

# BEYOND THE BREAK



Nowhere to hide?  
Our new 4WD tow vehicle and support vehicle resplendent in SLSA livery

## VIEW FROM 'THE SKIPPERS' SEAT'

**The greatest challenge in the world is not so much where we stand at present; more so it is the direction we are moving to in the future ...**

Take a moment. Think about the quote above. It is so simple. And yet so true. Stand still and ... well, we perish. Lets be honest, we've seen many rescue support services over the last 40 years that have gone the way of the dodo bird. Once you lose these support services - good luck getting them back. The human and financial resources involved are just too much. Think JRB 4 and Bartender to name but two. In particular think about how this quote applies to Surf Rescue 30 over our short history. Why do we mention this? Because a month ago, whilst on patrol, we received a visit from a chap who used to be in JRB 3 thirty years ago and happened to be in the "hood" from interstate and wanted to see if we were still around. We gave him a tour. He was pretty impressed with where we've landed and, I suspect, quietly proud if his grin was anything to go by, that his contribution to our history counted for something tangible. And let's face it, we all want to leave a legacy.

Our forefathers at Surf Rescue 30 back in 1969 were a group of trailblazing surf lifesavers who recognised the constraints of a reel line & belt when operating on the treacherous Randwick Coastline and the beaches of Maroubra, South Maroubra, Coogee and Clovelly. Now I imagine these surf lifesavers thought would't it be great if you could have a rescue boat with a whopping big V8 chevy inboard engine in it to give you power when you need it; and wouldn't it be great if you could marry it up with a propulsion system that could skim across mere inches of water. Package all this in a

rescue craft that could carry three rescue crew and would be comfortable in a 10 foot surf - and after some trial and error - Jet Rescue Boat 3 (JRB3) was born. Many today owe their lives to JRB 3 and the vision of these Randwick surf lifesavers. Nothing stands still. Most of these guys are still around if you search for them and they are absolute gems to have a chat with - and no, before you ask, we're not talking about Karl!

**Imagination is everything. It is the preview of life's coming attractions - Einstein**

Twenty years ago the Group reinvented itself moving from Jet Rescue Boats to twin hull rescue boats. These offer increased capabilities off Randwick's rugged cliff coastline, are quicker, drier, and can still capably navigate close to shore and into coastal bays and offer a very stable platform. Even these have evolved: sheeted with Kevlar; fully customised equipped with a state of the art FLIR camera, powerful maritime GPS capable of logging into local base stations, digital radios and on board computers monitoring every aspect of the rescue craft's performance and safety systems.

Yes the next ten years will be exciting, no worries about that. But it's reassuring to know that the one thing that has always been a constant part of our fabric is our volunteer surf lifesaving roots and our desire and constant focus on making our coastline and community a safer and better place. That will never change.

*"Surf Rescue 30 - safer beaches, safer coastline, safer lives"*



**Pictures tell a thousand words ...**  
in a scene reminiscent of the town of Amity from the movie Jaws, Bondi Beach (top photo), on New Years day with not a sole in the 21 degree water following a shark alarm and 40,000 on the shore. Surf Rescue 30 cut a lonely figure less than 100 metres off the beach (pictured below) as it conducted a sweep for the shark. This sighting came less than two days after a Great White sighting at Dee Why.

# CAPTAIN'S CORNER



It has been a busy season to date despite fluctuating weather and trying sea conditions which have tested both our crews and craft. Happily, both have been a credit to Surf Lifesaving Sydney Branch in the way they have performed. Well done.

As you can see in other sections of this newsletter we have been involved in a number of large scale searches and other taskings both while on patrol and after hours. I would like to thank our members for your continued support and commitment. In the lead up to Christmas we took delivery of a new tow/support vehicle which is now equipped to not only tow the boat, it has had new equipment added to allow us to respond via road if the need occurs. It's another piece of rescue equipment at our disposal.

Finally, thank you to Surf Life Saving NSW for your continued support of Support Operations with your generous donation of a hand held FLIR.

I look forward to working with you all in 2013.

Prace

**Three weeks - 3 drownings plus many near misses!**

*"When you're drowning, you don't say 'I would be incredibly pleased if someone would have the foresight to notice me drowning and come and help me,' you just scream."*

**John Lennon**

Whoaaa! - Can someone please explain what's what's going on here. In the space of three weeks there occurred three marine related deaths all in the notorious stretch of coastline between Maroubra's Shark Point and La Perouse. Two divers, one off Maroubra's Shark point and the other a freediver off Bare Island at La Perouse; and a rock fisherman off Little Bay. Surf Rescue 30 attended two of these - at Maroubra and Little Bay. In the former case the patient was conscious when he left the beach but was in a pretty bad way; in the last case, Surf Rescue 30 was only 2 minutes from the area when called however unfortunately the alarm was raised nearly 60 minutes after the freediver had gone missing. These three drownings all reinforce the need to remain in close proximity to our area at all times - our own backyard is a dangerous place.

