

Shoalhaven

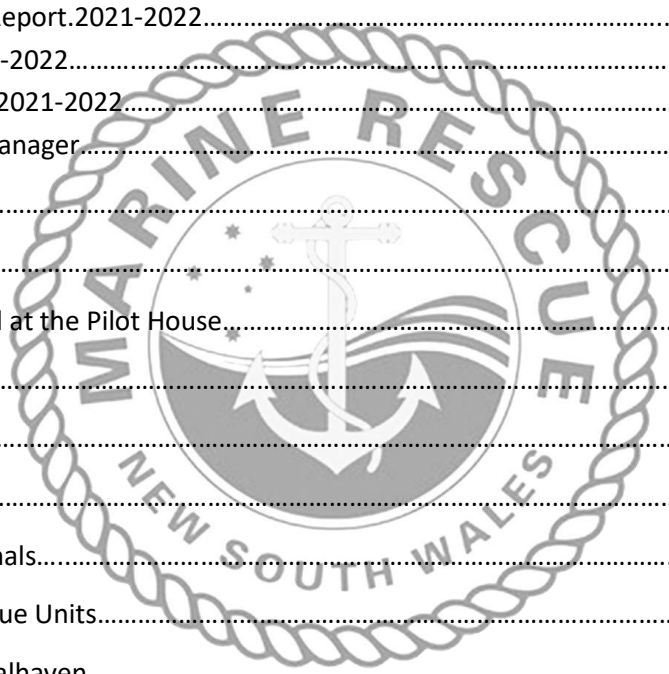
Marine Rescue Guide Book 2021-2022

Fishing- Camping- Diving- Archery

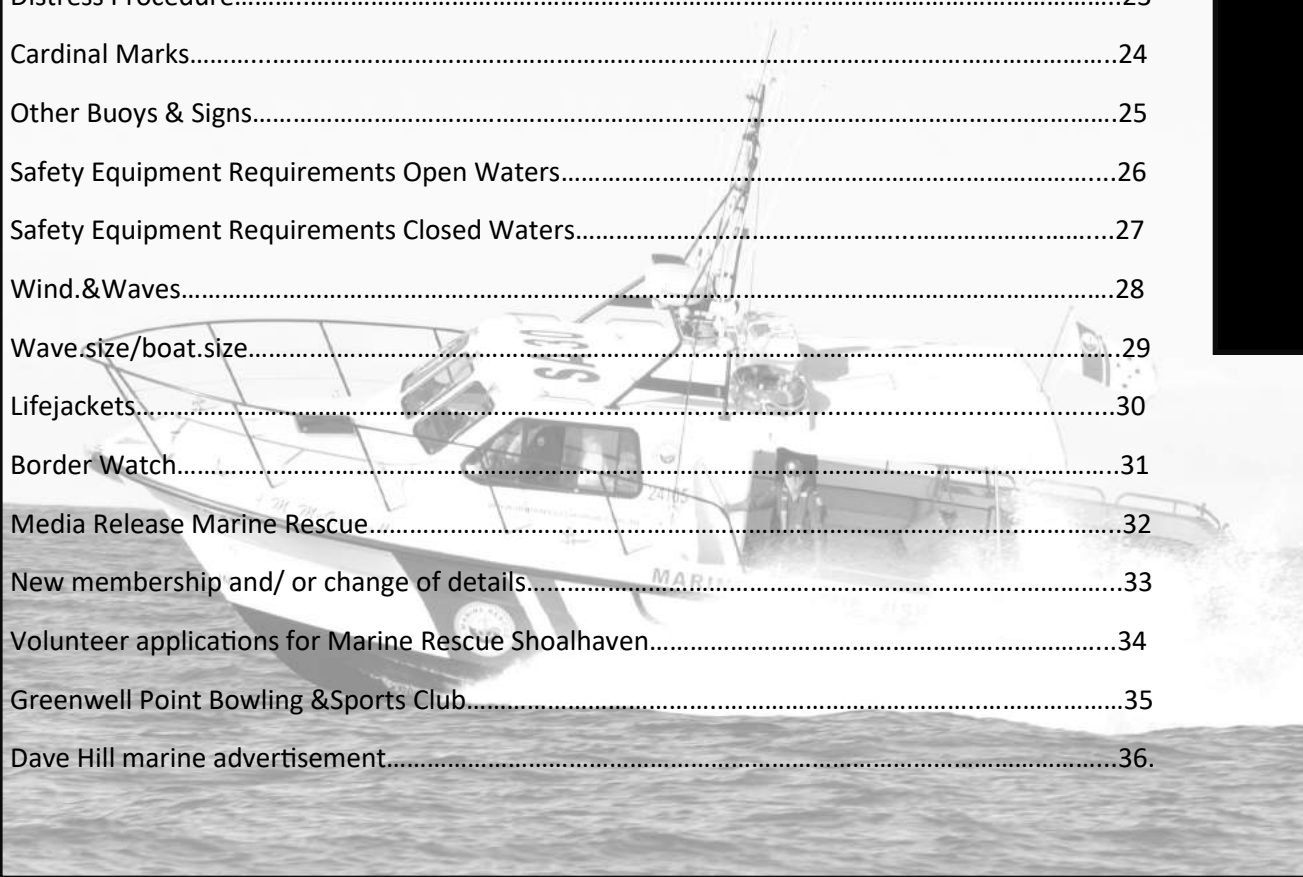


← Outside front cover, Photos of guide book covers from 20years in the past.

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Office Bearers 2021-2022

The following members make up the committee of the association

Unit Commander: Bill Carter

Committee: *Danielle Carter, Fund Raising Officer

Deputy Commander: Marty Kaye

*Mike Boadle, Vessel Operations Officer

Treasurer: Paul Windfield

*Bruce Mitchell, Radio Co-ordinator

Administration Officer: Daniel Sandstrom

*Ray Jones, Training Officer

Administration: Phone 4447 4466

*Darryl Halls, Maintenance Officer

Telephone Numbers– Area Code(02)

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Marine Rescue Shoalhaven _ Website: www.shoalrescue.com.au

Nowra Police.....4421 9699

Culburra Beach Police.....4421 9691

Jervis Bay Police.....4442 1008

Berry Police.....4464 1404

Huskisson Police.....4441 5779

Roads & Maritime Services, general enquires.....13 12 36

Shoalhaven Memorial Hospital4421 3111

Nowra Private Hospital.....4421 5855

Ambulance.....13 233

Fire Brigade Nowra.....4421 0202

Shoalhaven Visitors Centre.....4421 0778

Radio Station 2ST.....4423 0055

National Parks & Wildlife Service.....1300 361 967

NSW Dept Primary Industries, Fisheries Watch.....1800 043 536

Fisheries NSW Huskisson4428 3400

Border Watch.....1800 061 800

Bomaderry Railway Station.....4423 0141

Emergencies, Ambulance, Fire, Police.....000

Marine Guide: Editor: Pat Welch 4447 4704, Assistant Editor Marty Kaye 0403 343 082

Foreword to Marine Guide 2021—2022

I take this opportunity to once again sincerely thank and extend my appreciation to the Marine Rescue Shoalhaven volunteers for their tireless efforts during 2021.

The past twelve months has been challenging, however the effort by you, the dedicated volunteers who efficiently and quietly go about the business of keeping a watchful eye on the boating community is phenomenal.

Each year volunteers undertake courageous acts on our waterways rescuing those in danger and I commend all who assist providing this vital service across the coast.

Whether searching for missing vessels, rescuing stranded fisherman and working collaboratively with other Emergency Services and Department of Defence, Marine Rescue provides a valuable service to the local and visiting boating community.

As the Member for South Coast, I will ensure the NSW Government continues to be steadfast in supporting Marine Rescue with vital funding to assist with State wide fleet upgrades, major capital works and valuable investment into the volunteers for the safety of the boating community.

