



# Boat Talk

VMR Brisbane's Monthly Newsletter



Above: Sandgate 1 being serviced at Scarborough. (Photo by Ross Lind)

## Around the Rigging

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

0

### ACTIVE CREW

8

### FULL MEMBERS

Mary Costello  
Shane Darlington  
Russell Dwyer  
Paul Jerks  
Jamin Maunder  
James May  
Antonio Peyrache  
David Vonk

39

### WATERSIDE ASSIST

Jon Anderson	Daniel Bykiw	Christopher Campbell
Mark Campbell	Glenn Corbett	Mark Cosgrove
Phillip Cranston	Paul Dapkewitch	Michael Denny
Bruce Duffy	Carl Edwards	Jamie Garbutt
Cameron Gardner	Richard Geurts	Leon Giese
Braden Hodgson	Liam Houghton	Brendon Hulcombe
Robert James	Peter King	Ethan Kohler
Russell Land	Maggie Leech	Shane Lumsden
Nui Mai	Mark Middleton	Simon Morgan
Thuan Nguyen	Damian Nielsen	Michelle Nyhuis-Bartz
Peter Owen	Ricky Prout	Pierre Roux
Andrew Sanger	Jacqueline Storm	Janine Vadala
Chris Walker	Leon Weertman	Daren Young

## DATES TO REMEMBER

### FOOD TRUCKS EVENT

Sunday, 16<sup>th</sup> August, 2020

11.00 am to 3.00 pm

### VMRB ANNUAL GENERAL MEETING

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

Things are slowly edging back to 'normal' although it may help to have fingers crossed that the Covid-19 outbreaks in the southern States don't find their way here. Our management team are even able to meet back at the base now.

Our volunteers are always ready to leap into action following requests for assistance and we have to sincerely thank those crews who have made themselves available to put other people's well-being ahead of their own in the last few months. Also thanks to those volunteers who manage to complete their day's work and then respond to the call for after-hours' emergencies before fronting up to their normal routine the next day.

It's good to see the Food Trucks Events back on our monthly roster, although we hope the excitement of last month's lunchtime isn't repeated (page 4).

Talking food, we are promoting support for Rod Chiapello, the franchisee of McDonalds Bracken Ridge. He certainly is a Community Champion (as you can read on page 9) as well as an Honorary Member of VMRB. A show of support has been organised in the form of a BYO picnic at 11 am on Saturday, 30<sup>th</sup> August at Enbrook Parklands to demonstrate what Bracken Ridge community thinks. Our AGM is fast approaching so the Notice of Meeting on 22<sup>nd</sup> September, Nomination Form and Proxy Form are on pages 10 and 11.

I'd like to thank James Mathieson for a couple of leads to articles appearing in this issue of *Boat Talk* and my appreciation to the photographers for their welcome contributions.

Editor Deidre



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by





## President's Report

Welcome to our new members. Hopefully you will enjoy your connection with VMR Brisbane.

Our AGM is fast approaching and we are calling out to anyone who may be interested in helping our Management Team keep VMRB in tip-top shape and ready to respond to any calls for assistance. Even if you don't have much spare time, there are a multitude of tasks that need doing regularly and the old saying of 'many hands make light work' is certainly true. Notice of the AGM and the Proxy Form are on pages 10 and 11. The Agenda will appear in the August issue of *Boat Talk*.

We are always on the lookout for avenues to reduce our operating costs, bearing in mind we have to replace worn equipment, some of which is very costly, and keep on top of consumables. We were successful in gaining a \$3,500 grant for First Aid and CPR Training through the Lilley Volunteer Grants Programme. We were also fortunate to succeed with a BCC Application for replacement of the Cold Room which is in a sorry state. We have Neil Shepherd to thank for his persistence in seeking out suitable sources of funding.

Our venue is accepting bookings again and we are pleased to advise that functions have started to be held, so long as social distancing is kept to the fore.

