

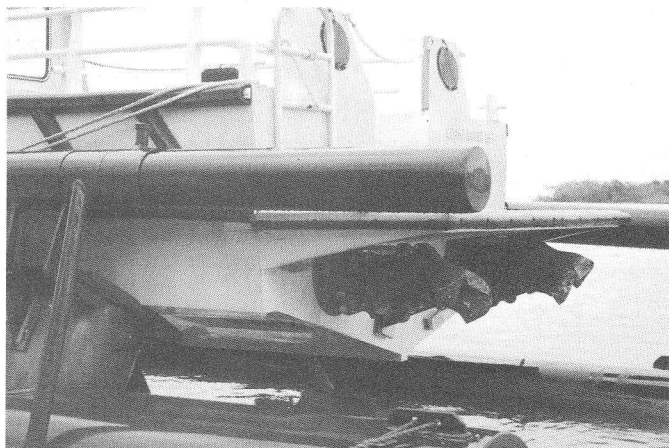
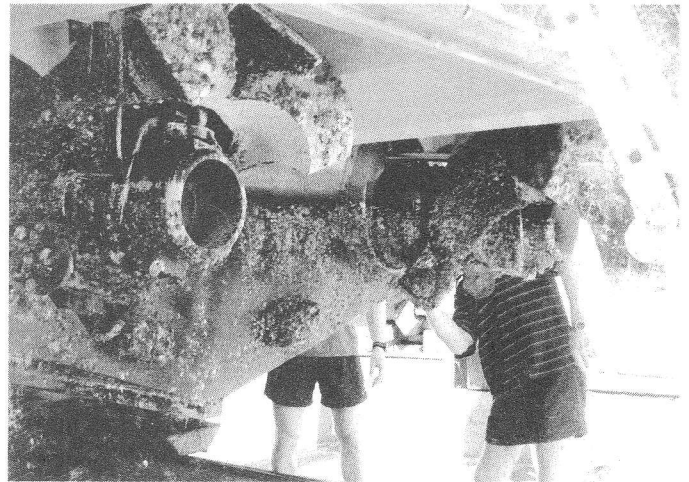
NO MORE ANTI FOULING!

The purchase of air lift berths for Coast Guard Noosa's primary vessels has been very successful in significantly reducing vessel maintenance requirements. Their purchase has not affected our response times as pre-departure checks and any equipment can be loaded while the vessel is being launched.

Prior to our purchase of the airlift berths all our boats had to be slipped at least twice a year for hull maintenance. This was a labour intensive job that required four volunteer members at least two days work. After slipping, the hull had to be scraped and sanded clean, dried off and primed where necessary. The next day the vessel needed to be anti-fouled and all sacrificial anodes replaced.

As our blue water vessel, the "John Waddams" uses Hamilton jets, additional work was required. The jet intake grates required removal to gain access to the water pump intakes, jet blades and anodes. The removal of marine growth in this area was critical as foreign bodies greatly affected performance and fuel economy.

While labour was supplied by volunteers, these were still expensive exercises involving costs for slip hire, anti-fouling paint, brushes, rollers, primers and the replacement of hull and jet anodes.



The John Waddams on its Arberth

Since the deployment of the air lifts this regular form of hull maintenance and expenditure is a thing of the past. No regular anti-fouling and painting is necessary and no sacrificial anodes have need for replacement.

The photos show marine growth on the hull and jet units of the "John Waddams" after five months in the water prior to using the air lifts and the same hull and units more than twelve months of using the air berths.

Funding for Coast Guard Noosa's two air lifts (Air Berths) was by way of grants from the Queensland Governments Gambling Community Benefit Fund (GCBF).

John Hay
Boat Engineer

SOME MOTHERS DO HAVE 'EM

One day the Nutters, remember the Nutters? Dick and Gladys decided to take their little boat down to Yamba in new South Wales as they had heard that the fishing down there was pretty good.

So they booked into a nice little unit right on the river at Yamba. The resort had it's own private jetty and the jetty was sectioned off with buoys and ropes so that each unit had it's own mooring, just drive in bow first.

After a lovely day's fishing on the river our hero asked his crew, Gladys, to get up on the bow and step onto the jetty and tie the bow off. This she did and very successfully and so it went for the next day, but this time as they approached their mooring a strong beam wind blew them off course so Dick backed out and tried again with the same result.

Meanwhile Gladys had sat down on the roof of the half cabin with her legs dangling and was enjoying the ride while our hero, determined to overcome the wind, lined the boat up and went zooming in and for some unknown reason switched off the motor.

Just to make matters worse the tide was on the ebb so the bow of the boat

went under the jetty and left Gladys's legs between the jetty and the cabin thereby saving any damage to the boat!!

"Oh bother" she said as her shins hit the woodwork, at least we think that is what she said.

Thankfully she had strong leg bones so they weren't broken. When Dick had plucked up enough courage to come ashore it was not sweet nothings that she whispered in his burning ears and for many years thereafter.

The moral to this story? When things go wrong stay calm and think what your next move will be.

Before you attempt a mooring, stop and see what the effect of wind and current is having on the vessel and make the necessary adjustments. Whatever you are doing do it slowly, this will give you time to adjust and if you do hit anything you will do less damage.

Never switch off your motor until you are secured. Without your motor you are out of control or technically "Not under command"

My name is **Dick Nutter!**