It is my privilege to be associated with you all and I wish Marine Rescue Shoalhaven every success with your endeavours throughout 2022.

Yours sincerely



The Hon Shelley Hancock MP
Member for South Coast



Unit Commanders Report 2021-2022

Welcome the 2021/22 Marine Guide, another challenging year is about to end with the Xmas/New Year holiday period almost upon us, with all indications that this year the holiday season will be extremely busy. This means that our volunteers will be busy as well providing the marine rescue service to keep all of our boating community safe.

The COVID restrictions have somewhat eased and we are hopeful that 2022 will be back to pre COVID times, although there will probably be some restrictions on what we can and can't do. As always our volunteers are always ready and available to respond to on-water rescues, searches and assists. Our radio room has been able to operate virtually uninterrupted throughout 2021 thanks to the commitment of our radio operators and watch keepers who have turned up and provided the service that our boating public and members have come to expect from us.

Our vessels are serviced and ready to respond to any eventuality over the coming months with some \$30,000.00 spent on SA-30 as part of her 4000 hour service. This included replacement of many engine parts that were part of Yanmar's servicing regime. (Both engines in SA-30 are Yanmar). Although SA-30 is now ten years old she is in very good condition and very reliable owing to regular servicing and maintenance.

SA-20 will be undergoing her 5 year out of water inspection in December 2021 and we will be looking at replacing her engines in the next 12 months or so.

We are currently working on a project to build a new Search and Rescue Coordination Centre at Crookhaven Heads to replace the now 81 year old Pilot House. The project will require significant funding and we have already commenced applying for this. A project this size will take several years and I am confident that we will be successful in achieving a positive outcome.

We are always looking for new volunteers for our radio room and also on our rescue vessels, if you have some spare time and are looking for an activity that provides a positive return to the community please do not hesitate to contact us on 4447 4466 or email uc.shoalhaven@marinerescuensw.com.au.

Best wishes and looking forward to a brighter and less restrictive 2022,



Bill Carter ESM,
Unit Commander
Marine Rescue Shoalhaven



Deputy Commanders Report 2021-2022

Hi all SA members

Without a doubt the last two years have been difficult for Marine Rescue Shoalhaven. Like everywhere, the Pandemic impacted the Unit limiting contact and training with new members, with most training conducted online with specially developed training portals. Social distancing and hygiene on the Rescue Vessels and the Pilot House/Radio Room needed to be maintained, as a result most of our members were able to fill rosters and keep the Unit staffed.

A certainty for Marine Rescue Shoalhaven, people will always require assistance on the water, as our statistics show. In fact, an influx of boaters was observed as the pandemic wore on. Many of these were taken out of storage, serviced, and deployed for lockdown weekends. For some people, the list of maintenance needed was not complete thus any pending issues were overlooked resulting in a call for assistance.

Marine Rescue Shoalhaven was able to attend all calls for assistance during the pandemic and then some. The Unit comprises about ninety volunteers consisting of Skippers, Crew, Radio Operators, Admin and Fundraising staff. We also maintain our vessels to a high standard with weekly maintenance and vessel slipping when required.

A major project in preliminary planning is a proposed new Pilot House and Radio Room to occupy the site of the existing building. The current premises has about seen its day and all are in agreement that a new building is needed. The project is slated to take five years until completion. Much has to be done including securing the funding required. Donations are always welcome, as are Grants which we will need to seek.

Would you like to become a volunteer and help us with all of this? Call the Base or visit the Marine Rescue New South Wales website and register. We can provide training, uniforms and an opportunity to serve in a proud and accomplished Marine Rescue Unit.

Enjoy the waterways, be safe, have fun.



Marty Kaye
Deputy Unit Commander
Marine Rescue Shoalhaven



Treasurers Report 2021-2022

As for most of us on the South Coast and indeed the rest of Australia, 2021 was a year that presented more than just the usual challenges for Marine Rescue Shoalhaven.

Firstly, and as always, we would like to start by thanking all of our financial SA boating members for your continuing support; your contributions provide more than a quarter of the funds we need to continue to provide service to the marine community of the Shoalhaven and are absolutely vital our ongoing work. This is true right now more than ever as our income from other fundraising sources has been severely curtailed due to the various lockdowns and other restrictions.

It will come as no surprise to our readership that continuing to operate through the covid situation has presented a number of immediate operational and cost challenges, including increased sanitation regimes, personal protective equipment requirements and restrictions on volunteer numbers in the radio room and on board on patrol. Of course we expect these requirements to continue into the future and are essential steps in keeping our crews both onshore and on board, as safe as we reasonably can, irrespective of the day to day costs.

Our greatest expenses in 2021 however were operational, and related mainly to planned major engine overhaul and survey compliance expenses to ensure that our larger vessel, SA 30 received her full scheduled maintenance which was due during 2021 ensuring SA30 is kept at the highest engineering standards as required for rescue vessels. The cost of this work in 2021 for SA30 alone exceeded thirty thousand dollars, not including the usual regular maintenance for both SA20 and SA30 and fuel expenses we incur as a matter of course. The net result of a high cost year coupled with restricted fundraising has put a strain on our resources of course, however much of the current situation was planned for and the unit moves into 2022 still in good financial shape assuming we continue to receive the support of our members.

Our fundraisers are advanced in their planning for 2022— to keep us active on the water and on the airwaves— however as I have said already we do need your support! Now more than ever! So when you see us on the water or out fundraising and feel you can get behind us with a few dollars please know we sincerely appreciate it. Every cent we raise goes straight to where our supporters meant it to go— keeping our radio base operational and our rescue vessels on the water.

Again thanks from all of us at Marine Rescue Shoalhaven, to each and everyone of you for your ongoing support— Stay safe on the water, wear a lifejacket and remember when things go wrong CALL Marine Rescue Shoalhaven for HELP.... Its what we do!



Paul Windfield
Treasurer
Marine Rescue
Shoalhaven



Phone: 0400 230 982, Email: treasurer.shoalhaven@marinerescuensw.au



Training - Volunteers- Radio Operations-Vessel Duty.

Marine Rescue Shoalhaven (MRS) delivers marine rescue and Radio Operations training to our volunteer members through local courses, on the job tasks and regional workshops. Our members choose to train for one or both, Radio Operations or Vessel Duty.

The training includes subjects such as seamanship , First Aid, Work Health and Safety (WHS) and safety at sea, navigation and electronics, simple engineering, communications, risk assessment, team work, search and rescue and briefings and debriefings.

Training and support is provided through mentoring and coaching and is finalised by an Operational Assessment to achieve a Marine Rescue NSW (MRNSW) ratings (qualification).

MRNSW is a Registered Training Organisation (RTO) , licensed to train our members according to industry standards , legislative and State Rescue Board requirements.

If a member believes they already have the skills and knowledge specified by one or more competencies in the identified training course , s/he can apply for Skills Recognition.

Interested in becoming a volunteer?

MRS volunteer members come from all walks of life and there's a job for almost everyone at our unit , whether it's crewing an offshore search and rescue vessel, maintaining radio communications at the base or provide the support crew needed to keep the operation afloat.

We're always on the lookout for people from a range of backgrounds who have valuable technical, practical, administrative or life skills to contribute to the smooth and efficient operation of MRS, such as accounting , engineering , electrical, plumbing, marketing, teaching or communication knowledge.



**For further information contact Ray Jones via email:
training.shoalhaven@marinerescuensw.com.au**

Vessel Operations Manager

Vessel Crews

Crew numbers overall have been stable over the year. Training of Boat Crews was scaled back very significantly during the peak COVID time, but recommenced in June. Since then, it is very pleasing to see that a number of people have gained crew and leading Crew qualifications.

Shoalhaven 20

This vessel continues to perform well,

New Navigation electronics were fitted to the vessel in December 2020 as the previous units have reached the end of their operating life.

Shoalhaven 30

This vessel continues to perform well .

A new lightweight portable jump starter was added to the vessel inventory. This will make it much easier and safer to transfer to a vessel in choppy sea conditions.