It has been mentioned before how important it is to Log On and Log Off to let people know where you are likely to be heading out on the water and this doesn't apply to just power and sail boats. It is becoming increasingly obvious that one of the many time-consuming and frustrating searches is due to empty kayaks being found and not knowing whether they have just drifted away or whether someone has come to grief.

Sadly, there was a distressing outcome for a search recently and it brings up the issue of kayaks being marked in some way so they can be identified and ownership traced. If you have a kayak, please consider putting a name and phone number on it so you can be contacted should it be found unattended.

Thanks to Marine Safety Queensland, VMRB now has Paddle Smart stickers available for free from our base. Just drop in to our Radio Room on a weekend and the crew will be more than happy to supply you with one.

Thomas Grice  
President  
VMR Brisbane.

### PLEASE NOTE:

#### August 2020 Crew Roster

Sat 1	Foxtrot	Sun 2	Sierra
Sat 8	Alpha	Sun 9	November
Fri 14	Tango (Show Day substitute)		
Sat 15	Bravo	Sun 16	Papa
Sat 22	Charlie	Sun 23	Quebec
Sat 29	Delta	Sun 30	Sierra

#### 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



Above: New flag presented by Stirling Hinchliffe MP on 4<sup>th</sup> July. Thank you Stirling for your support to VMR Brisbane.



Not all activity at our base involves VMRB. This was a coordinated exercise with the Water Police and Brisbane City Council on 3<sup>rd</sup> July.

## Groups of VMRB

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





## Activations

### JULY

4<sup>th</sup> - Tow a disabled 6m powerboat with 2 POB from Brisbane River to Whyte Island boat ramp.

5<sup>th</sup> – Nino reported that he, together with Gretel, Michael and William, responded to an after-hours call out on Sandgate 1 to a 5.3 metre fibreglass cuddy cab with engine trouble and 2 POB which they towed from Koopa Junction to Whyte Island.

As soon as they dropped off that boat, they received a call for a second rescue just 200 metres from the first pick-up - a 4.75 metre centre console with 2 POB and engine problems from Luggage Point to the same place as the first tow - Whyte Island, then back to base about 11pm.

6<sup>th</sup> - Callout to assist a Dept. Of Transport and Main Roads vessel with 2 POB which had run out of fuel in Bramble Bay. The vessel was towed into Cabbage Tree Creek.

8<sup>th</sup> – Search and Rescue Activation

"A request for a SAR from Water Police came through to the VMRB emergency phone at approximately 2230 hours on July 8th. Six kayakers including four Chinese nationals were found at approximately 2100 hours earlier that evening – unfortunately this left one kayaker missing.

SG1 skippered by Ross and crewed by John, William and Paul departed Cabbage Tree Creek for the Douglas Light north of Peel Island at 0015 hours. It was at times quite rough due to the 25 knot S/Westerly and storm squalls. We arrived on scene at approximately 0100 and received instructions to search the area from the Douglas light to the Diabla Passage. We were looking for a blue kayak with a 21 year old Chinese male occupant wearing a blue shirt and red life jacket. Communication was limited due to a fault transmitting from Water Police to vessels on VHF Ch 73; they could not respond to our calls so we had to resort to mobile phone communication.

Driving rain and squalls made searching particularly difficult. We were later instructed to search the area in the vicinity of the Myora light with still no sightings. Later we requested to search the One Mile anchorage again with no sightings. SG1 was stood down at 0545 and arrived back at Cabbage Tree Creek at 0630 in preparation for a crew turnaround. Driving back home, I received a call from Peter at the Water Police at 0730 advising that person had been located deceased in the Rouse Channel.

Our immediate thoughts were with the family of the deceased – at 0900 the family had been contacted about their loss and shortly thereafter the news was made public.

Water Police praised all the volunteer assets that were involved in this SAR and I attended the debrief on Sunday, 19<sup>th</sup> July. This SAR provided first-hand the importance of having our rescue vessels in full operational condition.

