



# Boat Talk

VMR Brisbane's Monthly Newsletter



Above: Sandgate 1's shed has been named the Tony Lloyd Boat Shed to recognise the significant contribution Tony made to VMRB.

## Around the Rigging

Welcome to our new Members. We look forward to seeing you around the base.

0

### ACTIVE CREW

4

### FULL MEMBERS

Shane Brown  
Rodney Gordon  
Scott Munro  
Wayne Sutcliffe

20

### WATERSIDE ASSIST

Nick Bentley	Antonio Botor
Grant Bromley	David Carman
Shaun Chequer	Jason Costello
Jason Ernst	William Forbes
Glenn Kennedy	Nicolas Mauranyapin
Andrew McDonald	Nguyen Pham
Davide Quarta	John Robinson
Matthew Service	Scott Simonds
Darron Stanton	Darren Sydenham
Chien-Yao Wang	Ramsey Zeneldin

## DATES TO REMEMBER

### SYC OPEN DAY

Sunday, 6<sup>th</sup> September, 2020

### FOOD TRUCKS EVENT

Sunday, 20<sup>th</sup> September, 2020  
11.00 am to 3.00 pm

### VMRB ANNUAL GENERAL MEETING

Tuesday, 22<sup>nd</sup> September, 2020 at 7.30 pm

Life continues to evolve around the Coronavirus and the following community events in which VMRB volunteers are normally involved have been cancelled:

- Bribie Expo
- Einbunpin Festival
- Riverfire

It is sad these events won't be going ahead because they do cater to crowds who enjoy the experiences and the first two give us opportunities to spread information about water safety and our squadron.

Other casualties are the fund-raising elements for us from running the bar at the monthly Food Trucks Events and the Sandgate Yacht Club Open Day will be a much quieter affair because of the limit of numbers together.

It's such a change to relate a positive experience from a boat sinking. On page 5, read what happened when Coast Guard Mooloolaba received a radio call for help.

Most readers will know about tides and how their boating is affected. However you may find something additional on page 7.

Other people on the water have experiences they would prefer to avoid. Piracy on the high seas is the subject on page 6.

Our AGM is due to be held on 22<sup>nd</sup> September and we have included the Notice of Meeting and Proxy Forms again, on pages 8 and 9. The Agenda for the AGM is on pages 10 and 11. However we are still awaiting advice on whether the AGM can go ahead as usual so keep an eye on our Facebook page for any updates.

Editor Deidre



Have you liked our VMR Brisbane Facebook Page? Stay up-to-date With all the latest VMR Brisbane news, photos and events! [@VMR Brisbane](https://www.facebook.com/VMRBrisbane)

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## President's Report

Welcome to our new Members and a big Thank You to all the Volunteers who keep VMR Brisbane ticking along.

Just as we were picking up the pace and taking advantage of practical gatherings, the reins have been pulled in so our meetings and training will change again. First cab off the rank is the Sandgate Yacht Club's Open Day on 6<sup>th</sup> September which will be a much quieter event than is traditionally the case. Next the Food Trucks Event on 20<sup>th</sup> September will still go ahead but our planned re-introduction of the bar will not happen. Our AGM is also going to be severely restricted so keep a lookout for any notices giving change of advice. Obviously hiring of our Venue has been put on hold as well and we are engaging an event risk management professional for advice on what we can and cannot do.

It's not all doom and gloom though, as it is heartening to see people applying to become Active Boat Crew Members but we should explain there are a few reasons for putting a hold on that level of membership at the moment. We can only have so many Volunteers on our Vessels and currently we have limited training abilities which can make it difficult to keep advancing in training.

People are still able to do some training on line and I am pleased to announce that last month Ben Gillespie and Noel Luxton were both appointed Senior Coxswains. This is a small way that VMR Brisbane recognises the efforts of our Volunteers. Well done to Ben and Noel and a big Thank You to both. We do however have shore-based volunteer positions that always need filling.

And with the AGM (hopefully) going ahead in September there is always an opportunity to come on board and help keep things ticking along.

There is progress on our Aquatic Activities Access Area with Soil Testing completed and Surveying to commence shortly to determine the design and direction to be taken.

As you will see on the front page, our Boat Shed has been named the Tony Lloyd Boat Shed. Perhaps one day soon we will be able to store our boat back in there again!

