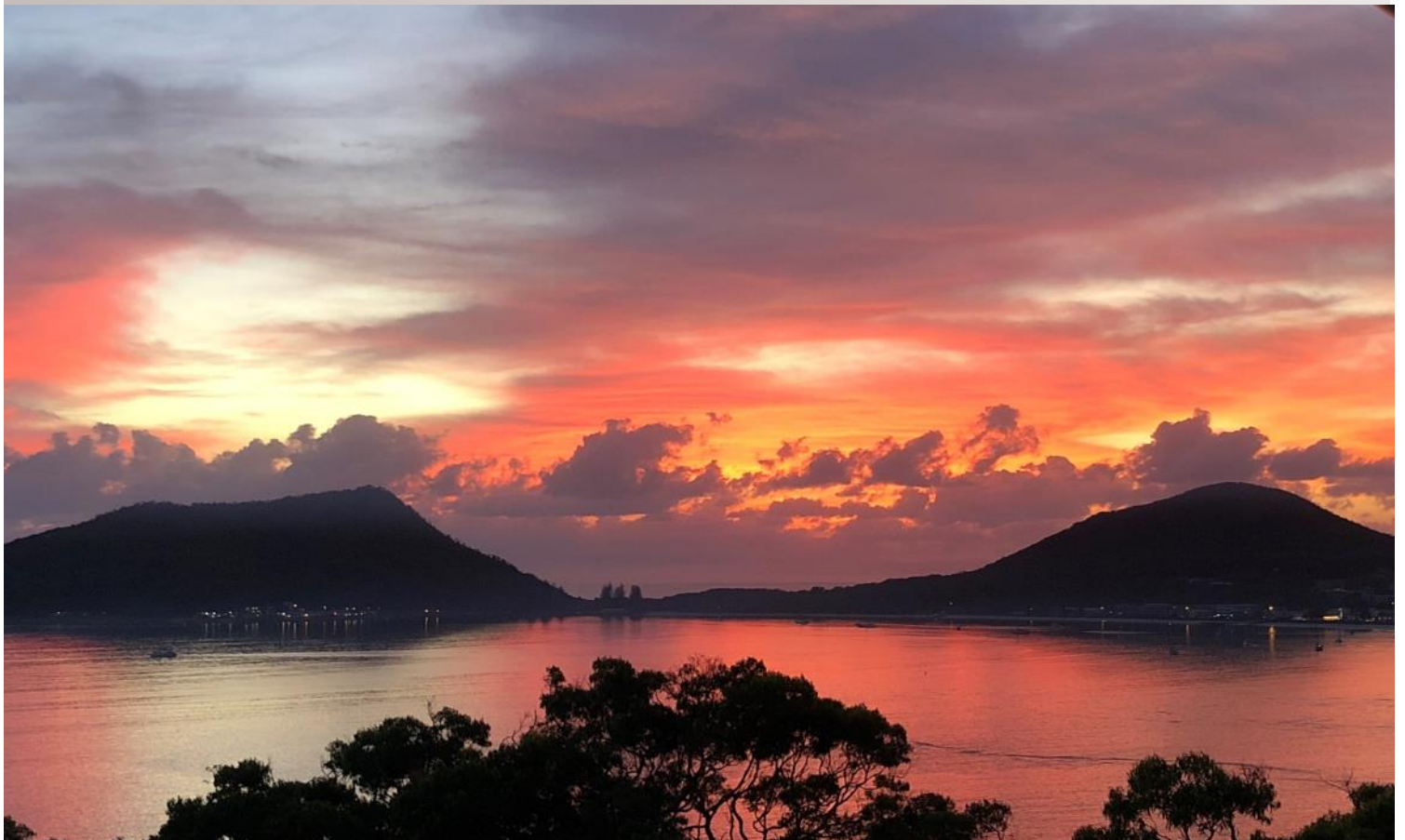


PORT CHATTER

AUTUMN 2023
MARCH

MARINE RESCUE NSW PORT STEPHENS UNIT

‘Volunteers Saving Lives on the Water’





