

# Vsheet

Volunteer Marine Rescue  
SOUTHPORT - SURFERS PARADISE

JUNE 2025  
FREE ISSUE



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Assoc. Inc.

PO Box 866 Southport Qld 4215

Phone: 5591 1300

E-mail: [info@vmrsouthport.com.au](mailto:info@vmrsouthport.com.au)

Web Site: [www.vmrsouthport.com.au](http://www.vmrsouthport.com.au)

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2024 - 2025

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**Vsheet**

**Editor:** *Glenn Norris*  
[glenn@mrq.org.au](mailto:glenn@mrq.org.au)

**Graphics:** *Mike Oram*  
[mike.oram@optusnet.com.au](mailto:mike.oram@optusnet.com.au)

**Advertising:** *Glenn Norris*  
[glenn@mrq.org.au](mailto:glenn@mrq.org.au)

**Gold Coast Seaway Tower**

Hours:

Mon - Sun: 0500 - 1800

Phone: 5591 2948

[swt@seawaytower.com.au](mailto:swt@seawaytower.com.au)

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**PRESIDENT'S REPORT**

**PRESIDENT: Glenn Norris**

**2024 - 2025**

Wow, what a quarter of activations it has been. We are almost at a record number for the year so far, and we haven't reached the half way point yet.

Broken down vessels requiring towing, empty fuel tanks that require fuel, dead batteries that require some TLC, vessels that run aground in shallow areas, and require pulling off mud and sand banks, and unwell members of the public in the marine community who require medical attention, all make up the numbers of VMR Southport's activation figures.

If you need help on the water, we are here to help, where we can.

In my report in the March edition of the V-Sheet, at time of writing, we were battenning down for the onslaught of weather that Tropical Cyclone Alfred was going to bring us.

I can say, here at VMR Southport we were very lucky, very little damage was reported, and to be perfectly honest, we definitely dodged a bullet, in my opinion.

Sadly though, we did see quite a bit of destruction on the water, and around the island communities in our area of coverage.

Over the month to six weeks that followed this event, our crews assisted the owners of approximately 30 vessels, of all different varieties, that either ended up beached from the strong winds that dragged their anchors, or caused vessels to collide with each other.

Most vessels sustained only minor damage, however, unfortunately some needed professional Salvage Operators to remove such.

If your vessel, home, or other property sustained damage, I hope you have been able to have this repaired, or are being assisted so that you can have this repaired.

It certainly was a strange event to have a cyclone travel this far south, then to stall, and drop so much rain, and generate so much wind.

I would like to express my appreciation to the VMR Southport members who assisted during the 4 - 5 day period that was the worst of the conditions, and I take my hat off to all of other Emergency Service workers who, in many cases, gave up looking after their own properties, to look after the greater community.

Move over Alfred, and then came Easter, which also was extremely busy for VMR Southport crews.

As seen in the media, at almost identical times on both Good Friday, and Easter Saturday mornings, two vessels were capsized by larger than normal swells in the Gold Coast Seaway area, resulting in one instance, a missing person for a period of time, and in the other, 2 injured passengers.

VMR Southport crews were quickly on scene once notified of these incidents, and worked very closely with Gold Coast Water Police Officers, Queensland Ambulance

Service Paramedics, Coastguard Southport crews, and members of the general public to return all persons involved in both incidents to safety.

A great result all round.

After a short hiatus of intense activity, the Sanctuary Cove International Boatshow rolled around, and again VMR Southport were heavily involved, with our Rescue vessel *Marine Rescue 1* on static display in the Marina, and our smaller vessels *Marine Rescue 4* and *Marine Rescue 5* providing ship to shore transport for visitors to the Show, who parked their vessels in the Coomera River, and required a lift to and from the entry gates.

VMR Southport has been involved in undertaking this service now for over 20 years, and the continued support offered by the Boatshow Management Team at Sanctuary Cove, to VMR Southport over the years is extremely appreciated.

Naturally, the fund raising efforts of our volunteers at this event are also very financial, and collecting donations from Show visitors is very beneficial.

The general public are always very supportive, and the members enjoy the engagement, and chats with those who stop to support our cause.

Now, its winter, and our large friends from the deep south are beginning to arrive, and as I write Seaworld crews and VMR have just been notified of a couple of inquisitive creatures who have stuck their head inside the Seaway for a quick look, before continuing north.