The Poly Va'a-Alo Outrigger Canoe Club has been enthusiastically building their membership and upskilling their crews for competitions as well as refurbishing their canoes – see page 4.

Everyone please stay safe out there, follow the guidelines and recommendations and hopefully we can get on top of these challenges and get back to a more normal lifestyle sooner rather than later.

Safe Boating

Thomas Grice, President, VMR Brisbane.

## September 2020 Crew Roster

Sat 5	Foxtrot	Sun 6	Tango
Sat 12	Alpha	Sun 13	November
Sat 19	Bravo	Sun 20	Papa
Sat 26	Charlie	Sun 27	Quebec

## October 2020 Crew Roster

Sat 3	Foxtrot	Sun 4	Sierra
Mon 5	Delta		
Sat 10	Alpha	Sun 11	Tango
Sat 17	Bravo	Sun 18	November
Sat 24	Charlie	Sun 25	Papa
Sat 31	Delta		

## Sailing Home to Australia

Have you been dreaming about life on the high seas? The Australian Govt has some words of wisdom to any of our residents hoping to return by sea!

### “COVID-19: Travelling to Australia by yacht or small craft

If you're planning to sail your yacht or small craft back to Australia, carefully consider the risks to your personal health and safety and that of your crew members from COVID-19 and related restrictions.

- Many countries have closed their borders, including Pacific island countries, and restricted access to their ports.
- You may not be able to refuel or restock your supplies enroute.
- It is your responsibility to check on what arrangements will be in place for your arrival in any waters or ports. It is not the responsibility of the Australian Government to negotiate access on your behalf or facilitate your journey.
- If you do sail into Australian waters:
  - note that only Australian citizens, residents and immediate family members can enter Australia
  - all crew must be isolated in mandatory quarantine accommodation for 14 days on arrival
  - you must provide arrival information in advance.

At this time, we recommend you either moor your boat and stay where you are, or if you wish to come home and flights are available, store your boat and fly back to Australia. We do not know when other countries will reopen their borders and ease restrictions. Don't take the risk by attempting to sail back – stay in place or fly home!”

<https://www.smartraveller.gov.au/before-you-go/getting-around/boat-travel>

## Groups of VMRB

Our Association is made up of the following clubs. Please click on the logo to find out more details



## Activations

### AUGUST

6<sup>th</sup> - Callout to tow a 6m powerboat with 1 POB from Bramble Bay to Sandgate Yacht Club.

8<sup>th</sup> - Tow a disabled 4.5m powerboat with 3 POB from Bramble Bay to Shorncliffe.

8<sup>th</sup> - Jumpstart a 6m powerboat with 4 POB at Woody Point.

16<sup>th</sup> - Callout to tow a disabled 4m powerboat with 2 POB from the Pine River to the Barungwara boat ramp.

14<sup>th</sup> - Callout with Paul, Nino, Shane, Nathaniel, Reece and Kayla for a five-hour search for a missing jetskier off Deception Bay. Crews from Water Police, VMR Bribie and Brisbane, CG Redcliffe, fixed wing from Cairns and helicopter. Foghorns and lights imperative as almost impossible to see anything due to thick fog. Jetskier found safe and well by others.

18<sup>th</sup> - Tow a disabled 6m powerboat with 2 POB from Mud Island to Pelican Park.

22<sup>nd</sup> - Tow a disabled 6.5m powerboat with 3 POB from the Brisbane River to the Whyte Island boat ramp.

30<sup>th</sup> - "We had a gang buster day on Sunday. Glenn Philip (Acting UTC) joined us early on Sunday to run several of Sierra crew through their paces with exams and practicals. Glenn's increasing involvement in the training program has helped lift crew morale and engagement with our training program. Thanks Glenn.

We put two boats on the water: Sandgate 1 and Sandgate 2. The day started with S1 being used for the practicals with S2 shadowing the early stages. Around 13:00 we received a request to tow a 6m



## ACTIVE CREW ANNIVERSARY

Congratulations and thank you to the following crew members who volunteered more than 5 years ago and who joined in August.