Near Miss: First weekend of patrols Surf Rescue 30 happened to be "Johnny on the Spot" when we assisted an a large gentleman about 200 meters from shore in Botany Bay who was chasing after a soccerball that had blown into the Bay. Problem was he was going with the swell and



**Police scour the rock shelves near Bare Island**

wind and he had not realised how far into the bay he had gone. He signalled the craft for assistance which thankfully happened to be passing by. John Restuccia who was the skipper said "what could have unfolded if we had not been there does not bare thinking about - he was out of breath and clearly in some distress."

A couple of weeks ago Surf Rescue 30 was tasked to a Jet Ski operator in distress at Cape Solander. His powercraft was up

on the rocks and he was bobbing in the water in powerful cyclonic swells courtesy of Cyclone Evan which hit Fiji. At the time of the call Surf Rescue 30 was at Clovelly and the trip to Cape Solander took 14 minutes in 2.5 metre following swells. We arrived as PolAir was completing the winching job and taking the patient to paramedics on the Kurnell cliff tops. Karl used the swells to maximum advantage "tacking" downwind swells for maximum safety and control. Matt Harper and Matt Harrison as crew were both cool as cucumbers as they suited-up in case they had to get wet. Job well done guys!

Then that dreaded 3am page. You know its serious when the police task you to the Harbour to assist a search at 3am. Surf Rescue 30's callout crew, after performing a risk assessment, decided to proceed by road to Rose Bay, about a 1/2 hours drive from the Base (at that time in the morning) and were on the water at around 3:45am to join the search for a lady who had fallen from her vessel whilst at anchor on New Years Eve. We joined the search for the missing lady with Water Police, Marine Rescue NSW, Polair and Lifesaver 1 and utilised the FLIR and spot lights in a crowded part of the harbour preparing for New Years Eve . Unfortunately, this search had a tragic ending for the family with the lady's body being retrieved near Catalina restaurant at around 6:15am.

And only again earlier this year yet another fisherman drowned off Little Bay. Surf Rescue 30 was tasked to this search after hours and assisted Water Police the following day. Thanks to Matt E, Chesh and Pete Fuller.

To cap off January we had two overturned boats - one off Bare Island and the other off the reef at Voodoo. Surf Rescue 30 attended both with Water Police and Lifesaver 1: no lives lost with a lucky escape for both crews - but both boats were a "write off". Australia Day saw several taskings in big seas with Mattie Harper again in the thick of it!

Thanks to all crews for their dedication.

Upon reflection John Lennon's quote is no revelation. It's really just plain old bloody common sense.



# OUR UNSUNG HEROES



## A life less ordinary?

The boat gets all the glory. However, often it's the day-to-day things, the mundane, which keeps us patrolling. How extraordinary the ordinary really is, the tools we all use to keep us patrolling. Take our trailer - state of the art, dual axle, disc brakes with teflon pads and an on board a self wash freshwater system. Let's face it if the trailer is not up to speed the boat does not patrol. Mundane? We think not! Likewise our 4WD support vehicle tasked with towing almost 3.5 tonnes worth of rescue craft. If it does not start, we do not sign on. This time around the 4WD is a support vehicle in its own right (see story below)



## Surf Rescue 30 takes delivery of a new 4WD

After nearly 5 seasons of service the Toyota Landcruiser has been replaced with a new 4WD: a Holden Colorado.


The new Colorado has been decaled with Surf Lifesaving brand-box and bears our sponsors names prominently on the side windows. Here's a bit of an overview of the capabilities:

- ☑ 2.8 litre 4x4 turbo diesel - high and low range;
- ☑ 3.5 tonne tow capacity;
- ☑ 5 star ANCAP safety rating
- ☑ Bullbar with integrated electric winch fitted for low tide retrievals;
- ☑ Red and yellow LED light bar;
- ☑ Roof racks for a rescue board;
- ☑ Flexiglass rear canopy;

The Holden Colorado was given its first real test on New Years Eve to a tasking on Sydney Harbour and passed in flying colours

- ☑ Bluetooth paired to the Surf Rescue 30's mobile phone;
- ☑ Equipped with SLSA UHF and marine VHF Radios;
- ☑ Basic dive gear - including rescue tube and flippers, mask and snorkel; and Bennett Rescue Board
- ☑ Fire extinguisher;
- ☑ Defibrillator; soft pack oxy viva; and soft pack first aid kit;
- ☑ Hand held portable FLIR Unit
- ☑ Full electrics for towing including sensa brake assisted braking for the trailer.

Take some time getting to know the vehicle - it feels and handles very differently to the Landcruiser it replaces. It's longer wheel base is ideally suited to low tide launchings on a wet ramp. During the recent callout, the support vehicle was required to tow the rescue craft from Malabar to Rose Bay for the launch - which it did with ease and more sprite than it's battle weary voluntary crew!

