

Vsheet

Volunteer Marine Rescue
SOUTHPORT - SURFERS PARADISE



vmrsouthport.com.au



DECEMBER 2025

FREE ISSUE

Anthony Cheeseman Prestige Team

Beachfront Apartment Specialists

Anthony Cheeseman
LEAD AGENT

Ben Fry
CO AGENT

As a prominent figure in the Gold Coast luxury apartment market, I've built my reputation on expertise, integrity, and results. Specialising in prestige properties, I've successfully negotiated numerous multimillion-dollar transactions and earned the trust of some of Australia's most successful business people.

Residing in Main Beach and as a proud VMR member and boat owner, I truly live and breathe the coastal lifestyle. My deep connection to the local community and waterways gives me a unique perspective on the appeal of waterfront living both from a lifestyle and investment point of view.

Whether you're buying, selling, or simply seeking advice, please don't hesitate to reach out. I'm always happy to help with any of your real estate needs.

CONTACT

anthony.cheeseman@raywhite.com
0431 322 773
acprestige.com.au
raywhitesurfersparadise.com.au

ALAN WHITE
ELITE
PERFORMER 24-25

RayWhite



Volunteer Marine Rescue
SOUTHPORT - SURFERS PARADISE
Assoc. Inc.

PO Box 866 Southport Qld 4215

Phone: 5591 1300

E-mail: info@vmrsouthport.com.au

Web Site: www.vmrsouthport.com.au

MANAGEMENT COMMITTEE 2025 - 2026

PRESIDENT	Glenn Norris
VICE PRESIDENT	Warren Beeston
SECRETARY	Peter Tatham
TREASURER	John Kaus
OPERATIONS	Martin Walsh
SEARCH & RESCUE	Bruce Partridge
COMMUNICATIONS	Peter Bell
RADIO OPERATORS	Diana Gibson
COMMITTEE 1	Niall Murray
COMMITTEE 2	Laurie Tsamuras

Vsheet

Editor: Glenn Norris
glenn@mrq.org.au

Graphics: Mike Oram
mike.oram@optusnet.com.au

Advertising: Glenn Norris
glenn@mrq.org.au

Gold Coast Seaway Tower

Hours:

Mon - Sun: 0500 - 1800

Phone: 5591 2948

swt@seawaytower.com.au

DISCLAIMER

The opinions expressed by the authors and contributors of articles in the Vsheet are not necessarily those of Volunteer Marine Rescue Southport - Surfers Paradise Assoc. Inc. (VMR) nor does VMR guarantee the accuracy of statements made by contributors or advertisers or accept any responsibility for any product or service statement made herein.

PRESIDENT'S REPORT

PRESIDENT: Glenn Norris

2025 - 2026

Roll on December, and what a busy year it's been.

I hope everyone is gearing up for the hot and humid weather coming our way, the holiday season, and some possible time on the water.

At time of writing, the skies are darkening, and a thunderstorm is moving in from the west, and its looking ominous that it could be dangerous, with predictions of heavy rain, strong winds, and hail, something this part of Queensland is use to at this time of year. Although we have seen a few of these storms already this season, here at VMR Southport we have escaped any major damage, except for a garden flourishing with weeds, due to the much need rain we are receiving.

Sometimes you have to take the bad with the good. I hope this rough weather settles moving forward.

Our crews have been kept on their toes over the past quarter, with an array of tasks, none more so than three consecutive days recently when the Queensland Ambulance Service (QAS) requested our assistance to transport Emergency Paramedics to incidents where people had suffered falls on vessels.

All were extremely serious, with each patient, all females, suffering multiple fractures to hips, pelvises, legs, and ankles.

All involved those slipping on wet surfaces on vessels, and all required extreme teamwork from VMR Crews and Paramedics to extricate these people, without exposure to any further injuries. VMR Southport prides the relationship they have with QAS, and the assistance we can offer to them, and to the patients they treat.

Looking at activation figures, VMR Southport is heading for the second busiest year in the history of the Organization, not withstanding the Covid year of 2021, which was the busiest ever.

Not is it just QAS keeping us busy though, we still have multiple customers a week who can't get their fuel levels correct, and running on an empty tank won't get anyone very far. Out of fuel vessels make up a very high percentage of VMR Southport activations, and I ask you to please check your fuel levels once, twice, and maybe three times before you head out, as generally running out of fuel happens at the worst possible time, and you can find yourself in trouble very quickly.

Grounded vessels also contribute highly in the job stakes, and given where some people like to explore, especially jetski operators, running out of water can also happen very quickly, and it can be a very long wait for a return tide.

As the year draws to a close, and the temperatures warm up, we expect there to be a flurry of vessels on the water over the next several months, and we are working very hard to prepare for this, so please help us where you

can, and pre-plan your trip.

I was hoping VMR Southport would have been closer to transitioning to the Marine Rescue Queensland entity by now, however this hasn't happened, and I am unsure when it will.

There are a myriad of difficulties with this, and slowly we are pushing through these, and who knows what the future holds.

VMR Southport is a very big Squadron, and as I have previously said, we need a transition to be in our favour, before we jump. In saying that, my priority lies with keeping VMR Southport running in a business as usual phase, keeping the best training possible up to the Squadrons members, maintaining a first class service to the boating public, and ensuring everyone, members, and customers are happy.

Running five Rescue vessels, and 130 volunteers is no easy task, however, as I am sure each and every member will tell you, we are here for the people that need us, and at all times we can show pride, even in the wee hours of the morning, that we can, at most times, raise a crew to assist those requiring service on the water.

This Christmas / New Year period should not present any extra challenges in doing that, however when we do get busy, waiting that little bit longer for assistance may be the case. There have been some very good achievements from our members in recent times, with four new Skippers appointed, at different levels, and this goes well to strengthening our ranks. There is also a continual progression of members working their way through other ranks, and whilst sometimes training is difficult, and sea and swell conditions don't always suit, the flexibility of those members wanting to progress is always pleasing. I congratulate all who have progressed recently.

