



Boat Talk

VMR Brisbane's Monthly Newsletter



Above: International Volunteers Day 5th December 2021: We are always happy to recognise our volunteers – this photo was taken in 2018 when we had all our boats out and many volunteers working with the Commonwealth Games baton relay runners.

Around the Rigging

Welcome to our new Members. We look forward to seeing you around the base. (Waterside Assist members are listed on page 5.)

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ACTIVE CREW

None this month although we do have lots of volunteers training to become qualified crew.

8

FULL MEMBERS

Jason Austin	Wayne Cook
Adam Duffus	Lloyd Godwin
Ed Hinschen	Chris O'Brien
Daniel Pulman	Rodney Sloan

January 2022 Crew Roster

Sat 1	Alpha	Sun 2	November
Mon 3	Bravo	Sat 8	Charlie
Sun 9	Papa	Sat 15	Delta
Sun 16	Quebec	Sat 22	Foxtrot
Sun 23	Sierra	Wed 26	Tango
Sat 29	Alpha	Sun 30	November

February 2022 Crew Roster

Sat 5	Bravo	Sun 6	Papa
Sat 12	Charlie	Sun 13	Quebec
Sat 19	Delta	Sun 20	Sierra
Sat 26	Foxtrot	Sun 27	Tango

DATES TO REMEMBER

BEERS AND BARBECUE BY THE BAY

At our base, Sunday, 2nd January, 11 am – 3 pm

AUSTRALIA DAY: BMW SHOW 'N SHINE

At our base, Wednesday, 26th Jan., 11 am-3 pm

PVOCC AO OCEAN DOWNWIND

Ozone Australia Race 2 Downwind Summer
Double – 5th & 6th February, 2022

At last we've come to the end of a different year. We can certainly hope that Omicron doesn't cause too much havoc in the new year.

In December, we were involved in another happy Christmas event, in Sandgate Chamber of Commerce's Jingle All The Bay which was extremely busy. See page 6 for our merry band in action.

If you're like me and see the outriggers head out to paddle, you probably haven't realised that each person has a specific role. You can see the tasks outlined on page 7.

There's a little bit of information about the world immediately around us in this issue. Read about TS Paluma on page 8 and there is a summary of a very detailed account of Sandgate and Shorncliffe Railway Stations on page 10. You will have to look up the full report to see the incredible number of objections made to decisions reached and then retracted or amended!

If I owned a multimillion dollar yacht, I would be sure to give it a more interesting name than *Plan B*. But would you believe there are two different *Plan B*'s (page 9); both motor yachts are available for charter and one was seen in the Brisbane River by Sierra Crew on 5th December.

Editor Deidre

December in Summary

Activations:	23
Fuel Used (Litres):	1,504
People Assisted:	15

VMR Brisbane is
proudly supported



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President's Report

I must admit I'm quite happy to see the end of 2021 and have fingers crossed that 2022 will be better – although with Omicron looming, this might be a vain hope.

Management sincerely thanks all our volunteers who have worked through difficult times this year to keep our search and rescue service open to boaties on Moreton Bay. We are also grateful to the volunteers who gave up their time with their families and friends to man our base on Christmas Day and Boxing Day. In fact, we hope all our volunteers enjoyed the thank you hampers put together by Gordon. Also sincere thanks to Deagon Bulk Meats for donating the platters for our Volunteers over the Christmas and boxing Day Rosters.

We are happy to welcome new members as you will see on pages 1 and 5 and trust they enjoy the opportunities now available to them.

We had good public presentation at Sandgate Chamber of Commerce's Jingle All The Bay when Nino and Paul arranged for Sandgate 2 to be towed in the Street Parade. It's always a lot of fun and the crowds this year were greater than ever.

Work on our new rescue boat is continuing to advance and we will soon be announcing the vessel's name. There seems to be one name which stands out from the rest – and we'll wait and see if you are surprised when you hear it.

Congratulations to Paul Richardson on gaining his third stripe. It is gratifying to see the progress so many of our volunteers are making in their training. However, we do need assessors to make sure people's advancement is not held up. We will pay for you to become qualified but it does mean undertaking a 12 month course. After you have succeeded, then the Government reimburses us so it is a win-win situation.