We do expect moving forward that the next few months will be quite busy on the water, given that the whales are migrating, and people are keen to view these.

Its also a timely reminder for all vessel operators to be extra cautious when on the water around these animals, as they are unpredictable, and a head butt, or a tail slap from one, usually ends up with them winning, so for safety sake, please obey the rules in place during whale season.

Probably the most important matter before VMR Southport at present is something that has been in the wings for many years, over six years in fact.

This is the amalgamation of both Marine Rescue Organisations in Queensland, Volunteer Marine Rescue, and Australian Volunteer Coastguard, into a single service, which has been planned to result in the transition of both, to an entity called Marine Rescue Queensland, which this month celebrated its first birthday.

In recent times, our Management Committee have been in very serious conversation with the hierarchy of Marine Rescue Queensland, and slowly but surely, things are starting to look very positive.

Difficult questions that previously couldn't be answered, are now being answered in a much more satisfactory manner, and the business model of the new entity is now becoming very clear, and we are beginning to become a lot more happier with proceedings.

We have been told that there is no compulsion to transition, but what would that look like in reality? Would VMR Southport be left on its own, would we have to fund our own insurances to run our operation, would permission be withdrawn to conduct marine search and rescue, and would we lose our ability to train our members under a registered system? All are hard questions.

Although we are progressing, there is some way yet to go. We are sorting the paperwork, and working with our Legal Advisors to ensure that everything is satisfactory in regulation, before we decide on a move.

The Active members are yet to vote on whether or not VMR Southport transitions to the new entity, however, this is in preparation, and by the next issue of this magazine, I should be able to give you a result.

Regardless, a yes or no vote should not change the operation of our Squadron greatly, and day to day business should not change. I have mentioned that in the past.

This highest priority of the Queensland Government, and Marine Rescue Queensland, is that of ensuring that there is no service degradation, and with that VMR Southport will also work extremely vigorously to ensure we maintain the highest standard.

Stay tuned folks!!!

Whilst talking about exciting things, we have received our new Rescue vessel, named SP21 - obviously SP for Southport, and 21 is secret code for an asset number in a particular region, in Queensland Government talk, well something to that tune anyway.

This is a very smart looking Noosa Cat 3000 Series, powered by twin 250hp Mercury engines.

This craft has everything aboard that opens and shuts, and I am sure George Jetson would be proud of the spaceship looking electronic technology that is fitted to the vessel.

There will be no excuse for anyone ever getting lost in this vessel.

Fitted with the latest Furuno navigation equipment, including a FLIR - Forward Looking Infra-Red system, the latest in ICOM marine radios, a whole array of lights, bells, and whistles, and even a toilet, we are entering a whole new era in Marine Rescue vessels, and we need to sincerely acknowledge everyone from the Queensland Government down, to Marine Rescue Queensland, Noosa Cat and all their tradespersons and suppliers, as well as those few members in VMR Southport who have overseen the financing, construction and delivery of the vessel, for their diligence, intuition, and perseverance in producing such a great Marine Rescue asset for the Gold Coast and surrounding regions.

In due course we will be holding a blessing of this vessel, to ensure its safety, and those who crew it, whilst it is in service.

We have also had some success in recent weeks with long awaited requests to have the Gold Coast Seaway Tower beautified.

Currently works are being undertaken in the parklands around the Seaway Kiosk, through to the Seaway Promenade, and we have been advised that landscaping works are planned around the Seaway Tower Base, and in time, a complete re-paint and repair of the exterior Seaway Tower building should take place.

We have fought long and hard for this work to be budgeted for over the years, and as a Workplace, with the best view in the world, we will be very thankful when this work is complete.

As you can see, its been busy at VMR Southport, and as President, I am very proud of the people who are a part of this wonderful Organisation, and everyone else should be as proud as me.

We are quoted as being the busiest Marine Rescue Squadron in Australia, and in order to maintain that, we have a very hard working group of members, who voluntarily do what they do on top of everything else they do in their real life, and without this contribution VMR Southport wouldn't be the busiest, nor would it be the absolute best, and that's what makes me so proud, that VMR Southport is the busiest, and its the best Marine Rescue Squadron.