## ACTIVE CREW ANNIVERSARY

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

Paul Hollingdale	2003	17 years
Troy Sauer	2008	12 years
Noel Peinke	2011	9 years
Garry Wylie	2012	8 years
Rick Secombe	2012	8 years
Meelit Shah	2012	8 years
Warwick Byrne	2013	7 years
Ian Black	2013	7 years
Jack Farlow	2015	5 years

AMSA is now considering making it mandatory to register all kayaks and have contact details labels stuck to every kayak. Due to the increasing number of kayaks being found drifting in the bay, I would recommend all members with these craft to display name, mobile phone number and an emergency contact number on their craft (see sticker below). Thank you to our crew who gave up their night/morning to participate in this SAR.

Paul Hollingdale, Jnr VP, VMR Brisbane"

11<sup>th</sup> - Tow a broken down powerboat with 3 POB from Big Sandhills to Cabbage Tree Creek.

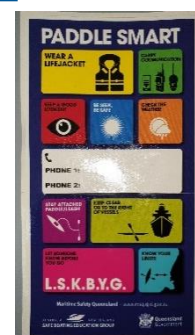


19<sup>th</sup> - Jump start a 6 metre powerboat with 2 POB at Tangalooma.

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).

## Paddle Smart Stickers

We now have Paddle Smart stickers available at the base for free, thanks to Marine Safety Queensland. Come and collect one for each of your paddlecraft so there's no risk of you being the cause of a useless search.





## July in Summary

Activations:	16
Fuel Used:	1,681
People Assisted:	13

## Food Truck Event

As advised previously, we have a different arrangement with some new trucks under the Brisbane Food Truck Pop Ups banner. On 19<sup>th</sup> July visitors to our base were happy to see the food trucks but got a bigger surprise when fire engines arrived with lights and sirens, as well as a police car and ambulance. More about that later.



We will be continuing our winter schedule of the third Sunday lunchtime and in August we are hoping that Sierra Crew will be on hand to serve drinks at the bar including boutique beers provided by the [All Inn Brewing Co.](#) So make a note in your diary for Sunday, 16<sup>th</sup> August from 11 am to 3 pm. for lunch at VMR Brisbane.

## Emergency Vehicles = Excitement

As mentioned above, there was an influx of emergency vehicles on Sunday, 19<sup>th</sup> July after Sandgate 1 retrieved a drum from Moreton Bay. It had obviously been in the water a long time but the contents of the drum were unknown so a query resulted in a succession of vehicles adding to the crowd at the base. The four Fire Engines included



Oscar the Grouch II (the Hazardous Materials Response Unit) and Bazinga (the Scientific Response Unit) so with the two other fire engines with lights and sirens it made an impressive sight. Add a police car, ambulance and pyrolytic ionization detector and it was a full set! It certainly meant fun for the children present and a lot more impressive than just the lunch they had been expecting.

## Poly Va'a-Alo Outrigger Canoes

### Moreton Island Crossing

After a great deal of organisation and excited expectations for months, it is disappointing that the proposed double crossing to Moreton Island with a changeover crew is not able to proceed due to COVID-19 restrictions. The problem is in the number of people needed on the support boats to accommodate the second crew. They are still hoping to do a marathon paddle in the near future.

## Fire Pump Training



Looks like Ben has his hands full!

## Lilly the Rescue Dog

Lilly's a good girl setting an excellent example by remembering her life jacket out on the water.



Every precaution was taken when opening the drum with workers wearing full protective gear. What did they discover?



**Drum roll:** The original contents had been replaced with ..... salt water! *Thanks Kerry for all the info.*



## Sandgate Yacht Club

Sandgate Yacht Club held its Annual General Meeting on 19 July, the first club event since March. It was fantastic to catch up with members again after such a long time and share some banter and a laugh. At the meeting, the executive positions were filled quickly and easily with the only change being that of Commodore. Outgoing Commodore Paul Young has vacated the position due to a move away from Brisbane. Paul has led the Club professionally and with vigour through a challenging 12 months. I would like to thank Paul for all his efforts to lift the Club to a higher level over this past year of his tenure as Commodore and in the years past as a valued active member of the Club. Good luck Paul, and we hope to get you out on the water again soon.