AROUND THE TRAPS	RAFFLES	MAUI JIM PREDICTS A FALL IN PROFITS ...	MATT AND HANNAH
	<p><b>So far this financial year</b> our Coogee Bay Hotel raffles have raised just shy of \$5,000. Well done to Lucky John and Co.</p>	<p><b>We've missed the dry humour and chocolate biscuits in the fridge...</b> and Maui Jims have predicted a fall in profits with Gerry recuperating (no sunnies over the side). We all look forward to having you back on deck soon.</p>	<p><b>Congratulations</b> to Matt &amp; Hannah on the recent arrival of baby Luella. Our next generation of crew is looking healthy!</p>

## MAINTENANCE UPDATE PATROLS AND TRAINING

The boat has recently been down to Hunts Marine to have the Yammys serviced. A gentle reminder to Skippers if you notice anything wrong or not quite right - don't sit there like a "half sucked jube" - tell Prace so we can either get things fixed or discuss issues amongst the skippers at our monthly meetings and resolve to get things fixed.

Now we had some radio comms problems at the start of the season. We have replaced the VHF aerial and had the technicians out to look at UHF. Things seem to be working far better now.

For those who may not have been on

Hunts to get the port counter rotating motor's gearbox replaced. We have also had a new set of Yamaha Stainless steel propellers installed on each motor designed to ease the strain on gear changes.

Finally, we have taken the boat down to Craig Splits Fibreglassing to get a bit of "nip and tuck" fibreglass work to ensure we are ship shape for the peak period of the season. Thanks to Pete and Gary and those who offered to help for seeing to the maintenance matters.

### Patrols

Last full crew meeting the crews discussed and resolved that to assist Tresne, all crew log onto the roster and choose their dates and times for the first 20 hours of patrols in the second half of the season (1 January - 25 April). This is something we should be doing anyway - but we've all got a bit slack about it - perhaps because we enjoy Tresne's texts or her dulcet tones when she phones us. So log on and choose 20 hours. If you want to do more, beauty! It's the initial 20 hour commitment we are looking for. Can't make your patrol? Please phone around and arrange a sub.

### Training

We have several trainee skippers, several trainee drivers and several trainee crew under to tutelage of Chesh and Prace. Most of the training will be conducted on patrols, so Skippers please carry out training with the crews in accordance with the training cards and complete the competency cards at the end of patrol for trainee crews. Skippers have had an on-water training session with the FLIR - commencing with callout skippers. Further sessions to follow in the new year.

### Base Update and Grants

Building a better base is a first step to building better support services for our



Something not quite right - let Prace know

coastal communities. Plans are approved and preliminary costings are in and we've applied for various grants for a refurbished base in the thick of all the action at Malabar. Over the coming

months we'll be having conversations with Surf Lifesaving and our Local Members and sponsors in an effort to secure some funding to complete these critical community infrastructure works.

Thanks to NSW Surf Lifesaving and the Department of Sport and Recreation for two new portable radios and two rescue tubes. The portable radios have been put to good use with the recent callouts.

### Sydney Branch Lifesaver Awards

Well done to Matt Harper (Crew) (Maroubra); Jerome Dillon Baker (Crew); (Coogee); and Matt Spooner (Trainee Crew) (Coogee) who took out 1st, 2nd and 3rd places respectively at the recent Sydney Branch Champion Lifesaver competition.

### Extreme Weather

The last few months we have experienced some extreme weather - huge seas, gale force winds, storms, and torrential rain. When the conditions are atrocious and the craft is on patrol, but owing to the weather the "call" is made not to go out for a routine water patrol, crews should now feel free to utilise the 4WD. Strap the board to the roof and voila - we become a land based mobile patrol unit able to patrol unpatrolled stretches of our coastline. We ask that crews remain around the Randwick beaches, so we can respond quickly in the event the craft is tasked.

**Next full crew meeting:** Wednesday 10 April 2013

(Note: the next skippers' meeting is Wednesday 13 March)

### Welcome to our new crews

Welcome aboard to Cameron Simpson (Wanda); Jeff Green; Molly Cocks (Clovelly); Matt Spooner (Coogee) Mikayla Murray (Maroubra); and Rosemarie Taliano

the craft for a while we have purchased a new Boat iPhone. All the numbers are preloaded into the phone book and the phone is Bluetooth paired to the 4WD and in a water resistant and shock proof case (don't test it Gerry!). Again, the phone should only be used by skippers and is not to be used for internet and social media - except by the skipper for SLSA or rescue purposes such as checking BOM or SLSA risk assessments. At the end of the day, we still have to pay the bill for all usage.

The trailer lights have been replaced after an electrical short a couple of weeks ago and finally the counter rotating engine has just last week had some gearbox tweaking following some gear engagement issues on the port motor. Thanks to Jarrod and Pete for attending to seeing these repairs through. Unfortunately, the issues have persisted and the craft has had to go back down to