MARINE RESCUE NSW – PORT STEPHENS UNIT

Postal Address: PO Box 20, Nelson Bay, NSW 2315

Location: Nelson Head, Nelson Bay, NSW

Email: base.portstephens@marinerescuensw.com.au

Phone: (02) 4981 3585

VOLUNTEERS SAVING LIVES ON THE WATER

UNIT APPOINTMENTS - March 2023

Patrons: Kate Washington MP, State Member Port Stephens Meryl Swanson MP, Federal Member Paterson Stephen Bromhead LLM MP, State Member Myall Lakes The Hon. Dr David Gillespie MP, Federal Member Lyne		Finance Treasurer: Adrian Hill Deputy Treasurer: Vacant Grants Officer: John Reid Gift Shop Manager: Sandra Scheuber Gift Shop Bookkeeper: Denise Olsen	
Unit Commander: Ben van der Wijngaart Welfare / Liaison: Ross Debenham Assistant Welfare / Liaison: Helen Peterson Protocol Officer: Harold Gibson Deputy Unit Commander:: Colin Couper Emergency Services Liaison Officer: Colin Couper Data Management/Network/Comms: Lee Ryman, Brian Richardson, vacant		Community Relations Community Relations Officer: Lisa Lodding Public Relations/Social Media: Stephen Barrett Port Chatter / Wavelength Editor: Krystyna Winslow Assistant Editor: Geoff Williams Fund Raising Officer: Peter Young Social Media (Facebook): Murray O'Dea Social Committee: Lisa Lodding Webmaster: Rob Guyder Assistant Webmaster: Mick O'Rourke Donation Boxes: Angela Tilling	
Operations Operations Officer: Mick Duggan Assistant Operations Officer: Anthony Batchler Communications Centre Manager: Nigel Eves Assistant Comms Manager: Dee Gilliland Rosters Manager: John Lee Assistant Roster Manager: Chris Beadle On Call Watch Officer: Neil Fraser, Frank Van Druten, Graham Abberton, Stephen Harris, Colin Couper, Laurie Nolan, Ron Lighton, Ben van der Wijngaart Duty Callout Officers: Neil Fraser, Peter Dentrinos, Frank Van Druten, Graeme Abberton, Julian Lyddy- Meaney. Radio Club Manager: John Reid Boats Manager: Mark Kelly Assistant Manager: Tony Baker Ashes Scattering Coordinator: Harold Gibson Chief Engineer: Bill Haskell Coxswains: Sue Freeman, Robert Johnson, Laurie Nolan, Brian Bibbing, Mick Duggan, Iain Blackadder, Anthony Batchler.		Corporate Services Administration Officer: Sue Freeman Assistant Admin. Officer: Deb Venables Clerical Assistance: Erica Smith WH&S Officer: Riko Eguchi Honours/Awards: Krystyna Winslow Providore: Bloss Cleary Unit Meeting Supply: Bloss Cleary Data / Stats: Maureen Wheatley Supply: Margaret & Andrew Morrison Membership: Vacant, Erica Smith	
Unit Training Unit Training Officer: Ray McLeod Assistant Training Officer: Peter Dentrinos Training Systems Officer: Angela O'Dea, Jennifer Dunn Rescue Vessels Training Officer: Howard Faulks Assistant RV Training Officer: Paul Radford Course Presenters: Ray McLeod, Trevor Moxham, Ben van der Wijngaart, Riko Eguchi, Brad Polak. First Aid Presenters: Peter Dentrinos, Lisa Lodding		Facilities Facilities Officer: Grant Leddie Property Officer: Jim Ottoway Maintenance: Steve Chauncy, Harold Gibson, John Woodbridge, Alan Woodward Security: John Smith Cottage Manager: Vacant Curator: Bronwen McLeod Cottage Rosters: Alan Woodward Wedding Co-ordinator: Bloss Cleary Team: Lynn Gibson, Harold Gibson, John Smith Tours: Harold Gibson Tea Rooms Liaison: Grant Leddie	
		Contributions: are most welcome from all members. They should be accompanied by the author's name, address and phone number, and can be emailed to the editor at editor.portstephens@marinerescuensw.com.au Contributions are subject to review by the Executive Committee prior to publishing.	

OUR PRIMARY FOCUS

Volunteers Saving Lives on the Water

MARINE RESCUE NSW – PORT STEPHENS UNIT SERVICES PROVIDED



Category One Marine Search and Rescue Co-ordination Centre (SARCC). Located at the former Inner Light and now Heritage Site at Nelson Head, 32°42.632 S; 152°09.667 E (overlooking Shoal Bay and looking out through the entrance to Port Stephens). Accredited by the State Rescue Board.

Communications Centre, Nelson Head - VMR217. Operated by trained and qualified volunteers, 24 hours a day; 7 days a week; 365 days a year. Monitoring 27MHz, and VHF marine frequencies, emergency and calling channels.

Apart from radio coverage generally to the local boating community, the Communications Centre offers:

- Emergency support to vessels in trouble
- A Marine Radio Safety (MRS) service – Boat Register
- A checkpoint and radio coverage for recreational vessels transiting up and down the coastline adjacent to Port Stephens.
- Weather readings and local conditions observations and
- Current Bureau of Meteorology weather forecasts and tidal information. (These can be obtained by contacting the Comms Centre by phone or radio and are also offered in regular radio skeds).

Accredited Rescue Vessels : Available on a 24 hr. call-out basis, subject to Police tasking. (See 'Rescue Vessels' page).

Weather recording facility : Accredited by the Bureau of Meteorology. Regular reports on local conditions are electronically communicated to the Bureau, as well as to Radio, TV and Print media outlets in the local area.

Gift Shop : Marine Rescue Port Stephens operates a unique gift shop on the ground floor of the Marine Rescue Communications Centre at Nelson Head Reserve, Nelson Bay. The shop offers gifts with a nautical flavour and a range to suit every budget. Without income from the Gift Shop, the Unit would find it very difficult, if not near impossible, to operate. Open to the public, 7 days a week from 9am to 3pm.

Nelson Head Reserve: Marine Rescue Port Stephens Unit of which Marine Rescue NSW is the responsible entity to the State Government for upkeep of this Crown Land heritage precinct "Reserve".

A small museum is operated by volunteers and is open to the public, 7 days a week from 9am to 3pm.

A portion of the Historic Lighthouse Keepers Cottage is leased to a private operator "Inner Light Tea Rooms" for breakfast, lunch, morning and afternoon teas/coffee, from 8.30am to 3.00pm.

Wedding Ceremonies: Bookings can be made to hold weddings on the reserve (see Lighthouse Weddings page).