Dean Steinback	2005	15 years
Ben Gillespie	2012	8 years
Noel Luxton	2012	8 years
Damien Lynch	2015	5 years

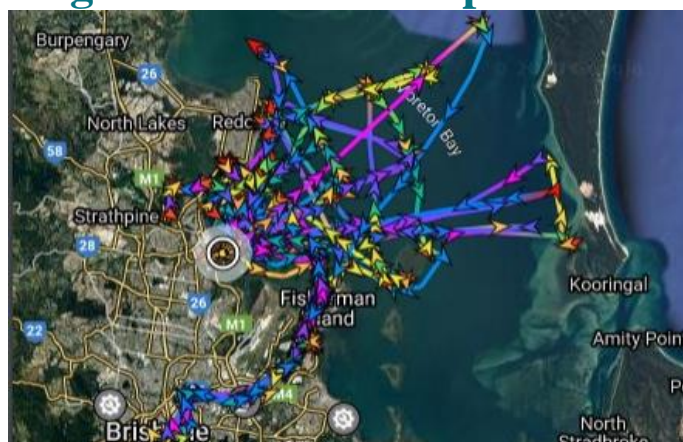
powerboat with engine trouble and 2 POB from the Sandhills to Cabbage Tree Creek. With only a light SE breeze, S1 made excellent time and it was an uneventful return trip with the grateful crew of the stricken vessel were appreciative of our professional handling of the rescue.

We then headed to Whyte Island to refuel, S1 mindful that we had been pre-warned of a possible request to assist a 10m sailing vessel with motor trouble to navigate CTC upstream to its mooring. We took the vessel under tow approx 5 nm from the mouth of CTC. It was a heavy vessel so our speed was restricted to no more than 6 knots. Controlling the heavy rafted vessel with an incoming tide proved problematic with the situation complicated by the narrow entry to the vessel's pontoon that was ringed by other (expensive) vessels." (Neil)

31<sup>st</sup> - Callout with Darren, Ross and Col to tow a disabled 5.7m aluminium half cabin powerboat with 3 POB from Tangalooma to Whyte Island boat ramp.



## August Activation Map



Thank you to all the crews who are able to assist with any activations and who are on standby. We really appreciate receiving activation details and photos to help promote VMR Brisbane. Also we are grateful for the skipper's reports as they add colour to the actual rescue details. Please email any information through to [editor@vmrbrisbane.com.au](mailto:editor@vmrbrisbane.com.au) and also to [social.media@vmrbrisbane.com.au](mailto:social.media@vmrbrisbane.com.au).

## August in Summary

Activations:	30
Fuel Used:	2,614
People Assisted:	20

## Food Truck Event

As advised previously, we have a different arrangement with some new trucks under the Brisbane Food Truck Pop Ups banner. There was a bit of a hiccup with the August event as it didn't happen as planned on 16<sup>th</sup> August but, just to be different, it was on the fourth Sunday which was 23<sup>rd</sup> August. As new crowd restrictions were introduced, it meant Sierra Crew were not able to open the bar.

We will be continuing our winter schedule of the third Sunday lunchtime and in September we are originally hoped that Tango Crew would be on hand to serve drinks at the bar including boutique beers provided by the [All Inn Brewing Co.](#) However, although this appears most unlikely at the moment, make a note in your diary for Sunday, 20<sup>th</sup> September from 11 am to 3 pm. for a social distancing lunch (take-away style) at VMR Brisbane.

## Poly Va'a-Alo Outrigger Update

The Poly Va'a-Alo Outriggers have been powering ahead. On 9<sup>th</sup> August they held a coaching session run by a professional outrigger coach Peter Dorries. It's part of the club's program to improve the competitive paddling aspects of the members, i.e. turn them into better paddlers. They will be running similar sessions with Pete later in the year.



A women's coach has been appointed. Estelle Carnes will be the coach supported by Raelene Jose. They are both senior experienced paddlers with a focus on building the women's squad and crews into more competitive teams alongside Frank, Eddie and Steve.

After storing their canoes in the new undercover area, work has been going on apace with refurbishment of the last of the canoes underway. Their 12-year-old trailer has had some much needed major maintenance and modifications.

So now it is full speed ahead with practising for competitions while keeping fit and having fun. The next big competition will be at Noosa on 12<sup>th</sup> September. Good luck everyone!