Following the AGM, trophies were presented to the winners of the past year's events. The winners were:

**Merv Anderson Sprint Series** – *Patrick Kills Oysters* – Bill Wheatley, Michelle Elmes and Dean Perrot

**Bramble Bay Shield** – *Sweaty Betty* – Richard Hyde and Lindsay Gilbert

**Ted Rice Trophy** – *SNAffU* - Paul Young and Graeme Dobson

**Summer Series** – *SNAffU* – Paul Young and Chris Howell

**2019/20 Club Championship** – *Relience 17* – Greg Williamson and Laurie Williamson.

Final planning is being done to finalise dates for the upcoming season. As soon as these are confirmed they will be announced to members email, website and Facebook page.

Stay safe and see you on the water.

Chris Howell, Commodore.



(Above left) **Bramble Bay Shield** – *Sweaty Betty* – Richard Hyde and Lindsay Gilbert and (above right) **Ted Rice Trophy** – *SNAffU* - Paul Young and Graeme Dobson



(Left) **Summer Series** – *SNAffU* – Paul Young and Chris Howell



(Right) **2019/20 Club Championship** – *Relience 17* – Greg Williamson and Laurie Williamson



Merv Anderson Sprint Series: Dean, Michelle and Bill

## Pontoon Use and Hard Stand Parking

You may not realise that it is necessary we have rules for usage of our pontoon. This is advice to all, and a reminder to those who've forgotten, that the upstream face of the Pontoon is reserved for the Rescue Vessels, while the downstream face has a maximum of 24 hours. If longer is required, it is at Management's discretion. The outer face has a maximum of 20 minutes for loading and unloading vessels.

Parking in the Hard Stand can be at quite a premium when the weather is good. Please be aware that the Hard Stand parking area is for vehicles with trailers first and foremost. If you do not have a trailer, please ensure that you park nose to tail with any other vehicle without a trailer and, if the weather is very good, we ask that you try and find a park close by on the street. If we continue to see vehicles without trailers taking up trailer parking spaces, Management will have no option but to modify and enforce the By Laws.

## Red Ship Bottoms

Have you noticed how ships, both large and small tend to be painted a different colour under the water, most often it is red but actually nowadays you can get any colour you like.



A lot of people may think that there is no apparent reason for a ship to be painted in an area which is always under the waterline where nobody sees it. Either way, have you ever wondered why most of the ships are painted with red colour on the bottom?

Well, one of the answers is *tradition*. Shipping is a tradition-oriented industry and as you must be aware that all ships are called 'She' based on an old nautical tradition. But tradition is not the only reason for painting the ship's bottom red, there is science behind it.

The reason for it goes back to the earliest days of sailing ships, back in those days wooden sailing ships would travel around the world slowly, a combination of their slow speed and rough hull made them an ideal breeding ground for underwater growth. Just take a look under a pier, you will see the sort of growth these ships used to suffer - we are talking about the barnacles, worms, seaweed and other micro-organisms.

Now you might wonder, what's the issue with such growth on the ship's hull? Well, this muck not only impairs the vessel's structure but also increases the drag. That means the ships wouldn't move as fast as they could, or they might use more fuel while getting through the water.

The sailors in those early days, used to cover the hulls (the part sitting in the water) of their boats/ships with copper paint to protect the vessel from unwanted wood-eating worms, barnacles, sea-weed, etc. It was the copper that added a red tint to the paint. Thanks to this substance, ships could stay intact and wouldn't be weighed down by all the unwanted stuff collected on the hull below the waterline.

Nowadays, you can add special ship-protecting ingredients (anti-fouling coatings) to any kind or colour of paint. But the hulls are still painted red to honour and maintain the old nautical tradition.