The Rescue vessels are running in a good condition at present, and all will be serviced in the next two weeks, in the lead up to Christmas, to ensure optimum performance. 'Marine Rescue 5' had new engines fitted recently, and 'Marine Rescue 1' will have new engines fitted in February, and more than likely a minor re-fit as well.

Combined, these vessels are used for in excess of 3500 hours annually, so maintenance is vital, fuel usage is substantial, and keeping these looking clean and tidy is absolutely necessary.

In early 2026 we will stand up a Vessel Replacement Committee to look at possibly acquiring two new Rescue vessels, one being a replacement for 'Marine Rescue 1', as it is now 25 years of age, with the second being a smaller shallow water vessel.

Stay tuned, as we are not expecting this to be an easy and quick task, as new vessels are extremely expensive to replace, and the choice in the market is now very competitive.

continued page 4 -

from page 3 -

Maintenance work has also continued around our Rescue Base, with continuing garden works, painting, and the completion of the back deck concreting project.

There are plans for more improvements in 2026, all in the aim of attracting new members to our operation, more functions to our facility, and to create a workplace that we can all be comfortable working in, which boosts morale, enthusiasm, and work ethic, which leads to better customer service.

The Gold Coast Seaway Tower continues to plod on, although vessels utilising the service provided continue to decline.

This facility is vital to mariner safety when on the water, and I urge anyone who ventures offshore to continue to let us know where you are going, and when you return.

Again, on a very positive note, VMR Southport held a new Active member Introduction night in late October, which saw in excess of 20 prospective people attend, with 11 of these completing paperwork to join.

Those people have now completed their Induction training, with three now training to be Radio Operators, whilst eight will be Boat crew.

We wish all of these new members the best of luck in their VMR journey, may they enjoy this.

In late September we also held our Annual General Meeting, with three Management Committee positions changing.

The new Committee has a very interesting year ahead, and these new members will enjoy the challenge.

Sadly we had three long term Committee members stand down this year, and to those people I thank you for your contribution over many years.

Moving forward, VMR Southport finds itself in a very comfortable position, and no doubt many members will go above and beyond over the next few months, with the expected extra workload, and again we ask that before you venture out, that you do the necessary checks on your vessel, trailer, engines, and most importantly your safety equipment, because if it doesn't work, it can't save you.

Have a very Merry Christmas, and a Happy New Year, and remember, if you find yourself in trouble on the water, call VMR Southport on (07) 5591 1300, 24 hours a day.

Stay safe everyone

Glenn Norris
President 2025 - 2026

REFLECTIONS SERVICES

RUSSELL ALLEWAY
DIRECTOR

1300 83 55 83

E: russell@reflectionsservices.com.au
A: PO Box 7039, East Brisbane 4169
M: 0438 260 511
www.reflectionsservices.com.au

window cleaning | pressure cleaning
abseiling | building maintenance | painting

SOME STATS			
ACTIVATIONS	AUGUST 2025	SEPTEMBER 2025	OCTOBER 2025
Towed Vessels	37	45	62
Jump Starts	2	3	5
Pump Outs			3
Transporting			
Fire			
Standby			
Medical	4	5	3
Searches			1
Dispersals	4		1
Public Relations	3	5	3
Crew Training	77	80	78
Groundings	7	4	10
Other	11	5	5
Investgate	4	6	7
TOTALS	149	153	178

ALLSTAR PLASTICS
life to your design

1300GOPPLASTIC (467 527)
sales@allstarplastics.com.au
Unit 1-7, 25 Bailey Cres
Southport QLD 4215

<ul style="list-style-type: none"> Plastic Fabrication Laser/Router Cutting Thermoforming Plastic Welding Signage Cut to Size Full Sheet Sales 	<ul style="list-style-type: none"> Windscreens & Windows Custom Grog Lockers Battery Boxes Stair Treads Hatch Panels Bail Boards Tamson Boards Duck Boards 	<ul style="list-style-type: none"> Acrylic Perspex/Plexiglas Polycarbonate Boatboard/Kingboard HDPE (High Density Poly) Foam/Rigid PVC Nycel Celuka
---	--	--



NOTEABLE JOBS

by Glenn Norris

A lady presented at the VMR front gates recently to drop off some expired flares.

Whilst visiting, she asked if a VMR member could assist her in testing her EPIRB, as she had tried, and it had shown a red light

This was undertaken, and the EPIRB again showed the red light, then two white lights to indicate it was transmitting.

These lights would then not turn off.

Given this, it was decided to contact the Australian Maritime Safety Authority (AMSA), to advise them of this situation, and advise that there was no emergent situation they needed to be aware of.

Half way through dialing the AMSA number, the ladies phone rang.

It was AMSA, asking her if she was aware her EPIRB was transmitting, and was she ok?

This all happened over a period of no more than five minutes, so in a real life situation, this would have instigated a very prompt response, which is very comforting to know.

It is believed the EPIRB was faulty, and the lady indicated she would replace it.

A man called VMR recently to advise his vessel was aground near Wavebreak Island, and he needed assistance to pull it off the sand.

On arrival at the yacht, the VMR crew could find no sign of the owner of the yacht, despite him saying he was on board.

Shortly after, yelling was heard from the foreshore, which turned out to be the owner, who had decided to take his cat for a walk in the interim, not knowing that VMR would arrive so quickly.

The yacht was towed off, and re-anchored in deeper water.

A jetski owner recently contacted VMR to advise his craft had broken down 9 nautical miles east of the Gold Coast Seaway, and he required assistance.

A crew attended the man's given location, to find the man happily fishing from the back of the jetski.

