miles east of Burleigh Heads, as it had been located by the Australian Maritime Safety Authority (AMSA) aircraft that had been dispatched from Melbourne to assist in the search. As the vessel was located, with no persons aboard,

VMR Southport was also requested to have search crews available on other Squadron vessels, so that searching could commence at first light. In difficult sea conditions, two VMR Southport Rescue vessels, along with many other Agencies searched for many hours, whilst the search area expanded into NSW waters, given ocean currents, winds, and tidal drifts.

Sadly, for as long as this search continued, there was no result, and this Organisation offers its condolences to the fisherman's family.

A very long and wasted search effort was recently undertaken by VMR Southport, after a man contacted the VMR Radio Room to advise he had lost steering to his vessel, approximately 18 nautical miles east of Surfers Paradise.

The vessel owner gave GPS co-ordinates, which were very accurate, and a Rescue vessel was activated to attend the location.

Given this call was received in the early afternoon, the wind was starting to pick up, and offshore conditions were becoming very ordinary.

After more than 1 hour of travel, the VMR vessel arrived at the given location, to find not a vessel in sight.

A phone call to the vessel owner then transpired that he had already made it back inside the Seaway, but had forgotten to call VMR and tell them that.

Given the situation ended well, it was a long way to go, with a lot of fuel burn, for a totally avoidable result.

A very early morning (0115) callout for a crew recently when the QPS advised of an overturned dinghy 50 metres off the beach near Biggera Waters.

A VMR crew attended to assess the situation, with Police Officers on shore using spotlights to assist, in the dark.

After a short while, two drowned rats surfaced in another dinghy, in two teenagers who had rolled the first dinghy, then took to the second.

The attending Police were less than impressed with the antics, after all parties took up onshore, with VMR towing the overturned vessel to the beach.

A stern talking too was given to the two teenagers by Police, at which time the VMR crew departed, to go back to bed.

Regardless of your hour of need, VMR will still assist where they can.

SOME STATS			
ACTIVATIONS	NOVEMBER 2025	DECEMBER 2025	JANUARY 2026
Towed Vessels	47	87	86
Jump Starts	1	6	2
Pump Outs		5	4
Transporting			
Fire		1	1
Standby			
Medical	4	3	5
Searches			
Dispersals	2	2	
Public Relations	4	8	10
Crew Training	73	65	80
Groundings	8	6	20
Other	7	15	9
Investgate	4	5	15
TOTALS	150	203	232

ACTIVE MEMBER PROMOTIONS/AWARDS

Active Members who have achieved higher ranking

Congratulations to:

RECRUIT

Gavin Carpenter
Tobias Redshaw
Tyson Allan
Damian Ebzery
Emma Connolly
Sarah Hewett

INSHORE SKIPPER

Braydon Winch

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Portrait of a VMR Volunteer

JANET SCOTT

RADIO OPERATOR

**JOINED VMR SOUTHPORT
AUGUST 2025**

Tell us a bit about yourself

My life has certainly been water bound.
I was born in Falmouth, Cornwall, UK, living near the harbour.
I moved to Redcliffe, Qld at an early age.
My earlier years involved working and travelling with Leighton Contractors as a PA to the Project Manager, most notably on the Burdekin Falls Dam project in North Qld, and Point Peron Pipeline, in Rockingham, Western Australia.
I moved to the Gold Coast more than 30 years ago, and have always loved being near the Broadwater.
Here I studied (psychology and accounting) and taught at Griffith University for approximately 10 years.
I have retired now.

Why did you join VMR?

Having seen plenty of Rescue vessels on the Broadwater, upon retiring I enquired about Radio Operator work, and started at the Seaway Tower with Coast Guard Southport.
I also enquired to progress my career, to include radio operations at the VMR Southport Base, as well as at Marine Rescue Jacobs Well.
I love meeting people, and taking on new experiences, and enjoy the personal challenge of being a Radio Operator, due to the sheer size and volume of activity at VMR Southport.