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UNIT COMMANDER'S REPORT

UNIT COMMANDER



Electrolysis Shock

If you work or play on the water, the last thing you want to hear as a boat owner, is that your vessel has a serious problem just before the busy holiday season.

That's what happened to us early last November. During a routine servicing our larger rescue vessel, the John Thompson (PS31), was found to have suffered extensive electrolytic corrosion in the turbo and oil coolers (see pic opposite).

We immediately engaged an expert in the field who confirmed the affected components could not be redeemed and that the damage was caused by excessive currents being generated by air heating coils in the diesel engines. Despite the boat and engines being only 6 years old, with just over 2,000 hours on the clock, no replacement parts were available or likely to be in the foreseeable future!

Fortunately, a pair of replacement engines were found in Australia and the race started to tune, transport and fit them to PS31 with all the associated controls and plumbing as quickly as possible.

Luckily also, HQ MRNSW could supply us a smaller loan boat in the interim, as getting PS31 back on the water in our peak period seemed a serious challenge.

Thanks to the extraordinary efforts of our Boats Officer Mark Kelly, Laurie Nolan and a super effort by Nelson Bay Marine, we managed to get the John Thompson back on the water with two new engines before Christmas. An outstanding effort all 'round. I know there was a lot of intense work to achieve such a rapid turn-around.

It was a very expensive exercise that set the unit back just short of \$200,000 by the time it was all over – lots of Bunnings BBQs!

I'm writing about our pre-Christmas woes firstly to express my thanks publicly to Matt O'Keefe and his crew at Nelson Bay Marine at Soldiers Point for the hard work and priority they afforded this major job.



Secondly, I thought it worth its weight as a cautionary tale about electrolysis on modern boats. The extent of the damage, despite excellent boat management practices, was a shock to most of us involved. The deterioration was totally hidden from regular external inspection. Certainly worth a thought for other boat owners.

While on the subject of boats, just before we received the aforementioned bad news, we got some good news. The work on the long awaited replacement for our 10 year old small rescue vessel, the Codi K II (PS30), had started at Yamba Welding and Engineering. We are getting a 10m Naiad replacement for our 8.5m Gemini WR-850. The planned delivery date of the new PS30 is May 2023. It will be a similar vessel to that used by Marine Rescue Port Jackson (pictured below).



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UNIT COMMANDER CONT'D

Logging On with the New Mobile App

Version 2 of the MRNSW mobile phone log-on app was released in November last year. While it still has some quirks and burrs that irritate our operators, and likely users, it is a major advance on V1.

It's easier to log on, has a number of new features and the terminology used is less likely to cause confusion. However, users should be aware of some points that ensure they get the best benefit from the app and give us here at Marine Rescue the best chance of helping promptly should you need it:

In your phone Settings, make sure you have 'location services' turned on for the app.

If you have the battery capacity, leave your phone on to 'ping' us your location every 30 mins (we won't tell your fishing mates, but it is very helpful to us particularly if you forget to log off or have an incapacitating accident)!

If you change your trip details (destination, estimated time of return, etc), please phone or radio us to let us know. Until we get our new voyage tracking system later this year, we don't get any alerts of these changes.

You will automatically be switched to V2 of the App if you have later than v6 of iOS on your iPhone or V2 on your Android. If your phone is older, it may no longer work well on V1 giving unreliable log-on and log-off information. I strongly suggest that if you are in that situation, a new phone might be in order or just use your radio or call our land-line on **4981 3585** to log on.

If you need more information on how to use the app, follow this link:

<https://www.marinerescuesw.com.au/wp-content/uploads/2022/07/NewMarineRescueAppRelease.pdf>

An important point to remember is that mobile phones are not an adequate substitute for radios in a marine environment – particularly offshore – they are unreliable, reliant on easily depleted batteries, subject to black spots and terrain blocking – not to mention drowning! They are also very limited in range depending on close available land antennas.

Always carry a radio – you must by law if you proceed two nautical miles or more offshore - and keep a listening watch on Channel 16.

