



# Boat Talk

VMR Brisbane's Monthly Newsletter



Above: A huge crowd on both sides of the road greeted vehicles and people in Sandgate's Jingle All The Bay Christmas street parade on 4<sup>th</sup> December.

## Around the Rigging

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

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### FULL MEMBERS

Ericson Bayona	Peter Clark
Jason Davis	Jon Maurice
Jennifer Rush	Mark Thurgood
Trent Wroe	

22

### WATERSIDE ASSIST

Kyle Chisholm	Nicole Channells
Kenn Danielsen-Jensen	Mark Dixon
Blake Gillard	Johannes Grobler
Patrick Helmgens	Michael Hicks
James Kelso	Lloyd Kozlovskis
Michael Laffey	Jason Lederhose
Karl Leibbrandt	Ashley Marshall
Aidan McClellan	Nicholas McGrath
Andrew Ralph	John Ruston
Dion Scott	Justin Shallaker
Chris Treloar	John Van Assen

## DATE TO REMEMBER

### FOOD TRUCKS EVENT

Friday, 15<sup>th</sup> January 2021

4.00 pm to 8.00 pm

Hosted by Bravo Crew

Considering what a difficult year many people have had, it was rather nice to see in December the joy of people at some of the events VMRB was involved in: Jingle All The Bay, the Food Trucks with Santa and the various other events acknowledging our volunteers, such as the Tuesday Crew thank you lunch while Deagon Bulk Meats once again thanked our Christmas Day and Boxing Day volunteers by providing lovely hampers of delicious treats for them to enjoy. You will see some photos throughout this issue illustrating our activities.

We did have some terrible weather in December and we were rather pleased that people used common sense and stayed home rather than battle the elements. It did mean that some vessels lost their moorings so needed help to be recovered.

Have you seen any dugongs lately? The Moreton Bay population is now listed as being vulnerable to extinction and you can learn about them on page 10. One of the things the Moreton Bay Foundation (we featured them previously) is endeavouring to do is make Moreton Bay a haven for our marine life.

Did you know you can see the remains of the naval station monitoring submarine activity close to the airport? Myrtletown Reserve, Pinkenba has detailed signs but you can have a brief look on page 9.

All boaties should have the correct life saving equipment on board and this includes flares. There has been a recall for Aurora Orange Handsmoke Distress Flares – see page 8 for the official notice.

Happy New Year to all our readers and thanks to our backers for their continued support. *Editor Deidre*



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## President's Report

Firstly hopefully everyone has survived 2020 and let's hope 2021 is a much better year for all.

Despite all the restrictions throughout the year, our end of year celebrations reflected the determination of our Volunteers to make the most of every moment. Our members spent time decorating KW Sandgate 2 to go in the Jingle All The Bay parade and my sincere thanks to those who took the opportunity to spread the word about the value of the Waterside Assist program.

Thank you and welcome to the large number of new members this month and we trust they embrace the openings available to them through Volunteer Marine Rescue Brisbane.

Another regular occasion was our Christmas Food Trucks event and we were fortunate that Santa fitted us into his busy schedule. We are slightly mystified by the lack of numbers attending as it is a regular and well-known affair and we are hopeful that our fund-raising chances keep happening next year. We also appreciated the donation from Cr Jared Cassidy. By the reports we have heard, numbers were well down for the other events around our area as well.

We thank Deagon Bulk Meats for recognising our Christmas Day and Boxing Day volunteers who gave up family time to man our base. The hampers Deagon Bulk Meats provided were very welcome and gave them some tasty treats.

December has seen us endure some extremely rough weather. Unfortunately this meant we could not be involved in VMR Bribie Island's Christmas Lights Parade although it was pleasant enough on the canals around Bribie. It is times like this that we can offer night training to crews so it was disappointing this could not happen.

Our Poly Va'a-Alo Outrigger Canoe club continue to flourish and it is great to see their progress with new members joining in with such enthusiasm. They are gaining a reputation for determination and competitiveness while fostering their teamwork and club spirit.

We say there is always something going on at our base and recent developments have seen changes to the Telstra tower in our hardstand. Along with the 5G upgrade we took the opportunity to replace our Marine Radio Antenna which has increased the range of communications and AIS coverage. Whilst they had the appropriate gear on hand, they also removed the obsolete equipment at the top of the pole in front of our radio room.