Our sympathy to Pat and Nigel Turner on the passing of Pat's mother, Pat Cook. Pat and Jim Cook were leading lights in the establishment of the organisation that eventually became VMRB.

The Poly Va'a outriggers continue to plan amazing events. The next major one is Race 2 of the Ozone Australia Downwind Summer Double which will be held on 5th and 6th February, 2022. There is a 28km race from Bribie Island to Shorncliffe and a shorter race from Scarborough to Shorncliffe on the Saturday and another race from Scarborough to our pontoon on the Sunday. It will be incredibly busy as we are hopeful of competitors being able to cross the borders to participate.

There has been considerable discussion on vaccination requirements for crews. Management is going to survey crews to obtain their thoughts in an effort to come to a decision. It was agreed that Junior Vice Ryan will be our COVID delegate and the single Point of Contact for COVID-19 related matters.

Therefore, all future queries in relation to COVID-19 requirements are to be forwarded to our [Jnr Vice President](#) for action.

We have a couple of fundraising chances coming up in January as we will be operating our bar while things are happening at our base. Check out the Dates To Remember on page 1 for the Beers and Barbecue By The Bay on 2nd January and the BMWQ display on Australia Day.

Safe Boating

Thomas Grice, President
VMR Brisbane.

Want To Become An Assessor?

Whenever any of our volunteers completes a unit of training, they need to be assessed as having done it fully.

We are looking for assessors to work with our volunteers to advance their training BUT to become a qualified assessor requires undergoing a 12 months training course. VMR will pay for the course and once the trainee has received recognition of completion, the Government reimburses VMR. So do we have anyone who would like to achieve this level of training so they can help their fellow volunteers along the way?

If you would like undertake the course to become an assessor, please notify [President Thomas](#).

Third Stripe Achievement

Sierra Crew's Paul Richardson received his well-earned third stripe: congratulations Paul. Ray, JP and Marcus are hot on his heels. Here Paul is putting his skills to use on a rescue at the end of December.



Groups of VMRB

Our Association is made up of the following clubs. Please click on the logo to find out more details



Activations

DECEMBER

5th – Neil reported” “I know I lead with the same sentence but it’s true: We had another awesome day on the water. The weather was not conducive to small power boats but the sailors loved it. We took advantage of the moderate to rough conditions to hone our boat handling skills, using both S1 and S2. Late in the afternoon we were heading towards the Brisbane River when Brisbane VTS called us to advise that a distress beacon had been activated near beacon 10. We were quickly on the scene and found a 4 metre dingy at anchor with engine trouble and 2 POB. Although located near the mouth of the river, the waves were quite confronting for a small vessel. With Paul at the helm, we were able to easily secure the tow and take the stricken vessel back to Whyte Island boat ramp. We then travelled to Rivergate Marina to refuel S1. At the Marina we located an impressive private “navy” vessel) named *Plan B*. It’s up for hire at US\$231,000 per week!!



A fitting close to another successful year for Sierra Crew – thanks!!”

7th - Relocate and reset anchor on 6m sailboat, *Bouncer*, which had dragged anchor in the Brisbane River.

11th - Tow a jetski with 2 POB from the Brisbane Roads to the Whyte Island boat ramp.

12th - Last Crew day for Tango Crew. Sandgate 2 provided tow assistance mid-afternoon for a broken down ski out the front of Brighton Park. Ski and rider were then taken back to Deep Water Bend boat ramp.



ACTIVE CREW ANNIVERSARY

Congratulations and thank you to the following crew members who volunteered more than 5 years ago and who joined in December.

Callum Baird	1994	27 years
Brian Mathews	2001	20 years
Kerry Kyle-Little	2009	12 years
John O'Donnell	2009	12 years
Vic Kussrow	2012	9 years
Judd McCann	2014	7 years

18th - Tow a 10m powerboat with 2 POB from the mouth of Cabbage Tree Creek to QCYC marina.