Another reason can be traced in the contrast of red hull to the sea water, which demonstrates if the ship is overloaded. The more cargo a ship is carrying, the deeper it enters the water and the red colour is the

demarcation line (Plimsoll line).

A commercial ship is properly loaded when the ship's waterline equals the ship's Plimsoll line.  
<https://oceanservice.noaa.gov>

*Samuel Plimsoll was a famous merchant and shipping reformer. As a member of the British Parliament, he had influenced Parliament to formulate The Merchant Shipping Act in 1875.*  
<https://marineinsight.com>

In the same context of 'contrast', the red colour at sea can be very easily captured by passing-by helicopters in case of an emergency.

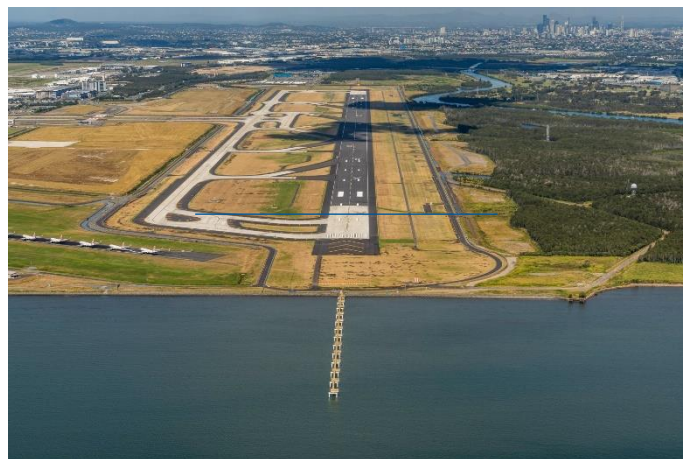
Apparently a lot of marinas don't like ships being cleaned of their growth as it may introduce a different species to the area and also makes a mess of their waters.

Antifoul paint is copper based and red oxide or red-lead mixed... marine creatures or marine growth will not stick to hulls if it is copper base or lead-based paint as it kills them.

<https://the.maritime.post.com>

## New Brisbane Runway

We hope it never happens, but our VMRB is the closest unit should anything untoward happen at the Brisbane Airport. When you see the new runway from the bay, you can imagine what would happen if a plane is unable to complete a take-off or landing.



On 12<sup>th</sup> July the new 01L/19R runway at Brisbane Airport was officially opened, with Virgin Australia flight VA781 from Brisbane to Cairns being the first take-off on the new runway. Other aircraft also got to try it out after the opening ceremony.

Here's the ATC audio of VA781's departure:  
[http://aussieadsb.com/VA781\\_departure.wav](http://aussieadsb.com/VA781_departure.wav)





## Bob the Bluebottle

It has no crew and uses only the power available to it out on the open ocean but the Bluebottle is an Australian-designed craft with applications in everything from defence to the oil and gas industry.

It is an unmanned surface vessel, or USV. A renewable energy-powered vessel, it uses solar, wind and wave energy so that it can stay at sea indefinitely, limited only by biofouling.

- Five knot hull speed
- Can be launched from a boat ramp or ship
- 300 kg modular payload
- 50 W average payload power
- Intelligent network
- Team behaviours



Imagine: out on a lonely stretch of ocean near the edges of Australia's economic exclusion zone (EEZ), a mysterious vessel slips through the waves.

It could be carrying smuggled goods or making an illegal fishing catch. Perhaps it belongs to a foreign navy. Whatever it is up to, it is relying on the vastness and emptiness of the seas to evade detection.

Little does this illegal craft realise, however, that it is not alone. Silent, self-powered and stealthy, an [autonomous vessel](#) called a Bluebottle has fixed on the intruding craft.

With a 300 kg modular payload of sensors collecting data, a five-knot hull speed, and the ability to stay at sea for months at a time, the Bluebottle is designed to monitor great stretches of water for situations exactly like this scenario.

"Anything that comes into our EEZ will get detected and potentially 'stung' by the Bluebottle," said Robert Dane, the CEO of Ocius Technology Ltd, the autonomous ocean vessel company that developed the Bluebottle.