Over this holiday period, please make sure you encourage anyone venturing out to sea during weekends and public holidays between the hours of 0600 and 1700 hrs, to use our Log On and Log Off

## January 2021 Crew Roster

Fri	1	Alpha			
Sat	2	Bravo	Sun	3	November
Sat	9	Charlie	Sun	10	Papa
Sat	16	Delta	Sun	17	Quebec
Sat	23	Foxtrot	Sun	24	Sierra
Tues	26	Tango			
Sat	30	Alpha	Sun	31	November

## February 2021 Crew Roster

Sat	6	Bravo	Sun	7	Papa
Sat	13	Charlie	Sun	14	Quebec
Fri	20	Delta	Sun	21	Sierra
Sat	27	Foxtrot	Sun	28	Tango

vessel monitoring service. If you have not returned by your advised time, we will try contacting you by radio or mobile phone and will advise the Water Police if you cannot be contacted. Letting someone know where you are and carrying the right life saving equipment gives you a much better chance of being found and rescued without delay.

Our call-out fee for towing has been increased to \$150 so there is another good reason to join VMRB Waterside Assist.

Now we are back to socialising more, I'd like to encourage you to support Kedron Wavell Services Club. They have just opened a Brewhouse with their own special beers so why not pay them a visit!

On behalf of the Management Committee we would like to wish all of our Volunteers, Members, Affiliate Groups, Sponsors and Supporters a very Happy and Prosperous New Year.

Safe Boating

Thomas Grice

President, VMR Brisbane.

## Congratulations

Another highlight of November Crew's November day was Jack Farlow completing his holistic assessment on KW Sandgate 2. This will allow him to operate KW Sandgate 2 or KW Sandgate 3 within 3 nautical miles of the base (along with other restrictions) for training purposes, a great achievement resulting from the effort he has put into training.

## Groups of VMRB

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





## Activations

### DECEMBER

9<sup>th</sup> - Mid week call out to tow a disabled jetski with 1 POB from near MSQ base in Brisbane River to Pinkenba boat ramp.

11<sup>th</sup> - Sandgate 1 assisted a broken down 5 mtr Quintrex with 2 POB near the BC2 beacon half way between Mud Island and Port of Brisbane heading back to Colmslie.

15<sup>th</sup> - Water Police activated call out to re anchor an unattended 15m yacht adrift in the Hamilton Reach of the Brisbane River.



(Above) Vessel back on its mooring but on the way the crew found what looks like the top of a houseboat floating by. They reported it to Water Police but the panel washed ashore the next day. Its origins are unknown.



20<sup>th</sup> - On Sunday 20th December, November crew received a call in the early afternoon to tow a broken down 27 foot Bayliner from Colmslie boat ramp to Manly harbour.



"There was a strong northerly blowing, so once the tow commenced, leaving the mouth of the Brisbane River until after passing the Coffee Pots, a reasonable chop/swell was encountered. The tow was otherwise uneventful, although a bit of manual handling was required to get the Bayliner into its berth at Manly.

The crew consulted with Brisbane Coast Guard at Manly for some local knowledge on using the Boat

## ACTIVE CREW ANNIVERSARY

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

Callum Baird	1994	26 years
Ross Lind	1999	21 years
Brian Mathews	2001	19 years
Kerry Kyle-Little	2009	11 years
Vic Kussrow	2012	8 years
Judd McCann	2014	6 years

Passage from Manly to the Brisbane River for the return journey to base. Combined with the Coast Guard information and some quick tide calculations it was deemed safe to use the Boat Passage. A useful exercise as some of the crew had never been through the Boat Passage before. Return to base was via the Water Police at Whyte Island to refuel, arriving back at base about 8pm. A long but successful afternoon/evening."

27<sup>th</sup> - Tow a disabled 6m powerboat with 2 POB from the M9 beacon to the Whyte Island boat ramp.

28<sup>th</sup> - An after-hours call to tow a 6m powerboat with 1 POB which ran out fuel near the Koopa channel.