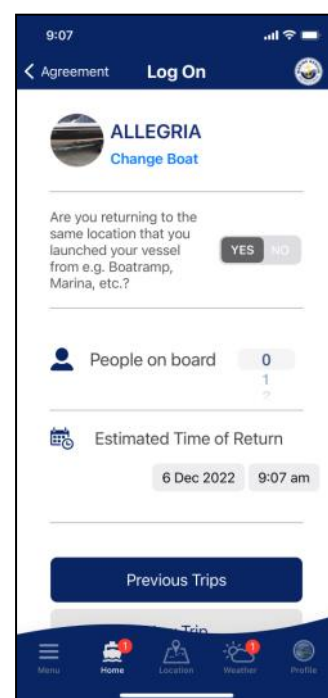
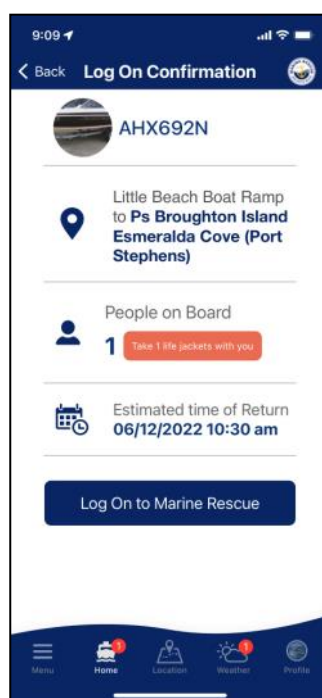
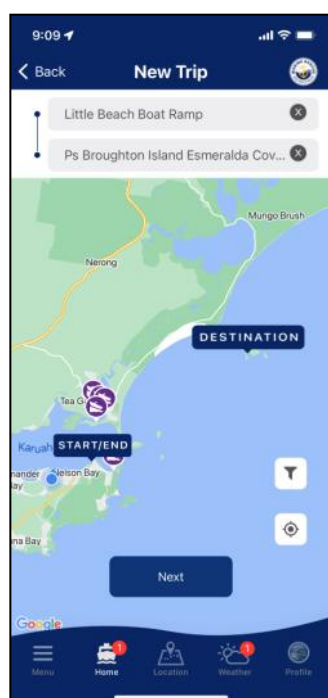
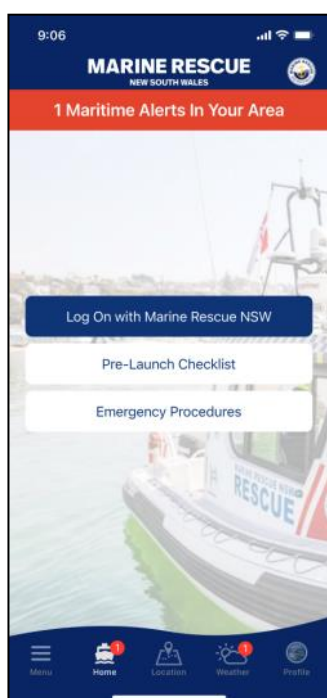
Setting up Location Services

iPhone: Go to **Settings > Privacy & Security > Location Services** and move the switch next to **Location Services** to the **On** position. This will display a list of Apps. Select the **MarineRescue** App in the list and select **Allow Location Access** as **Always**. Move the switch next to **Precise Location** to the **On** position.

Android: Go to **Settings > Apps** (sometimes called **Apps & Notifications**) > **MarineRescue > Permissions > Location** and move the switch next to **Location** to the **On** position.

Go to **Settings > Security & Location > Location > Mode** select the **Mode** to **"High Accuracy"**

Note: there may be some differences due to operating system versions, particularly with Android.





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UNIT COMMANDER CONT'D

Commissioner's Commendation for a Highly Respected Unit Member.

On 4 January, Deputy Commissioner and COO, Alex Barrell visited Port Stephens to present a rarely awarded Commissioner's Commendation to one of our most respected members, Tony O'Donnell.

Tony has been a volunteer with Marine Rescue Port Stephens for over 11 years and in that time has been Unit Commander, Operations Officer, Boat Crew, Watch Officer, among a range of other appointments and tasks he has taken on. He completed over 2700 hours on the rescue boats and over 2650 hours standing watch in the Unit's Communications Centre.

He managed the Unit through some very challenging times and he was also awarded a Commissioner's Citation for his role as Unit Commander during the 6/7 January 2016 Mayday operations.

Tony's knowledge and experience have helped many of our members and he provided an admirable example to others by always placing service above self.

This recognition of Tony's outstanding contribution to our Unit was witnessed by his wife Shayne, two of their sons, Chris and Mark as well as some of their grandchildren.

Ben van der Wijngaart
Unit Commander
Marine Rescue Port Stephens



L-R: Dep Comm Alex Barrell, Shayne and Tony O'Donnell, Unit Commander Ben van der Wijngaart



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DEPUTY UNIT COMMANDER

Deputy Unit Commander

You will read in the other reports of the huge workload undertaken at this time of the year by Marine Rescue Port Stephens but needless to say it was carried out smoothly by the Communications Centre and the rescue vessels. Well done by all involved.

It is also pertinent to mention those who contribute their time to the other important activities that help to keep the Unit operating. This includes the fund raising crew at the Club raffles, at Bunnings BBQs and especially at the sausage sizzle on Australia Day at Fly Point. Hot and bothered might describe the latter but a fantastic effort that topped up the coffers.

Constant fund raising is needed for such events as the unforeseen need to replace the engines in PS31, as reported elsewhere, but a busy holiday period also sees large fuel bills for the rescue vessels that not only assist those on the water but patrol the Bay, so that they are readily available for any distressed craft.

The Corporate Services group can't put their feet up or just lay on the beach during summer either. A very successful Information Night and Induction was held for those who wanted to come and join the Unit as a result of the contact with our Membership Officer and her helpers. Uniforms were ordered and tea and biscuits were supplied to the hungry crew by our Provedore.

Of course the Gift Shop Ladies patiently served our very important customers and the Cottage Guides explained to the visitors on Nelson Head the history and importance of the site.

Maintenance crews for both Nelson Head and the two vessels also continued their valuable work maintaining the readiness and safety of both the Base and PS30 and PS31.

As always the Treasurer "was in the counting house, counting all the money" (and paying the bills).

So the message is that it is not only at the operational end where our volunteers contribute to the success of our Unit but that it is a joint effort by all of the 165 members that make up Marine Rescue Port Stephens.

Colin Couper

DUC(k)



PS. Regretfully we have ceased our partnership with RFS when they went to a computerised system. Pictured is W/O Frank being presented by the Unit Commander with the laminated copy of the record of our final log calls which were taken by Frank. It concerned a car fire at 2:00 am(!) when he paged Neath and Central (Cessnock) RFS Brigades.