What do you enjoy most about being a member of VMR?

I have the privilege of working at the Seaway Tower, at the VMR Base, and with the weekend crews.
This provides a great learning experience and is a challenging platform for a variety of activation issues and personal growth.
Being part of a very large family with a great deal of support and professionalism is what I also cherish.
I absolutely love what I do, the environment I work in and the volunteers I work with.



What is the most memorable activation you have been involved in?

I was recently rostered on VMR Base radio when a fisherman went missing east of the Gold Coast.
This gave me valuable experience in how Search and Rescue operations work, with an emphasis on the importance and value of good record keeping.
Secondly, at the Seaway Tower, on the opening shift of the 2024 Kings Birthday Public Holiday, which proved to be perfect conditions for a day out on the water.
We logged over 180 vessels, starting at 0400.
All were recorded by hand, via VHF radio and telephone calls.
The Seaway was packed with vessels. What a day.

What do you do in your spare time?

I totally enjoy and get immersed in anything to do with the water, from swimming laps at the Aquatic Centre to beach walking, and swimming. Also, I enjoy lifting weights at the gym.
An occasional game of pool, a tinker in the garden, and a nice cocktail are also on my favourites list.

What are your future Intentions with VMR?

To continue to grow and learn to become the best version of myself that I can.
I have always had an interest in training people, and assisting/guiding new VMR recruits in Base radio and crew radio training is what I enjoy. Given that marine rescue operations can be quite daunting to the uninitiated, I would like to continue in my current project of taking these people through this phase, to help them grow in confidence and knowledge.
I am extremely grateful for the generous teachings, inspiration and support I have received from all the people I have met on this amazing journey

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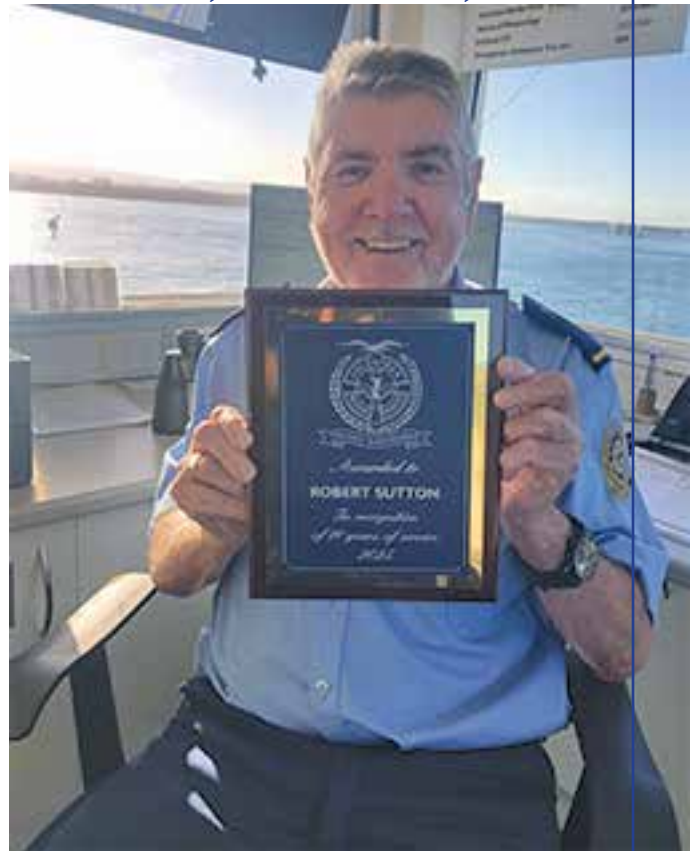
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STAR PERFORMERS



Adam Watson, after four years as Red Crew Duty Skipper, is sadly stepping down to focus on family and work commitments.