28<sup>th</sup> - Tow a disabled 4m powerboat with 3 POB from the Nudgee Floodway to Cabbage Tree Creek.

29<sup>th</sup> - A Water Police initiated call out to re-anchor an unattended yacht adrift in the Hamilton reach of the Brisbane River.

30<sup>th</sup> - Another Water Police call out to re-anchor an unattended yacht near Sydney Street. By the time our crew arrived, MSQ had already handled it.



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).



## December in Summary

Activations:	27
Fuel Used:	1,793
People Assisted:	10

## Food Truck Event

The Food Trucks continue to come to VMRB on the third Friday evening of the month and on 18<sup>th</sup> December we had Delta Crew (plus a few!) in charge of the bar.



Even though he was very busy in December, Santa and his helpful elf sidekick took the time to visit us in Shorncliffe. Despite it being lovely weather-wise, it was a pity we had such a small crowd. We can only presume they either had conflicting engagements or were being COVID-savvy. They missed hearing Kaitlin Nihill, a very professional and talented



performer, singing a large repertoire of Christmas carols in her beautiful voice.

Delta Crew offered drinks at the bar including boutique beers provided by the [All Inn Brewing Co.](#)

So make a note in your diary for Friday, 15<sup>th</sup> January from 4 pm to 8 pm to meet up with a few friends for dinner at VMR Brisbane with Bravo Crew in charge of the bar.



Santa left Shorncliffe in the elf's modern sleigh.

## Jingle All The Bay

On 4<sup>th</sup> December a large group, mostly from Charlie Crew, manned a stand and informed people about VMR and Waterside Assist. After that, Nino's big red truck towed the decorated KW Sandgate 2 in the parade along the main street of Sandgate with candy canes being thrown into the big crowds lining the route to watch all the floats and performers. Cameron and Julie's dog, Rustus, was our cute mascot appropriately dressed.



Thanks to the many photographers who have provided pictures for this issue of Boat Talk. This includes Nino and Angie Aceto, Earle Bridger, Joe McCoy, Bill and Rae Hirn, Glenn Bell, David James, Thomas Grice, Julie White, boat crews – and my apologies if I have missed anyone.



## Tuesday Crew Lunch



Above: Gordon was the providore who was helped by Angie to set up for the Tuesday Crew, some of whom are seen below.



## Christmas/Boxing Day

Here are some of our dedicated volunteers over the Christmas period who were grateful for the delicious hampers provided by our long-time supporters, Deagon Bulk Meats.

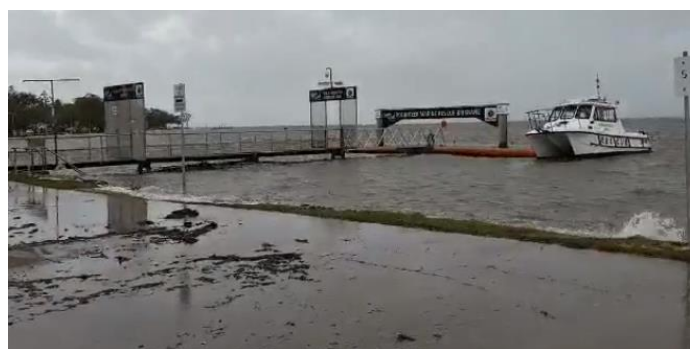


## Wild Weather



On the weekend of 12<sup>th</sup>/13<sup>th</sup> December we certainly had some wild weather. David James, who was on the Stradbroke Venture, messaged that "Straddie Venture is high and dry after missing its landing lane. It was spun around with 46 knots and landed north of its pen on the mud bank. With the tide on its way out, looks like I'm here for a while!"

Glenn Bell took the two excellent graphic photos below of Woody Point Jetty and the Redcliffe Jetty Break Wall, while Angie Aceto showed us the aftermath at our base the day after in the bottom photo. The tide was still very high and you can see how debris has been washed up on the paths.