GIFT SHOP

Hello from the Gift Shop,

Once again, all systems are go in the Gift Shop. We are experiencing varying patterns of business at times - some high days and others bowing to the current budget restraints.

Most staff are back on deck after a busy holiday season. The shop will be having a spring clean on March 1, so a small band will do an early a.m. shift and be finished before opening time.

We have been fortunate enough to have 3 new ladies interested in joining the shop team, thank you ladies!



Our Shirley Clark has celebrated another wonderful milestone birthday...Happy Birthday Shirley!

Do pop in and see us soon.....

Sandra Scheuber,
Manager.





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OPERATIONS

This summer has been a particularly stressful period for Marine Rescue Port Stephens.

In early November, Port Stephens 31 (PS31), our largest rescue vessel, was programmed for its routine engine servicing requiring it to be placed in dry dock to complete the maintenance. During this servicing it was found that hidden away under the engine sea water cooling system was some corrosion that led to parts of the casing crumbling away.

As this area of the cooling system was hidden away it was not previously detected. The Unit commander has outlined in his column the extraordinary efforts involved in replacing both engines.



We received the new engines and controllers on 12 Dec 22 and the process of removing the old and installing the new commenced. After some further challenges with the install, the vessel was ready for sea trials on 22 Dec 22. During the sea trials the new engines started smoking which caused our engine bilge smoke alarms to activate. After investigation it was assessed the smoke may have been a result of an anti-corrosion product that was sprayed onto exposed metals pipes around the engines. Further sea trials were conducted up until 24 December 2022 with a fire alarm activation on every trip.

At this time, with Christmas Day around the corner and crew members departing to visit family and friends, it was decided to call PS31 non-operational until after the break. On 27 December 2022 a further sea trial was conducted and after several hours of running the smoke dissipated and the alarms ceased. We were now happy PS31 was ready to conduct rescues again.

After 2 months of work from the Executive, the Boat Manager and Nelson Bay Marine, who completed the engine change in near record time, PS31 was back on the water from a very unexpected engine failure.

To add further stress to the situation Port Stephens 30 (PS30), our smaller rescue vessel, suffered a propeller strike during a rescue at Broughton Island. This caused minor damage to one of the propeller blades.

The damage did not impact the performance of the propeller but was something that needed to be monitored and managed while PS31 was offline. The propeller damage has been repaired and both vessel are now fully operational.

The 2022 Christmas fireworks involved both PS31 and PS30. PS30 met the Fireworks barge at Little Beach Boat Ramp and towed the barge into a location off D'Albora Marina where it dropped two anchors to hold it in place. PS30 and PS31 then commenced a patrol around the perimeter to prevent any vessels entering the 200m

safety area around the barge. Once the display was over, PS30 reconnected the tow and towed the barge back to Little Beach Boat Ramp. All activities were completed without incident.

The New Year's Eve Fireworks went just as smoothly, thankfully, to the complete contrast to the previous New Year's Eve, which was rather frantic. Again, both vessels were meant to be involved in the event but just before we were due to depart the berth, PS31 was tasked to rescue a yacht that needed assistance offshore. In the meantime PS30 met the fireworks barge at Little Beach Boat Ramp and towed it into a position off D'Albora Marina. Just after setting the barge in position a MAYDAY was heard on CH16 with a vessel needing assistance at Broughton Island. As PS31 was already towing a vessel, PS30 responded immediately and commenced heading towards the port entrance. Before PS30 received clearance to proceed outside Nelson Bay, Water Police tasked PS30 to return to the barge as they were responding to the MAYDAY at Broughton Island. PS30 returned to the barge and recommenced the patrol



around the safety area. A few minutes later PS30 received another MAYDAY from a vessel that was being washed onto the rocks at Fly Point. PS30 responded immediately and was able to get the distressed vessel on tow before it was pushed onto the rocks. Once PS30 dropped their DV at Little Beach she returned to conduct the patrol around the barge until the Fireworks were complete. PS31 dropped the yacht on the mooring in Shoal Bay and the NBWP picked up their MAYDAY vessel and returned them to Port Stephens.

After the fireworks the barge was returned to Little Beach and all vessels returned to their berths.

Despite having our major rescue vessel offline for nearly 2 months, and the minor damage to the smaller rescue vessel, Marine Rescue Port Stephens Radio Room was involved in 105 reported incidents from 01 Nov 22 through to 31 Jan 23. Of those incidents our rescue vessels were able to respond to 34 on water rescue events throughout that period.

This fact shows the determination and professionalism of the organization to maintain Marine Rescue NSW's prime objective, ***Volunteers saving lives on the water.***

Mick Duggan

OPSO

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FUNDRAISING

January was a big month for us with a very busy Bunnings BBQ and a mammoth effort from a very large team of Volunteers who made the Australia Day food and promotional stand a huge success – we even picked up a few new members! The food sales were full on and at times the line of people stretched across the ground.

Fingal Club Sports club was also a big night - as well as selling the tickets we conducted the draw over the microphone which was a lot of fun.

During the Boat Ramp Promotional Day we handed out a lot of brochures and some advice which was very well received!