21st - Tow a 8m powerboat that had run out of fuel with 4 POB from adjacent to the Gateway Bridge to Rivergate marina.

25th - The Christmas Day Crew provided tow assistance to a broken down 9.8mtr cruiser around 14:30 off Woody Point. 1 POB on vessel. Boat and crew safely returned back to Cabbage Tree Creek.



29th – A 25 foot yacht with 2 POB with engine issues. was anchored up overnight in Bramble Bay. It was a short tow from about 2 NM east of CTC to Cabbage Tree Creek.



(Cont'd page 4)

Activations DECEMBER (cont'd)

29th – A 36 ft yacht moored at Gardens Point needed pumping out. Owner in Darwin but mate noticed it had taken on water and slowly sinking. Reason not yet determined but it may be a skin fitting or faulty seacock (of which there are 3).



Thank you to all the crews who are able to assist with any activations and who are on standby. We really appreciate receiving activation details and photos to help promote VMR Brisbane.

Also we are grateful for the skipper's reports as they add colour to the actual rescue details. Please email any information and/or photos through to editor@vmrbrisbane.com.au and also to social.media@vmrbrisbane.com.au

Kedron-Wavell Services Club

There are lucrative Members' Draws, Bingo and Exercise Classes plus you can join in Karaoke every Saturday night. You can check their website for their full list of entertainment, dining options and prize draws at <https://kedron-wavell.com.au/> or phone them on (07) 3359 9122.

Remember Kedron-Wavell Services Club is a major supporter of VMR Brisbane so we can do them a favour and return the compliment by supporting them while enjoying ourselves.

Christmas Hampers

Thanks to Gordon for putting together the Christmas hampers to thank our crews for their sterling efforts throughout the year.



VALE

PATRICIA MARY COOK

2.06.1929 – 20.12.2021

Pat was the wife of Life Member Jim Cook who passed away 12 years ago. Her early life was spent on a pineapple farm at Wamuran and she had a lifelong love of riding horses.

Jim and Pat married in 1950 and had 5 daughters – one of whom is Pat who is married to Nigel Turner, formerly of VMRB's Papa Crew. The Cooks joined Sandgate Yacht Club's "Power Boat Section" in 1972 in the days when members used their own boats to do pick up roster for the SYC races. Jim was member No.26 and made himself and his boat available for these rosters and for when boaties found themselves in trouble on Moreton Bay. Pat fully supported him although the open water was not her favourite environment.

Jim was "Pick Up Officer" which entailed organising the rosters but it was Pat who actually did the work. Similarly, in the 1970s, he was *Boat Talk* Editor but it was Pat who typed it up. For many years, they were organisers of the Social Committee as well.

Pat was instrumental in gaining support from businesses in the area where they had their business, JF Cook and Co, which enabled funding to keep the newly-formed Air Sea Rescue operational. In those days, the wives would cook the donated meats (from another early member – Col Marriott and his wife Glen), into stews to feed the rescuers out on the boats or when they returned to base.

Pat Cook's life was celebrated on 30th December at Albany Creek Memorial Park Lakeview Chapel with a large attendance of her children, many grandchildren and great grandchildren.

RIP Pat

Poly Va'a Outriggers Update

"Thanks to everyone who helped make our last Sat paddle of the year memorable including supporting the OC1 Clinic with Peter Dorries on 18th December. A good day on the water and on land with 35 paddlers on the water at 6am and 20 people at the OC1 Clinic including a few first time OC1/2 paddlers." This was our fourth clinic with Peter and he is the country's leading paddle sports professional coach with a number of world champion paddlers under him.



There is a huge event planned for 5th and 6th February, 2022: PVOCC AO Ocean Downwind. Ozone Australia Race 2 Downwind Summer Double. Saturday 5th: OC1/2V1 & Ocean Skis 16 kms (Scarborough Beach to Shorncliffe Pier) and 28 kms (Brennan Park, Bribie Island to Shorncliffe Pier)

Sunday 6th: V3 OC6 Teams 18 kms (Scarborough Beach to VMRB Pontoon).

Cash and spot prizes on Saturday proudly sponsored by Poly Va'a sponsors (enpoint solutions and Full Moon). Earn points for the Series Prize Pool.

