

WHIT-BITS

Oct 2024

Committee news:

August: AGM

QCYC Shorncliffe

We broke another record by conducting the AGM in just under 59min this year...leaving plenty of time for enjoying the fabulous surrounds of the Queensland Cruising Yacht Club and lunch overlooking the marina. The committee members for 2024-2025 are:

Commodore: Jon Heales

VC: Tim Bosgra

Treasurer: Kim Pullen

Secretary: Julie Bosgra

Gen Committee:

Kim Heales

Kelvin (& Vicki) Deasy

Tony Pullen

Mark (& Lindsay) Paterson

Vanessa Magrath



Vanessa thought she had another year before offering to take up a committee position but Darryl, after initially accepting the nomination decided he needed a break after giving 7 years of his time on the committee...and fair enough we think!

We are so grateful for Kim Heales's contribution as treasurer over the years. She has gladly handed that baton to Kim Pullen!

We are also thankful to Darryl for his time he has given over the years, as commodore and as a general committee member.



TRIP REPORTS

JULY:

Christmas in July at Coochimudlo Island

Trip co-ord: Kim & Tony P



We chose Coochi this year as it was accessible via ferry, should the weather make boating unpleasant (and it did!) I am pretty sure everyone that attended had a fabulous time, even though we did not take our boats out. Several people booked accommodation on the island, while a few came across on the ferry for the afternoon and evening. The Curlew Café put on a great spread and Kim decked out the area for a great festive ambiance. On Sunday, we watched the re-enactment of Mathew Flinder's first landing and wandered through the markets. While it was too windy for boating, it was a very enjoyable

weekend on land. Kim spotted a Whittley in a front yard, approached owners...and now we have welcomed Tom and Jay, who live on Coochi into the club!





AUGUST

AGM QCYC

Unfortunately, the weather was not favourable for boating to Tangalooma following the AGM as we had hoped. Tangalooma is a favourite place by most but so

weather dependent, so we don't get there very often. We are planning on scheduling Moreton Is. into the calendar for next year, at least twice, in the hope that we get there!

SEPTEMBER

Keppel Island

Trip coord: Julian Cox

Well, the 2024 Great Keppel Island trip was advertised as "Back by Popular Demand".

And in demand it was. We had a total of 12 boats for this trip which was an increase on the previous trip. It proves that not only is this destination popular, it continues to provide our club members a fantastic alternate location within a day's drive from Brisbane. It was great to see many new members attend and shows the club is still as popular as ever.

This is quite an exposed location however and we had to delay the trip a few days due to some persistent South Easterly winds.

Many members decided to head up a bit earlier than the scheduled first night's marina stay to spread the drive over a couple of days.

I decided to drive the whole distance in one stint and was rewarded with a bearing failure which luckily only put me back 1 hour to fix. So much for checking everything before I left! It does prove having a decent tool kit doesn't always spell total disaster when something goes wrong.

First night was spent in the marina and we had a great evening meal in the Waterline Restaurant, which is attached to the marina. With a booking of 30 people, the restaurant provided amazing service and fantastic food and drink options for all. This restaurant is really one of the must do attractions on this trip, it never fails to disappoint.

We were greeted the next way with abating South East winds and although the trip to Fisherman's Beach wasn't the smoothest we all arrived safe and sound and spent the remainder of the day lounging around the white sandy beaches, and finished the day with Sundowners in the local bar. This day also had its drama for my crew and the club as one of the girls decided to get lost on her paddle board, and luckily (thanks Kylie!!) was found minutes after I raised the alarm via a Channel 16 call to the Coast Guard requesting their assistance! Thanks to all who were part of the search party.

The next day we did a Tender Trip up the tranquil Leeke Creek and visited a heritage homestead built in the 1920's, which still has its original furniture, sewing machine, and electrical generator! With a wind shift we spent the night and the next couple of days at Long Beach taking in the splendid white sandy beaches and clear waters. A few boats decided to have a fish with varying degrees of success.

A few members needed to get back to Brisbane, so we bid farewell to some and moved on to our final anchorage at yet another beach, Wreck Beach.

A scheduled bush walk up a cliff at the end of the beach resulted in Emese having a nasty fall, resulting in what turned out to be a broken ankle. A massive thanks to all (especially Tony and Jon) for helping her back down the mountain and keeping her spirits high.