We will also have a stand at the Salamander Shopping Centre on two coming Thursdays (23rd March & 6th April) to promote Marine Rescue Port Stephens membership. Why not drop by and have a chat to our friendly folks in blue, buy a raffle ticket and ask about joining Marine Rescue? We are particularly looking for new members who can help in fundraising activities, our growing wedding business, the Gift Shop, the Museum and on ground maintenance. No prior experience required!



These are vital support roles without which we could not maintain our 24/7 communications watch or keep our rescue boats on the water. They also provide a great way to meet interesting people and be part of a great community of volunteers doing interesting work.

If you are not particularly interested in crewing a rescue boat or doing radio work, you can provide a valuable service to our community within the support activities we undertake. No harm in checking it out – or suggesting it to someone you know who needs to get out of the house occasionally!

Cheers

Peter Young

Seafood Raffle

Fridays
03.03.23 & 28.04.23

4.45—6.30pm



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Sundays

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RESCUES AND ASSISTS

Summer is a very busy season for Marine Rescue – here are only a few of the rescues and assists our crew completed.



A call came from a 13-year-old boy's grandfather requesting assistance for his grandson who had lost his motor from a little runabout at Bagnall's Beach. Cool calm and collected he rang his grandfather letting him know of his situation. He deployed his anchor and already had the life jacket on, so he was safe and secure. Once on scene crew Mick and Grant with quick line work, soon had the DV under tow. Robert set a course to Little Beach where the boys' father and grandfather were waiting. PS30 delivered both junior skipper and his vessel safe at Little Beach. They all waved goodbye and thanked Robert and his crew for their assistance today. This must have been a good 'show and tell' story when school started!



Another request for assistance was from a 6-metre cuddy cabin experiencing fuel issues 8nm east of Port Stephens Heads. There were 2 people on board. Once on scene crew Lisa and Peter with very slick line work soon had the DV under tow

whilst Skipper Robert and navigator Jeff set a smooth course for the safety of the Bay.



Even on Christmas Day the volunteers of Marine Rescue Port Stephens are here 24 hours a day, 7 days a week to save lives on the water.



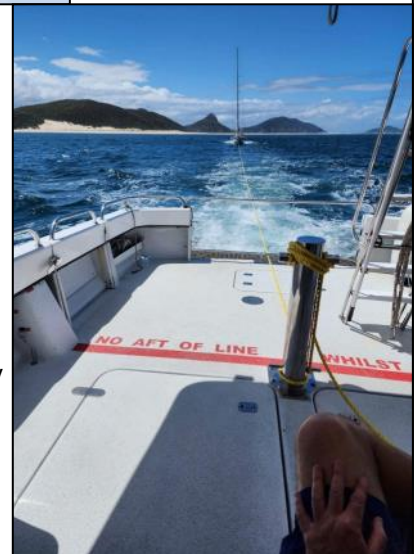
Over Christmas and Boxing Day we were busy with several assists, one near Tea Gardens having engine issues and needing a tow to Soldiers Point, another had to be towed from the Fish Farm, yet another from Legges Beach to Nerong.

What a start to the New Year for Marine Rescue Port Stephens. Over the first four days there had been over ten calls for assistance!



One summer afternoon's outing didn't go quite to plan for three adventurers out for a cruise around the bay. When they were unable to start their engine, a call was made to the Marine Rescue Port Stephens radio base for assistance. The vessel and passengers were safely dropped-off at Little Beach and they thanked all involved for their timely assistance.

On another day, Radio Base received a request for assistance from an 11m sail mono having engine issues at Fingal Bay. There were two adults and a child on board. Although a nice enough day, it was very tough going as the waters were very rough outside, 2-3 meters at times. The vessel was towed to the safety of Shoal Bay without incident.



All photos from MRPS FaceBook page.



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RESCUES AND ASSISTS



Later in the month we helped a stranded jetski on a sand bank near D'Albora Marina and towed it to Winda Whoppa.



Some rescues involve more than just a tow or an assist - one Saturday morning both our boats together with Lemon Tree Passage boat LT30 were conducting training in the Bay when Duty Skipper Anthony heard a Mayday relay over the emergency channel VHF 16. All training and the formal operational assessment of a crew member stopped and LT30, PS30 and PS31 headed to Soldiers Point Boat Ramp, where just outside the rock wall Port Stephens Dragon Boat had overturned with 18 people in the water.



In early January there was another tow job from Myall River to Nerong Pontoon.

With some help from members of the public both LT30 and PS31 managed to extract the crew out of the water. No injuries were sustained.



One of our frequent visits to Broughton Island was to help an 8-metre cabin runabout with engine issues at Looking Glass Bay. There were 3 people on board. The call came in to the Radio Base at 8.30am and by 10am PS31 had the boat safely at Little Beach Boat Ramp!



All persons and boat were delivered to Soldiers Point Boat Ramp where they were met by Port Stephens Water Police. To their credit, as soon as the Dragon Boat was righted and the crew dried off, they continued their training!



All photos from MRPS FaceBook page.

CENTURY 21 PARADISE WATERS—
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Inner Light Weddings

Hello Port Chatter Readers

2022 was a busy year with a total of 15 weddings and this year looks like being no different as there are fourteen weddings booked to date. November 2023 has seven weddings back-to-back and there are even two confirmed weddings for 2024! It will be all hands on deck - we clearly need more volunteers to help at this popular site!

A new addition to the wedding events is a specially designed information board advertising weddings, special events and occasions. New promotion business cards are also in the pipeline.