The man's mate was also nearby on his jetski.

The broken down vessel was near brand new, and had only seven hours of use, and stopped unexpectedly on the owner.

Asking the man, where he wanted the jetski towed to, he replied to VMR boat ramp.

When asked what he meant by that, the man, of Asian descent, said 'You take home, I still go fishing with my friend, I pick up later.'

After convincing the man he needed to be on the jetski for it to be towed, he finally obliged, only for it to be towed to the Spit boat ramp, where he left it on the beach for more than 4 hours, as his mate picked him up, and they went fishing again.

Never let anything interrupt a good days fishing!!!

A VMR Crew was flagged down recently by a male and female on a jetski, who advised they were broken down near Wavebreak Island.

On engaging with the couple, the lady explained that her hat had blown off as they were speeding along.

As she advised her partner, who was driving, of this, he turned around to go back to collect the hat, only to run over it and cause the hat to be sucked into the jet unit of the ski, rendering it inoperable.

The jetski was towed back to the Spit boat ramp.

The Queensland Ambulance Service has been activated to several cases recently, where people have suffered falls on boats.

A lady was very seriously injured in late September, when she slipped down a set of stairs on her vessel, and went head first into a bulkhead.

VMR Southport was requested to transport Emergency Paramedics, as the lady was reported to be unconscious.

On arrival, the patient was in a very difficult position to extricate, and with the support of a Critical Care Paramedic, VMR crew members, some fellow boaties, a successful lift was eventually undertaken.

The lady was transferred to the VMR vessel, and transported back to Labrador, to be further conveyed to hospital.

It was later found out the lady had fractured her hip, had several broken ribs, and ligament damage to her foot.

Not a good day on the water.

Concerned members of the public recently contacted VMR Southport to advise that two males on separate yachts in the Marine Stadium were becoming far too aggressive towards each other.

One vessel was anchored just off the beach, whilst the other vessel was on the beach, after dragging anchor in the previous nights storm.

The yelling and screaming of the two persons could be heard from the VMR Base, and numerous Police units were on scene very quickly, and had the situation in hand in a short period of time.

The Police response was very sensible, with Officers telling both parties, 'if you don't like each other, move apart', which they did later in the day.

On a recent Sunday, a local Fishing Charter vessel contacted VMR Southport to advise that they had come across a large turtle in distress, approximately two nautical miles south of the Gold Coast Seaway. Seaworld was notified, and asked if VMR had any possible way of retrieving the creature.

The VMR crew were able to load the turtle into their jetski towing device, and proceeded slowly back towards the Seaworld jetty, where a retrieval team were waiting.

On arrival, a vet undertook some observations, however it was decided to euthanize, as the turtles injuries were extreme, and there would have been very little chance of a recovery, given the vet estimated it to be about 80 years old.

A sad ending to a good innings.

A man visited VMR on a recent weekend to advise that his vessel was anchored in the Marine Stadium, and that he was departing for overseas, for approximately two months, the following day.

A request for assistance was then requested, 'if I donate VMR a considerable sum of money, could they please look after the boat, keep any thieves away from it, stop the Authorities seizing it, and ensure if we get any bad weather that it doesn't drift and hit other boats, or the beach?'

When told VMR membership, or donations, doesn't cover 'babysitting' of vessels, in this fashion, the man became quite irate, and requested a defined reason why.

Some further advice to the man was to ring around some local Marina's to see if they had any vacancies, however time was not in his favour, given he was leaving the following day.

ACTIVE MEMBER PROMOTIONS/AWARDS

Active Members who have
achieved higher ranking

Congratulations to:

CREW

Michael Pheasant
Sergio Garcia

INSHORE SKIPPER

David Cam

COXSWAIN

Des Riddle

OFFSHORE SKIPPER

Niall Murray

LIFE MEMBERSHIP

Guy Coubrough
Martin Hood

5 Year Service Badge

Warren Beeston
Philip Bowler
Steve Fellows
Siobhan Houlihan
Desmond Riddle
Darran Saunders
Brian Taylor
Peter Wraight

10 Year Service Badge

Hilton Brown
John Kaus
John MacDonald
Fiona Roberts
Robert Sutton

15 Year Service Badge

Trevor Bellis
Adam Watson
Bruce Watson

25 Year Service Badge

Scott Gregory
Martin Hood



4300 Sports Express
A VERSATILE & INVITING AFT
PLATFORM CRAFTED FOR RELAXING
BY THE WATER.

RIVIERA
LUXURY YACHTS SINCE 1982

RVOLUTION

07 5529 5007
www.rmarinecrawley.com.au
info@rmarinecrawley.com.au

R MARINE
Crawley

Portrait of a VMR Volunteer

ROBERT SINCLAIR

SENIOR CREW MEMBER

**JOINED VMR SOUTHPORT
FEBRUARY 2009**

Tell us a bit about yourself?

After completing my apprenticeship as a Motor Mechanic, I sought a new career and obtained a job with a Supermarket wholesaler (now known as IGA).

I went to University, thanks to this Company, and obtained a Marketing and Business Degree.

Upon completion of my Degree I was appointed to lead the role out of a new concept of 'convenience stores' which are now known as 7/11.

Since then, I have worked in Marketing, Sales and Director roles with the Commonwealth Government, in the Pharmaceutical, Motor, and Manufacturing Industries.

I also served in the Army Reserve for 6 years, in the Infantry and Medical Corps.

Now I am semi-retired and living near Grafton in NSW, where my wife and I have a cattle property where we focus on breeding Angus beef cattle.

I have 4 children and 4 grandchildren.

Why did you join VMR?

I have always been a keen fisherman, and with this comes a natural love of boats.

I saw VMR as an opportunity to improve my boating skills, and to also help people in need.

The catalyst that prompted me joining followed a 'car park' conversation with an active VMR Member, who told me about all the things that VMR did.