See more about paddling on outriggers on page 7.



Beers 'n Barbecue By The Bay

Come and join us on Sunday, 2nd January, 2022 for some Beers and American Slow Cooked Low and Slow BBQ provided by BBQ Roadshow and the Bar will be open with Tap Beers and other beverages! Beers from All Inn Brewing Co, Aether Brewing, and Black Hops will be available.



Bring the Picnic Rug or Chairs down to our base and enjoy the day from 11 am to 3 pm. Please note this is a licensed event, and no BYO Alcohol or Glass is permitted.

Australia Day 2022

The BMW Club Queensland will be putting on a special mini Show 'n Shine Day at our base on Australia Day 2022. We will have our bar open with a variety of craft beers and other beverages as well so all welcome. Put a date claimer in your phone or diary to remember to come along at 11 am, bring a picnic lunch and see the BMW's until about 3 pm.

Photos left & below by Ryan Massingham



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NEW WATERSIDE ASSIST MEMBERS

Shane Bodiam
Corbin Carrington
Adrian Cook
James Horvath
Joshua Morriss
Shane Shorten
Kevin Thomas

Reuben Bourke
Greg Ceglarski
Paul Crowther
Aaron Lubbers
Neil O'Hare
Breeanna Sobaski
Di Wang

David Byrne
Kevin Chittick
Brian Edwards
Gabriel Malouf
Frederick O'Neill
Mitchell Sparrow

Ian Cale
Natalie Coe
Russell Hall
Travis Metzke
James Rosser
Jonathan Strydom

Jingle All The Bay

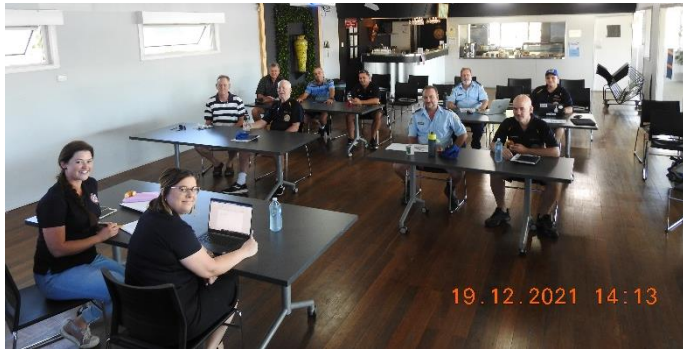
Jingle All The Bay was proudly presented by the Sandgate Bayside Chamber of Commerce in partnership with local businesses.

From 6pm on 3rd December, the event transformed Sandgate Town Centre into a hype of free festive fun with the iconic Christmas Street Parade. Paul towed Sandgate 2 in the parade down the street which was crowded with happy party-goers. Nino and Angie are always instrumental in preparing our vessel for display but this time Ben and the Tuesday Crew lent a great hand. Thanks to them, the crew member on board looked quite real!



QFES Meeting

We had a follow up meeting with the QFES Marine Rescue Implementation Group on 19th December at our base in Allpass Parade for the Resource to Risk and Systems Workshops.



The Marine Rescue Implementation team has continued to deliver more Resource to Risk revisits to Volunteer Marine Rescue squadrons throughout December. As part of these visits, squadrons were also briefed and consulted on the Systems Review. These sessions validate the R2R Unit Profiles that have been developed following initial visits earlier this year. So far the MRI team has visited 22 squadrons in Queensland.

Poly Va'a Positions

Unless you are an outrigger paddler yourself, when you see the outriggers paddling their 6-man canoes, we doubt you would know they all have very specific roles. Also, Frank Tofa, their Head Coach advised: *"Steerers are to practice their crews in hold drills every time they get on the water to ensure 'that' crew for that session, understands how to stop and hold the canoe if it needs to. No 1, No3 and Steerer should practice calling a hold in the first 5 mins of paddling."*

Memorial Wall

For those who regularly come down to the waterfront, you will see this special mural. If you have a closer look, you will see it's dedicated to all past, present and future crews and members of VMR Brisbane.