New navigation electronics were also fitted to this vessel in December 2020 as the previous units had also reached the end of their operating life.

West St Wharf Security

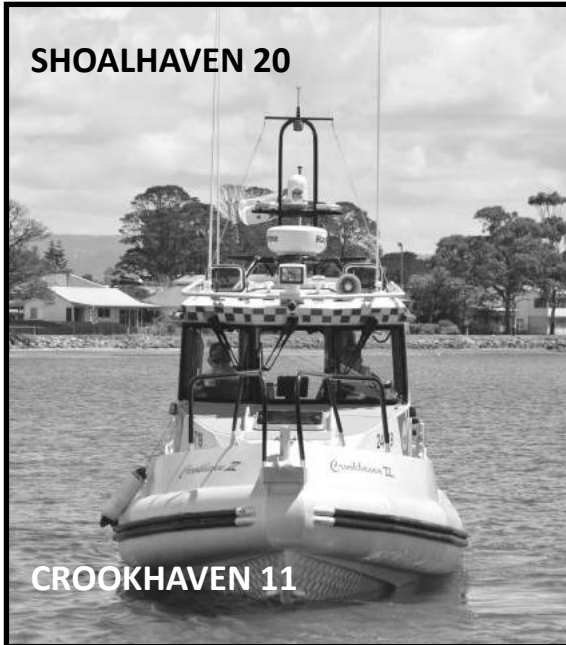
The CCTV system continues to perform well and there have been no security issues this year.



Mike Boadle ESM ,
Vessel Operations Manager



Rescue Vessels & Specifications



Vessel Specifications	Shoalhaven 20
Year of Manufacture	2016
Hull Material	Marine Grade Aluminium
MRNSW Call sign	SA 20
Length Overall (LOA)	7.5 METRES
Vessel draft (m)	0.6
Vessel displacement (t)	3.5
Minimum Crew	2
Engines	2x150 Suzuki petrol outboards
Maximum speed (knots)	35
Cruising speed knots	20
Fuel capacity (Litres)	440
Typical Range(n/ miles)	180
Typical endurance(hours)	9
VHF Radio	yes
27MHz radio	yes
DCN Radio	yes
Radio direction finder	no
Radar	yes
Auto Pilot	no
Thermal camera (night)	yes
Approximate Replace cost	\$300,000

Vessel Specifications	Shoalhaven 30
Year of manufacture	2011
Hull material	Fibreglass
MRNSW Call sign	SA 30
Length overall (LOA)	11.5 Metres
Vessel Draft (M)	1 metre
Vessel Displacement (t)	10.5
Minimum crew	2
Typical Crew	4
Maximum POB (Sheltered waters)	15
Maximum POB (OPEN) Waters	8
ENGINES	2X430HP Yanmar diesel inboards
Maximum speed (knots)	32
Cruising speed (knots)	20
Fuel Capacity (litres)	1240
Typical Range (nautical miles)	250
Typical Endurance (hours)	12
VHF Radio	yes
27 MHz radio	yes
DCN Radio	yes
Radio direction finder	yes
Radar	yes
Auto Pilot	yes
Thermal Camera (night vision)	yes
Approximate Replacement cost	\$1,000,000



Fundraising

Fund raising activities during 2021 were severely restricted owing to COVID-19 restrictions which resulted in the suspension of our annual raffle, the weekly meat raffle at the Greenwell Point Bowling Club and regular Bunnings Sausage Sizzles.

While we are hoping to increase our fund raising activities in 2022 we have to take into account the increase in COVID-19 cases in the local area, this will affect our income throughout the year. I am confident that our services to the boating community will not be affected as we manage our funds in a professional manner.

I am looking to recruit more people to carry out fund raising activities, the main requirement is that you need to be a member of Marine Rescue Shoalhaven, joining is a simple process and can be done online or by emailing our Unit Commander on uc.shoalhaven@marinerescuensw.com.au . If you are interested in joining to take part in fund raising please contact us and we can answer any questions you may have. You do not have to be boat crew or a radio operator to be a fund raiser.

I hope that all of our members and the boating community have a much better 2022,

Happy boating

Danielle Carter

Fund Raising Coordinator



Danielle Carter

Fund Raising Coordinator

From the Radio Room

To be able to give our SA members and the general boating public the best radio coverage available we are planning a major upgrade of our communications equipment including the aerial tower , unfortunately this will require a huge fund-raising effort by our members to raise the \$160,000 required to complete this project. If we are able to a sizable grant towards the total cost , we could be in a position to start the project in May/June 2023.

Logging with the APP is proving to be very popular , as there has been marked increase in the number of vessels being logged on with the APP this year.

When using the APP to log on , if you are able to leave your phone turned on and have it update your position every 30minutes, by doing this in an emergency, it will allow us to locate you very quickly.

When logging on with Marine Rescue Shoalhaven our radio operators are required by the State Rescue Board and Marine Area Command (NSW Water Police) , to confirm your vessel registration number, on board mobile phone number , car registration number and on shore contact number.

You can also help us to help you , by keeping your contact details on our data base up to date with any changes to your mobile/ onshore contact number, vessel/car registration.

I ask you please make sure the radio channel is free before you transmit, speak slowly and clearly , listen for any instructions and do not to forget to LOG OFF at the end of your days fishing. Stay safe and enjoy your boating AND MAKE SURE YOU HAVE YOUR LIFE JACKET ON.



Bruce Mitchell ESM

Radio Co-Ordinator

MARINE RESCUE SHOALHAVEN



PHONETIC ALPHABET

letter	Spoken as	letter	Spoken as	letter	Spoken as
A	ALPHA	J	JULIETT	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	CHARLIE	L	LIMA	U	UNIFORM
D	DELTA	M	MIKE	V	VICTOR
E	ECHO	N	NOVEMBER	W	WHISKEY
F	FOXTROT	O	OSCAR	X	X-RAY
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		

Leave your radio *ON* at all times when out on the water.

This is most important if you are *OVERDUE* we are then able to contact you. This is important also to know that if there are sudden changes in the weather You will be able to hear the weather broadcasts and warnings.

Do you have a photo of your boat??

Bring / send it to the Pilothouse and we will put it on your membership file.

OVERLOADED?.....THEN FORGET THE FISHING !



Are you interested in becoming a radio operator? We can offer you training at the Pilothouse and when you feel you are confident enough , we can arrange your licence testing.

If you are not a member of any association we can still log you on. The additional information that you will be required to supply us will take up valuable time on the radio. So please supply that information prior to log on by way of the phone, email etc so that it is available prior to log on.

Log on Procedure

Example of logging on procedure:

When you want to log on please call:

CHANNEL 16

MARINE RESCUE SHOALHAVEN, MARINE RESCUE SHOALHAVEN

THIS IS SA4084, SA4084 on channel 16 OVER

MRS: SA 4084, SA4084, THIS IS MARINE RESCUE SHOALHAVEN , THIS IS MARINE RESCUE SHOALHAVEN PLEASE GO TO CHANNEL 73, GO TO CHANNEL 73, MRS OUT

CHANNEL 73

MARINE RESCUE SHOALHAVEN, MARINE RESCUE SHOALHAVEN

THIS IS SA4084, THIS IS SA4084, I WOULD LIKE TO LOG ON OVER

MRS; SA 4084 CONFIRMING YOUR VESSEL REGISTRATION IS(HT590N) AND YOUR CURRENT MOBILE ENDS IN 595 OVER.