With afternoon Sundowners and some music from our resident guitarist from Nauti Super, we had a great final night to a great trip. (Emese may disagree however!)

The next day, once a few of us dodged a particularly low tide at 5am we headed around the corner to Secret Beach (yes, another secluded bay to add to the list) for a snorkel where you could hear the whales singing in the distance.

Around lunchtime we headed back on a super calm trip back to the marina and rolled out the last drama of the trip by ensuring Emese got the full ambulance and green whistle treatment to get her off to hospital.

Despite a few hiccups this was a fantastic trip, I really appreciate the many thanks I received from all the attendees and look forward to hopefully running this trip again next year.

Cheers

Julian, Emese and the Girls - "Jesse"

P.S Em is doing well and with 6 weeks off her ankle will be back in the boat in a couple of trips time.





Marine Rescue Queensland Implementation Program

Update by Mark Paterson

By now, most of you would be aware that many Volunteer Marine Rescue (VMR) and Australian Volunteer Coast Guard Association (AVCGA) units have been asked to come under the one QLD Government entity that is "*Marine Rescue Queensland (MRQ)*". As rescue units move across to MRQ, the VMR units and AVGCA will fall under the title of Marine Rescue Queensland and the units will continue operations as rescue units but with a name change.

A Marine Rescue Implementation Program (MRIP) was formed and given the responsibility for implementing the MRQ initiative. The MRIP is now part of MRQ as well. This work is progressing and involves extensive consultations and discussions



with those QLD VMR and AVCGA units that have agreed to the transition process.

Transition to MRQ is being conducted using a phased approach where units have been divided into regions. There will be five Marine Rescue Queensland regions across the state:

1. South Eastern
2. North Coast
3. Central
4. Northern
5. Far Northern

To date, two units have moved under MRQ – namely VMR Mackay and VMR Gladstone. Timelines for the remainder are yet to be determined.

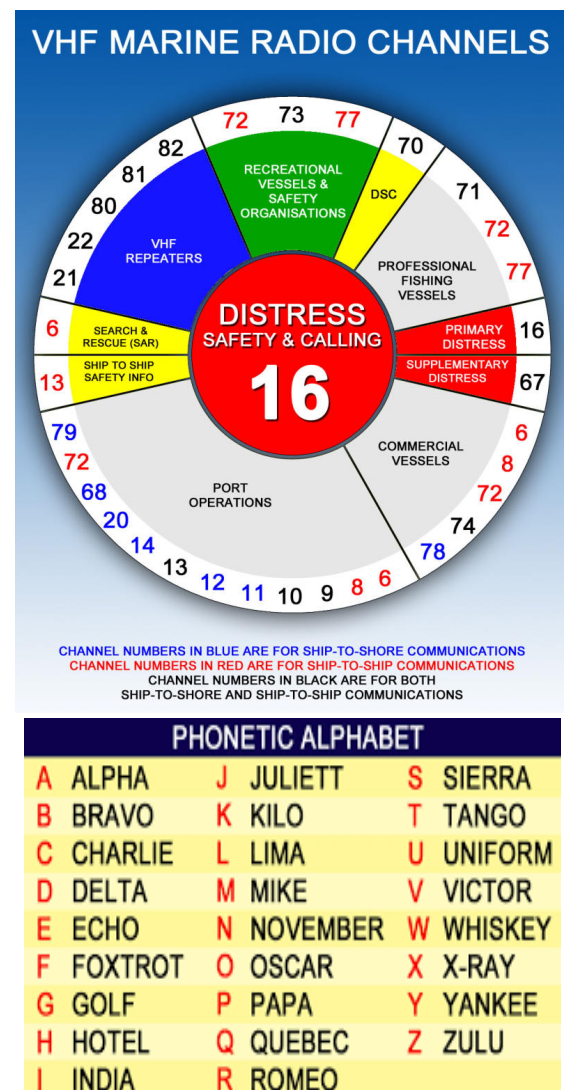
As I hope you can appreciate, the finer details on transition timelines and how the marine rescue services will work, post transition, are still being worked out, and therefore I am not in a position to elaborate any further. What I can say is that, as MRQ is a state funded organisation, many of the funding arrangements in place across VMR and AVCGA squadrons will change. One of these changes concerns annual member subscriptions to your local VMR or Coast Guard – these will eventually cease for marine rescue services and all funding associated with providing Marine Rescue in Queensland will be provided by the QLD Government. Your local VMR/AVCG unit will also continue as a volunteer-based unit under MRQ with the level of service not expected to be impacted.