"We can detect, we can listen to the sounds of propellers, we can watch with cameras, we can listen for electronic signatures, we can listen with radar."

The Bluebottle uses that data to determine if a craft has an automatic identification system (AIS) showing it to be a vessel with a legitimate purpose for being where it is. "If the Bluebottles don't detect the AIS or the AIS is different from what we detect, then we report that back to a central control base and raise an alarm," Dane explained.

It all began with electric ferries. "In the 2000s Ocius

Technology Ltd started building hybrid electric ferries", Dane said. "In 1997 we won a solar boat race in Canberra with a wingsail that was also a solar panel. "Then the GFC hit and we got an inquiry from a US defence company asking if we could use the technology to build a platform that can go to sea forever, and we asked them how much power they needed." Dane was told 10 watts minimum for 10 days with no sun, and an average of 40 watts with eight hours of sun.

From there, the company built a prototype, which it demonstrated at the Pacific 2013 defence exhibition.

A 10-foot working model called Nemo - or "no one", in Latin - followed. Then in 2015 Ocius received a contract from what was called CTD - Capability & Technology Demonstrator Program, which became DST Group - to collaborate with Thales on an unmanned craft that could listen for signals under the water and handle gateway communications. "Then in 2017, we got another contract to actually network multiple nodes - persistent unmanned nodes in the ocean," Dane said.

And so the Bluebottle was born - and named. "We had *Bob* and *Bruce* out there working as a team, as robots that can think for themselves and act — like players in a soccer team," Dane said. *Nemo* is a yellow version.

Professor Chun Wang, Head of the School of Mechanical and Manufacturing Engineering at the University of NSW is working with Ocius to develop conformal radar antenna for the Bluebottles. "At the moment their sail is basically a [photovoltaic panel](#); it has no communication device in it. So we are currently working on a new project to integrate a radar communication device into the solar sail. So the sail will be able to not only capture energy through the sun, it'll also be able to provide a much more powerful communication tool."

While the technology has currently received the most interest from the defence sector, Dane said that it has a number of other applications, from resources to research. "There is oceanography and science - collecting enormous amounts of data," he said.

"Then there's also fisheries protection. Our neighbours in the south-west Pacific have a billion-dollar tuna industry and there are pirate ships going in, and how do you police that?"

Bluebottles, he said, could be used to thwart these pirate craft chasing fish into a country's EEZ or a marine sanctuary. "They don't stop - it's an imaginary line in the ocean," he said. "So the idea of protecting marine sanctuaries or marine parks or marine borders from illegal fishing is a big application.

"And then there's a big application in oil and gas for doing what they already do, but doing it for a disruptively lower cost - for example, asset protection, environmental monitoring, mapping of various pipelines."

*From an article by Jonathan Bradley. July 17, 2020  
[www.createdigital.org.au](http://www.createdigital.org.au).*

## Cruise Ships Update

At the start of July, here are some of the 35 cruise ships which were moored in Manila Bay, Philippines. It was a rare sight! By the end of July, most had moved to the Singapore/Malay coastal area.



Since mid-March, only a small handful of the world's 400-or-so cruise ships have been able to accept passengers. A few are sailing the world with purpose, repatriating crew members from every corner of the globe. The rest are sitting idle in cruise ship purgatory, unable to sail commercially for the foreseeable future. Idling through the pandemic isn't just bad for the company's bottom line, it's a potential death warrant for their costliest assets: the ships themselves.

The expense is staggering. Carnival Corp, whose nine brands comprise the world's largest cruise company, indicated that its ongoing ship and administrations expenses would amount to \$250 million a month once all its ships are on pause. Getting the company's 105 ships to their pause destinations—20 in the Caribbean, 40 in Europe, 35 in Asia, and 10 in the eastern Pacific—is a process that will stretch into the third quarter of the year.

As with airplanes, the first issue with maintaining an idle cruise ship is simply finding a place to park it.