Thank you again for your support, stay safe on the water, and watch out for   
All the best

Glenn Norris  
President 2024 - 2025



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# BLUE CREW ON THE JOB

## (As told by the Crew)



At approximately 0515 on Friday, 18 April, Good Friday, the Radio Operator in the VMR Southport Radio Room received a telephone call advising that a vessel had overturned just south of the Gold Coast Seaway, and the occupants of the vessel had been thrown in to the water.

The vessel had been attempting to cross the Seaway in the dark, in rough, and dangerous conditions.

Rescue vessels *Marine Rescue 1* and *Marine Rescue 2* were activated, and were in the area within 12 minutes of the call.

On arrival in the Seaway area, there were at least 20 other vessels congregating, waiting for the sun to rise, to increase visibility, so that they could also negotiate a crossing.

*Marine Rescue 2* approached these vessels for more information, and were soon directed to a Fishing Charter vessel, where the Skipper of the overturned vessel had been retrieved by a jetskier.

Information then came to hand that the overturned vessel initially had three people on board, with the Skipper indicating that he and another person had been washed off the vessel by hitting a first wave, and a second wave had flipped the vessel, causing them to not see the whereabouts of the third person, who they advised was not a competent swimmer.

The Skipper also advised that none of the occupants had been wearing lifejackets at the time of the incident.

*Marine Rescue 1*, and *Marine Rescue 2* had been instructed to search just offshore of the Seaway, and were soon flagged down by another jetskier, about 300 metres from the Seaway north wall, who indicated a person was in the water, just near Deadman's Bank.

Wave conditions were considerably rough, but within operating limits, and a lull in the waves allowed *Marine Rescue 2* to respond and retrieve this male person, who was in need of medical assistance.

He reported that he had not seen the third person surface.

The retrieved person, and the Skipper of the vessel, who was collected from the Charter vessel, were then quickly returned to the VMR Base, where Queensland Ambulance Paramedics, and Police were waiting.

Leaving *Marine Rescue 1* offshore, the Crew of this vessel were instructed to commence a triangle search, where they located the overturned vessel.

A nearby jetskier, who just happened to have a tow sled (similar to those used by Surf Lifesavers), and a pillion passenger, was able to put his passenger in the water to search the overturned vessel.

Given daylight had still not fully broken, it was not able to be determined, given light and visibility conditions, if the outstanding person was in the vessel.

*Marine Rescue 1* was able to attach a tow rope to the vessel, attempting a slow tow, to see if the vessel would right itself, however this was abandoned soon after, given the unknown impact of what may happen if someone was inside the vessel.

A second subsequent search of the overturned vessel was performed by the jetski passenger, with knocking on the hull etc, with still no response forthcoming.

A Coastguard Southport vessel was soon on scene, along with a returned *Marine Rescue 2*, and the Gold Coast Water Police instructed that a grid search commence for the missing person.

This was co-ordinated by *Marine Rescue 1*, which by this stage, had seen all vessels drift nearly one nautical mile north of the Seaway.

The search was conducted south to north, with approximately 70 metres between each Rescue vessel.

Meanwhile, back at VMR Southport, there was co-ordination by the Queensland Police Service, Queensland Ambulance, VMR Southport, and the Gold Coast Seaway Tower.

Paramedics assessed the two retrieved patients, while Police Officers took statements.

Both patients had refused transport to hospital, rather wanting to wait to see if their mate would be rescued.

Amazingly, towards the end of the first search, and more than two hours after the incident, *Marine Rescue 1* spotted some movement in the water, approximately 50 metres ahead of their vessel, to the starboard bow.

To everyone's surprise, a male was located treading water, and he indicated he was the third person.

He was retrieved from the water, exhausted, somewhat confused, and in shock.

He was assisted by the VMR Crew, whilst any ongoing search was terminated, and *Marine Rescue 1* returned to the VMR Base, to more waiting Paramedics, and Police.

All three men were soon re-united, after being assessed by Paramedics, with all three then being taken to hospital, with concerns raised of a potential issue, of secondary drowning.

This situation could really have ended in disaster.

Since Tropical Cyclone Alfred, there has been a lot of movement of sand in the Seaway region, and it is now as shallow as 3 metres in some places at low tide.

With this, the Gold Coast Seaway should now be crossed with a much higher degree of care.