I will endeavour to keep members of Whittley Club Queensland informed on

significant updates as they become available, however, should you have any questions which relate specifically to your VMR/AVCG unit (e.g. subscriptions), you should contact them. Alternatively, more information can be found at the following link <https://www.mrq.qld.gov.au/>

Happy safe boating

Using your VHF radio



Preparing your marine radio to transmit

1.Raise your marine radio antenna to the vertical position

2.Switch on your radio

3.Adjust the volume to an appropriate level, such as half way.

4.Select the emergency channel or working channel for the limited coast station you wish to contact.

5.Turn the squelch all the way down until you hear static, then up again until the static just stops. Turning the squelch up too high will limit your transmission range. Some newer VHF radios have a squelch button which automatically adjusts the squelch to the correct level.

6.Wait at least 30 seconds before transmitting to ensure that you will not be interrupting any existing radio communications.

7.You can transmit by holding down the large PTT (Push-To-Talk) button on the side of your handheld microphone. Speak into the microphone then release the PTT button to allow the party you are calling to respond.

Making a routine call

A routine call is a non-emergency call to a limited coast station or another vessel. Examples of routine calls are logging on and off, requesting a weather forecast, and requesting a radio check. To make a routine call, state clearly:

1.The vessel/limited coast station you are calling – spoken three times

2.This is – name of vessel – spoken three times

3.Message

4.Over

5.Await response

Logging on and off

To log on with a limited coast station / volunteer marine rescue organisation, state the following information:

1.Vessel name

2.Vessel registration number

3.Number of persons on board (POB)

4.Point of departure

5.Destination

6.Mobile telephone number on board

7.Estimated time of return (ETR)

Remember to log off upon your return, otherwise search and rescue proceedings will commence.

The following is an example of vessel “Longboat”, registration number CM660Q, logging on with the Gold Coast Seaway Tower.

‘Seaway Tower, Seaway Tower, Seaway Tower, This is Longboat, Longboat, Longboat, Over.’

‘Longboat, Longboat, This is Seaway Tower, Go ahead, Over.’

‘Seaway Tower, This is Longboat, My registration number is Charlie Mike Six Six Zero Quebec, We have 3 persons on board, Travelling to the 24 Fathom Reef, 5 nautical miles due east of the Seaway, My telephone number is 0432 710 892, With an estimated time of return of thirteen

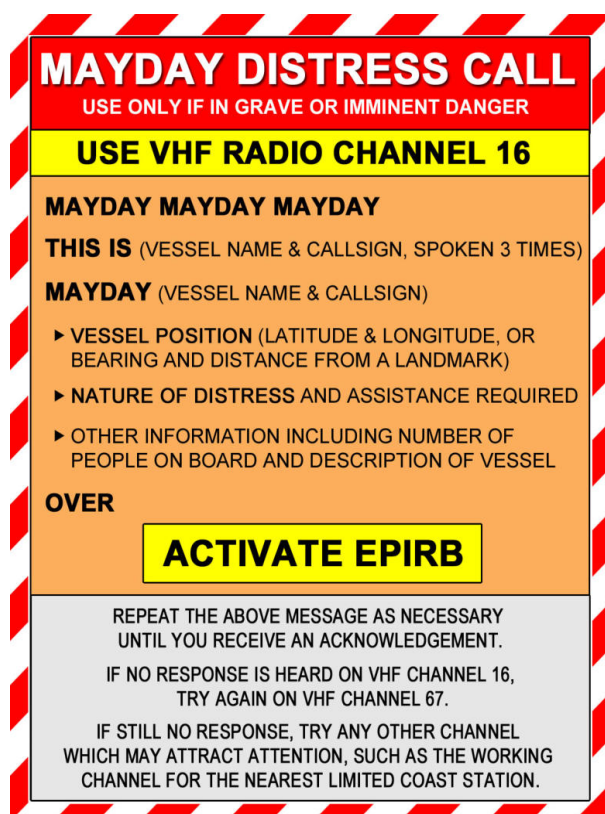
hundred hours, Could you place us on the log please, Over.'