## No More Brisbane River !

It can take hundreds of millions of years for a creek to become a river, but, if you checked Google Maps early in August you would have seen that the 344km Brisbane River became a creek overnight.



Thirteen-year-old Aidan Ameer of Bardon spends much of his time poring over maps. "Mistakes in Google Maps have always bothered him and he likes to report them to Google to make things more accurate," Aidan's father Ismaan Ameer told ABC Radio Brisbane.

The family live by a creek that was listed as the Brisbane River, so naturally Aidan set about trying to get it corrected. A few months later he noticed that the creek next to him was now called Ithaca Creek, which was good and he was really happy about that. However it also resulted in all connecting waterways from Somerset Dam to Moreton Bay being renamed Ithaca Creek!

Google has now corrected that glitch but several other waterways are still labelled erroneously.

*The Brisbane River has its headwaters in the Brisbane Range about 25 km north-east of Nanango and 140 kms from central Brisbane. It has numerous tributaries, principally: the Stanley River, beginning near Maleny; Cooyar Creek, beginning at Cooyar, along with a host of minor streams running off the Blackbutt Range; the Lockyer Creek, beginning down the range from Toowoomba; the Bremer River, which rises just east of Cunningham's Gap; the Warrill and Purga Creeks, from near Kalbar and the New South Wales border (Mt Barney) respectively; and the small urban creeks comprising the Enoggera, Oxley, Bulimba and Norman. The river and its tributaries drain 13,500 sq km. About half the catchment is below the Stanley River.*

## Sandgate Yacht Club Open Day

The SYC committee has been working in the background planning the upcoming sailing season. While the challenges facing us continue and the future of holding events is still uncertain, we have scheduled the 2020/2021 season and distributed these to members as well as the Club's website and Facebook page.

The first event of the season is the Opening Day and Blessing of the Fleet. This year the event will go ahead but with some changes on September 6. Everyone is (socially-distantly) welcome.

## Coast Guard Mooloolaba

It started badly but became a good news story. After reading the report from Coast Guard Mooloolaba (below), see the many reasons why there was a favourable ending to a call for help on 23<sup>rd</sup> August.

“Mayday - We're Sinking

This was the first call picked up by our Radio Operators yesterday afternoon. On replying and asking for a position, all the vessel was able to say was “26 degrees 39 minutes”, before the radio went dead.

Our Blue Sunday Crew was at the Base and so were directed to get underway ASAP and head out on that Latitude to search for survivors. After heading out past Pt Cartwright the crew, with skippers Ray and Steve aboard, received a call from the Water Police that an EPIRB had been activated and so the full position was now known.

We had a vessel on our Radio Log that had indicated they were going to approximately the EPIRB position to fish and so it was possible that this vessel was the one that had sunk. On arriving at the location, a search was commenced and the two men, wearing inflatable lifejackets and clinging to an esky, were spotted by the crew and retrieved from the water. They were given dry clothes and blankets and brought back to Mooloolaba and checked by the paramedics.



As it turned out, this was the boat that we had on our Log and he had actually joined as a Marine Assist Supporter and logged on that morning, so now we knew there were only two people on board.

As far as we know, both are feeling better today and appreciated our help so much that the skipper came in this afternoon and made a donation to QF6 and left some beer for the crew. It's great to be appreciated, so thanks a lot.

A great result for everyone involved and a fantastic effort by our crew.”

### What did these fishermen do right?

1. They joined Waterside Assist before going boating and carried an EPIRB.
2. They logged on before going fishing.
3. They knew their location and used their radio.
4. They donned their lifejackets.
5. They activated their EPIRB.
6. As a bonus, they showed their appreciation to their rescuers in spite of losing their vessel!

## Bracken Ridge Fire Station

President Thomas and Secretary David attended the opening of the new Bracken Ridge Fire Station on 18<sup>th</sup> August. The station is next to the Sandgate Ambulance Station on Bracken Ridge Road and was built at a cost of \$7 million. It can accommodate up to 40 staff and three appliances. Bracken Ridge Fire Station was opened 50 years from the time Sandgate Fire Station which it replaced was opened.



## Current Thinking?



“Our boat is fine and we’re not stranded. We just don’t want to go back to that crazy world.”

## Piracy

You don't hear much about piracy (except in movies like 'Captain Phillips') but don't think it has become less frequent in recent years.