In essence, with a great response by all Emergency Services, the result of this incident was as good as it could be.

## ACTIVE MEMBER PROMOTIONS/AWARDS

Active Members who have achieved higher ranking

*Congratulations to:*

### RECRUIT

Tyson Allan  
 Darrian Brown  
 Kim Hill  
 Paul O'Hara  
 Michael Pheasant

### SENIOR CREW

Greg Kaynes  
 Kevin Wright

### RADIO OPERATOR

Shane Moffitt  
 Gregory Simmonds

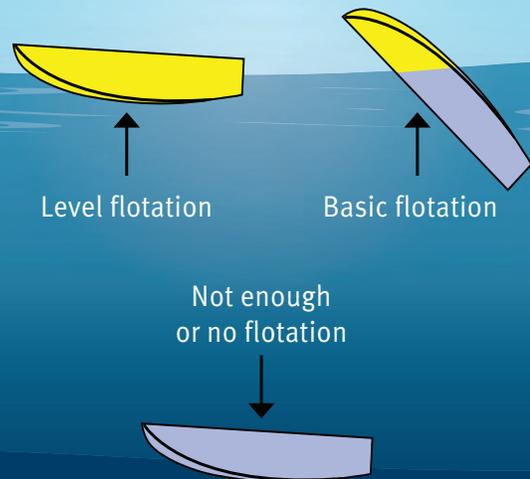
## SOME STATS

ACTIVATIONS	FEBRUARY 2025	MARCH 2025	APRIL 2025
Towed Vessels	47	31	71
Jump Starts	6		1
Pump Outs		1	3
Transporting			
Fire			
Standby			
Medical	5	4	4
Searches		1	2
Dispersals	2		
Public Relations	2	1	4
Crew Training	75	66	44
Groundings	10	14	8
Other	3	10	8
Investgate	9	20	11
<b>TOTALS</b>	<b>159</b>	<b>148</b>	<b>156</b>

# WHAT FLOATS YOUR BOAT?

## LEVEL FLOTATION

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Department of Transport and Main Roads

Maritime Safety Queensland



# NOTEABLE JOBS

by Glenn Norris



**A VMR crew** on a training run recently came across a jetski rider who was having fuel issues with his craft.

In saying that, the heavy outgoing tide on the north side of Wavebreak Island was pushing the vessel and rider perilously close to the rock wall. The crew were able to throw the man a tow rope to pull him out of trouble, until the rope could be properly attached for a tow. Once back at the boat ramp the man advised he had only purchased the jetski during the previous week, and the seller advised the fuel tank was full.

The Golden rule - always start with a full fuel tank, calculating 1/3 of the tank for where you are going, 1/3 tank for the return trip, leaving 1/3 of the tank for backup, in case something goes wrong. Not checking the fuel level before you leave is asking for trouble, and generally this occurs at the worst possible time.

**Ambulance Paramedics** were recently activated to VMR Southport to assist a young male patient who had suffered an awkward landing, after jumping from a tree on South Stradbroke Island. The Paramedics were transported by a Rescue vessel, to find the boy quite distressed, and in obvious pain, with a very significant deformity in the ankle region. The patient was given pain relief, made comfortable, and transported to hospital with a very obvious fracture.

**There seems to be a run of activations** for VMR Crews recently, where incorrect fuel has been pumped into vessels. A man and his wife, on separate craft, recently found out that diesel is not the preferred fuel for jetskis, and trying to start the engine, knowing the wrong fuel has been added, is also not the best idea. This unlucky pair filled up at a local on water facility, that they had never used before, resulting in a day on the water they prefer not to have had.

Both jetskis were towed back to the boat ramp by VMR Southport, with the owners pondering their mistake.

Later on the same day, a VMR Crew were called to tow a pontoon vessel, where the occupants had also pumped diesel into its petrol tank, at the same facility.

Avoid mistakes - always double check what you are doing before you start refueling, and if you realise you have pumped the wrong fuel, don't start the engine.

**A vessel delivery to Sydney** for a local boat owner became a big job for a VMR Crew recently, when the owner departed his mooring at Sovereign Island, only to make it as far as Wavebreak Island, where an electrical issue crippled the 65 foot Cruiser.

With the vessel needing to be returned to its mooring for a Marine Electrician to inspect, VMR Crews were able to use two Rescue vessels to maneuver the Cruiser through the myriad of other vessels in the tight canals, to perfectly dock alongside the owners pontoon.