There's not enough port space for every ship to dock at once, especially for huge ships that ordinarily carry up to 8,880 passengers and crew. Less lucky vessels have had no choice but to drop anchor at sea, occasionally stopping into the nearest port for provisions and fuel.

"Modern cruise ships are not designed or built to just be turned off and left at a pier," says Monty Mathisen, managing editor of Cruise Industry News. "You are talking about massive amounts of machinery, electronics, and even steel that needs maintenance, checking, and preventative work."

To keep cruise ships shipshape and avoid costly repairs, the vessels must be kept operating. That mostly involves one of two scenarios, referred to in the industry as "warm" or "cold" layup.

In warm layup, most systems are kept functioning; in cold layup more are shut down, such as ballast tanks, turbines, and gear boxes. Cold layups come with extra precautions, too, such as sealing off external doors and windows, moving linens to a dry place, putting mattresses on edge, opening all dresser drawers and closets, and sealing bathroom fixtures, to name a few.

The ship can resume carrying guests within weeks,

though it will still need to get a full crew onboard and sail to the appropriate destination.

But warm layup requires more upkeep, and therefore more staff. Each ship has a "safe manning" team—about 120 crew members for a large ship. Among the necessary personnel, according to Carnival's Chief Maritime Officer Bill Burke: a deck crew to drive the ship, an engineering crew to run the electrical power and propulsion, a medical team to tend to staff needs (particularly in the time of Covid-19), security, and enough housekeeping and kitchen staff to keep everyone looked after and fed.

In the event of hurricanes or other bad weather, the ships have to be able to move.

But there's a time limit on this half-on strategy: warm layup is only appropriate in the short term. After as little as six months, ships may lose certain certifications that allow them to sail legally.

Cold layups require fewer systems to run, and therefore, as little as 40 crew members: a bridge team, engine room operators, fire wardens, and hotel staff. But grinding operations to a near-halt makes it more difficult and expensive to restart.

Burke says Carnival could move in this direction in the long term. Mathisen says Royal Caribbean has already committed to this tact. Its fleet is largely being protected by dehumidifiers - deployed everywhere from engine rooms to public areas.

When they're ready to set sail again, the restart "can take weeks to months," he explains, detailing delays that range from transporting crew back to the ship, going through bureaucratic recertification processes, or even financing expensive dry dock repairs.

A more drastic option is tying up the ship, shutting down all systems, leaving only some emergency generators running and a few fire safety crew and watchmen on duty. Cruise historian and writer Peter Knego paints a grim picture of what can happen in that scenario.

"The first thing that goes is the plumbing," Knego says. "If you don't have the plumbing active and somebody's actually flushing toilets and running water through the system, rust sets in, the pipe starts to disintegrate, and then you have major problems."

HVAC systems and wiring are next to go. "And then just the fact they are laid up in salt water, salt air, decaying everything very quickly," Knego explains. "You literally have to tear the infrastructure to make repairs if a ship has been idle for too long." With long-term layups, issues like rot start to crop up.

Carnival said it plans to retire at least six older ships, which could potentially be sold to another cruise company or for scrap - usually for anyone's best offer. *(However some of the cruise lines which would normally be 'next in line' will not survive the COVID disaster.)* A ship out of water is, alas, worth less than the sum of its parts.

<https://www.facebook.com/bloombergbusiness>.



## Community Champion

You may not be aware that there appears to be a proposal from some McDonalds' leaders to replace Rod Chiapello at the McDonalds Bracken Ridge franchise. His 20 year lease with McDonalds expired on 30<sup>th</sup> June, 2020, and he has stated he has no plans to leave the brand or his 110 team members. At this stage he has been given a 3 month extension. Local residents have created a petition which has attracted around 16,000 signatories.

A few years ago, a Bracken Ridge resident was quoted as saying "Rod Chiapello is well known as a man of service throughout our local community. If you asked any local who the most generous person in our area was, they would likely respond "Rod from McDonalds'. He never waits to be asked for help but rather he looks for any opportunity to give something. If there is a community organisation with an event on, Rod is there. He seems to run his entire business on the premise that giving is better than receiving."