## Communication Update

Telco Antennas replaced the old antennas with brand new ZCG Scalar VHF & 27mhz antennas which will also help our joint AIS (*Automatic Identification System*) setup with South East Queensland UHF Emergency Service Team (SEQUEST) which sends data to the MarineTraffic website. At a height of 25 metres, this AIS station receives a great portion of Moreton Bay and offshore and the Brisbane River up to the CBD district. Also Telstra upgraded this tower to 5G which will provide coverage across the local area. A big thank you to Service Stream for helping us with installing the new antennas. Meanwhile the old radio tower at our base that has served Moreton Bay and surrounds for many years was dismantled.



## Bravo Brewhouse



Kedron Wavell Services Club opened their new brewhouse on 18<sup>th</sup> December. Unfortunately, their new brew hit a snag but they opened anyway serving cocktails and other beers.

As they explained, “brewing beer is a natural process we cannot always control the timing of each stage. As it turns out we have seen some stubbornness in our first batches and this has delayed the finished product. We are committed to serving you only the best, freshest craft beers at Bravo and promise to deliver Christmas Eve, just in time to raise a glass to Santa.”

So this is a good excuse to pay the brewhouse a visit in the new year and support Kedron Wavell as they support VMRB.





## VMR Brisbane Needs You!

No knights in shining armour have stepped forward so we are still looking for some volunteers to assist with some very important Support Positions to Management that were not filled at the AGM. If you feel you can hop on board to help, it will be gratefully appreciated for all or part of any role.



The positions open are:

**Administration Officer:** Manage VMRB forms and Standard Operating Procedures in liaison with President and Snr Vice-President

**Corporate Relations & Sponsorship:**  
Assist President

**Internal Social Activities Organiser**

**Community Relations / Publicity Officer**

**Mid-week Maintenance Crew:** A group of Members who get together each Tuesday or as available to keep up the very important equipment maintenance and general maintenance works around the base. Volunteers are always welcomed to undertake a myriad of different but necessary tasks.

If you feel you have an interest in any position or could possibly assist with one, please feel free to call or email any of the following:

- [President Thomas Grice](#),
- [Snr Vice President Ben Gillespie](#),
- [Junior Vice President Paul Hollingdale](#), or
- Members Representatives [Les Pascoe](#) and [Darren Bates](#)

*to discuss any aspect of the vacancies. Remember any little bit helps, no matter how small or how often. We look forward to hearing from you.*

## CTC Trawler Berth Upgrade

Work has commenced in Cabbage Tree Creek on the essential works announced in October by the Queensland Department of Transport and Main Roads to upgrade unsafe trawler berths.



## Poly Va'a-Alo Does It Again

"What a great way to finish the year! Noosa on 6<sup>th</sup> December was a great day with rough water in the afternoon and, despite that some great results. We are steadily getting there. 8 out of nine teams got placings. A big shout out to our Junior Boys team especially who had their first race and competed in the open ocean in the open men's category.

The best performances on the day went to the Masters Women's team placing 1st in the 6km, crossing the line 3rd overall of 22 Canoes. Well done ladies.

Congratulations to everyone for the great club spirit, teamwork and fun we all had. Thanks to the coaching group for helping achieve the results and to all those who helped out with preparations and logistics. A special thanks to all the families who also supported us."

The next Regatta will be on 16<sup>th</sup> January on the Gold Coast.

A summary of the Noosa results is below

- 1st Place: Masters Women 6km  
Novice Mens 6km (Junior Boys Team)
- 2nd Place: Novice Women 6km  
Open Men 6km  
Masters Mixed-10km  
Open Mixed 6km
- 3rd Place: Masters Mixed 10km  
Masters Mixed 6km





## Farewell to Henry Klein

On 16<sup>th</sup> December, Joe McCoy skippered KW Sandgate 1 into the bay for Bill and Rae Hirn to scatter Henry Klein's ashes where his wife Betty's ashes were scattered years before. They were accompanied by our chaplain David Taylor who had conducted Henry's memorial service and a couple of long-time friends (and former VMRB members).



Henry's plaque has been placed on our Base's memorial wall.