Very impressed by the job undertaken, the owner offered a very sizeable donation.

**One of the services** offered by VMR Southport is that of 'Dispersal of Ashes' at sea.

These ceremonies are generally undertaken in the calm water areas of the Gold Coast Seaway.

Recently a man contacted VMR Southport requesting a dispersal for both his mother and father, who had passed away approximately 6 months apart.

Sadly, as the parents were divorced, the man requested that the father be dispersed on the north side of the Seaway, and the mother on the south, so they could still keep their distances apart, even in death.

**A lady contacted VMR Southport** recently to advise that her son had borrowed his fathers Cruiser, only to run it aground near Runaway Bay.

As the father was overseas working, the mother requested as to what VMR could do to assist.

A VMR Crew attended to the 36ft vessel which was well and truly high and dry, finding a very embarrassed son, and his couple of mates, with little idea of how to solve their predicament.

With the tide still running out, and the passengers needing to get off the vessel, to go to work, VMR advised those onboard to secure the vessel, lay out the anchor, and hop upon the VMR vessel, where they could be returned to land.

Later in the evening another VMR Crew returned to the location, with the son, to retrieve the vessel, only to have the Cruisers engine raise a cooling alarm on start up.

The vessel was towed back to a private residence at Paradise Point.

The VMR Crew are unsure if Dad knows what has happened yet!!!

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# Portrait of a VMR Volunteer

MARIO MAGRO

SENIOR CREW MEMBER

JOINED VMR SOUTHPORT  
August 2023



## TELL US A BIT ABOUT YOURSELF

I was born in Malta, and my family migrated to Australia in 1951. I achieved my secondary education at Patrician Brothers in Fairfield, NSW, graduating to undertake several jobs, including at a Joinery Shop, and as a Boat Builder at Pride Marine. When I was 26 years of age, I started my own business manufacturing fibreglass products, which included underground electrical covers, and eventually I had 21 staff on my books. At the same time, I was also running four video stores, and also building factory units. By the time I was 26, I had built my own home. At the age of 47, I sailed my own boat, which was a Challenger 36 Yacht, to Queensland, settling in Hervey Bay, then moving back to the Gold Coast, where I became a Real Estate Agent for 10 years. At the age of 65, I joined VMR Jacobs Well, going on to become a Senior Skipper, Base Maintenance Officer, and Resource Controller. During this time I achieved commercial tickets as a Coxswain, Master 24, Marine Engine Driver 2. After 13 years at VMR Jacobs Well it was time to move on, so I joined VMR Southport, where I very much enjoy. I have two children.

## WHY DID YOU JOIN VMR?

I have had seven vessels in my life, and after being rescued only once, in my last vessel, offshore of Port Macquarie, on a trip to Queensland, I decided when I retired I would like to give something back to a Marine Rescue Service, because I love what they do, and I believed I had something to offer, so here I am today.

## WHAT DO YOU ENJOY MOST ABOUT BEING A MEMBER OF VMR?

The camaraderie at VMR Southport is very evident, and I love keeping my hands up with boat maintenance, and even more I just adore being on the water. My Thursday Crew also enjoy putting up with me, so they say.

## WHAT IS THE MOST MEMORABLE ACTIVATION YOU HAVE BEEN INVOLVED IN?

I remember a cold, wintery evening, in drizzling rain going to rescue a small vessel which was beached in the Tiplers area, with a mother, father, and four year old child on board. On arrival back at the boat ramp, the youngster looked up at me, and said 'Thank you Mister for coming to rescue me' That did it for me, and I will never forget this moment.

## WHAT DO YOU DO IN YOUR SPARE TIME?

I live on acreage, so there is always something to do, and I enjoy mowing my lawns, and keeping the gardens in good shape. Sadly, I also have some good friends in aged care, and I enjoy visiting them to try to cheer up their situation. I need to keep Active, and being outside has always been a part of my life.

## WHAT ARE YOUR FUTURE INTENTIONS WITH VMR SOUTHPORT?

Just to keep doing what I do, enjoying the friendships I make, and helping out until I am not needed any more.