SA 4084: MR SHOALHAVEN THAT IS CORRECT OVER

MRS: SA 4084 GO AHEAD WITH YOUR LOG ON OVER

SA 4084: MARINE RESCUE SHOALHAVEN I HAVE 3 PERSONS ON BOARD, LAUNCHED AT GREENWELL POINT MAIN RAMP, GOING TO THE BANKS, ETR1400 OVER

MRS: SA 4084 (READ THE DETAILS BACK TO THE VESSEL OF YOUR LOG ON) IS THAT CORRECT OVER

SA 4084 THAT'S CORRECT OVER

MRS FOR OPERATIONAL REASONS AND YOUR SAFETY WE REQUIRE YOU TO CALL ON CHANNEL 16VHF/ 88,27mhz

MRS OUT

What happens if you 'Log On' but forget to 'Log Off'

Or Get Into Trouble ...

If you are **5 minutes** overdue our Radio Operators will:

- attempt to contact you on all Radio Frequencies and/or your **Onboard Mobile**;
- review last position update for you if you are using the tracking function on the Marine Rescue App;
- contact adjoining bases and ask them to attempt to contact you on all radio frequencies;
- contact other vessels in the area you said you were fishing to see if they have or can see you; and
- arrange a check of boat ramps for your **Towing Vehicle** and **Trailer**.

If you are **30 minutes overdue** our Radio Operators will:

- continue all of the above; and
- advise our Regional Operations Manager (ROM) to provide a brief that includes your **Vessel Registration**.





























If you are **1 hour overdue** our Radio Operators will:

- continue all of the above; and
- contact your **Onshore Contact** only if delegated by our Regional Operations Manager (ROM) or Marine Area Command (NSW Police).











At this point we will normally be advised by the ROM to activate one of our Rescue Vessels to conduct a search beginning at your **Last Known Position (LKP)**. If we last heard from you when you 'Logged On', your **LKP** will be where you told us you were heading out to fish.

Be as precise as you can with your fishing location when you 'Log On' and let us know if you change your location after your 'Log On' so we know where to begin a search (your Last Known Position).

International Code • Single Letter Signals

A		I have a diver down; keep well clear at slow speed.	N			No (negative or "The significance of the previous group should be read in the negative").
B		I am taking in, or discharging, or carrying dangerous goods.	O			Man overboard.
C			Yes (affirmative or "The significance of the previous group should be read in the affirmative").	P		IN HARBOUR: About to sail. FISHING VESSELS AT SEA: Nets fast on an obstruction.
D		Keep clear of me; I am manoeuvring with difficulty.	Q			My vessel is 'Healthy' and I request free practise.
E		I am altering my course to starboard.	R			No single international meaning allocated.
F		I am disabled; communicate with me.	S			My engines are going astern.
G		I require a pilot. FISHING VESSELS: I am hauling nets.	T			Keep clear of me; I am engaged in pair trawling.
H		I have a pilot on board.	U			You are running into danger.
I		I am altering my course to port.	V			I require assistance.
J		I am on fire and have dangerous cargo on board; keep well clear of me.	W			I require medical assistance.
K		I wish to communicate with you.	X			Stop carrying out your intentions and watch for my signals.
L		You should stop your vessel instantly.	Y			I am dragging my anchor.
M		My vessel is stopped and making no way through the water.	Z			I require a tug. FISHING VESSELS: I am shooting nets.

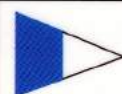
NUMERAL PENDANTS


1		2		3		4		5	
6		7		8		9		0	

ANSWERING PENDANT
or DECIMAL POINT

SUBSTITUTES

DISTRESS



 Grouped as 'NC' signals "I am in distress and require immediate assistance".

Report unusual or suspicious sea, land or air activities.

Volunteer Marine Rescue Units

Put the number of your local unit in your phone today.

Prefix unit name with "Marine Rescue" when calling by radio

Unit Name	Telephone	Unit Name	Telephone
Point Danger (24 hours)	07 5536 9333	Terrigal	4325 7929
Brunswick	6685 0148	Hawkesbury	9985 9012
Cape Byron	6680 8417	Cottage Point	9456 3055
Ballina (24 hours)	6681 4700	Broken Bay	9999 3554
Evans Head	6682 4888	Sydney (Terrey Hills) (24 hours)	9450 2468
Iluka/Yamba (24 hours)	6646 6311	Middle Harbour	9969 3270
Wooli	0437 423 797	Port Jackson	9337 5033
Woolgoolga	0417 403 520	Botany Bay	9668 9888
Coffs Harbour (24 hours)	6652 3155	Port Hacking	9668 9888
Nambucca	6569 4446	Port Kembla (24 hours)	4274 4455
Trial Bay (24 hours)	6566 5240	Shellharbour	4297 3999
Port Macquarie (24 hours)	6584 1966	Shoalhaven (24 hours)	4447 4466
Camden Haven	6559 7356	Jervis Bay	4441 5433
Crowdy Harrington	6556 1564	Sussex Inlet	4441 3555
Forster Tuncurry (24 hours)	6554 5458	Ulladulla (24 hours)	4455 3403
Port Stephens (24 hours)	4981 3585	Kioloa	4457 1109
Lemon Tree Passage	4982 4981	Batemans Bay (24 hours)	4472 3060
Newcastle	4927 8237	Tuross	4473 8111
Lake Macquarie (24 hours)	4971 3498	Narooma (24 hours)	4476 1443
Norah Head	4396 6162	Bermagui	6493 4506
Toukley	0414 460 436	Merimbula	6495 3331
The Entrance	4332 3055	Eden (24 hours)	6496 2167
Central Coast	4325 7929	Alpine Lakes (24 hours phone only)	0429 026 883

BOAT RAMPS IN THE SHOALHAVEN

Berry.....Coolangatta Road into Broughton Creek.....	Concrete Ramp...
all boats	
Shoalhaven Heads.....off Hay Avenue.....	Concrete Ramp...
all boats	
Shoalhaven Headsbeach end of River Road (council/caravan park).....	Floating Pontoon
Shoalhaven Heads.....Wharf Road.....	Concrete Ramps...all boats
Bomaderry.....Off Bolong Road into Bomaderry Creek.....	Low Level landing
North Nowra.....Fairway Drive, Greys Beach into Shoalhaven River.....	Floating Pontoon
North Nowra.....Shoalhaven Ski Park into Shoalhaven River.....	Concrete Ramp.....Ski Boats.....(fee applies)
Nowra.....Wharf Road (Sailing Club) into Shoalhaven River.....	Concrete Ramp...light boats
Greenwell Point.....West Street into Crookhaven River.....	Concrete ramp all boats
Greenwell Point.....Adelaide Street into Crookhaven River.....	Floating Pontoon ...all boats
Greenwell Point.....Haiser Road into Crookhaven River.....	(Private facility) Bowling club
Orient Point.....Otranto Avenue into Crookhaven River.....	Floating Pontoon
Crookhaven Heads.....Prince Edward Avenue.....	Concrete Ramps all boats
Currarong.....Warrain Crescent into creek.....	Concrete Ramps all boats
Currarong.....Yalwal Street into ocean.....	Concrete Ramp (Day use only)
Callala Bay.....Watt Street into Jervis Bay.....	Concrete ramp all boats
Myola.....Beach Street into Currumbene Creek.....	Concrete Ramp all boats
Woolamia.....Frank Lewis Way into Currumbene Creek.....	Low Level Landing
Huskisson.....off Owen Street into Currumbene Creek.....	Concrete Ramp all boats