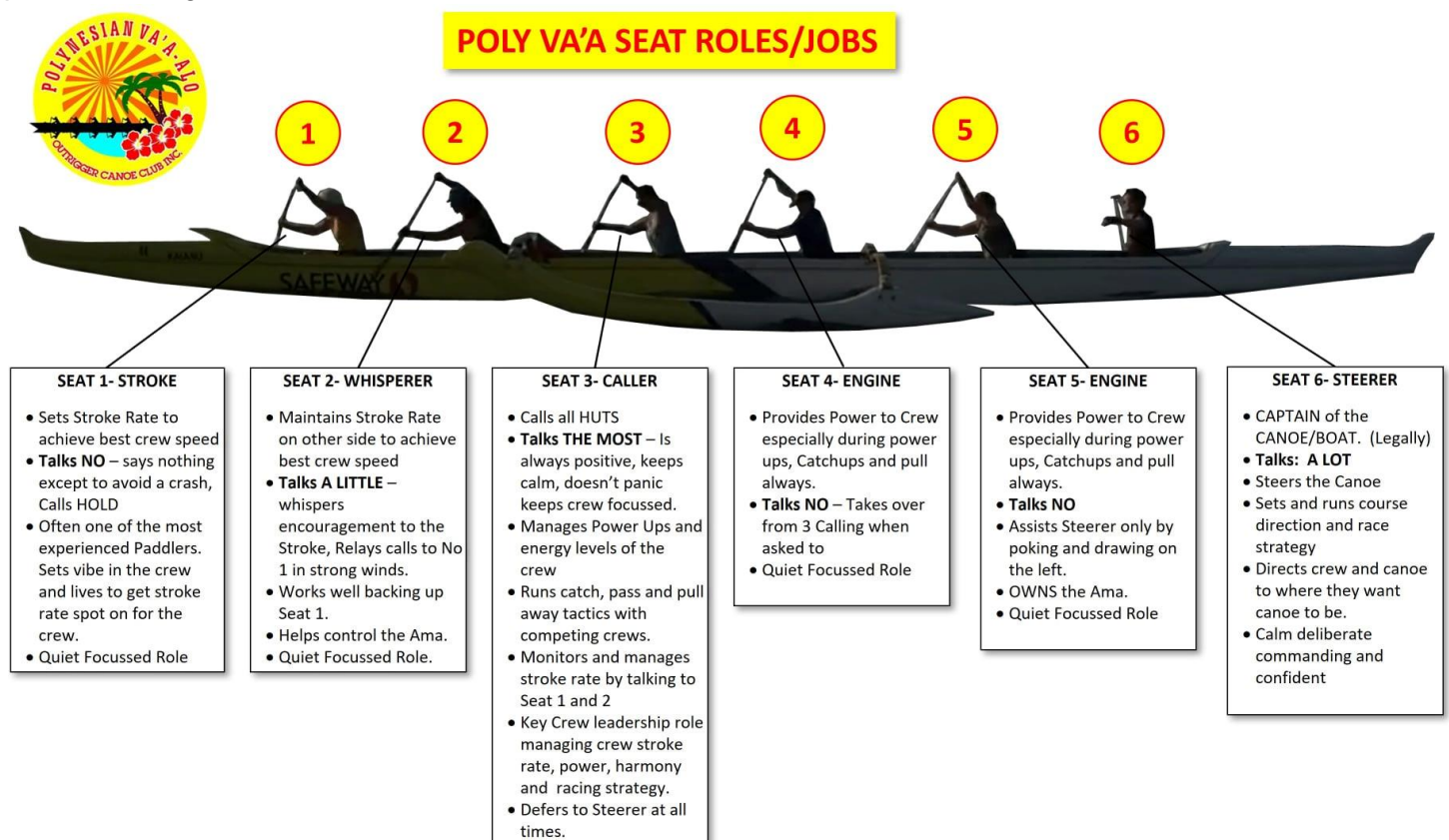
This wall is constructed from the recycled timbers of the old Shorncliffe Pier from 1884-2012 which were generously donated by the Brisbane City Council. You will find it near our main building entrance and the big anchor.