'Longboat, This is Seaway Tower, Romeo, You are on the log, Seaway Tower Out'

'Longboat Out.'

Distress calls

The distress call 'mayday' may only be used if the vessel is in grave and imminent danger and immediate assistance is required. Use the VHF emergency channel 16



MAYDAY DISTRESS CALL
USE ONLY IF IN GRAVE OR IMMINENT DANGER

USE VHF RADIO CHANNEL 16

MAYDAY MAYDAY MAYDAY
THIS IS (VESSEL NAME & CALLSIGN, SPOKEN 3 TIMES)
MAYDAY (VESSEL NAME & CALLSIGN)

- ▶ VESSEL POSITION (LATITUDE & LONGITUDE, OR BEARING AND DISTANCE FROM A LANDMARK)
- ▶ NATURE OF DISTRESS AND ASSISTANCE REQUIRED
- ▶ OTHER INFORMATION INCLUDING NUMBER OF PEOPLE ON BOARD AND DESCRIPTION OF VESSEL

OVER

ACTIVATE EPIRB

REPEAT THE ABOVE MESSAGE AS NECESSARY UNTIL YOU RECEIVE AN ACKNOWLEDGEMENT.

IF NO RESPONSE IS HEARD ON VHF CHANNEL 16, TRY AGAIN ON VHF CHANNEL 67.

IF STILL NO RESPONSE, TRY ANY OTHER CHANNEL WHICH MAY ATTRACT ATTENTION, SUCH AS THE WORKING CHANNEL FOR THE NEAREST LIMITED COAST STATION.

What do I do if I hear a distress call?

If you hear a distress call, you should wait for a limited coast station to acknowledge receipt, otherwise your transmission may block vital communications. If no acknowledgement is heard after a while, and your vessel is within close proximity of

the vessel in distress, you may acknowledge the vessel in distress and provide assistance. If your vessel is not in close proximity, you should defer acknowledgement to allow other nearer vessels to acknowledge without interference. If you hear a distress call, and the call has not been acknowledged by other stations, but you are not in a position to provide assistance, you should acknowledge the call and make contact with the nearest limited coast station or vessels which may be able to assist.

Urgency calls

Urgency calls should be used when the use of a distress call is not justified but a very urgent message needs to be transmitted regarding the safety of the vessel or the safety of a person onboard, such as a medical emergency. Use the VHF emergency channel 16.

1. **Pan pan, pan pan, pan pan**
2. Hello all stations, hello all stations, hello all stations
3. This is – name and radio call sign of boat – spoken three times
4. Details of the vessel's position
5. Details of assistance required and other information

Marine radio maintenance

It is worth performing some regular maintenance on your marine radio to ensure the communications device is in perfect working condition for when you need to rely upon it in an emergency.

1. Check the antenna connection at the rear of the radio unit is not corroded. Unscrew the antenna and spray the connections with a marine lubricant such as Inox or WD-40. Scrub any corrosion or salt residue off with a stiff toothbrush.

2. Check the antenna connection at the base of the antenna. Unscrew the aerial whip from the base and clean with a marine lubricant and a stiff toothbrush.

3. Check the antenna whip and antenna cabling for any cracks and replace if necessary.

4. Check any inline fuses or fuse holders are not corroded, and apply a marine lubricant.

5. Ensure your battery terminals are not corroded, and that the battery is in good working order. Check the electrolyte level in the battery and top up with distilled water if necessary.

6. Regularly request a "radio check" from a limited coast station to determine if your transmission distance is degrading over time

This information is from:

<https://beacontobeacon.com.au/information/vhf-marine-radio.htm>

Our club strongly recommend that all boat owners obtain their marine radio licence asap after obtaining your boat. Radio courses are regularly run by local VMR's.

DATE CLAIMERS:

October 18th-20th:

Wavebreak/Mackintosh/Marine Stadium/Budds Beach

November 16th-17th:

Peel Island/Little Ship Club

December 7th:

Christmas luncheon at Moreton Bay Boat Club, Scarborough.

Please note on the 2024 calendar, Bribie lights was scheduled for this night but has been moved to December 21st 2025.

2025 calendar:

Calendar can be found on our website and FB page. It has also been emailed out to all active members.