SHOALHAVEN FISHING LOCATIONS

LOCATION NAME	GPS POSITION	N/MILES FROM MR
ENTRANCE LARGE BOMBORA	34 53.706S 150 46.479E	0.6
ENTRANCE SMALL BOMBORA	34 53.848S 150 46.479E	0.4
CURRARONG/BOMBORA	34 59.517S 150 50.089E	6.4
GERROA SMALL BOMBORA	34 47.091S 150 49.112S	7.5
GERROA BIG BOMBORA	34 47.588 S 150 48.850E	7.0
BLACK POINT SAFE TURN POINT	34 47.130E 150 49.475E	7.4
Kiama Harbour Safe turn Point	34 40.018s 150 52.084E	9.5
BLOCK & CHEESE	34 58.200S 150 58.380E	11.0
KIAMA BLUE EYE	34 47.900S 151 10.760E	21.0
BERRY ON STEPS 100 FATHOMS	34 55.860S 151 05.170E	16.0
JERVIS BAY CANYONS	35 12.000S 150 58.500E	21.0
BANKS MARK 100 FATHOMS	35 00.900S 151 03.710E	16.0
DRUMSTICK CANYON	35 08.400S 151 00.710E	19.0
NOWRA HILL	34 53.339S 150 48.814E	2.4
STEPS	34 56.254S 150 54.341E	7.2
SHSC ARTIFICIAL REEF	34 50.96S 150 47.73E	3.4
BANKS	34 56.945S 150 55.664E	8.4
JIMMIES HUMP	34 57.264S 150 54.693E	7.8
SHALLOWS	34 58.653S 150 52.881E	7.2
BURKETTS INNER	34 56.940S 150 49.382E	4.0
MISSION GROUND	34 50.573S 150 54.346E	7.7



Thankyou
for not Smoking



Safety in the entrance

As most of us know, crossing the Crookhaven Heads bar can at times be dangerous and has been on occasions fatal. We are fortunate in the respect that it is well marked and that there is a definite channel, not like the bar at Sussex Inlet . Grounding is very unlikely provided that the general rules of navigation and common sense are applied. In the event of engine failure anywhere in the channel ,

1 Do not panic

2 Drop anchor with adequate rope , if on the out tide. This should prevent you from drifting helplessly onto the bombora or to New Zealand. If engine failure occurs on the in tide, attempt to guide your boat in by paddle, but this decision depends totally on prevailing winds and the size of your vessel , if in doubt anchor, this this should reduce the chances of swamping and drifting into a dangerous situation where the loss of boat and/ or life could eventuate.

3 Put on your lifejacket which already be worn before entering the vicinity of the heads, do not waste time trying to analyse the cause of the engine failure. Every second wasted could mean another metre closer to disaster. If you are fortunate enough to have an auxiliary motor, by all means use it, that is what is there for.

4 Contact Marine Rescue Shoalhaven Radio Base and inform the operator of your predicament.

5 If at night ensure your navigation lights are on, this could save you from wearing the bow of another boat or even worse a trawler . They will assist in the locating of your boat when help is on it's way. By all means once the aforementioned has been done, try to remedy the fault, but again be careful, hanging over the top of an outboard motor can be just as dangerous as the predicament from which you hopefully saved yourself. Assist other boats in the safe navigation of the channel by not fishing in the sea causing unnecessary obstacles. This is very prevalent during holiday seasons, you are not only causing a hazardous situation to other boats, but also to yourself with the risk of swamping from the wash of other vessels. This last comment is aimed at the many holiday makers who overload undersized boats and all crowd around the channel and heads area, like flies on a three day old mullet.

EXPOSURE AND HYPOTHERMIA

A popular misconception is that alcohol helps you keep warm in an exposure situation .This is not so. Tests have shown that the cooling rate is increased by about 20% when under the influence due to a reduction in automatic responses , i.e, less shivering (the body's attempt to counteract large heat loss) more blood flow to the surface areas . One would die happier but sooner in the course of your activities at sea, whether pleasure or in carrying out your occupation the possibility of having to rescue a survivor from the water is quite real. It's one thing to haul a shivering or unconscious victim aboard. It's another to know what to do to restore their body core temperature to normal.

As with all emergency situations, an awareness what to do first, ie, first aid is essential.

Distress Procedure

TO BE USED ONLY IF YOUR VESSEL IS IN GRAVE OR IMMINENT DANGER

Transmit in the following order on VHF Ch 16 or 27.88 MHz as appropriate:
or on HF 2182, 4125 or 6215.5 KHz

MAYDAY - MAYDAY - MAYDAY

THIS IS - name of vessel and call sign Distress Call (spoken three times)

MAYDAY

- THE NAME OR OTHER IDENTIFICATION OF YOUR VESSEL
- PARTICULARS OF YOUR POSITION IN DEGREES AND MINUTES OF LATITUDE AND LONGITUDE OR IN RELATION TO A WELL-KNOWN GEOGRAPHICAL FEATURE
- THE NATURE OF DISTRESS AND THE KIND OF ASSISTANCE DESIRED
- ANY OTHER INFORMATION TO AID RESCUERS (This should include the number of persons on board) If no answer is received, repeat the distress call and message particularly during silence periods on the other distress frequencies or any other available frequency on which help may be obtained.

NOTE: WHEN THE 'DISTRESS' CALL IS NOT FULLY JUSTIFIED THE URGENCY CALL 'PAN PAN' (spoken three times) SHOULD BE USED TO INDICATE THAT A VERY URGENT MESSAGE FOLLOWS CONCERNING THE SAFETY OF A VESSEL OR PERSON.

We are always there



As a helping hand

Cardinal marks

Cardinal marks are used to indicate that deeper water lies in a compass direction away from a danger such as a reef, shallow areas, etc. They are painted in combinations of yellow and black as shown.

Think of a clock face when remembering the lights on cardinal marks.

Three flashes = east,

six flashes = south,

nine flashes = west.

Continuous flashes = north.



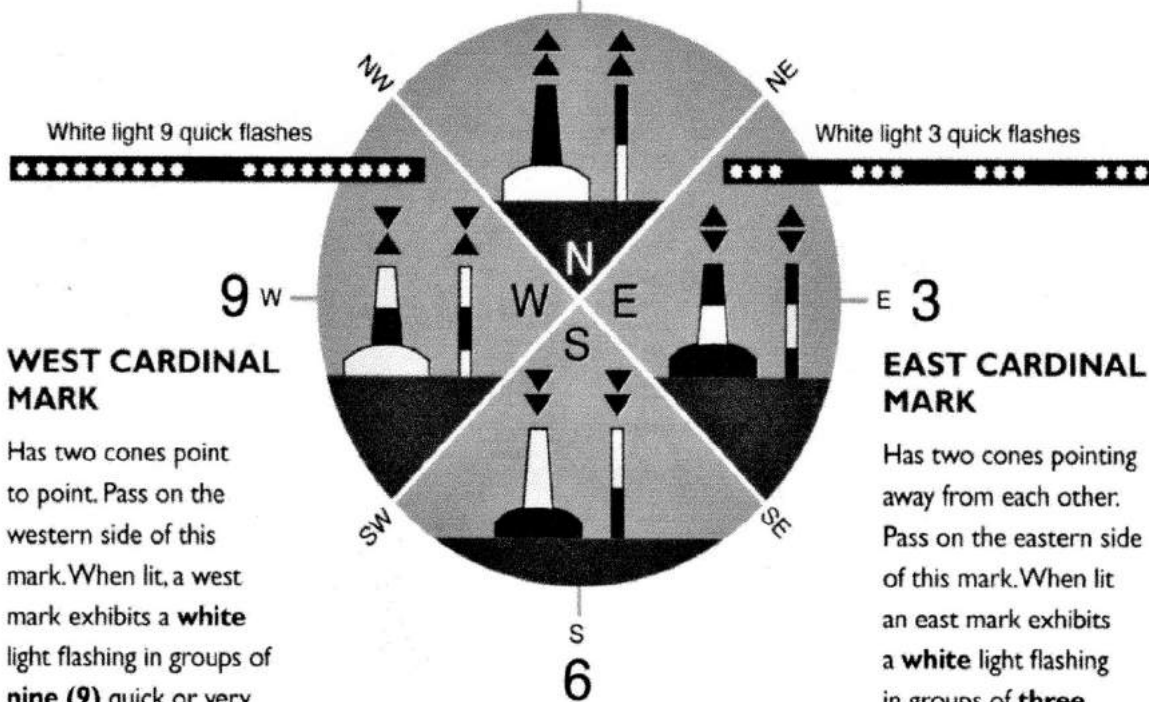
NORTH CARDINAL MARK

Has two cones pointing up. Pass on the northern side of this mark. When lit, a north marker exhibits a **continuous** (very) quick flashing **white** light.