Robert Sutton, very proud of his 10 years of dedicated service as a Seaway Tower Radio Operator.

Maritime Safety Queensland

BE BRIGHT AT NIGHT

When boating at night or in times of restricted visibility:

- Physically check navigation lights are on and working
- Turn off cabin lights as they may reduce your ability to see
- If you anchor at night, show an all round white light clearly visible through an arc of 360 degrees, where it can best be seen.

Where can I get more information?

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SEASICKNESS

Most who have been to sea, be it in a small fishing boat or a large cruise liner have at some stage felt a little bit of discomfort within their stomach.

by Glenn Norris

“Seasickness” is simply “motion sickness that occurs on a boat” and is caused by the reaction of the body’s inner ear balance system to the unfamiliar motion of a boat.

To put this into perspective, the movement of the vessel causes stress on the balancing portion of the brain. In turn, the brain sees things on the vessel that it knows from past experiences are supposed to be non-moving. However, since these are now moving items and are actually moving with the sea and the vessel, the inner ear gets stressed and nausea results.

Nobody is immune from seasickness and an estimated 90% of people will suffer from some form of motion sickness during their lifetime.

People who commonly suffer motion sickness in cars, planes and on amusement park roller-coasters are normally more prone to seasickness. However, just because one becomes ill on a small boat, it doesn’t

necessarily result in sickness on a large cruise ship, and vice versa for some inexplicable reason.

Seasickness is not contagious, nor is it a virus, but it is very common to become seasick if you are in company of someone who is seasick!

Seasickness usually involves a feeling of



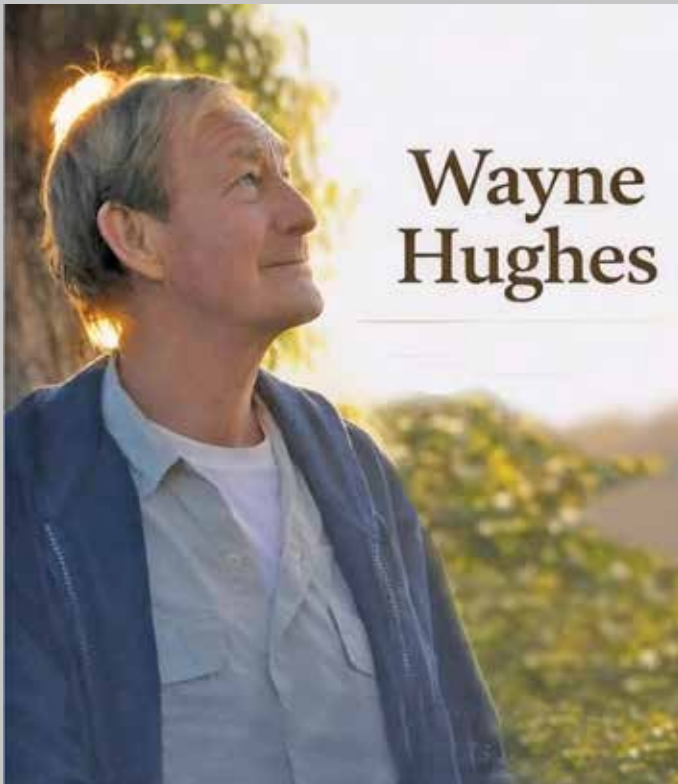
nausea, vomiting and a general unwell feeling. However, it can become a medical emergency if continual vomiting leads to vomiting of blood.

Staying busy and keeping your mind occupied are the best ways to avoid seasickness. Staying in fresh air, drinking plenty of water and staring at the horizon will also lower the chances of succumbing.

Many medications are on the market for motion sickness and old wives’ tales tell of taking ginger prior to traveling. I have heard from people unknown to each other, that drinking a carton of chocolate milk before going to sea can also prevent that nauseous feeling.