At the same time Luke Howarth MP said "Rod is a community champion. Many people regard multinational corporations as self-serving and only in it for the profits, but Rod Chiapello is the prime example of a local operator who is all about community. He supports many charities and people in the local community such as schools, chaplaincy groups and a whole range of people"

That includes VMR Brisbane: Rod has maintained his reputation as a community champion by supporting us on a regular basis for many years. Your editor is suggesting that you support Rod and his Bracken Ridge McDonalds if you are looking for fast food and you can join in the BYO picnic rally at Enbrook Parklands at 11 am on Saturday, 29<sup>th</sup> August, 2020.

## Annette Kellerman

You may not have heard of her but Annette was born on 6<sup>th</sup> July, 1886 in Marrickville. The list of Annette Kellerman's achievements is extraordinary: champion swimmer and diver, vaudeville performer, international silent film star, stunt performer and entrepreneur.

She started out as a champion swimmer and diver – holding all the world records for women's swimming at just 16 years old and performing marathon swims. In 1905, she embarked on a vaudeville career in England and defied convention by wearing a one-piece swimming costume, starting a worldwide trend. Her vaudeville shows became legendary and showcased her skills in underwater ballet, wire walking, dance and music. Ahead of her time, Kellerman even included a drag act. She moved to New York and starred in blockbuster silent films. Her physical prowess meant she performed all of her own stunt dives and underwater tricks.

<https://www.nfsa.gov.au/collection/curated/annette-kellerman>

## Another Container Ship Calamity

In case you haven't kept up with the litany of recent automotive cargo ship disasters, the *MV Golden Ray* is a 656-foot-long car carrier (virtually new as built in 2017 at Hyundai Mipo Dockyard in Ulsan, South Korea.) On September 8th, 2019, it started to list as it departed Georgia's Port of Brunswick with a load of 4,200 new Hyundais and Kias and eventually capsized in shallow water.



320,000 gallons of oil and water mixture were removed and now the salvage operation has begun. The 80 pilings have been installed for the environmental

protection barrier around the ship.

A massive arch-shaped heavy lift catamaran called the *VB 10000* arrived on site in July and will park around the capsized ship, stretch a giant chain under it and start pulling back and forth in a sawing motion as its twin winches slowly lift the chain.

After it's cut up into eight pieces, the *MV Golden Ray* will be put onto barges and sent to Louisiana for recycling. It had been hoped to have it removed before the hurricane season in June but COVID-19 delayed the arrival of materials and equipment.

The insurance gross claim figure is estimated to be in excess of an eye-watering US\$400 million.



Originally a therapy for legs weakened by rickets as a child, swimming became a passion for Kellerman - but often with a dramatic twist. Dressed as a mermaid, she earned money as a teen by diving into a glass tank of underwater creatures. Synchronized swimming is considered the brainchild of the talented Ms. Kellerman, as is the one-piece swimsuit which she wore instead of the accepted pantaloons. This suit became so popular that it was known as the "Annette Kellerman" and was the first step toward the invention of modern swimwear but it led to her being arrested in 1907 for "indecenty"!

According to the biography written by her sister Marcelle Wooster, Kellerman trained herself to hold her breath underwater for three minutes and twenty seconds at a time.

Annette died on 6<sup>th</sup> November, 1975 at Southport.





## Volunteer Marine Rescue Brisbane Inc

Providing a Safer Environment for our Community

95 Allpass Parade, Shorncliffe Qld 4017

P.O Box 201 Sandgate Qld 4017

t: 07 3269.8888 f: 07 3269 2245 m: 0413 200 271

e: [secretary@vmrbrisbane.com.au](mailto:secretary@vmrbrisbane.com.au) w: [vmrbrisbane.com.au](http://vmrbrisbane.com.au)

### 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**





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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 .....

Volunteers saving lives