White light continuous quick flashes



N



WEST CARDINAL MARK

Has two cones point to point. Pass on the western side of this mark. When lit, a west mark exhibits a **white** light flashing in groups of **nine (9)** quick or very quick flashes.

EAST CARDINAL MARK

Has two cones pointing away from each other. Pass on the eastern side of this mark. When lit an east mark exhibits a **white** light flashing in groups of **three (3)** quick or very quick flashes.

SOUTH CARDINAL MARK

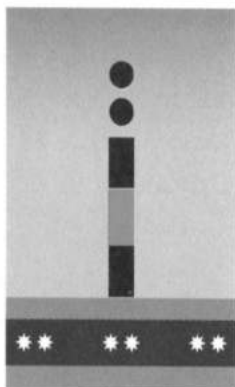
Has two cones both pointing down. Pass on the southern side of this mark. When lit a south mark exhibits a **white** light flashing in groups of **six (6)** quick or very quick flashes followed by a long flash.

Other buoys and signs

Isolated danger

Indicates specific dangers with generally safe waters all around (eg a wreck).

You can pass them on any side but do not pass too close. If lit, it shows a white light flashing in groups of two.



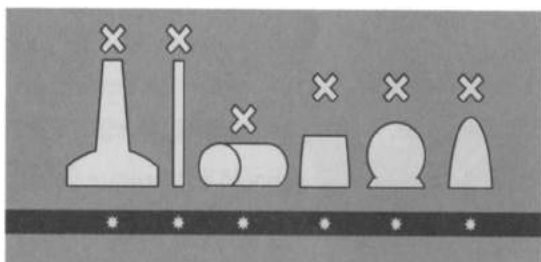
Special marks

Indicates special features or areas such as:

- tide poles
- spoil grounds or
- underwater pipes.

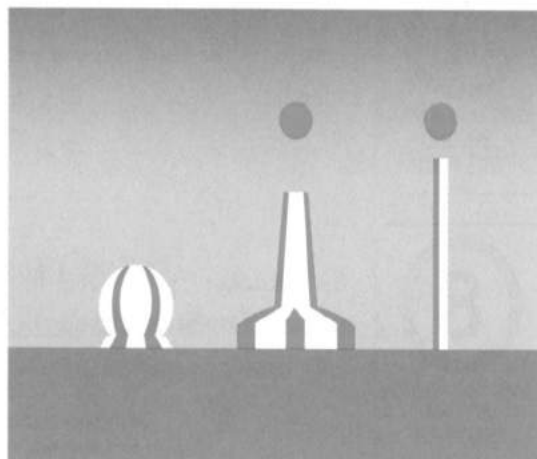
They can be utilised as lateral marks by using can or conical shaped buoys. If so they must be passed as lateral marks: can (eg port hand going upstream) conical (starboard hand).

These marks, if lit, show a yellow light at night which may flash in any rhythm.



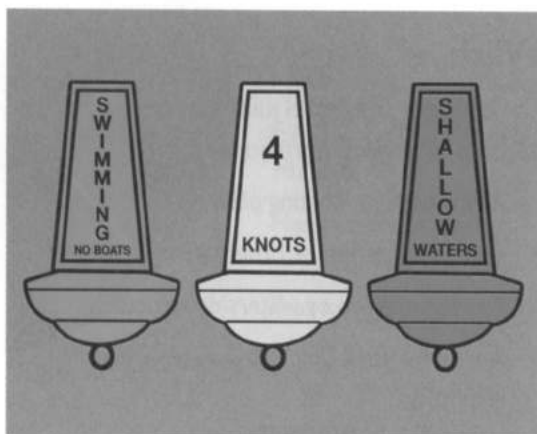
Safe water marks

These are not common in NSW. However, they may be used to mark the division of large shipping channels. They may show a white flashing light at night and should be passed to port.



Aquamark minibuoys
















Used in some areas as alternatives to conventional buoyage. They often have advisory messages on them and penalties may apply for breaching the requirement displayed.



Submarine cables










Anchoring is prohibited within 200 metres of submarine cables. If an anchor becomes snagged near one of these signs, it should not be retrieved – cut the anchor line.

OPEN WATERS

	Item	Quantity	Check
	Lifejacket – Level 100 or greater.	1 per person*	<input type="checkbox"/>
	Anchor and chain/line to suit vessel size/weight and sea floor.	1	<input type="checkbox"/>
	Bailer/bucket/fire bucket with lanyard.	1	<input type="checkbox"/>
	Bilge pump(s) – Manual or power operated for vessels with covered bilge(s) or closed under-floor compartments (other than airtight void spaces). Must be capable of draining each compartment.	1**	<input type="checkbox"/>
	Compass – Fluid filled magnetic.	1	<input type="checkbox"/>
	Distress flare – Orange smoke hand-held (in date).	2	<input type="checkbox"/>
	Distress flare – Red hand-held (in date).	2	<input type="checkbox"/>
	Fire extinguisher(s) – For vessels with electric start, electric motors, battery, gas or fuel stoves.	1**	<input type="checkbox"/>
	Map/chart for area of operation (paper or electronic).	1	<input type="checkbox"/>
	Paddles or oars and rowlocks – In vessels under 6m unless a second means of propulsion is fitted.	1	<input type="checkbox"/>
	Safety label appropriate to vessel type.	1	<input type="checkbox"/>
	Sound signal – Air horn/whistle/bell.	1	<input type="checkbox"/>
	V sheet – Minimum dimensions 1.8m x 1.2m.	1	<input type="checkbox"/>
	Water suitable for drinking.	2L per person	<input type="checkbox"/>
	Waterproof torch – Floating and operational.	1	<input type="checkbox"/>

ADDITIONAL EQUIPMENT for OPEN WATERS
required if two nautical miles or more offshore




ENCLOSED WATERS

	Item	Quantity	Check
	Lifejacket – Level 50S or greater.	1 per person*	<input type="checkbox"/>
	Anchor and chain/line to suit vessel size/weight and sea floor.	1	<input type="checkbox"/>
	Bailer/bucket/fire bucket with lanyard.	1	<input type="checkbox"/>
	Bilge pump(s) – Manual or power operated for vessels with covered bilge(s) or closed under-floor compartments (other than airtight void spaces). Must be capable of draining each compartment.	1**	<input type="checkbox"/>
	Fire extinguisher(s) – For vessels with electric start, electric motors, battery, gas or fuel stoves.	1**	<input type="checkbox"/>
	Paddles or oars and rowlocks – In vessels under 6m unless a second means of propulsion is fitted.	1	<input type="checkbox"/>
	Safety label appropriate to vessel type.	1	<input type="checkbox"/>
	Sound signal – Air horn/whistle/bell.	1	<input type="checkbox"/>
	Waterproof torch – Floating and operational.	1	<input type="checkbox"/>

For enclosed and open waters, all safety equipment carried on board must be:

- In good condition and meet appropriate standards or specifications
- Maintained or serviced according to manufacturer's specifications
- Replaced before the expiry date listed by manufacturer (if applicable)
- Stored in an easily accessible location.

DON'T EXPIRE. Record the expiry date/s of your equipment where relevant

Symbol	Item	Expiry	
		Month	Year
	Inflatable lifejacket		
	Distress flare (orange smoke hand-held).		
	Distress flare (red hand-held).		

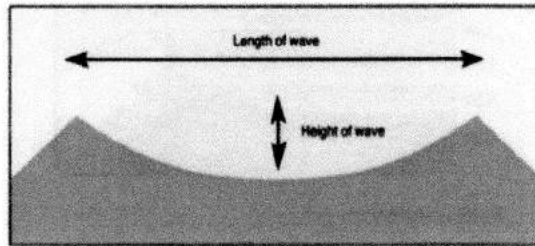
WIND & WAVES

Modern well designed small craft are highly seaworthy. However wind and waves have a major bearing on performance and, in extreme conditions can present a considerable threat. These 2 pages aim to assist the small craft operator assess the effects of waves at sea.