Violent attacks against ships and their crews rose by 20 percent in the first half of 2020 according to a mid-year update from the ICC International Maritime Bureau. While the report reviews incidents in the Singapore Straits, Indonesia, Latin and South America, the Gulf of Guinea off West Africa is cited as being the most dangerous for commercial shipping with an increasing number and more brazen attacks further out to sea.

In total, IMB's Piracy Reporting Centre (PRC) recorded 98 incidents of piracy and armed robbery in the first half of 2020, up from 78 in the first half of 2019. A total of 77 seafarers have been taken hostage or kidnapped for ransom since January with the Gulf of Guinea accounting for over 90 percent of the maritime kidnappings worldwide.

Detailing the different types of piracy and armed robbery against ships in the first half of 2020, the report says vessels were boarded a total of 81 times. Also, there were 10 attempted attacks and six instances during which a vessel was fired upon.



Geographically, the IMB reports that 49 crew members have been kidnapped for ransom in the Gulf of Guinea, being held for up to six weeks. Further, the number of kidnappings is increasing in the region with 32 crew kidnapped in the past three months. The assaults are also happening further out to sea; 2/3rds of the attacks were between 20 and 130 nm from the coastline in the Gulf of Guinea.

Speculation is that the perpetrators are being supported by a larger mother vessel, allowing them to sustain deep offshore operations beyond state counter-piracy efforts, using speedboats. In July the 11,321 DWT Liberian-flagged product tanker *Curacao Trader* was boarded 244 nautical miles south Cotonou, Benin, and south-southwest of Nigeria. The vessel departed Lome in Togo sailing south when it was approached by 8 armed individuals who boarded the product tanker. Apparently, 15 Russian and Ukrainian seafarers have been kidnapped. Their ship was later reported drifting with its status on AIS showing as "Not under Command."

This was the third incident reported for the month of July in the Gulf of Guinea with 5 crew members kidnapped from the general cargo vessel *Kota Budi*. Nine were also kidnapped from the FPSO *Sendje Berge* in the oil fields off Nigeria.

On July 24 the Mexican-flagged offshore supply vessel the *Natalie* was boarded. The incident took place overnight with the vessel boarded under the cover of darkness. At the time of the attack, the supply vessel was approximately 12 nautical miles northeast of Coatzacoalcos, Mexico.

The report says that the crew were subjected to a violent armed boarding and robbery of personal belongings but it is unknown if the crew was kidnapped or injured nor if any of the cargo aboard the ship was stolen.

This area near Mexico has come under increasing attack with a broad range of vessels, including other supply ships, oil platforms, fishing vessels and other commercial ships, all having been targeted.

The Singapore Straits also saw 11 incidents in the first half of 2020. However, most of the assaults in this region are cited as opportunistic, low-level attacks that are aborted once an alarm is sounded. Attacks in Indonesian anchorages and waterways however have also doubled in 2020.

The number of piracy and armed robbery incidents reported in Asian waters by Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (RECAAP) has doubled in the first half of 2020 compared to last year. There were 51 incidents reported from January to June this year compared with 28 for the same period in 2019. Items stolen include engine spares, scrap metal and steel construction material on barges.

The IMB says that these attacks are further adding to hardships faced by seafarers, many of whom have been working beyond their contract periods unable to return home due to the travel restrictions, resulting from the global public health emergency.

Criminals, insurgents and other groups see opportunities to raise money for their land-based battles by stealing from passing ships. For instance, militant groups in Nigeria siphon oil off tanker ships and resell it on the black market.

The sea robbers seem to have had detailed advance knowledge of the ship's cargo, as well as its course and the personnel on board. Those are clues that the pirates planned the attack, likely with help from the crew or others with specific information about the ship. That sort of insider information is relatively rare in pirate attacks in general, but is common when pirates go after large cargo vessels and tanker ships, as happens in about 1/3rd of pirate attacks.

COVID-19 may make it harder for crews to protect ships as well. Most merchant vessel crews are already stretched thin. If crew members get sick, restrictions on travel prevent their replacements from meeting the ship in whatever port it's in.

(Reports of incidents are collated from designated government agencies of ReCAAP's 20 member states, which include Singapore, India, the Philippines, Japan, Australia and the United States.)