What do you enjoy most about being a member of VMR?

Once you come through the VMR front gate and sign on, you never know what is going to happen.



For me, all of the other things that are going on in life are forgotten, and I become 100% focused on my crew, training (after 16 years I still learn something new every crew), and anticipating what task is coming up next.

You also build friendships that are life long, and the crew becomes like a second family.

What is the most memorable activation you have been involved in?

There have been many, ranging from a fellow who had too many beers, and walked off a sandbank at night, into deep water. When we arrived, we could only see his straw hat, and his arm extended to keep the sea water out of his beer bottle.

I love a good result, and searching and recovering persons lost at sea, and seeing the sheer look of relief on their face, once on the Rescue vessel, makes it all worthwhile for me.

Sadly, one activation that has stayed with me, is that of a lady who fell off a jet ski and was then run over by a following boat.

The patient had multiple life threatening injuries, and while I was providing First Aid to her, she pulled me close and said, 'please don't let me die Rob'.

After extensive treatment the lady made a recovery, and came back to the VMR Base following weeks in hospital, to say 'Thank you'.

What do you do in your spare time?

With the property, my spare time is limited. My wife and I enjoy travelling overseas, and spending time at our village pub, talking cattle and about the weather, with our fellow locals. I also like reading military and Australian history stories.

Your future Intentions with VMR

Now that I have reached the rank of Offshore Skipper, I like to train new crew members, as time allows.

My passion for VMR and my crew is strong. I always enjoy my crew and assisting wherever I can with the Squadron.

THE SPRING WATERMAN
1300 555 774
Like us on facebook
WWW.SPRINGWATERMAN.COM.AU

ALL INCLUSIVE BOATYARD OFFER

ONE CALL TO DO IT ALL



EVERYTHING YOU NEED FOR A HASSLE FREE YARD PERIOD

- | | |
|----------------------------------|----------|
| Haulout & Return to water | INCLUDED |
| Waterblast & Environmental Levy | INCLUDED |
| Four Days Hardstand | INCLUDED |
| Antifoul Paint and Application | INCLUDED |
| Running Gear Check | INCLUDED |
| Washdown & Chamois | INCLUDED |
| Management of all included works | INCLUDED |

T & Cs Apply - Please see website for full terms and conditions.

Call today and quote 'ALL INCLUSIVE OFFER' to find out more. \$85/ft price is based on services listed for fiberglass monohull vessels up to 55ft. Other vessels should contact our team.



WELCOME TO SERVICE PARADISE

gccm.com.au | (07) 5502 5888

Vale - Craig McCarthy

Sadly again, VMR Southport was recently informed of the passing of another former member, in Senior Crew person, Craig McCarthy.

Craig, aka Macca, or Crag, joined VMR Southport in March 2007, as a Crew Member, and soon became a very handy, and reliable person to have aboard a Rescue vessel.

During his nine years with our Organisation, Craig often commented that the only thing better than being on a weekend shift at VMR, was that of being free to explore the country, with his job as an interstate truck driver, which sometimes caused him to miss crew duties, due to the long distances he travelled, most commonly between Brisbane and Adelaide.

Craig loved a drink after his big working weeks, and he had many mates at VMR, many who also loved a weekend drink, and often they would all catch up with a BBQ, and enjoy each others company.

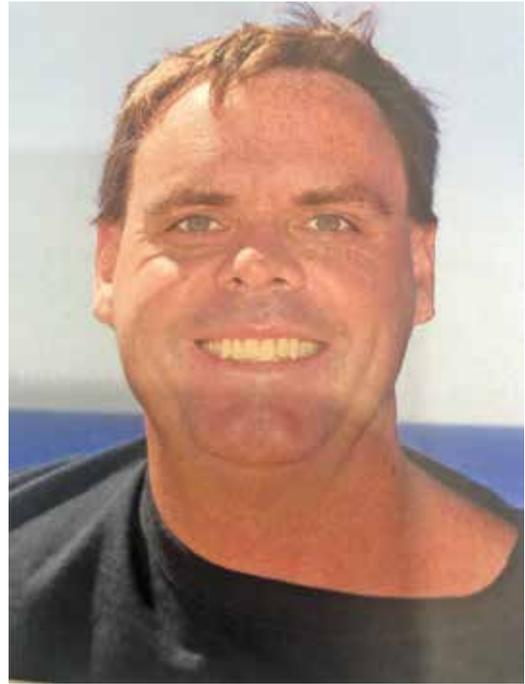
Being behind the wheel of a B-Double truck, Craig always had a story to tell, and we'd all lost count of the times he told us of the time he took a wrong turn, and in the middle of country Victoria, in the middle of the night, in pitch darkness, with 50 tonne of fencing material in his trailers, he found himself the wrong way up a dirt road, which required him to reverse out for over two kilometres. Half way out of the road he heard a loud noise, which turned out to be a tyre blowing out on one of his trailers.

Unperturbed, he kept reversing, successfully making it back out onto the main road, where he was able to pull up, and fall asleep. That was until a Police Car turned up to tell him his truck was taking up too much of the road, and that it had to be moved.

Craig reckoned he never got lost again after that night.

After resigning in 2016, due to buying a cartage business in Brisbane, Craig stayed in contact with most of his VMR mates, until he became unwell in late 2024.

He was in Cairns at this time, where again he was driving trucks, and he had settled with his long time partner.



Craig's medical condition deteriorated rapidly, and he passed away in hospital in early June.

In July, on a Black Crew day, Craig's beloved Crew, a celebration of Craig's life was held on board the VMR vessels, in the Gold Coast Seaway, where his ashes were dispersed, on a very sad occasion.

Craig was only 51 years of age. Taken way too early in life. RIP Mate - we miss you dearly.