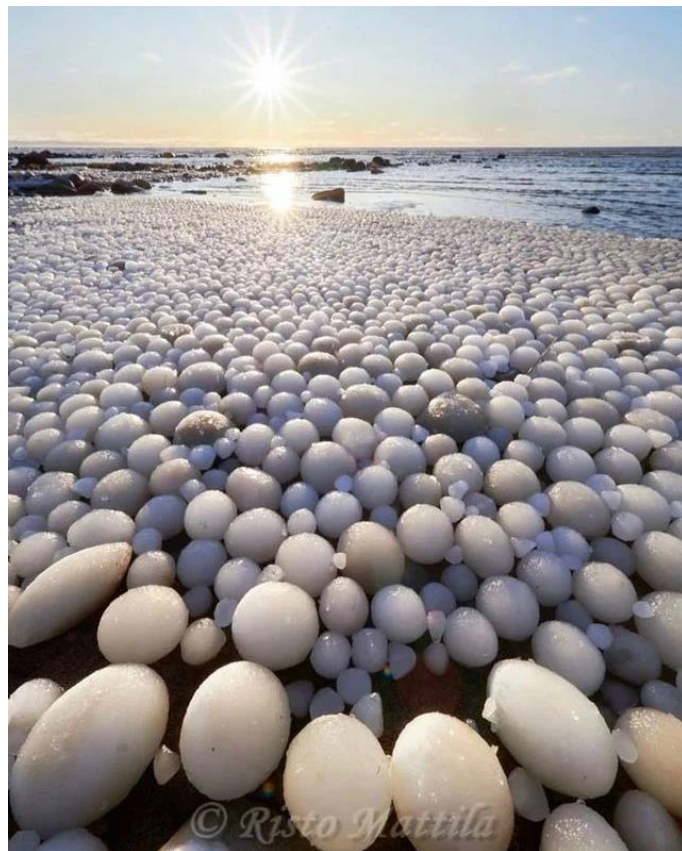


You wouldn't want to hit some of the flotsam that is in our bay. These arrived at our base recently.



## Ice Eggs

This is a rare phenomenon that occurred in December in Northern Finland. It happens when ice is rolled over by wind and water.



## Flare Recall



**Aurora Orange Handsmoke Distress Flare**

**Supplier Name:** WesCom Signal & Rescue Australia Pty Ltd

**Product Info:** Item Number 9539320, Lot numbers 060 to 061 inclusive

Aurora Orange Handsmoke are sold as single hand flares, and are contained in the Inshore Distress Flare Kit, and in the WA Offshore Kits. Sold nationally between 1 October 2020 and 30 November 2020.

**Defect:** Smoke may vent from both the top and the bottom of the product, instead of venting just from the top causing the handle of the product to become hot.

**Hazard:** If the flare vents incorrectly and becomes hot this may increase the risk of an injury.

**What to do:** Consumers should return the product to the place of purchase where they may choose to have the product replaced free of charge, or a full refund.

**Contact Details:** For further information, please contact Wescom Signal and Rescue Australia by phone on 03 9650 1488 (Monday to Friday 8.15am to 5pm) or via email at [info@aurora-marine.com](mailto:info@aurora-marine.com)

**See [productsafety.gov.au](https://productsafety.gov.au) for Australian product recall information**



## Submarine Locator

When your editor was checking out the new international shipping terminal recently, she came across the remains of the Australian Navy's station for submarine monitoring at Myrtletown Reserve, Pinkenba.

It is known as RAN Station 9, Myrtletown and It was added to the [Queensland Heritage Register](#) on 17 July 2008.

On 3<sup>rd</sup> February 1943 it was decided to lay another Indicator Loop from Myrtletown to Fisherman's Island along with a Photo Electric Beam across the Brisbane River as part of the seaward defences for Moreton Bay.

The indicator loop was completed by *HMAS Bangalow* across the entrance of the Brisbane River between RAN Station 9 Pinkenba at Myrtletown and Fisherman Island. (Indicator loops were used to detect the presence of any submerged Japanese submarines entering the Brisbane River.)

RAN Station 9 Pinkenba Indicator Loop Station commenced operation on 8<sup>th</sup> January 1944.

The PE Beam installation was finished on 28<sup>th</sup> September 1943. It transmitted a light beam from Fisherman Island to RAN 9 Pinkenba. This was used to detect the presence of surface vessels entering the Brisbane River. Not far upstream an Anti-submarine Boom Defence Facility was established between RAN Station 8 Lytton near [Fort Lytton](#) and the northern bank of the Brisbane River. *HMAS Kinchela* was permanently moored in the Brisbane River as part of this Boom Defence system.