We were also very fortunate to have a round Arbour donated by the Port Stephens Marine Rescue Facilities Officer after the wedding of his daughter Amelia to James in October 2022.



Another wedding in December was that of Michelle and Ben.



It was a beautiful and intimate wedding with only the closest family and friends invited - (including a four-legged guest!)



After the wedding of Emily to Christopher in December 2022, Emily's parents kindly donated the plinth to Marine Rescue Weddings. The plinth was made by Emily's father - many thanks for the kind donation. Emily and James live in Canada so the logistics of planning the wedding were delegated to her mother Louise.

On the right is a photo of Emily in the Heritage Cottage.

The couple held their reception at the Shoal Bay Country Club.



For all enquiries please contact the Wedding Coordinator on 0490 226 399 or email weddings.portstephens@gmail.com

Photo by Jill Wellington

FROM THE HEADQUARTERS



Don't risk it: lifejackets save lives

Whenever you're heading out on the water, make sure everyone on board is wearing a lifejacket.

Lifejackets are mandatory for all MRNSW crew members and passengers on board our vessels. The reason is simple: lifejackets save lives but **any lifejacket can only save you if you're wearing it**. It's the simplest precaution you can take to protect yourself, your family and friends. An emergency can happen suddenly on the water. You could easily be incapacitated by a medical crisis or unable to reach your lifejacket if the boat is sinking.

A lifejacket won't ruin your day on the water but it can prevent it ending in tragedy.

Lives are lost in recreational boating emergencies every year but many of these victims could still be alive today if they had been wearing a lifejacket, especially in smaller, unstable vessels, which can easily capsize in rough conditions such as those on coastal bars.

Modern lifejackets come in a range of models, including jackets, vests, yoke or bag styles. They are more slim-fitting and comfortable than in the past and won't restrict your movement, whether you're boating, fishing or riding a jet ski. It is also safest to wear a lifejacket whenever and wherever you are rock fishing.

The choice of manual or automatic inflation will depend on what is most comfortable and what you are doing. An auto-inflating jacket will inflate as soon as the inflation mechanism gets wet, while a manual jacket's CO2 inflation is only activated by hand.

Auto-inflating lifejackets must be serviced every year or in accordance with the manufacturer's instructions.

NSW laws require lifejackets to be worn in many situations. For more information on NSW lifejacket laws visit

rms.nsw.gov.au/maritime/safety-rules/safety-equipment/lifejackets



Not many lifejackets look like this - if they do - it's time to get a new one!



There are even lifejackets for pets!



Photos from free downloads

Inner Light Weddings Nelson Head



What an amazing backdrop for incredible memories!

Tomaree and Yacaaba Headlands together with Port Stephens waters form a unique and amazing backdrop for your wedding ceremony.



Let us prepare the perfect venue for you and your guests.

You are able to style your wedding as little or as much as you wish utilising the items listed in our brochure, including set up by our volunteers, at no extra cost.



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Prepare in the Charming Lightkeeper's cottage. Then make your grand entrance from this Heritage building.

For all wedding ceremony enquiries and to receive a copy of our information brochure, please contact:

Wedding Co-Ordinator

Mobile 0490 226 399

Email

weddings.portstephens@gmail.com

MARINE RESCUE NSW PORT STEPHENS RESCUE VESSELS CURRENTLY IN SERVICE

The unit currently has two purpose built, specialised rescue vessels, crewed by motivated and trained volunteers who can be called upon at anytime, day or night, to head to the assistance of those who call.

A response time of 20 mins or less is estimated from alert to heading to sea. Our vessels boast a comprehensive inventory of the latest navigation, communication, safety and rescue technologies on board.

PORT STEPHENS RESCUE VESSEL *PORT STEPHENS 31*

JOHN THOMPSON



Specifications

Make / Model:	Steber International 38' - Category 3 SAR Vessel
Length:	11.46m (38ft)
Beam:	3.84m (12.6ft)
Displacement:	11.6 tonne
Draft:	1m
Fuel:	1350L
Engines:	Twin 420hp Yanmar diesel
Top Speed:	30kn
Crew:	Operational - normally 4
VHF:	Sailor 6222
Radar:	Raymarine Q24C Doppler
MFD's (Multifunction Display):	Raymarine Axiom 9 and 5 x Raymarine Axiom Pro 12 Hybrid Touch
AIS:	Raymarine AIS950
RDF:	Taiyo
27Mhz:	GME GX400B
DCN:	Tait TM9300

Rescue Vessel Port Stephens 31 John Thompson was built by Steber International, Taree, NSW and completed in May 2016. Her single hull is made of glass-reinforced plastic.

Port Stephens 31 is fitted with state-of-the-art radar, direction finding and navigation equipment as well as forward looking infra red search equipment.

John Thompson has been prepared to Marine Rescue NSW specifications with minor customisation at the request of Port Stephens Unit and is capable of covering Port Stephens and anywhere along the coast for example Broughton Island, Seal Rocks and 30nm out to sea or further if tasked by MACSAR.