Lee Turner  
Boat Licence Queensland

+61 414 747 873  
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info@boatlicencequeensland.com.au  
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# People Behind the Names of VMR

## Elkes Family Rescue Centre

Ted Elkes was a member of VMR back in the days when it was called Air Sea Rescue (ASR), at a time when the Rescue Base was located next to the Southport Yacht Club. Ted joined ASR back in 1973, and within a short time his seamanship skills were widely recognised, and he was awarded the position as Boatmaster.

This position of Boatmaster was highly regarded in the local community, and Ted was regularly called upon by Police to assist with rescues, mainly on the old Southport Bar, and offshore waters. Ted also assisted in the co-ordination of the more complex rescues, when he wasn't out in the Rescue boat, and was heavily involved in on-water operations during the 1974 floods, that devastated Southeast Queensland.

Ted Elkes and his entire family were well respected and recognised for their involvement with Air Sea Rescue, and later VMR. The John Elkes Beacon at Runaway Bay is named after Ted's son John and was dedicated to John for his work with Air Sea Rescue. John was the Skipper of the ASR Rescue vessel Jaycee II, when on a night activation in September 1981, he located a 13 year old girl drifting out to sea after her family's vessel capsized on Jumpinpin Bar earlier in the afternoon.

Ted's wife Eunice also worked tirelessly for both VMR and ASR with fundraising, and support work, and his daughter Julie was an Active crew member from the age of 17, and she also worked in many Management Committee positions including Treasurer, Secretary and Function Organiser.

Ted died of a heart attack onboard the ASR Rescue vessel while responding to a stricken trawler on Jumpinpin bar in 1981. At the time Ted's passing was big news around the Gold Coast, and shortly after Ted's passing the Southport Yacht Club dedicated an annual yacht race in his honour.

Sadly, all members of the Elkes family have now passed, all through various natural causes, at ages considered well before their time was due.

The Ted Elkes Memorial Cairn is located beside the VMR Base boat ramp, in honour of Ted, and those other members who have passed whilst holding Active membership of ASR and VMR Southport.



Ted Elkes - circa 1978

Ted's passing was well publicised in the newspapers of the day





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# VALE - Jay Notaro

VMR Southport was recently devastated to hear of the passing of Queensland Police Detective Inspector Jay Notaro.

Jay was very well known to the majority of VMR Southport members, through his role as Officer in Charge of the Gold Coast Water Police.

Always one to offer assistance, inspiration, support, and guidance, Jay was very well respected, and extremely well liked within our Organisation, and his professionalism shone through in the many serious incidents that VMR Southport assisted the Gold Coast Water Police in, during his time in leadership.

Additionally, Jay never rejected an opportunity to mingle with our volunteers at a VMR Forum Meeting, BBQ, or function, and even on promotion to a higher role within the Queensland Police Service, he still kept in touch, as he was very interested in the future of VMR's transition to Marine Rescue Queensland.

Jay will be very sadly missed.

On behalf of VMR Southport, we offer our sincere condolences to his family, friends, and work colleagues.

RIP Jay.



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# VALE - Noel Willson - AKA daddy bear



It is with extreme sadness that we recently learnt of the passing of the dearly loved partner of flamboyant VMR Southport Radio Operator Pauline Allingham.

Noel Willson, aka Daddy Bear, joined VMR Southport in July 2005 as a Radio Operator (on Pauline's direction), and for many years he was also an extremely tireless fundraiser, and supporter.

Although Noel's Radio Operator career didn't last very long, he never missed a Thursday night at the SAR Club, assisting with the VMR raffles, or the monthly Monday fashion parades, nor did he miss a function with the VMR ladies, be it Radio Operator cruises, or luncheons.

It is well known that Daddy Bear was sacked as a model at the SAR Club fashion parades, given his hairy legs didn't make the Catwalk requirement.

Noel loved a rum, he loved Pauline, and many a time he and Pauline entertained VMR members on the Poop Deck - or the back patio, long into the evening.

Noel was a great person, and a genuinely good bloke, and he will be sadly missed.