If a submerged submarine was detected by RAN Station 9 Pinkenba, a signal would then have been sent to RAN Station 8 Lytton Boom Defence Facility to raise the boom cable. In the picture above, the concrete building at the left of the photograph is the one closest to the Brisbane River. This is the Control Building where the loop cables were terminated and all of the instrumentation was located. The concrete building to the right hand side of the above photograph contained the generator.

The larger concrete foundation in the centre of the photograph was the location of the living and eating quarters for the officers and ordinary ranks with the

officers located at the left hand end of the building.

The mess room area was located between the two living quarters and a small toilet building was sited on each side of the living quarters.

A US Searchlight Battery was stationed about 400 metres to the north east of RAN Station 9.

The Indicator Loop in the Brisbane River was removed by *HMAS Limosa* on 2<sup>nd</sup> June 1945.

RAN Station 8 Fisherman Island was unfortunately demolished during the development of the new Port of Brisbane at Fisherman Island.

There was another RAN Shore Station known as RAN Station 10 Controlled Mining Base somewhere near Pinkenba, QLD.

<https://www.ozatwar.com/ran/ran9.htm>

Soon after 31<sup>st</sup> July 1944, the seaward defences for Moreton Bay were removed. These included the Harbour Defence Asdic (HDA) systems, the Controlled Minefield, the Indicator Loops and the Obstruction to the South Channel.

For your information, the "loop" relies on the production of an induced current in a stationary loop of wire when a magnet moves overhead. Submarines have sufficient magnetism to produce a small current in the loop.

Myrtletown Reserve is an oasis in an industrial desert with spreading fig trees, beautiful river views, picnic tables and the remains of RAN Station 9. However by 1928 the myrtle trees had disappeared.

This area beside Boggy Creek (Myrtletown's original name) was gazetted as a reserve for recreation in 1885.

A second reserve was located further north and they were amalgamated in 1925 to create 3.55 hectares at Myrtletown Reserve.

Now Myrtletown Reserve has a set of display boards detailing the interesting history of the area and also



houses a large white anchor. Despite some research, the origins of the anchor have not been found.



## Dugongs

According to the Environment Department, Moreton Bay dugongs are mostly found on the Moreton and Amity banks, with some also sighted in Pumicestone Passage and the southern bay. They often gather in herds of about 100.

The once thriving dugong population of Moreton Bay Marine Park (tens of thousands), is now down to 600 – 800 individuals. They are listed under the IUCN Red List as being vulnerable to extinction.

Like whales and dolphins, dugongs (*Dugong dugon*) live their entire life in the sea. These shy mammals are sometimes called sea cows or manatees. Dugongs are grey in colour and renowned for their flat snout with front nostrils and sensitive bristles and round shape. Unlike other marine mammals, dugongs cannot hold their breath for very long. Their nostrils, located at the top of their snout, allow them to breathe easily with most of their body still under water.



These gentle creatures manoeuvre by using their two flippers and swim relatively slowly and gracefully by moving their distinct broad spade-like tail up and down. Their eyes and ears are positioned on the side of their head and when fully grown, dugongs may be three metres long and weigh up to 450 kilograms.

Dugongs can live as long as 70 years. Females reach reproductive maturity at 6–17 years, and produce a single calf after a 14 month gestation period every 2–2.5 years. They usually give birth in warm, sheltered waters, where it is safe for the calves to stay with and suckle the mother for up to 18 months and during this time they rarely stray from their mother – they are often seen riding on the mother's back! The calves suckle from their mothers' mammary glands which are hidden away under her fins. They continue to remain close to their mother until between 6 and 9 years of age, at which point they will leave their mother to seek out a mate of their own.

Dugongs in the wild live up to 70 years or more and their age can be estimated by counting the growth layers that make up their tusks.

Dugongs are related to manatees and are similar in appearance and behaviour — though the dugong's tail is fluked like a whale's. Both are related to the elephant, although the giant land animal is not at all similar in appearance or behaviour.