In today’s modern age, most cruise ships are fitted with stabilizers that eliminate much of the motion that causes seasickness. Surveys have also shown that seasickness is the number one reason people who love to travel don’t cruise. But I believe it is all in the mind.

VALE - Wayne Hughes



It is with sadness that we were recently advised that former Radio Operator, Wayne Hughes passed away.

Wayne joined VMR Southport in July 2018, and retired just before Christmas in 2025, due to ill health.

Wayne was well known for his Friday afternoon shifts at the VMR Base, however he was also a Seaway Tower Radio Operator in his early days.

Wayne was a character, and he always enjoyed a good chat, and was very experienced.

RIP Wayne - thank you for your service.

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Volunteer Marine Rescue
SOUTHPORT



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FIRST MATE



PARADISE POINT BOAT RAMP UPGRADE TO IMPROVE SAFETY AND ACCESS



The Gold Coast Waterways Authority (GCWA) has awarded the construction contract for the Paradise Point Boat Ramp upgrade to Australian Marine and Civil, with works scheduled to begin from April 2026.

The project will replace the existing 23-year-old ramp, which requires renewal due to separation of deck planks that has resulted in uneven surfaces and localised drop-offs in the sub tidal zone.

The upgraded facility will include:

- A three-lane boat ramp
- A centrally located floating walkway
- Safer and more reliable access for a wide range of vessels

The floating walkway alignment has been adjusted slightly to avoid encroachment into an existing seabed lease.

Final positioning will be confirmed once detailed design and survey works are complete.

Why this work is needed:

Over time, the existing ramp has experienced wear and movement between deck planks.

These conditions can create safety risks for users, particularly during busy periods and changing tides.

This upgrade ensures Paradise Point continues to provide safe, reliable boating access for the local community and visitors.

Construction will be staged to keep part of the ramp open where possible. Some closures will be required, including at times on weekends. Boaters are encouraged to plan ahead and consider nearby alternative ramps during the works.

Nearby alternative facilities include Jabiru Island, Boykambil Esplanade, Turana Street and Centenary Drive.

Project details:

- Investment: \$1.65 million
- Construction start: April 2026



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Boat Licence Queensland

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Safe Disposal of EPIRBs (Distress beacons)

It is very important that you DO NOT throw your EPIRB out with the rubbish, when it expires. Beacons can inadvertently activate if they are not correctly disposed of, which often occurs when beacons end up in rubbish dumps. VMR Southport cannot accept out of date EPIRBs for disposal. Once de-registered with the Australia Maritime Safety Authority (AMSA) online, your expired EPIRB can be dropped off at the Recycle Shop, at the Gold Coast City, Molendinar Waste Facility. For any further information, please contact AMSA on Ph. 1800 406 406



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IN THE MONEY WITH bartercard



The cheque presentation of yet another generous donation by the Bartercard team



For nearly 30 years, VMR Southport has been involved in a Corporate Sponsorship Agreement with Gold Coast based Company, Bartercard.

The Bartercard concept allows members to pay for goods and services in Trade dollars, instead of paying cash. Members then use these trade dollars to offset cash expenses within their business.

Over the years, this Organization has traded hundreds of thousands of trade dollars, purchasing everything from holidays, for raffle prizes, stationery supplies for our Administration Office, through to utilising a concreter who provided his service on a trade basis to pour the concrete on our Rescue Base boatramp, which was around \$35,000.

Trade dollars are a well-recognised and accepted method of payment in Australia. One trade dollar is equivalent to one Australian dollar for all accounting and taxation purposes.

The majority of the balance of the VMR Southport Bartercard Trade account has come from individuals, and businesses, who have made generous donations over time, of which we have been extremely grateful.

One of the best opportunities to generate income through this source has been through the Trade Shows that Bartercard has held, of which VMR Southport has regularly attended on the Gold Coast, and in Brisbane.