<https://www.maritime-executive.com/article>

## Tides

**So do you know all about tides? Tidal range varies dramatically around our coastline - averaging from less than a metre in southwest Australia to a whopping 11 metres in the northwest.**

There is some debate on how much difference there is between the tides at the mouth of Cabbage Tree Creek and the Brisbane Bar. Consensus of opinion seems to be that Shorncliffe is 15 minutes before the tides recorded at the Brisbane Bar.

Because the Earth rotates through two tidal "bulges" every lunar day, coastal areas experience two high and two low tides every 24 hours and 50 minutes. High tides occur 12 hours and 25 minutes apart. It takes six hours and 12.5 minutes for the water at the shore to go from high to low, or from low to high.

Summer tides are higher than winter tides because of several factors, such as the difference between summer and winter water temperatures; rainfall and seasonal changes in air temperature; and wind. (For example, cold water takes up less volume than warm water, so the tides in winter are lower.)

So it follows that tides are higher when the earth is closest or furthest from the sun. Thus the highest daytime tides are at new moon in early January when the earth is closest to the sun (*perihelion*) and the highest night time tides are at full moon in July when the earth is furthest from the sun (*aphelion*).

As we know the position of the Moon and the Sun very accurately, we are able to compute the tides many years ahead (or into the past).

A king tide is an especially high spring tide, especially the perigean spring tides which occur three or four times a year (*when the moon is closest to the earth*). The expression originated in Australia, New Zealand and other Pacific nations to describe especially high tides that occur infrequently.

Moderate tides known as neap tides, mean that high tides are a little lower and low tides are a little higher than average. Neap tides occur during the first and third quarter moon, when the moon appears "half full."

A riptide appears as a noticeable break in the pattern of the waves — the water often looks flat at the rip, in contrast to the lines of breaking waves on either side of the rip. The surface can look like a "river" of foam because the current is carrying foam from the surf out to open water. A common perception is that rip currents pull swimmers underwater; in reality, they're strong, narrow currents that flow away from the beach. Rip currents usually develop close to the shoreline in very shallow water around a metre deep — just where beach bathers are usually found.

The most common method for measuring sea level in Australia is with what is called a radar sensor. The radar uses microwave pulses to determine the distance from the sensor to the average water surface. The tide usually travels much faster on the mid-tide and incoming tides tend to bring larger waves. But for those fishermen on low rocks next to the sea, it can

potentially cut you off from the shore - or expose you to breaking waves.

Over many hours, fishermen may be unaware of the slowly changing water level of the tide and how this affects wave behaviour. As the tide drops, waves may begin to break more frequently in front of where you are fishing as the water becomes shallower, whereas a rising tide may make the waves surge onto the rock platform all of a sudden.

There are many factors that influence the waves, which can spring a surprise on the unsuspecting angler. It always pays not only to check the weather forecast but the tides and local sea conditions before you pick your fishing spot.

For surfers, some spots are best when the tide is full on high or low (depending on the spot). However, too high of a tide for most spots will swamp the surf out (flat/slow/mushy), with the waves breaking more onto themselves rather than top to bottom.

In other words, it seems that if the tide is too high and rising, each successive wave will push higher, while if the tide is high and falling, the energy in the waves will decrease with each wave. As the tide approaches low tide, the waves will be less powerful and flat.

Anything over 10 seconds for a swell period indicates a good quality swell that will march towards the beach in 'corduroy lines'. Fewer than 8 seconds and the waves will be disjointed and broken up. Over 15 seconds and the swell should be powerful.

The tidal range varies around the Australian coast. From the western end of Arnhem Land to the Torres Strait, the range is about 3 metres and in Darwin the range can be between 7 and 9 metres. Western Australia has the largest tidal range from almost 11m in Collier Bay to less than a metre at Geraldton!

The king of all Australian tides occurs near the town of Derby in King Sound, in north-west Australia, at the end of March and again at the end of April each year. Derby's tides at the Horizontal Falls can reach up to 11.8 m, and are the second biggest tides in the world. (The largest, clocked at 16.3 m at some times of the year, occur in the Bay of Fundy, Nova Scotia).



There is always someone who wonders where the water goes at low tide. At low tide, the gravitational pull of the moon on the earth makes it look like the water is moving away from the shore. The water just becomes 'deeper' at another point of the ocean further out to sea.