Maritime Safety Queensland

SEVERE WEATHER PREPARE

Severe weather season in Queensland
is from **November to April**.

Maritime Safety Queensland has published Extreme Weather Event Contingency Plans to tell you what to do if a severe weather warning is posted and how to respond to the different warning and/or alert levels.

Where can I get more information?

Visit your local Maritime Safety Queensland office
or our website www.msq.qld.gov.au

Your Gold Coast Lawyers Since 1970

- COMMERCIAL LAW
- BODY CORPORATE LAW
- PROPERTY LAW & CONVEYANCING
- WILLS & ESTATES
- LITIGATION
- FAMILY LAW
- NOTARY PUBLIC SERVICES



Dedicated Team **Personalised Service**

07 5532 3199

enquiries@abkj.com.au | www.abkj.com.au

Your Boat Deserves the Best Fouling Control

BIOCOP TF™ is an all-in-one dual-protection fouling control coating offering multi-season protection against the harshest marine environments in the world for all types of vessels.



- Maximum protection available for fresh, brackish and saltwater
- Multi-season protection
- Lloyd's Register certified
- Ideal racing finish when burnished



Ask your yacht products retailer for Sea Hawk fouling control!

AkzoNobel

Hand Crafted in
America!™

www.SeaHawkPaints.com





KEEPING THE SAND MOVING – AND THE WATERWAYS CLEAR



Every day, the Gold Coast Sand Bypass System quietly does the heavy lifting that keeps the Gold Coast Seaway open, and our waterways connected.

Since Cyclone Alfred hit in March, more than 160,000 cubic metres of sand have been pumped through the system. This continuous process keeps the Gold Coast’s boating channels and beaches in balance by moving sand north from The Spit to South Stradbroke Island.

But it’s not just sand that moves. During regular maintenance and post-cyclone clean-ups, our team has hauled out more than 20 tonnes of debris, including rocks, branches, fencing wire, crab pots, golf balls, and the occasional motorbike tyre.

“People are often surprised by what we find,” said Chief Executive Officer Chris Derksema.

“The system operates seven days a week, so constant monitoring and maintenance are essential to keep it performing safely and efficiently.”

In a typical year, the crew fills around eight industrial bins with waste. Since the cyclone earlier this year, they’ve already filled that many – a clear reminder of how powerful natural events can be along our coast.

The Sand Bypass System is one of the city’s most critical pieces of coastal infrastructure – keeping the Seaway safe, the beaches healthy and our coastline resilient. And for the dedicated team behind it, it’s all in a day’s work – rain, hail or shine.

More information - <https://gcwa.qld.gov.au/>

e - mail@gcwa.qld.gov.au

Ph. - (07) 5539 7350

DISPERSAL OF ASHES AT SEA
A service to the community

Volunteer Marine Rescue Southport-Surfers Paradise Assoc. Inc. is honoured to offer this dignified service to the bereaved members of a family, who wish to cast the ashes of a family member or friend, upon the ocean.

This service is performed aboard one of our Rescue vessels using specific crew and in the company of the deceased’s family and friends.

Location for this service is performed within or near the Gold Coast Seaway.

A great deal of care and thought is given to the wishes of the family and friends and the dignity of the occasion is paramount at all times. The ceremony is one of intimacy and respect and we are proud to offer this service to you and your family.

All Ex-Service personnel are accorded the ‘Ode to the Fallen’ at the conclusion of the ceremony.

As a volunteer association, we do not set a fee, but a donation will be very gratefully received. All donations received are used in the day to day operations of our rescue service.

A Dignified Service provided for the Community

If you require more information, please contact us at
Volunteer Marine Rescue Southport
 Phone: 55 911 300
 PO Box 866, Southport, Qld. 4215.
 or visit vmrsouthport.com.au



**FIRST
MATE**

**LOVE
BOATING?
WE'VE GOT THE
REST COVERED**

Captain, You Didn't Buy a Boat to Become Its Full-Time Secretary

Listen Mate, owning a boat is a dream. The wind in your hair, the salt on your skin, the cold beer in your hand. But let's be real. The moment you start drowning in service reminders, maintenance logs, and booking repairs, that dream starts feeling like an admin job.

Why First Mate?

Because 'Set and Forget' is More Fun Than 'Oh Crap, I Forgot'

With First Mate,

You'll never miss a service, a check-up, or a deadline.

Boating Should feel like freedom - not a filing cabinet

First Mate keeps, service, safety checks and invoices sorted

No Stress
No
Spreadsheets
Just Smooth
Sailing



Boaties, This Means



No more last-minute panic over expired safety checks.



No more digging through emails to find a service invoice from 2019.



No more relying on your 'mental calendar' (a.k.a. forgetting until it's too late).



Generate reminders for services and track warranties



Find trusted service providers and marina details

The First Mate App is free to download - enjoy many of our core features at no cost, plus receive a 90-day Premium trial automatically when you sign up!



Download the First Mate App Today!

Scan to Come Onboard

We've got the rest covered.

**FIRST
MATE**

Hands off other people's pots: Fisherman's \$12,000

Boaters and fishers across Queensland are being warned not to touch other peoples' crab pots, after a fisher was recently fined \$12,000 for multiple offences, including interfering with pots that weren't his.

Between May and July 2025, the Department of Primary Industries' Queensland Boating and Fisheries Patrol (QBFPP) officers collected evidence of a fisher interfering with crab pots that didn't belong to him. Upon further investigation at the man's property, QBFPP officers also found the man to be in possession of the rostrum of a sawfish – a regulated and protected species in Queensland – and commercial gill nets without the required authority.

The man was later charged in court with 1 count of possessing a regulated fish, 6 counts of unlawful interference with fishing apparatus and 3 counts of failing to comply with a regulated fishing apparatus declaration. During the investigation, the court forfeited the seized boat to the state and due to its condition, the boat will be destroyed.