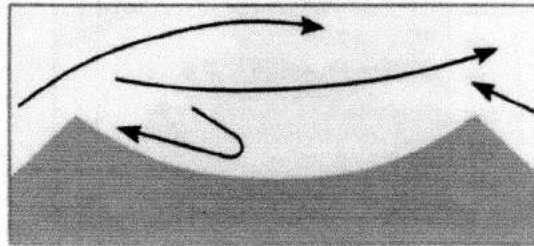
Seawaves

Waves created by direct local action of wind on the sea are termed **sea waves**.

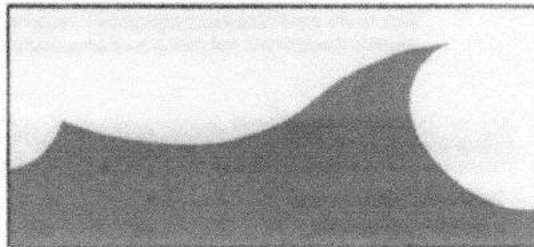


Waves are measured by length and height.

When wind reaches 2.5 km/hr, gravity takes over from surface tension as the dominant force on wave form. The crests become more pointed, the troughs rounded. The wind reinforces the wave shape by pressing down on the windward side and eddying over the crest to reduce pressure on the leeward side.



As wind increases further to around 13km/hr, the crests of the waves steepen until they become unstable and break, producing whitecaps.



Sea waves & swell

Sea waves caused by the local wind, are often superimposed on swell moving in from a distance. Interaction between the two can cause unpredictably high waves and dangers for mariners.

Swell is generally regular wave motion caused by large meteorological disturbances operating at a distance. Swell persists after the disturbance has disappeared and maintains a constant direction as long as it keeps in deep water. Swell can travel for a considerable distance. Since swell may have been instigated by a storm, the arrival of onshore swell can indicate that a storm is approaching.

The following terminology is generally used to describe the **length and height of swell**.

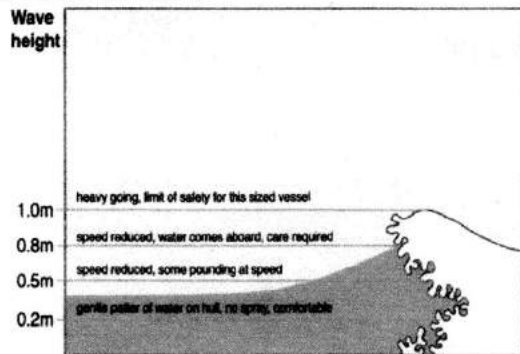
Length	Short	0 - 100 metres
	Average	100 - 200 metres
	Long	over 200 metres
Height	Low	0 - 2 metres
	Moderate	2 - 4 metres
	Heavy	over 4 metres

Wave size/boat size

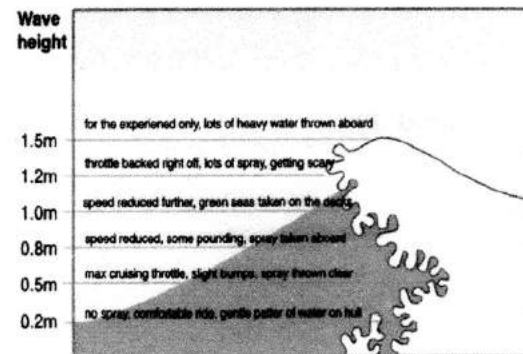
It is vital to know the performance capabilities and limitations of a boat before buying.

Take great care to select a boat which will be able to handle the types of conditions you expect to come across.

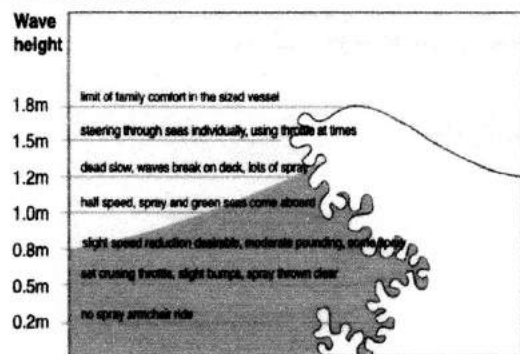
Boat Length 3.5m



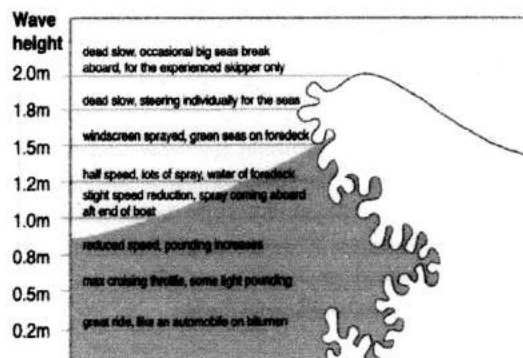
Boat Length 4.3m



Boat Length 5m



Boat Length 6m



A cautionary note

These diagrams are indicative only and do not reflect the performance of any particular design or model of craft.

It should also be remembered that a combination of factors such as currents, tidal streams and geographical features can create dangerously unpredictable conditions. An example of this is when a fast running tide or current is flowing over a rock shelf or sand bar against a contrary wind.

The Beaufort Scale	Beaufort force	Mean winds (km/hr)	Knots	Explanatory titles	Open sea international code	Probable wave heights (metres)
<p>The Beaufort Scale is useful in providing a relationship between wind strength, sea state and wave height. The scale allocates numbers to various ranges of wind speed and descriptions of the sea.</p> <p>This table summarises the main features of the scale.</p> <p>The Beaufort Scale goes up to force 17 (118 knots) but force 12 is the greatest that can be identified by the appearance of the sea.</p>	0	0	0	Calm	mirror like	0.1
	1	1 - 5	1 - 3	light air	ripples	0.2 - 0.3
	2	6 - 11	4 - 6	Light Breeze	Small wavelets	0.6 - 1.0
	3	12 - 19	7 - 10	Gentle Breeze	Large wavelets	1.0 - 1.5
	4	20 - 28	11 - 16	Moderate Breeze	Small waves	1.0 - 1.5
	5	29 - 38	17 - 21	Fresh Breeze	Moderate waves, many white horses	2.0 - 2.5
	6	39 - 49	22 - 27	Strong Breeze	Large waves - rough	3.0 - 4.0
	7	50 - 61	28 - 33	Near Gale	Very rough - Sea heaps up	4.0 - 5.5
	8	62 - 74	34 - 40	Gale	Moderately high waves	5.5 - 7.5
	9	75 - 88	41 - 47	Strong Gale	High waves - crests begin to topple	7.0 - 10
	10	89 - 103	48 - 55	Storm	Very high waves, overhanging crests	9.0 - 12.5
	11	104 - 117	56 - 63	Violent Storm	Exceptionally high waves, foam covered	11.5 - 16.0
12	118 - 133	64+	Cyclone, Hurricane	Air filled with foam driving spray	14.0	

AMSA 132 (6/03)

STEP BY STEP GUIDE ON HOW TO SELF CHECK YOUR INFLATABLE LIFEJACKET

STEP 1

Check for visible signs of wear and damage. Ensure all fastenings and buckles are in good working order.



STEP 2

Following manufacturer's instructions, reveal the inflation system and oral inflation tube. Inflate bladder using oral tube and leave overnight in a room with constant temperature. If bladder loses pressure, immediately take jacket to an accredited service agent for further tests. Do not attempt to repair jacket yourself.



STEP 3

Use cap attached to the oral inflation tube to deflate bladder. Invert cap and press down on valve at the top of the oral tube. Do not insert other objects into top of tube as they may damage the valve. Roll or press jacket to deflate fully.



