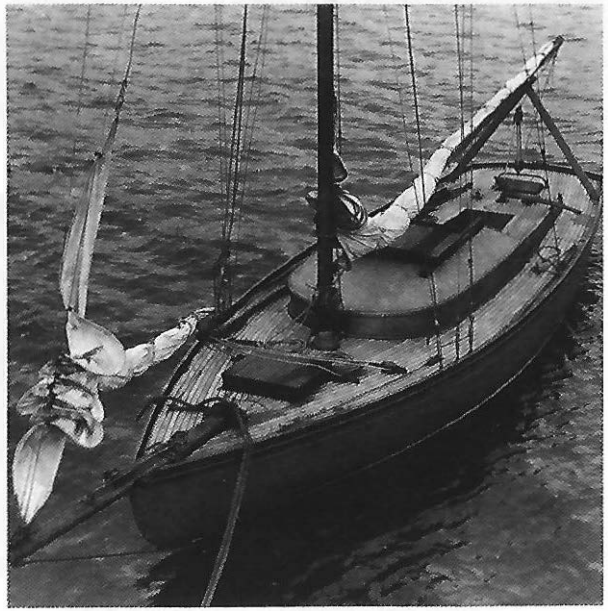
Some More About NEREID

Following publication of a photo of the late Norman Howard'a NEREID on the cover of the last edition of "SQ", we were pleased to receive a short note from Jim Bullock providing some more information about the craft. Jim owned NEREID for 20 years and the following facts are from his old notes about this delightful little vessel. "SQ" must also take this opportunity to apologise for misspelling NEREID's name in the description of the photo in the previous edition.

"Nereid" was the name of a sea nymph from Greek mythology, being the singular of the 50 or so Nereides daughters of an ancient sea god, Nereus, and his wife Doris. They were represented sometimes with the tail of a fish, but scantily clad riding sea horses and monsters. Nereids and tritons, girls and boys, formed the train of Poseidon, the mythical god of sea and water. Amphitrite, the wife of Poseidon, and Thetis and Galatea were the best known Nereids. Incidentally, Nereid is also the name of a marine worm.

Jim's NEREID was a Derwent Class sloop designed by P C Douglas in about 1929. They were very popular in Tasmania as a racing boat that did not matter if caught out in the storms off Tasmania, a fact that Jim can vouch for having been caught in the worst of Backstairs Passage. They were 24'6" overall, 7'3" beam, 4'3" draft with a 19'10" waterline, a ton of lead, self draining, 35' mast 18' boom, 15' spinnaker pole and "always a fifth idiot sleeping on the floor". They were built of huon pine by A W Cuthbertson and Sons of Hobart and were built heavy. All had Greek mythology names.

The following photo is another of the collection taken by Norm Howard in the early forties and recently donated by Ian Moncrieff to the Squadron. This one was taken at her moorings in the Port River. SQ



Distress Radio Procedures

In December 91 the Australian Maritime Safety Authority also issued a Safety Education Article on the subject of distress radio procedure covering EBIRB's and radio communications. The article reproduced below was number 66 in the series and titled "Distress (Radio)".

INTRODUCTION

This SEA updates and supersedes SEA 20.

Even the most careful and safety conscious mariner encounters difficulties at sea Sometimes it can be something as simple as a fouled propeller in fair weather where remedial action can be quickly and easily undertaken. However, it could equally be something as disastrous as striking a semi submerged container at night in rough sea conditions.

Disaster can take many forms; fire, flooding, grounding, collision, weather damage, medical problems to name but a few. Should you find yourself in trouble or in a distress situation, keep calm and assess the situation. There are several basic but important facts that you should know in order to obtain assistance as quickly as possible.

Emergency Position Indicating Radio Beacon (EPIRB).

Every mariner who proceeds to sea should have an EPIRB. Even if not presently required by your State Marine authority, mariners should consider the advantages of carrying one of these relatively inexpensive lifesaving devices.

An EPIRB suitable for pleasure craft and fishing vessels is the 121.5/243 MegaHertz (MHz) EPIRB. It operates on the distress frequencies 121.5 and 243 MHz, is self contained, slightly larger than a milk carton, weighs about 1 kilogram and costs approximately $200.

The more sophisticated 406 MHz EPIRB which has global coverage, or the L Band INMARSAT EPIRB are more suitable for fishing vessels and pleasure craft undertaking extensive long ocean passages.

When activated, the distress signal from a 121.5/243 MHz or a 406 MHz EPIRB will be detected by COSPAS-SARSAT polar orbiting satellites. The distress alert is then passed to the Australian Maritime Safety Authority's (AMSA) Maritime Rescue Coordination Centre (MRCC) in Canberra providing a position of the distressed craft. SAR personnel in the MRCC are then in a position to quickly coordinate search and rescue action.

RADIO COMMUNICATIONS

SEA readers will have read about the changes which have occurred to distress and safety frequencies in recent SEA articles and other sea safety education material. The complete list of distress and safety frequencies and their uses are shown below. They are monitored by OTC Maritime Communications Stations (MCS) and some Limited Coast Radio Stations (LCRS).

High Frequency (HF) Radiotelephony (Voice)

2182 kHz — Distress, safety and calling.

4125 kHz — Distress, safety and calling.

6215 kHz — Distress, safety and calling.

8291 kHz — Distress and safety only.

12290 kHz — Distress and safety only.**

16420 kHz — Distress and safety only.**

**12290 kHz Watch kept by Sydney Radio and Perth Radio from 0700 to 1900 local time. 16420 kHz Watch kept by Perth Radio only from 0700 to 1900 local time

OTC Maritime provide a wide range of on demand Radphone frequencies above 6 MHz for calling and working purposes.