QBFPP Manager Gregory Bowness said this prosecution should serve as a reminder to all Queenslanders that interference with crab pots was a serious matter.

"This man's poor decision to touch and interfere with other people's crab pots has cost him \$12,000 and his boat," Mr Bowness said.

"Interfering with crab pots that don't belong to you is a serious offence under the Fisheries Act 1994. This includes pulling a pot out of the water – even if you do not remove any crabs.



"These are serious offences, and I hope this prosecution outcome will serve as the \$12,000 reminder to all Queenslanders to make the lawful choices in and around our waterways.

"These laws exist so all Queenslanders can enjoy boating and fishing in our great state, and we'd like to thank the vast majority of fishers who do the right thing."

Marine Radio Operators Certificate of Proficiency



DID YOU KNOW that all operators of marine radios (except 27MHz) are required to hold the appropriate qualification to operate the device?

DID YOU KNOW that VMR Southport can assist you to obtain a Marine Radio Operators Certificate of Proficiency? There are two types of Certificates, the SROCP (Short Range Certificate of Proficiency) which allows an operator to operate VHF marine radio equipment only, and the LROCP (Long Range Certificate of Proficiency) which allows an operator to operate both VHF marine radio equipment and MF/HF marine telephony equipment.

VMR Southport encourages student to self educate when it comes to obtaining these certificates. Study Manuals are available from our Rescue Base, and examinations can be conducted at a time that suits both the student and the Examiner.

Remember, your marine radio may be your only form of communication in an emergency, and you should know how to use it.

For more information on courses go to
<http://www.amc.edu.au/industry/omc/certificates>
 or contact VMR Southport on Ph.(07) 55911 300

2025 MELBOURNE TO OSAKA YACHT RACE - Kevin Le Poidevin

CONTINUED from September 2025 edition



We had a great sail in the SE trade winds cracking several 200 plus nautical mile days under our Zoom Sails A6 spinnaker. Our strategy through the Doldrums was to keep east, and closer to the prevailing breeze, whilst the majority of the fleet opted for the rhumb line route through the Solomon Islands, being parked up for long periods. We transited the Manning Strait with only a day or two lost. Squalls were always around, and at one time I counted 14 separate squalls all around the boat. Our Raymarine Quantum 2 Doppler Radar operating in weather mode was invaluable in navigating this region safely.

Entering the North Pacific, we clipped the end of a low-pressure trough. We crash gybed in 30 knots and Daz had his first taste of what it was like to have 1000 litres of water ballast on the wrong side, mainsail pinned against the backstays and the boat laid over on its side. We quickly recovered and continued NNW under 3 reefs, and a heavy weather jib as the breeze gusted to 40 knots.

We had been gaining ground on the fleet as we passed our first boat. It was an easy win, since *The Secretary* was just ahead of us with charging issues and had retired, heading south to Cairns. For the next 8-10 days we had great trade wind sailing on one tack. We sailed east of Guam and many other islands and atolls, all the while gaining ground on our next target, *Sailor Moon*.

We were on final approach to Japan with the challenge of navigating the Kuroshio Current, known as the *Black Tide*. This South-North warm current is up to 100 miles wide and can reach 6 knots. There are two dominant eddies standing guard before you reach the Kuroshio current, so routing a safe course is paramount. Unfortunately for us, our arrival coincided with a low-pressure system cold front with gale force winds and rough seas forecast.

We were two days out from the finish line, but weather conditions turned that scenario into three days very quickly. Getting a slingshot off the eddy, we were in a good position and passed our second boat *Sailor Moon*, but at the same



CNM Services Pty Ltd is a Gold Coast based company specialising in all Commercial and domestic electrical repairs and maintenance.

We also provide Fire protection installation, servicing and maintenance to Commercial Industries and Strata Titled Buildings.

Call Mal Graham **0411199064** or email cnmfire@bigpond.com
ABN 66474907166 QBS 1054792 & 1179071









Ross Cooney
0411 872 000

sales@profender.net.au
www.profender.net.au

pontoonfenders@bigpond.com
www.pontoonfenders.com.au

THE OSAKA CUP ROARING FORTY and Darrell Greig

time we were greeted by 30 knot winds and building seas as we entered the Kuroshio current. The wind quickly increased over 40 knots, gusting 50, and veered in our direction, so our destination looked like Tokyo! The seas were like a washing machine and built very quickly. We slipped in the 4th reef in the mainsail and dropped the headsail so we could fore-reach our way back on course toward Osaka.

Once clear of the adverse current and weather system we entered the calmer seas of Wakayama Bay and lined up to transit the Yuraseto Strait, a 2 mile tidal gate at the entrance to Osaka Bay. In the middle of the Strait is a Traffic Separation Scheme (TSS), and in our pre-race brief, we were informed that up to 400 ships move through the TSS each day! Not a place to be caught without wind.

A nice breeze had us close reaching toward the gate. Ships all around in both directions. PredictWind modelling showed a building breeze east of the gate, and then a big wind hole in Osaka Bay. As predicted the

breeze increased and veered and it was not looking good to navigate the edge of the TSS without at least a couple of tacks. We managed to sneak through as the breeze began to soften, only to park up for several hours just a few miles inside Osaka Bay. At least we were outside the main shipping channel.

We were finally greeted with a building breeze and raced toward the finish line. *Sailor Moon* crossed the line the next day.

Festivities followed and our hosts at Hokko Yacht Club went above and beyond to assist crews with entry into Japan, and to help us celebrate. Whilst our race did not go to plan, it was a fantastic milestone achievement and a demonstration of what can be achieved if you persevere and don't quit, because "*quitting lasts forever*".