**PORT STEPHENS RESCUE VESSEL *PORT STEPHENS 30*
*CODI-K II***



Specifications:

Make / Model:	Gemini WR-850
Type:	Rigid-Hull Inflatable (RHIB)
Length:	8.5m
Beam:	2.8m
Engines: -	2 x Suzuki four-stroke Outboards 200hp each (150kW)
Fuel Capacity:	2 x 200 litre tanks
Fuel Consumption:	Cruising speed - 50 litres / hour
Displacement:	3.2 tonnes
Survey:	2C
Crew:	4 operational
Speed:	Top speed around 40 knots. Cruising speed 25 to 30 knots.

Rescue Vessel *Port Stephens 30 Codi-K II* was manufactured in South Africa, prepared by Britton Marine of Taren Point NSW, and completed in February 2012. Her single hull is made of glass-reinforced plastic with alloy longitudinal keel reinforcement and her cabin is glass-reinforced plastic. She boasts among her electronic equipment a Raymarine Radar/Plotter, Furuno AIS Class-A and FLIR Thermal Night Vision System.

Codi-K II has been prepared to Port Stephens Unit specifications in consultation with Marine Rescue NSW, and is capable of covering all of the areas of Port Stephens; ie, the Myall River system, Karuah River, and the other shallow areas of our waterways, as well as outside waters as required.



Our service to Port Stephens 2005-31st January 2023

People saved/ assisted	7,339
Rescues and assists	3,415
Rescue Crew volunteer hours	7,734+
Radio Base volunteer hours	348,987+
Radio calls made/received	338,157
Telephone calls made/received	337,746

Every day, Marine Rescue Port Stephens Members give more than 60 volunteer hours to serve our community.



MARINE RESCUE NSW
Volunteers saving lives on the water

Join our team!

Volunteer with Marine Rescue NSW

For details on how you can make a difference & to apply, visit
mrnsw.com.au/become-a-volunteer today

APPRECIATION



Contributors to this issue of *Port Chatter*:

Ben van der Wijngaart, Colin Couper, Mick Duggan, Murray O'Dea (MRPS Facebook), Sandra Scheuber, Bloss Cleary, and Peter Young. You too can become a contributor and you will be most welcome! See inside front cover.

Distributors of the *Port Chatter*: This Quarterly newsletter does not arrive in your letter-box via the tooth fairy. The following people volunteer their time in making deliveries. Distribution Co-Ordinator: Ross Debenham, Elizabeth Francis, Maureen Wheatley, Peter Merlino and Marian Chappell.

Advertisers in *Port Chatter*: The following advertisements help support the unit and the production of the Port Chatter quarterly newsletter.

Please show your appreciation by giving them your custom.

Community Clubs		Fingal Bay Sports Club
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		Shoal Bay Pharmacy
		Terry White Chemart Pharmacy, Nelson Bay
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	Boating Sales and Repairs	Nelson Bay Outboard Services
	Fishing Supplies	Duff's Salamander Bait & Tackle (at Coles Express)
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Windscreen Repairs		Novus Autoglass Shop
Real Estate		Century 21 Paradise Waters, Nelson Bay
Restaurants and Cafes		Inner Light Tea Rooms, Nelson Head
		Jetty Gelato Shoal Bay
Radio Station		Port Stephens FM 100.9





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Volunteers saving lives on the water

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((•)) VHF Channel 16



MarineRescue App

It's quick, simple & free. Just tell us:

- Your boat registration
- Your mobile phone number
- Number of people on board
- Where you're heading
- When you plan to return

We'll stand watch. If you don't Log Off as planned, our volunteers will start searching for you.

Log On whenever you're heading out on the water and Log Off when you return. We'll stand watch. If you don't Log Off as planned, our volunteers will start searching for you.

To Log On, call Marine Rescue Port Stephens on VHF Channel 16 or use the free Marine Rescue App. You can download the App at the App Store for Apple devices or Google Play for Androids.



You can always Log On, whether you're out for a morning's fishing, a day trip around your local area or cruising along the coastline. And it doesn't matter if you're on a tinnie, a cruiser, a yacht, a kayak, a canoe or a jet ski.

When you Log On via, our radio operator will ask you for some basic information about your vessel, your destination and contacts.

You'll enter the same details on your smartphone or other device if you're using the Marine Rescue app.

If you don't Log Off, this information will help us find you, whether you've simply forgotten to Log Off when you returned to shore or you're caught in an emergency and need help fast.

Tell us:

- Your boat registration number
- Where you're leaving from
- Where you're heading
- What time you plan to return
- The number of people on board
- Your mobile phone number

If the fish are biting and you decide to stay out longer, simply call Marine Rescue Port Stephens on VHF Ch 16 or use the Marine Rescue App to update your arrival time.

Remember to Log Off when you're back on shore. If you haven't let us know you're back safely, we'll start to look for you. We'll try calling you first up, just in case you've forgotten to Log Off and headed home with your catch. That's the best outcome. If we get no answer, we'll step up the response.

When you Log On via the App, choose the live safety tracking option so your position is updated in our vessel tracking system every 30 minutes. This means that in an emergency, our rescue crews will have a starting point for a search operation, based on your last known position, saving valuable time when minutes can mean the difference between life and death.

Skeds

If you're travelling along the coastline, we encourage you to establish a voyage plan with Marine Rescue Port Stephens and an offshore tracking schedule for you to check in (to 'sked') with our bases along your route. This lets us know that you're travelling safely, on schedule and not in need of emergency help. We'll keep track of your progress until you safely arrive at your destination in NSW or we hand you over to the marine rescue service in the next State if you're travelling further north or south.

Volunteers saving lives on the water