And, finally, the 'climate changers' are concerned about water levels rising. Over time, sea level rise is raising the height of tidal systems. Average daily water levels are rising along with the oceans. As a result, it appears that high tides are reaching higher and extending further inland than in the past..



## Volunteer Marine Rescue Brisbane Inc

### Providing a Safer Environment for our Community

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## NOTICE OF ANNUAL GENERAL MEETING

Financial members of Volunteer Marine Rescue Brisbane Inc. are hereby advised that the Annual General Meeting (AGM) of the Association shall be held on Tuesday, 22<sup>nd</sup> September, 2020, at Volunteer Marine Rescue Brisbane Operations Centre at 19.30 hrs to receive various reports for the 2019/2020 Operational Year, as per the Agenda and to elect the Management and Support Teams for 2020/ 2021 year.

Under the Constitution, Social and Associate Members are welcome to attend but are not entitled to nominate for positions, may not nominate any person for a Management role, or to vote and Members of Associate Groups may only nominate a person for a position or vote unless a Full member of VMRB.

Nominations closing with the Secretary on Tuesday, 12<sup>th</sup> September, 2020 shall be called for the positions of President Volunteer Marine Rescue Brisbane Inc., Senior Vice President Rescue Operations, Junior Vice President Buildings & Grounds Maintenance, Secretary, Treasurer Financial Management, Members Representatives to Management (2).

Immediate Past President is automatically appointed to Management as per "Rules of Association".

Volunteers to fill Support Team positions do not require pre nomination and shall be called on the meeting night as per the agenda.

- In the event of **no nominations** being received for a Management position by the closing date, the position shall be declared unfilled and open to nomination from the floor on the meeting night.
- In the event of **single nominations** being received for Management positions, a notice shall be posted on the Members Notice Board **7 days prior to the meeting night** as per "Rules of Association" clause 11 (3) (c) advising Members voting is closed and positions filled.
- In the event of **dual nominations** for a Management position, a notice listing nominees' names shall be posted on the Members Notice Board **7 days prior to the meeting night** as per above clause, **and a ballot overseen by a Scrutineer shall take place on the meeting night, with ballot papers destroyed upon declaration of the ballot result.**
- Should a Financial member be **unable to attend**, a **"Proxy Voter"** may be appointed via a **"Proxy Appointment Form"** to vote on their behalf, such form must be **signed by the Member & the appointed Proxy Voter and clearly show how the Member is directed to vote**

**As per Rule 24 Section 6 of the "Rules of Association", Members present at the meeting may only hold and cast one (1) Proxy Vote.**

Notices of General Business relevant to the Annual General Meeting must be received in writing by the Secretary no less than fourteen (14) days prior to the meeting to be admissible.

**By requisition of Secretary**

**Volunteer Marine Rescue Brisbane Inc.**

**David L Massam JP Com. Dec**



## Volunteer Marine Rescue Brisbane Inc

### Providing a Safer Environment for our Community

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### NOMINATION FOR MANAGEMENT POSITION

This form must be forwarded to the Secretary and received no less than fourteen (14) days prior to the Annual General Meeting.

I ..... being a current Full Financial Member of Volunteer Marine Rescue

Brisbane Inc. hereby nominate ..... for the position of

..... at the Annual General Meeting to be held on 22<sup>nd</sup> September, 2020.

Signature ..... Date .....

Nomination seconded by ..... (a current Full Financial Member)

Signature ..... Date .....

Nomination accepted ..... (a current Full Financial Member)

Signature ..... Date .....



### PROXY VOTER APPOINTMENT

This form may be forwarded to Secretary or handed in prior to meeting commencement. As per clause 24 section 6 of the "Rules of Association", a Member present may only cast one (1) Proxy Vote on behalf of one (1) absent Member.

I ..... being a Full Financial Member of Volunteer Marine Rescue Brisbane Inc. request an apology be registered on my behalf at the Annual General Meeting to be held on 22<sup>nd</sup> September, 2020 and appoint ..... to vote on my behalf.

I instruct him / her to vote as below :

YES

NO

(Clearly circle your vote)

Signed ..... Date .....

Signature of Proxy Voter ..... Date .....