They can eat up to 50kg (wet weight) of seagrass per day, due to their astonishingly long intestine — did you know that it can be as thick as a fire hose and stretch to 30m long? This means dugongs are usually found in calm, sheltered waters, where there is an abundance of seagrass to graze on.

Dugongs are threatened by sea grass habitat loss or degradation because of coastal development or industrial activities that cause water pollution. This makes the conservation of their shallow water marine habitat very important. They also often become victims of boat strikes and bycatch, the accidental entanglement in fishing nets. Dugongs' threatened status is largely due to human activities; if they are caught in fishing nets and cannot surface for air they will drown – they can only hold their breath for up to 12 minutes.

**And now an unusual fact:** Manatees use several adaptations to help control their buoyancy in the water. Although they have no swim bladder, the manatee's heavy bones, specialised lungs, and exceptional appetite all help them with their rise and fall in the water column. The manatees control their buoyancy by discontinuous cycles of farts. They can regulate the distribution of their intestinal gas, containing excess gas when they want to rise to the surface and releasing them when they want to sink. Because Manatees eat a ton of plants every day, they accumulate a lot of methane!

[https://www.griffith.edu.au/data/assets/pdf\\_file/0013/213520/Dugongs.pdf](https://www.griffith.edu.au/data/assets/pdf_file/0013/213520/Dugongs.pdf)

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## Incidents Reported to Australian Maritime Safety Authority

You might wonder why we need so many regulations in our lives. When you see there were 73 reported incidents involving domestic commercial vessels in November 2020 and of these, 18 were serious and the first one very serious, it makes you realise the additional dramas there might have been without such rules in the maritime arena. It is an obligation under Australian laws to report marine incidents to AMSA.

State	Vessel Class	Incident
QLD	3 – Fishing	Vessel took on water and sunk while fishing. Two crew members rescued from life raft after activating their EPIRB. Crew were wearing lifejackets. No injuries reported.
NSW	1 – Passenger	Passenger fell into water while disembarking. Recovered quickly by the crew. Minor finger injury reported.
NSW	4–Hire 'N' Drive	Recreational vessel collided with a domestic commercial vessel. Damage to recreational vessel reported and minor injury to crew on DCV.
NSW	4–Hire 'N' Drive	Hirer lost control of Jetski and ran aground in mangroves. Serious injuries sustained and a medivac was required. Damage to the Jetski reported.
NSW	3 – Fishing	Vessel ran aground after crew member fell asleep while on watch. Serious damage to the hull was reported with vessel possibly unrecoverable.
NSW	1 – Passenger	Large fishing charter vessel collided with a smaller fishing charter vessel. Serious damage to both vessels and minor injuries reported to multiple passengers.
NSW	1 – Pass.	Vessel collided with recreational vessel. Minor damage and no injuries reported.
NSW	1 – Pass.	Near miss collisions with 2 recreational vessels drifting together.
QLD	2 – Non-pass.	Engine failed after electrical fault. Vessel returned to port with assistance from tug.
QLD	2 – Non-passenger	Port engine breakdown following a mechanical failure. This resulted in water ingress in engine compartment. Engine was shut down and continued to shore on the starboard engine. Vessel out of service until repairs completed.
QLD	4–Hire 'N' Drive	2 Hire 'N' Drive Jet ski's collided causing damage to both. No injuries reported.
QLD	1 – Passenger	Master suffered severe finger injury while transferring passengers to tender. Medivac required.
TAS	2 – Non-pass.	Vessel ran aground after master fell asleep at the wheel. Damage to vessel unknown.
VIC	2 – Non-passenger	Tender capsized while offering assistance to a capsized recreational vessel. Crew member on tender suffered foot injury and required hospitalisation. Damage reported.
WA	3 – Fishing	Vessel broke from mooring during strong winds and ran aground. No damage to hull reported.
WA	2 – Non-passenger	Life raft struck the stern of vessel during launch causing damage to vessel and life raft. No injuries reported.
WA	1 – Passenger	Mechanical failure to main engine, causing engine to overheat and catch on fire for a brief period. No injuries reported.
WA	2 – Non-passenger	Tender capsized, crew rescued and no injuries reported. Tender was towed to shallow water and anchored. During the night the anchor rope broke, tender dragged onto reef causing significant damage. There were no crew onboard for second incident.