In recent times the Bartercard Gold Coast office has also held networking functions at the VMR Southport facility, and these have been great earners for us, as well as providing an opportunity for other members to see how our operation functions, also giving them the return benefit of being able to sell their products to us.

It was with great pleasure that Bartercard again made a substantial donation to VMR Southport recently, in order for us to continue to provide our vital service to the Gold Coast's boating and marine communities.

If you are looking to increase the benefits of your business, please give Bartercard a call and see what they can do for you.

Many thanks to the Bartercard team, and their members for their fantastic support of VMR Southport over such a long period.



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DISPERSAL OF ASHES AT SEA

A service to the community

Volunteer Marine Rescue Southport-Surfers Paradise Assoc. Inc. is honoured to offer this dignified service to the bereaved members of a family, who wish to cast the ashes of a family member or friend, upon the ocean.

This service is performed aboard one of our Rescue vessels using specific crew and in the company of the deceased's family and friends.

Location for this service is performed within or near the Gold Coast Seaway.

A great deal of care and thought is given to the wishes of the family and friends and the dignity of the occasion is paramount at all times. The ceremony is one of intimacy and respect and we are proud to offer this service to you and your family.

All Ex-Service personnel are accorded the 'Ode to the Fallen' at the conclusion of the ceremony.

As a volunteer association, we do not set a fee, but a donation will be very gratefully received. All donations received are used in the day to day operations of our rescue service.

A Dignified Service provided for the Community

If you require more information,
please contact us at
Volunteer Marine Rescue Southport
Phone: 55 911 300
PO Box 866, Southport, Qld. 4215.
or visit vmrsouthport.com.au



The heart of a
volunteer is
never measured
in size, but by
the depth of
the commitment
to make a difference
in the lives of
others.

DeAnn Hollis

Do you want to

- Become a volunteer
- Learn new skills
- Meet new friends
- Provide a community service



Vacancies exist for Marine Radio Operators to help maintain communications with the boating public and rescue boat crews on call.

For more details call VMR Base anytime
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and talk to the Radio Operator on duty.

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If you are driving a motorised boat there is one product more or less essential to your ability to get out on the water and back safely to dry land. It's called fuel.

There is a basic need for boaters to ensure they have the right type of fuel, that they have enough of it, and that it is in the right shape to power their motors. And yet it is surprising how often boaters don't seem sufficiently fuel-conscious before they head out on the water.

Around 4% of callouts for volunteer rescue groups are due to boats totally running out of fuel, while an unknown (but probably high) percentage of breakdowns are caused by motors being affected by impurities of various kinds in "dirty" fuel. Breakdowns account for almost three-quarters of all callouts – and in the wrong circumstances they can be frightening.

Barely a week goes by without the media reporting volunteer marine rescue groups in Queensland helping out boaters who get into trouble because of fuel problems. Sadly, these reports are no surprise to Maritime Safety Queensland. On recent visits to boat ramps we've encountered boaters who, while waiting to launch, were taken aback to be informed by us that they didn't have sufficient fuel on their vessels to get to where they want to go and back again. An unplanned trip to the nearest fuel outlet was invariably the response.

But that was preferable to the alternative surprise that could have awaited them. One thing we know for sure, when boats break down with fuel problems, is that their skippers don't intend for it to happen. Here are some tips that might help you avoid it:

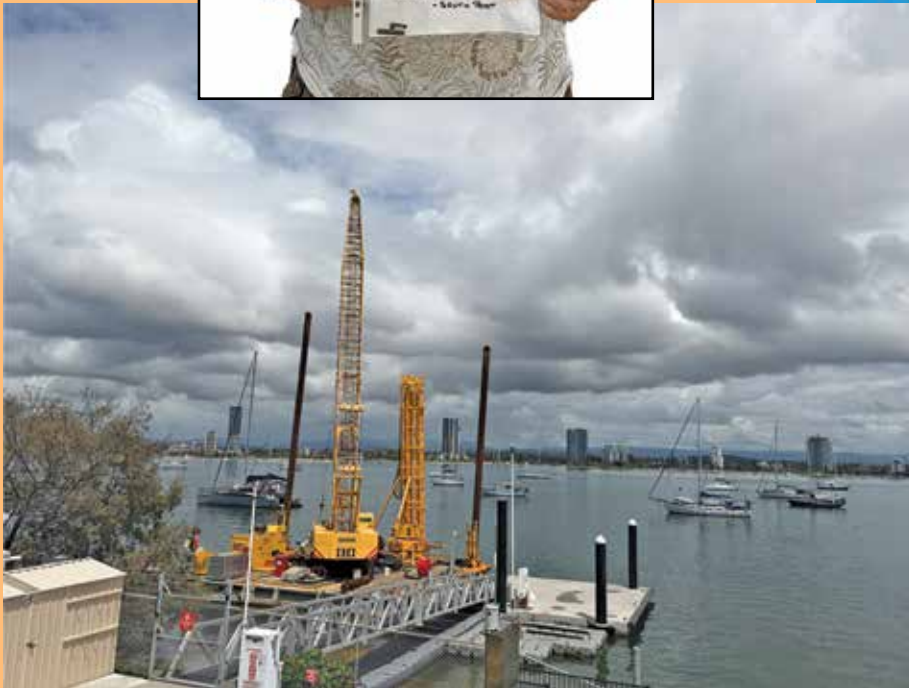
- When planning your trip make sure you *really* know how far your destination is away from your launching place and check that you can make it out there on much less than half a tank of fuel.
- Be aware of the influence of winds and tides on your fuel consumption. Running into a headwind or strong tide will use up more fuel than running with them.
- Plan your trip so that you use only one third of your fuel to get to where you want to go and one third to get back. The other third should be kept in reserve for contingencies.
- Consider carrying a spare fuel container on board just in case you do need a little more. Make sure it is a container that meets the approved Australian Standard for the type of fuel you have.
- When you have finished your trip replenish your fuel to around 90% of your tank's capacity if you are thinking of going boating again in the near future. This will help prevent deterioration of the stored fuel by minimising the space in your tank for condensation to occur. When condensation occurs, water gets into your fuel and can cause problems later.
- Do not fill your tank to the brim. Leave room for expansion in warmer temperatures, and avoid causing overflow which can become a fire or explosion risk.
- If, however, you have finished your trip and don't plan to go boating again for at least a month or two, consider draining your fuel - because petrol does not store well. Impurities will build up in stored fuel that can have dire consequences for your motor.
- If draining your fuel is not possible, try using a fuel that contains anti-oxidants or anti-corrosion agents so that your fuel is kept as free as possible from impurities.
- Consider retro-fitting an inline fuel filter. This will enable you to know when water has infiltrated your fuel and, as well as preventing a breakdown at sea, could save you a tidy sum of money in engine repairs.
- Did you know that automotive fuel hose is not suitable for marine environments? Make sure your fuel hose has a high resistance to heat, sea water, fuel oil and vibration and is capable of operating under suction without collapsing. It should either be original equipment manufacturer (OEM) or comply with a stamped standard such as ISO7840 or J1527.
- Plan your actions in the event of your motor catching fire, such as how to stop the fire tracking back to the tank. For a portable tank this could be a quick disconnect, however for an internal tank consider installing a fuel shut off valve.
- Some vessels vibrate excessively. Be aware that this can wear through fuel lines very quickly, especially when grommets or other protection measures are not used in areas where the line runs through bulkheads or other openings.

We'd like to think that more boaters observing these suggestions will mean less trouble on the water.





SUPER SNAPS



ABOVE LEFT: Radio Operators Co'ordinator, and Life Member Diana Gibson has earned her National Medal second clasps for 25 years Service

BELOW RIGHT: Scones and cream were the order of the day for the February Radio Operators Meeting

TOP RIGHT: Two eager Recruits in Jane Sansum and Shane Moffit practicing their Survival at Sea techniques in non swell or shark infested conditions.