He had been ill for many years prior to his passing

Rest in Peace ya silly old bugger

Daddy Bear in his party attire



# Broken Down Bankers

## Conquer the 2025 Shitbox Rally



In one of Australia's most legendary and ludicrous fundraising events, Volunteer Marine Rescue Southport (VMR) member Karl Brandt and co-pilot friend Jason Hokin, recently took to the road in a car that had to be worth no more than \$1,500, sponsored by VMR Southport, as part of the Shitbox Rally Autumn 2025, traveling from Canberra to Townsville, via a string of iconic and remote outback towns, including those of Hay, Silverton, and Bourke in western NSW, and Mitchell, Barcaldine, and Hughenden in western Qld, driving under the name of The Broken Down Bankers, as these guys had met during their early Banking Careers.

The Broken Down Bankers proudly joined more than 250 other vehicles in the Rally, raising funds for, and awareness of the Cancer Council.

Teams were required to travel in "Buddy Groups" with the Broken Down Bankers joining Buddy Group 14, and six other vehicles, of different models, from old Suzuki Swifts, through to ancient Peugeots.

Over 9 days teams drove nearly 4,000km, with the Buddy Group enduring some classic Shitbox setbacks, including:

- Multiple flat tyres, repaired on the roadside with patches, pumps, and prayers
- A cracked engine sump, which was resealed in true outback style, using bush tools, and borrowed sealant
- A dead alternator in one of the Buddy Group 14 cars — resulting in the group rolling across the finish line in Townsville, dead last... and absolutely triumphant.

Despite the challenges, all seven vehicles in Buddy Group 14 finished the rally — a remarkable achievement, and a testament to the team spirit, ingenuity, and relentless optimism that defines the Shitbox Rally ethos.

Karl and Jason drove a trusty old BF Ford Falcon Wagon from the Gold Coast to the start line in Canberra, then completed the rally to Townsville, and drove back home again, clocking up over 7,000km's, predominantly trouble free, with only a slight air conditioner icing issue, on the return trip home.

Beyond the breakdowns and bush repairs, the heart of the rally lies in its purpose: raising funds for the Cancer Council. The Autumn 2025 edition raised over \$2.3 million, with The Broken Down Bankers contributing meaningfully, thanks to the generous support of sponsors, friends, and the VMR Southport community.

VMR Southport are extremely proud of Karl, Jason, and all other participants, and congratulate everyone on their achievements, supporting such a wonderful cause.

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# Santa Barbara Boat Ramp Upgrade

Gold Coast Waterways Authority is upgrading the boating facility at Santa Barbara

This project involves the removal of the existing boat ramp and the construction of a new dual-lane boat ramp to improve access to the waterways for recreational users.

The works are planned to commence in June 2025 and be completed in October 2025, with the boat ramp closed during this period.

## BENEFITS

- Support safe access for recreational vessel owners that utilise our waterways.
- The new boat ramp will be upgraded to meet current standards and specifications.
- The upgrade will include installation of rolled shoulders on either side of the lane to assist vehicles when reversing.

## IMPACTS

- The boat ramp will be closed during construction for approximately 16 weeks.
- Charles Holms Park will remain open for the duration of the works however there will be access limitations to the carpark.
- There may be some temporary noise impacts from demolition and construction.

## PROJECT LOCATION

Charles Holm Park on the Eastern bank of the Commera River.

## KEY DETAILS

**Planned investment:** \$750,000

**Estimated start date:** June 2025

**Estimated completion:** October 2025

**Current status:** Tender Evaluation

## CONTACT

Gold Coast Waterways Authority

Ph: 07 5539 7350

mail@gcwa.qld.gov.au



# super snaps

## A Day at the Boatshow



**VMR Skippers Des Riddle and John Wise modelling with their Boatshow dream vessel.**



**A very happy customer making a donation to VMR Southport**



**A cheerful group of visitors to the Boatshow, who used the VMR shuttle from their vessel anchored in the Coomera River**



**Very important that the welfare of all attendees at the Boatshow is a priority. Blue Crew members Martin Lott, Karl Brandt, and Eamonn Strathie doing their bit**



**The 3 Amigo's - VMR Southport Radio Operators, John Purchase, Paul O'Hara, and Shane Moffitt hard at work manning the donation bucket at the Show.**



**Who else to Skipper a vessel at the Show, but Senior Radio Operator Laurence Prasad, proud as punch to be behind the wheel.**



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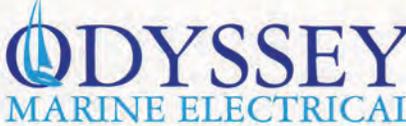
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