After 10 days in country prepping for the return passage, I sailed *Roaring Forty* solo back to Port Stephens. But that is another story.



www.classicmarine.com.au ☎ 07 5502 7782



Classic
MARINE TRIMMING

COMPLETE MARINE TRIMMING SERVICES

INTERIOR & EXTERIOR UPHOLSTERY ⚓ CLEAR ENCLOSURES ⚓ CUSTOM REFITS

CARPETS ⚓ BIMINI TOPS ⚓ BOAT COVERS ⚓ CANOPIES ⚓ CURTAINS & BLINDS ⚓ BEDDING



QUEENSLAND'S #1 DEALER  **MERCURY**

ENHANCE THE CAPABILITIES

REQUEST YOUR
OUTBOARD
ESTIMATE



Common Nautical Terms

Ahoy The first in a series of four letter words commonly exchanged by skippers as their boats approach one another.

Amidships Condition of being surrounded by boats. **Anchor** A device designed to bring up mud samples from the bottom at inopportune or unexpected times.

Anchor Light A small light used to discharge the battery before daylight.

Bar Long, low lying navigational hazard, usually awash, found at river mouths and harbour entrances, where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

Boom A laterally mounted spar to which a sail is fastened, used during jibing to shift crew members to a fixed, horizontal position.

Cabin A cramped, closet like compartment below decks where crew members may be stored – on their sides if large or on end if small – until needed.

Channel Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats.

Clew An indication from the skipper as to what he might do next.

Course The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Crew Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Current Tidal flow that carries a boat away from its desired destination or toward a hazard.

Dead Reckoning A course leading directly to a reef. Displacement When you dock your boat and can't find it later.

Estimated Position A place you have marked on the chart where you are sure you are not.

Flashlight Tubular metal container used on shipboard for storing dead batteries prior to their disposal.

Galley

Ancient: Aspect of seafaring associated with slavery.
Modern: Aspect of seafaring associated with slavery.

Gear generic term for any pieces of boating equipment that can be forgotten in the back-seat or boot of a car, left behind on a pontoon, soaked in the bottom of a dinghy or lost over the side of the boat.

Gimbals Movable mountings often found on shipboard's lamps, compasses etc which provide dieting passengers an opportunity to observe the true motions of the ship in relation to them, and thus prevent any recently ingested food from remaining in their digestive systems long enough to be converted into unwanted calories.

Grounding Embarrassing situation in which a sailor returns to shore without leaving his boat.

Hatch An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

Hull Speed The maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

Landlubber Anyone on board who wishes he were not. **Leeward** The direction in which objects, liquids and other matter may be thrown without risk of re-encountering them in the immediate future.

Moon Earth's natural satellite. During periods when it displays a vivid blue colour, sailing conditions are generally favourable.

Motor Sailer A sailboat that alternates between sail/ rigging problems and engine problems.

Motor Sailer A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

Pilotage The art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get lost in offshore waters.

Pontoon Harbour landing place that goes crack, crunch when hit.

Propeller Underwater winch designed to wind up at high speeds any lines left hanging over the stern.

Radar Extremely realistic kind of electronic game often found on larger boats. Players try to avoid colliding with 'blips' which represent other sailboats, large container ships and oil tankers.

Satellite Navigation Sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the surface of the earth, of whatever it was they just ran aground on.

Single handed sailing The only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong.

Spinnaker Large beautiful balloon shaped sail used in powerful downwind sailing, collapses at the sides to make control difficult and when lowered stores neatly into the galley and main cabin and heads all at the same time.

Tack A manoeuvre the skipper uses when telling the crew what they did wrong without getting them mad.

Tides The rise and fall of ocean waters. There are two tides of interest to mariners: the ebb tide sailors encounter as they attempt to enter port and the flood tide they experience as they try to leave.

Yardarm Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.
on the water



Lee Turner
Boat Licence Queensland



+61 414 747 873



PO Box 114, Main Beach QLD 4217



info@boatlicencequeensland.com.au



Boatsafe Training Provider Number: BTP1001066



super snaps

BELOW A beautiful set up at a recent VMR function, to mark the 50th anniversary of the Interclub Bay Cruise



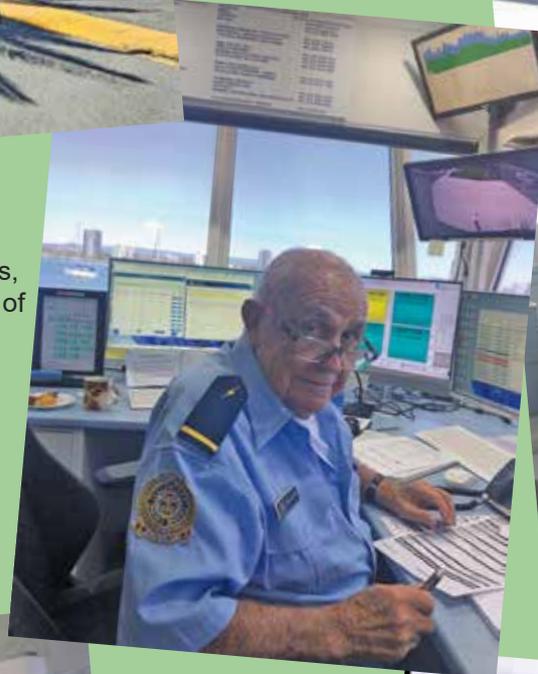
LEFT VMR Southport recently donated an array of Christmas Gifts to Muscular Dystrophy Queensland (MDQLD).

Proud MDQLD Fundraising Team Member Jen Nardello, and VMR Southport President Glenn Norris at the presentation



RIGHT Retiring Radio Operator John Griffiths, finalising his 11 years of outstanding service

FAR RIGHT A very proud Seaway tower Radio Operator is Robert Sutton, after receiving a plaque for 10 years of service



RIGHT The facility improvements continue at the VMR Base, a new concrete gutter poured to tidy up the carpark.