STEP 4

Remove CO₂ cylinder and inspect. The cylinder should be intact with no rust or corrosion. Weigh cylinder on kitchen or letter scales, ensure weight corresponds to the minimum gross weight engraved on cylinder +/- 2g. If cylinder is rusted, corroded, has been pierced or is not the correct



weight it should be replaced immediately. On auto inflation jackets also ensure auto components are armed and in date. Refit cylinder to inflation system, tightening it by hand until firm. Do not over tighten.

STEP 5

Repack jacket as per manufacturer's instructions. Ensure manual inflation toggle is accessible and unlikely to be caught when being worn.



While you are reading this flyer, why don't you put a reminder in your mobile phone, computer or calendar to have your inflatable serviced.

Wear it Inspect it Service it



NSW Maritime

Info line 13 12 56
www.maritime.nsw.gov.au



MARINE RESCUE SHOALHAVEN



BORDER WATCH

1800 06 1800

Help protect Australia's border



[www.border.gov.au/
borderwatch](http://www.border.gov.au/borderwatch)

What to tell Border Watch

1. The time and date and place of the incident
2. What you saw or heard
3. A description of the people involved (e.g. age, sex ,build height, appearance.
4. A description of the transport involved. (e.g. vehicles, planes , boats)
5. Registration numbers, call signs and identifying marks.

Other signs to look for

1. unusually large cash payments
2. Cryptic or unusual radio messages
3. Reluctance to be identified
4. Asking questions about Australian Border Force or other law enforcement agency activity.

What is Borderwatch?

Border Watch is the Australian Border Force's industry and community participation programme. If you see or hear something unusual in your local area relating to the illegal import or export of goods, people or wildlife, contact Border Watch.

You know your local region, your customers and your regular visitors. You know what is normal and what is unusual. If you see or hear something that you consider suspicious, something illegal may be occurring.

Information provided by members of industry and the community has resulted in many significant detections of drugs and other prohibited imports. Your information could be the missing link that leads to another successful Australian Border Force operation.

Even if you're not sure, make a report. Others may also have made similar reports that, put together, show a pattern of behaviour.

You can call anytime , as we operate 24 hours a day, seven days a week. The officers answering your call are experienced and will act quickly where necessary, even in remote areas.

Help protect Australia's border, and protect our way of life by reporting suspicious activity to Border Watch on **1 800 06**, or at www.border.gov.au/borderwatch.

What to look for on land

1. Unusual activity on beaches or in remote areas
- 2, Light aircraft landing or taking off at night and newly constructed airstrips.
3. Vehicles on roads and tracks not usually used.
4. Unexplained lights or signalling devices
5. Hidden campsites or fuel dumps
6. Evidence of interference with flora or fauna.

MARINE RESCUE NSW

Media Release



Date: 12 January 2022, 11:30am

FOUR RESCUED AFTER BOAT RUNS AROUND AT CROOKHAVEN HEADS

Marine Rescue Shoalhaven have taken four people to safety after the 11 metre motor cruiser on which they were passengers ran aground at Crookhaven Heads near the mouth of the Shoalhaven River this morning.

The motor cruiser lost power some 400 metres east of the Crookhaven boat ramp, quickly drifting onto a sand bar before an anchor could be deployed, and damaging its propeller in the process.

A crew from Marine Rescue Shoalhaven aboard rescue vessel Shoalhaven 20 were despatched, and with the tide low, were unsuccessful freeing the vessel.

With a long wait until the afternoon high tide, it was decided to take four of the passengers on board to shore, with the skipper and one other person remaining on board.

With shallow water making access to the stranded vessel difficult, the assistance of the Nowra-Culburra Surf Lifesaving Club was sought, with the club using one of their small inflatable boats to ferry the four passengers to the waiting Shoalhaven 20.

The passengers were then dropped to the safety of the nearby Greenwell Point boat ramp, with Shoalhaven 20 to attempt to refloat the grounded vessel on the afternoon high tide.

The crew on board Shoalhaven 20 were skipper Paul Poulson, Rob Rego, Fred Burley and Marty Kaye.



Marine Rescue Shoalhaven



Marine Rescue Shoalhaven

PO Box 127, Culburra Beach NSW 2540
ABN : 98 138 078 092
Ph : 4447 4466 Fax : 4447 4067
Email : stats.shoalhaven@marinerescuensw.com.au
Web : www.shoalrescue.com.au

Shoalhaven Anglers (SA) Membership Application/Change of Details

Our Annual Membership Fees are \$60.00 or \$50.00 for those on a pension. This can be paid by any of the following:

- Cheque/Money Order : payable to Marine Rescue Shoalhaven via the above address; or
- Cash : in person at the Pilot House, Crookhaven Heads (0600 - 1700hrs 7 days/week); or
- Direct Deposit (EFT) : BSB : 633-000 Account : 162606156 Marine Rescue Shoalhaven.

You can scan or photograph and return this completed form by email to stats.shoalhaven@marinerescuensw.com.au

SA Number:

First Name:

Last Name:

Mobile Number:

Home Address:

Postal Address:

Home Phone:

Email Address:

Vessel Details

Onboard Mobile:

RMS Registration Number:

Vessel Name:

Vessel Location:

AIS: Yes / No

EPIRB: Yes / No Is your EPIRB registered? If 'No', go to <http://beacons.amsa.gov.au> and do it online for free!

Radios: 27 Meg VHF HF DCN

Towing Vehicle and Trailer Details

Towing Vehicle Reg...n:

Trailer Reg ...n:

Onshore Contact Details

Onshore Contact Phone:

Name:
(Relationship)

Cut along line

Interested in becoming a Marine Rescue Shoalhaven Volunteer Member

Marine Rescue Shoalhaven (MRS) are always on the look-out for new volunteers to contribute to the smooth and efficient operation of our unit. Volunteer members must be aged 16 years or older.

Our members come from all walks of life, and there's a job for almost everyone at their local unit, whether it's crewing an offshore search and rescue vessel , maintaining radio communications at the base or providing fundraising, administrative or other support. More than 25 per cent of our members are women, and we are committed to reflecting the community we serve, encouraging women, individuals from non-English speaking backgrounds and all ages (over 16) to join us.

We look forward to welcoming you aboard.



-
- **Emergency Search and Rescue**
 - **Marine Radio Communications**
 - **Boating Safety Education**
-

Volunteer applications

Email: admin.shoalhaven@marinerescuensw.com.au

Greenwell Point

Bowling & Sports Club Ltd



THE CLUB WITH THE MILLION DOLLAR VIEW!!

THURSDAY TRIVIA FROM 7.30PM

RESTAURANT

**Greenwell Point
Chinese Restaurant**

Open 6 Days
Tuesday - Sunday
Lunch 12pm - 2pm - Dinner 5pm
Bookings - 4447 1343

BRASSERIE

Greenwell Point Bistro

Trading Hours
Wed-Mon Lunch 12pm - 2pm
Dinner 5.30pm - 9pm

GLUTEN FREE MEALS AVAILABLE

BINGO

Tuesday
from 1pm
Friday from 2pm
All welcome

MEAT RAFFLE

Meat Raffles

Every Wednesday,
Friday & Sunday nights
Larger and improved trays

MARINE RESCUE

Marine Rescue Meat Raffles

Thursday's selling from 6pm
Drawn 7pm

\$10 MEALS

Wednesday \$10
Meals in the
Greenwell Point Bistro

TRIVIA

Every Thursday
Night from 7:30pm



COURTESY BUS

Every day from 4pm
Saturdays from 12 noon
Bookings required
Phone 4447 1111

AW3975965



110 Greens Road, Greenwell Point
First turn right as you enter Greenwell Point

(02) 4447 1111 www.greenwellpointbowlingclub.com.au



For information on problem gambling and help options contact GAMBLING HELP 24/7 on 1800 858 858 or VISIT gamblinghelp.nsw.gov.au

DAVE HILL MARINE



*Yamaha Outboards,
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