ABOVE: The big artillery was recently bought in to make some pylon repairs to the VMR pontoon

ABOVE RIGHT: Its amazing the debris a propellor can attract. *Marine Rescue 5* and the 90 plus metres of coloured line it picked up somewhere in the Broadwater.



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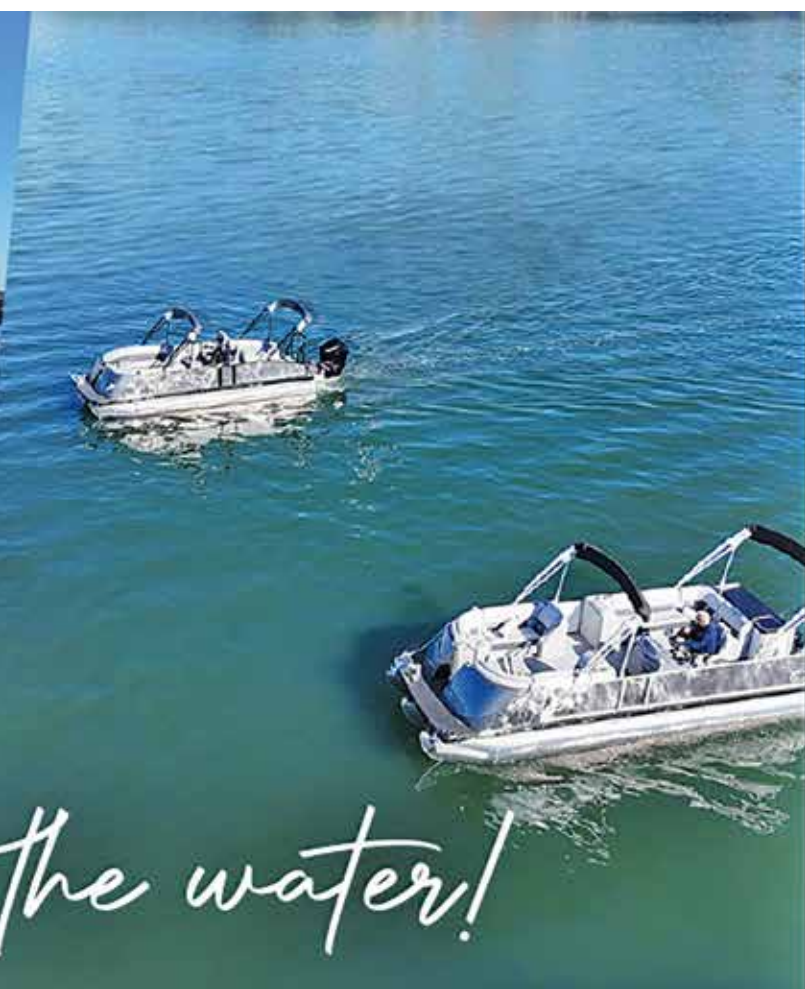
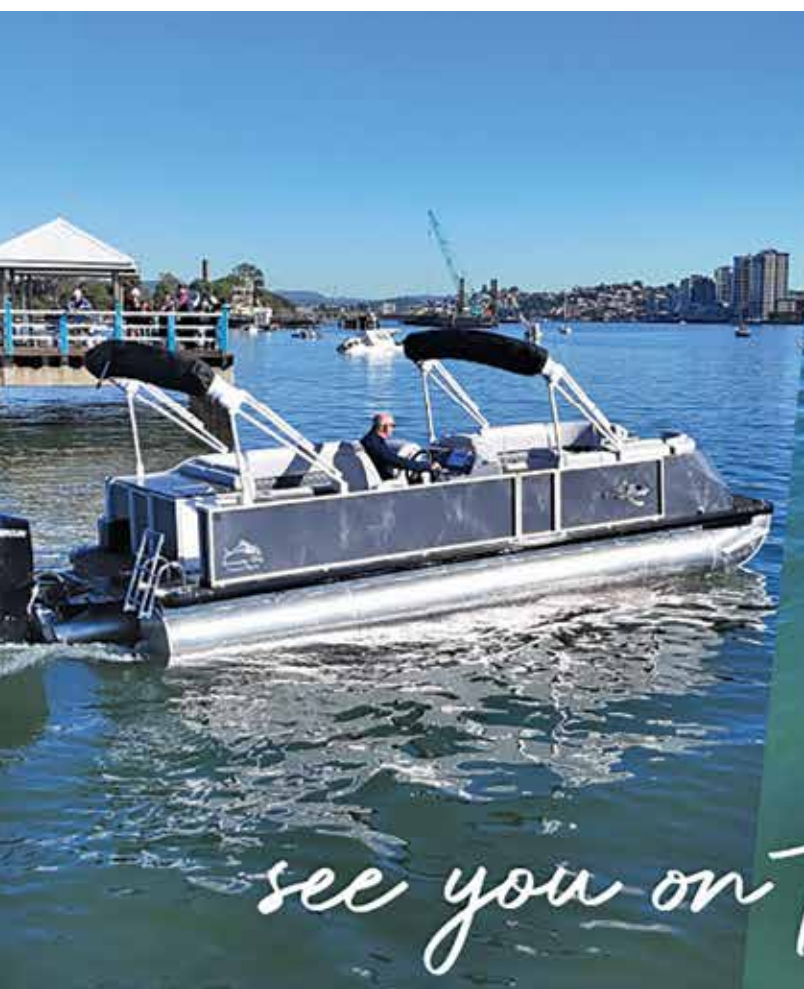
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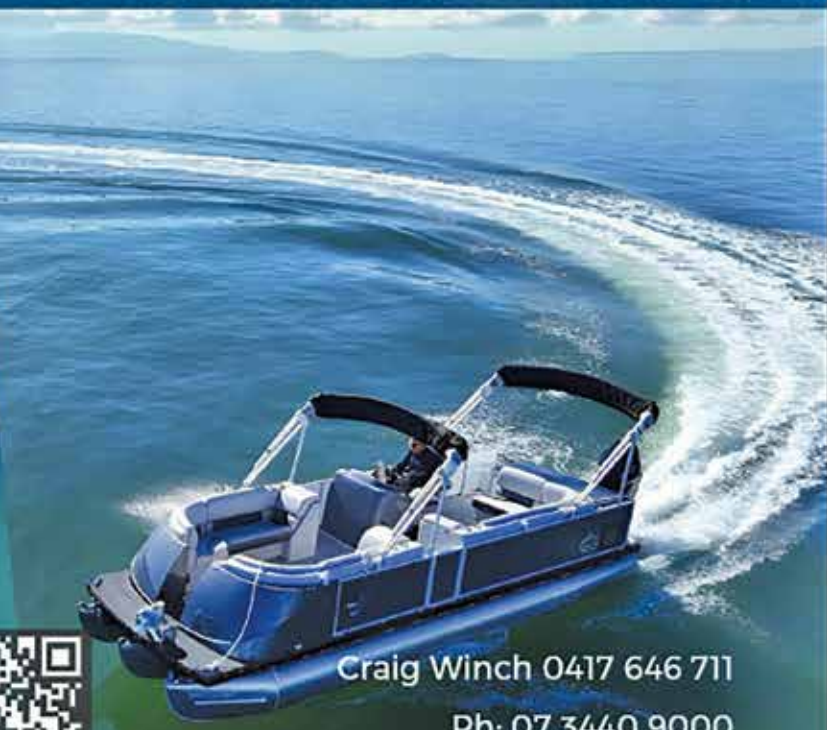
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