Names of former prominent members on the wall are: Keith Nickerson, Doug Young, Bob Walker, Henry Klein, Tom Ivins, Tony Lloyd, Ray Henery, Robert Brock, Allan Eustace, Stan Lewis, Ross Sugars, Des Rogers and Jim Cook.

What would you call a Woolworths store if it burned down?

Coles.



HF Radio Monitoring: Australia

From 1st January 2022, Australian Maritime Safety Authority will provide 24-hour nationwide monitoring of high frequency (HF) radiotelephone distress, urgency and safety communications in Australia.



HF radiotelephone is a solution for a vessel outside VHF shore station range to send and receive distress and maritime safety information with other vessels and shore stations.

How this will affect you

There should be minimal impact on mariners during the transition of responsibility for monitoring HF radiotelephone from the State and Northern Territory authorities to AMSA.

It is important to stress that there will be no change to:

- The Australian Bureau of Meteorology HF weather warnings and forecasts.
- AMSA's HF digital selective calling (DSC) service (including navigational warnings).
- Ship-to-ship, ship-to-shore or shore-to-ship for general or public communication (where available).

What services will AMSA provide?

There are three services that AMSA will support with its HF radiotelephone capability:

1. 24-hour nationwide monitoring of HF radiotelephone distress, urgency and safety communications on 4 125, 6 215, 8 291, 12 290 and 16 420 kHz. Further detail on this service is available here: <https://www.amsa.gov.au/safety-navigation/search-and-rescue/responding-search-and-rescue>.
2. Promulgation of maritime safety information (MSI) in the form of AUSCOAST and NAVAREA X navigational warnings. Further detail on this service, including timings and frequencies, is available here: <https://www.amsa.gov.au/safety-navigation/navigation-systems/maritime-safety-information>.
3. 24-hour nationwide HF radiotelephone test call service on 4 125, 6 215, 8 291, 12 290 and 16 420kHz.

Why this is changing

Since 2002, the States and Northern Territory (jurisdictions) have been responsible for providing 24-hour nationwide monitoring of HF radiotelephone distress, safety and urgency communication by shore stations in Australia.

Over the years, the use of HF radiotelephone as the first and only means of emergency calling has been in steady decline. This prompted the jurisdictions and AMSA to review the ongoing requirement for shore station monitoring of HF radiotelephone in Australia.

From 1st October 2019 until 29th November 2019, the jurisdictions and AMSA undertook consultation with customers and stakeholders. Based on feedback received, and AMSA consideration of the implications on its regulated community, particularly vessels that fall under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*, a 24-hour HF radiotelephone monitoring service must continue to be provided in Australia

Slurpee Wave

American photographer Jonathan Nimerfroh found himself staring at an ocean full of Slurpee, firstly in 2015 and then a few years later at Nantucket, Mass.

The waters of the Atlantic Ocean looked like that due to the unusually cold temperatures that were making it freeze. Lakes often freeze, but not oceans. The temperature of the ocean water this day was -11°C. This is less than salt water's freezing temperature of -2°C.

The photographer/surfer/ocean enthusiast set out to capture the beauty of this rare event. While the partially-frozen waves churned and hit the shore, they appeared to be made out of something thicker than water.

Jonathan describes the sight as follows: "The wind was howling from the southwest which would typically make rough or choppy conditions, not so good for surfing. But since the surface of the sea was frozen slush, the wind did not change the shape. They were perfect dreamy slush waves."

Nimerfroh explains that such slurpee waves are fairly uncommon occurrences. The phenomenon also does not last for too long. The picture below shows this bizarre phenomenon. They were a strange, thick consistency but they can be surfed.



TS Paluma

Next to VMR Brisbane in Allpass Parade is the Brownsea Scouts Building then the TS Paluma Cadets are based next to that.

TS Paluma is an Australian Navy Cadet Unit catering for youth, both males and females, between 12½ and 19 years old. The goal of having young people involved in cadets is to promote the development of leadership skills, self-discipline and respect. This assists the cadets in setting and achieving goals that would not normally be available to them and give them a future based on integrity and loyalty.