Volunteers saving lives

# AGENDA “Annual General Meeting”

Date: 22<sup>nd</sup> September, 2020

Time: 19.30 hours

Location: Squadron Headquarters, Allpass Parade, Shorncliffe

Agenda Item		Person Responsible	
1	Meeting opens, welcome Guests & Members apologies tabled	President	
2	<b>Presentation of Management Reports for the 2019 /20 operational year</b> <ul style="list-style-type: none"> <li>• President Volunteer Marine Rescue Brisbane Inc.</li> <li>• Senior Vice President Rescue Operations and Sub Areas</li> <li>• Junior Vice President Buildings, Grounds, Assets &amp; Sub Areas</li> <li>• Unit Training Coordinator</li> <li>• Treasurer Financial Management</li> </ul> <b>Speakers to the reports invited.</b>	Secretary	
3	<b>Election of Management Team for the 2020/21 operational year</b> <ul style="list-style-type: none"> <li>• President declares all positions vacant and vacates chair to nominated person</li> <li>• Election of President, Snr Vice President, Jnr Vice vPresident, Secretary, Treasurer Two (2) members Representatives to Management</li> <li>• In absence of dual nominations Secretary declares all nominees for positions elected</li> <li>• If dual nominations, Returning Officer &amp; Scrutineer appointed &amp; voting procedures explained</li> <li>• Ballot declared</li> <li>• Motion to destroy ballot papers</li> </ul> <b>Management recommendation for Support Positions (qualifications required)</b> <ul style="list-style-type: none"> <li>• Unit Training Coordinator <b>Glenn Philip</b></li> <li>• Health and Safety Representative <b>David Massam</b></li> </ul> <b>These positions do not form part of the Management Team, and may only vote upon matters related to their role.</b> <b>Support positions to Management (No prior nominations required nominations or volunteers from floor)</b> <ul style="list-style-type: none"> <li>• Corporate Relations &amp; Sponsorship</li> <li>• Grants Officer</li> <li>• Membership Officer (including Waterside Assist)</li> <li>• Webmaster</li> <li>• Social Media &amp; Publicity Officer</li> <li>• Newsletter Editor</li> <li>• Social Activities Organiser(s)</li> <li>• Community Events Liaison Officer</li> <li>• Food Truck Liaison</li> <li>• Crew Liaison Officer</li> <li>• Building &amp; Grounds Maintenance Officer(s)</li> <li>• Vessel, Equipment, Assets Maintenance Officer(s)</li> <li>• IT &amp; Communications Officer</li> <li>• Hardstand Manager</li> <li>• Venue Manager</li> <li>• Provide</li> </ul> <b>These positions do not form part of the Management Team, and may only vote upon matters related to their role.</b>		Cont'd p11.

## Agenda AGM 2020 *(Cont'd)*

### Group Delegates Elected by individual Groups

- Sandgate Yacht Club
- Sandgate Paddling Club
- Polynesian Outrigger Club
- Xiang Shorncliffe Dragon Boat Club
- All About Paddling
- Allstate Licensing & Safety Training

**These positions do not form part of the Management Team, may participate in Management meetings and present reports on Group activities or raise business, only a Group Member who is a Full Financial Member of VMRB may vote at Special or Annual General Meetings**

### Election of Management Advisors

- Auditor
- Legal
- IT
- Other

**Written nominations are not required for these positions, Management may seek out and nominate**

4	Election of Unit Chaplain		
5	Election of Patrons for 2020/21 year		
6	Election of Life Member Election of "Member of Year"		
7	<p><b>General business</b></p> <p><b>Only business pertaining to the AGM may be discussed at this meeting</b></p> <ul style="list-style-type: none"> <li>• <b>Motion required</b> to set number of Associate Members for 2020/21 operational year</li> <li>• <b>Motion Treasurer Gordon Kreutzer, Seconded Secretary David Massam</b></li> </ul> <p>Management recommends to Members that the clause from a "Special Meeting of Members" held in 2006 which states that Membership fees are to rise annually by a minimum of the ruling cpi, is deleted and replaced with a clause "<b>Management shall determine annually if fees are to be raised for the upcoming financial year, and at what rate</b>".</p> <p><b>Meeting close with invitation to remain for social &amp; refreshments</b></p>		