LEFT Moving forward with technology, VMR Southport is now fully utilising solar, with the recent installation of 8 batteries



TRADE & SERVICES DIRECTORY

PLEASE SUPPORT THESE LOCAL BUSINESSES WHO SUPPORT VMR SOUTHPORT

JOEL TURNER



27/231 Brisbane Rd Biggera Waters
Gold Coast Qld 4215
P: 07 5537 7433
E: joel@gcsails.com.au
W: www.gcsails.com.au



Workwear & Safety

- GARMENT DECORATION
- HI-VIS & WORKWEAR
- HEALTHCARE & CORPORATE
- HOSPITALITY & TEAMWEAR
- SAFETY FOOTWEAR & PPE

**WE'RE FROM
AROUND HERE**

Hip Pocket Workwear & Safety Arundel
2/1 Telford Place, Arundel, QLD 4214
arundel@hippocketworkwear.com.au
(07) 5655 4489

Hip Pocket Workwear & Safety Gold Coast
1/498 Scottsdale Drive, Varsity, QLD 4227
goldcoast@hippocketworkwear.com.au
(07) 5535 6005

Hip Pocket Workwear & Safety Coolangatta
Shop B3-B4, Airport Central,
1 Eastem Ave., Bilinga, QLD 4225
coolangatta@hippocketworkwear.com.au
(07) 5690 1528

Hope Island Marina

Berth Sales and Rental Inquiries
Sean Hanrahan

0468 442 999

hopeislandmarina@outlook.com
www.hopeislandmarina.com.au

10 Santa Barbara Road
Hope Island, Queensland
4212



DONNELLY ENGINEERING
AUTOMOTIVE GENERAL MARINE

donnelly_engineering
donnelly_engineering

2/82 Ferry Road
Southport Q 4215
M: 0412 975 395
P: (07) 5531 4499
E: info@donnellyengineering.com.au
W: www.donnellyengineering.com.au

Corey Donnelly
MTAQ Approved Member

SHORLINK

Shorlink Pty Ltd
MARINE CONSULTANTS

BOAT SAFETY ASSESSMENT
Identify and minimise risk Areas

BOAT OPERATIONAL TRAINING
Ensure you know what to do in an emergency

INCIDENT INVESTIGATION
Assistance on marine-related issues

07 4242 5432
Australia Wide
www.shorlink.com

GATEWAY MARINE
SHIPWRIGHTS

Unit 6 Rivergate Marina
& Shipyard Complex
17 Rivergate Place,
Murarrie QLD 4172

+617 3690 7482
info@gatewaymarine.com.au
www.gatewaymarine.com.au

Custom Marine Trimming

Nathan Brown
Mob: 0412 666 402
Phone: 07 5546 1333

Horizon Shores Marina,
80 Cabbage Tree Point Road,
Refit Lane, Precinct D5, Shed 2,
Seagitz, Qld. 4207

Email
info@custommarinetrimming.com.au
www.custommarinetrimming.com.au

KIRKBY BROS EST 1994
Signwriters

Jason Kirkby
M : 0418 754 705
3/19 Dominions Road, Ashmore 4214

E: sales@kirkbysigns.com.au W: www.kirkbysigns.com.au

Need Signs? - Same Day Service

SLADES MARINE
OUTBOARD SALES SERVICE REPAIRS ALL BRANDS

5577 1011
18 PARADISE PARADE PARADISE POINT GOLD COAST QLD 4218

TOHATSU Outboards
TOHATSU Outboards

ODYSSEY MARINE ELECTRICAL

Phone Jim- 0439 896 962

Email- odyssey.electrics@bigpond.com

BlackPond Marine Consultants
www.blackpond.com.au

Provide all services required for both
Domestic and Commercial vessels
Australia wide.

Contact us: 0419153153
admin@blackpond.com.au

REMI Building Design

Remi Oram
0466 314 114
admin@remibuildingdesign.com.au

MGA
Main Gate Automation
ASBN 13 603 788 050
Andy Thompson
0410 079 719

Quality Gate Automation
Domestic • Commercial • Industrial
Fax: (07) 5522 9634 PO Box 234 Arundel DC 4214
Email: main.gate@bigpond.com

PRONTO MARINE SERVICES
Antifouling & Boat Detailing

0426 004 620
d'Albora East Coast Marina, Manly
Gold Coast City Marina, Coomera
www.prontomarineservices.com.au
info@prontomarineservices.com.au

MARINE CONTROL SYSTEMS
Steering and Control Specialists

Ph: (07) 5537 6099
Nick: 0407 210 195 Gary: 0417 752 747

Unit 3/8 Eretan Drive
Arundel Qld, Australia 4214
sales@marinecontrolsystems.com.au
www.marinecontrolsystems.com.au
www.facebook.com/marinecontrolsystems

Incorporating
Marcon
Hydraulic Steering

Goldcoastcontainerhomes.com.au

Ray Van Den Brink 0428 456 531
gccountainerhomes@gmail.com
65 Millaroo Dr Helensvale

BOSUN'S LOCKER

BOAT SALES + BOAT GEAR

At The Southport Yacht Club Marina
Shop online www.bosunlocker.com.au
Chandlery And Brokerage
07 55 911 911

COOMERA GOLD COAST
HOUSEBOAT HOLIDAYS

Hendrik Botha
Director
84 Shipper Drive
Gold Coast City Marina
Coomera Qld 4209

07 5502 6200
W | www.coomerahouseboats.com.au
E | hendrik@coomerahouseboats.com.au



Runaway Bay Pontoon Boats



www.runawaybaypontoonboats.com
RUNAWAY BAY MARINA – COME VISIT
Shop 3/247 Bayview Street, Runaway Bay QLD 4216
Call Craig 0417 646 711

The first boat we ever made



One of our latest