TS Paluma Navy Cadet Unit meet every Saturday afternoon from 12.45 pm to 4.15 pm and camp overnight at the unit once a month. The



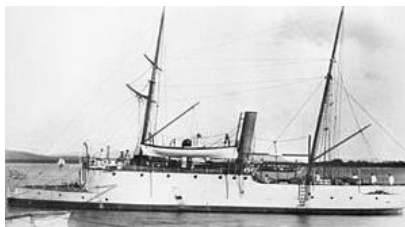
unit's location on the banks of Cabbage Tree Creek at Shorncliffe make it an appealing location for weekend camps, sailing days and training activities. The activities cover sailing, power boating, parade drill and weapons training at Enoggera Gallipoli barracks.

Founded at Ashgrove in September 1951, the Dolphin Sea Cadets met in a number of venues before moving to a purpose-built training depot, T.S. Paluma*, erected in 1953-54 in Gibson's Park. The depot was designed to simulate a ship with a gunnery deck, companionways and associated equipment. It was extended in 1961. The construction of the building was funded by parents' subscriptions and fundraising activities. The hut is rare as Brisbane only had two naval cadet huts, with the Alice Street hut now demolished.

T.S. Paluma was recognised as an Australian Sea Cadet Corps unit in 1961 and supported by the Australian Navy with uniforms, instructors and equipment. In addition, older cadets are offered seamanship training in a RAN vessel.

TS Paluma transferred its operations from Stafford to Shorncliffe in 2004 and is one of eight Queensland Dolphin Units.

*HMS survey vessel Paluma (360 tons) was built by Armstrong Mitchell in Britain and commissioned in September 1884. She was transferred to the Queensland Maritime Defence Force in 1894 and became a gunboat. Following Federation, she was transferred to the Commonwealth in 1904 and then to new Royal Australian Navy in 1911. She served as a training ship at Williamstown, Melbourne, during World War I. In 1918, she was sold to the Victorian Ports and Harbour Dept and became the Rip. She was decommissioned in 1949 and broken up in 1950-51.



Plan B

Plan B is not the most imaginative name for a vessel but we know of two of them and both are for charter. One is *Plan B (below)* which was spotted by Sierra Crew on 5th December in the Brisbane River and is a 49.97m/163'11" spacious steel boat with aluminium superstructure with teak decks. It was fashioned at Australian Naval Dockyard and designed in the office of Australian Government and Marine & Industrial Design and De Villiers Yacht Design. Motor yacht *Plan B* was commissioned in 1973 and decommissioned in 1998. The yacht was originally named for Matthew Flinders (1774-1814), and was an oceanographic survey ship of the Royal Australian Navy. *HMAS Flinders* was then converted to a private motor yacht and renamed *Plan B*.



It has had a few refits and has travelled around the world at least three times. A serious fleet of tenders, water craft and her own helicopter means *Plan B* is ready for every possible request from even the most discerning guest. The current owner is unknown.

Plan B has been designed to comfortably accommodate up to 10 guests in 5 suites comprising two VIP cabins. She is also capable of carrying up to 14 crew onboard to ensure a relaxed luxury yacht experience. Her features include a gym, deck jacuzzi, WiFi and air conditioning.

Plan B easily cruises at 12 knots, reaches a maximum speed of 14 knots with a range of up to 7,000 nautical miles from her 152,800 litre fuel tanks at 9 knots. An advanced stabilisation system on board promises exceptional comfort levels at anchor or on any voyage. Her water tanks store around 26,964 Litres of fresh water. She was built to Lloyds Register classification society rules, and is MCA Compliant. Latest info is that it can be hired at US\$231,000 per week.



The other *Plan B (above)* is a 73.07 m Motor Yacht built in Germany in 2012, and is the flagship of HDW-Kiel. Her top speed is 17.0 kn and her cruising speed is 13.0 kn from two MTU diesel engines. She can accommodate up to 16 guests in 8 staterooms, with 22 crew members in 10 cabins and is owned by Eurasian Natural Resources Corporation shareholder Patokh Chodiev.