Correct as at 4th October, 2024 - Events & Trip Calendar 2025

WHITLEY CLUB QUEENSLAND Inc

EVENTS & TRIP CALENDAR 2025

| Date | Activity-Destination | Co-Ordinator/Mobile (Boat) |
|---|-------------------------------------|-----------------------------------|
| January 25th-27th (Aust day) | Peel Island | Kim and Tony (JasKat) |
| February 15th-16th | Koorngal | Coordinator Required |
| March 17th-21st (Rally) | Sanctuary Cove | Tim and Julie (Ameena) |
| March 22-29 | Post Rally Trips (TBC) | Coordinator Required |
| April 25th-27th | Northern NSW River (TBC) | Darryl and Linda (GysSen) |
| May 17th-18th | Tipplers | Coordinator Required |
| June 14 th -15 th | Brisbane River | Coordinator Required |
| July 19 th -20 th (Christmas in July) | Coochiemudlo Island | Vanessa and Michael (Bella Vista) |
| August 23 rd -24 th (AGM) | Old Cruising yacht club Shorncliffe | Jon and Kim (SeaDuced) |
| September 20 th -21 st | Hervey Bay/Tin can bay | Annette and Phil (Nauti Supa) |
| October 18 th -19 th | Bribie Island / Tungalooma | Jon and Kim (SeaDuced) |
| November 15 th -16 th | Southern Gold Coast | Brian (BriSandy) |
| December 6 th -7 th (Christmas) | Scarborough (MBBC) | Kelvin and Vicky (Lady in Red) |
| December 20 th -21 st (TBC) | Bribie Christmas Lights | Jon and Kim (SeaDuced) |

1. Blue denotes Public Holidays.

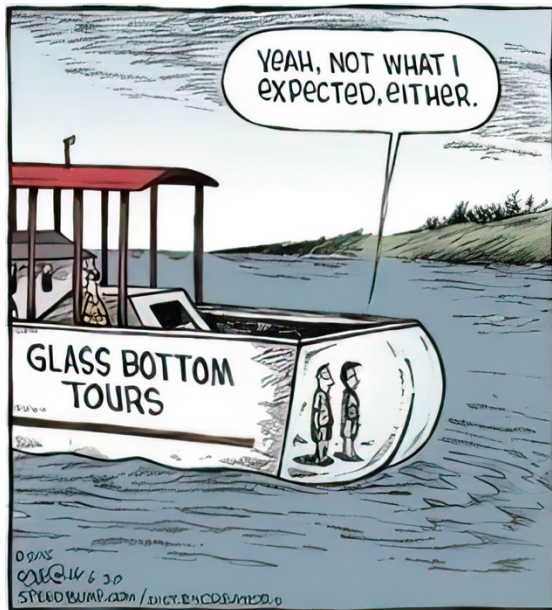
2. Red denotes Full Moon Weekends (within a few days)

3. Please feel free to volunteer to lead a trip where we have Coordinator Required, thanks!

4. Co-ordinator's please have your proposed event template back to Commodore & Vice- Commodore one month prior to event.

5. If weather is bad an alternative destination will be planned, or a land-based event like a luncheon. Watch Facebook or the website.

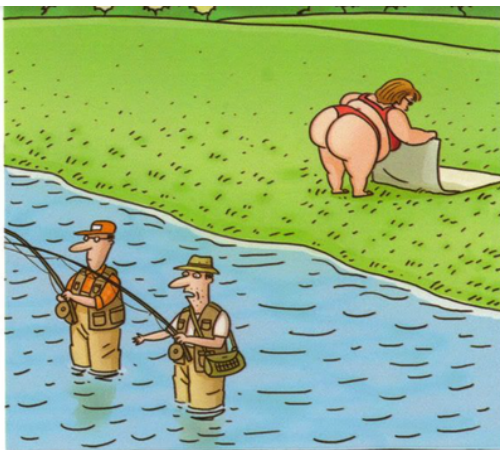
Just for laughs...



As always, if you would like to add content, please email me at:

secretary@clubwhittleyqld.org.au

Seeking your favourite recipes to cook on the boat and any handy boating tips to share with other club members!



"That's odd... the fish were biting like mad a minute ago, and now it's like they've completely lost their appetite."