Sandgate Railway Station

Theresa Dow posted a very detailed history of the Sandgate and Shorncliffe Railway Stations on the *Protect Sandgate's Character* Facebook page and following are some extracts.



Above is the second Sandgate Railway Station, which replaced an earlier one built in 1881 250m away and which opened to traffic on 24th December, 1910,

The seaside town of Sandgate was established back in 1853, though initially the settlement was called Cabbage Tree Creek. The name Sandgate was given by an early surveyor named Mr. James Burnett, who named it after a seaside town named Sandgate in Kent, England.

Interestingly the suburb of Shorncliffe was also named by Mr. Burnett which reminded him of a military camp named Shorncliffe Camp, which was also in Kent.

By 1874 regular coach services had begun between Sandgate and Brisbane.

In December 1879, Mr. John Cameron began auctioning off land in Shorncliffe, which was to become the initial centre of town before it moved to the current location.

The map showed a proposed railway terminus as well as being situated around a lagoon and the esplanade.

Then on 29th April, 1880, Sandgate was proclaimed as a municipality known as the Borough of Sandgate.

The railway was constructed from Brisbane to Shorncliffe by Mr. George Bashford and was completed in May 1882. There were only a few stations along the way to Sandgate, with stops at Albion and German Station (today known as Nundah).

A trial run along the almost complete line was conducted on Saturday 28th January, 1882, which took 35 minutes and involved several stoppages due to horses and cattle along the line.

These trains originally travelled along what is today known as the Exhibition Line until the tunnel was completed between Central Railway Station and Brunswick Street Railway Station in 1890.

Then in July 1895 a previous request that had been raised in 1884 was re-addressed which called for the extension of the line to Shorncliffe. It was felt that 2/3rds or 82,000 of the 132,000 passengers that used the line would pay the extra penny to travel to Shorncliffe.

It was then proposed that the stations be referred to as Sandgate (Shorncliffe) and Sandgate (Central).

This new extension was opened on the morning of Saturday 1st May, 1897, with Central Sandgate Railway Station and Shorncliffe Railway Station.

Throughout 1908, residents of Sandgate were raising safety concerns with the location of the Sandgate Central Railway Station. It was then suggested in October 1908 to relocate it closer to the Sandgate Post Office.

In March 1910 the tender from Mr. William Chapman was accepted at a cost of £616 13s2d for the erection of the new railway station. By mid-April work still hadn't begun, which was attributed to a delay in the transfer of land purchased for the site.

In June 1910 the former railway station was then sold to the highest bidder for £51.

The new Sandgate Central Railway Station was said to have opened to traffic on Saturday, 24th December 1910. The stations were renamed as Sandgate Railway Station for the terminus and Sandgate Central Railway Station for the new station.

In 1913 a request was made for a foot bridge over the railway line to connect Sandgate Central Railway Station to the residents of Park Avenue, which was said would cost £300.

In October 1938 Sandgate Central Railway Station was finally renamed Sandgate Railway Station, while Sandgate Railway Station was to become Shorncliffe Railway Station. This comes as the Nudgee College Railway Station was renamed Boondall Railway Station some years earlier.

In January 1945 the Hornibrook Highway Bus Service Ltd. was proposing to utilise land near to the Sandgate Railway Station to facilitate loading and unloading of Redcliffe passengers.

Meanwhile, at the same time, the Land Transport Board had issued a permit to Hornibrook Highway Bus Service Ltd. for the use of a trailer bus which would be able to transport 86 passengers from Sandgate to Redcliffe.

This was a vast improvement on the existing buses the company was operating which could carry 36 passengers.

The Shorncliffe line was electrified in 1982, which was the beginning of a new era with the electric EMU trains operating on the line instead of the old diesel engines.

The Sandgate Railway Station underwent a major redevelopment, which was completed in 1994. This included new platform shelters, car parking and a bus interchange.

Queensland Rail is currently undertaking a restoration of the iconic 1912 Shorncliffe station. The project involves repairs to the station building's foundations and walls, replacing the roof, cleaning and painting surfaces, restoring the air raid shelter and constructing a new staff operations facility.