



# Boat Talk

VMR Brisbane's Monthly Newsletter



Above: Foxtrot, and Tango Crews had a busy weekend on the Brisbane River and AH continued on the Monday.

## Around the Rigging

Welcome to our new Members. We look forward to seeing you around the base. (Waterside Assist members are listed on page 4.)

0

### ACTIVE CREW

None this month although lots of volunteers are training to become qualified crew.

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### FULL MEMBERS

Jeff Cox	Andrew Fisher
Mark Greer	Jason McDevitt
Adam Persson	Scott Rogers
Richard Swaby	Samual Webster

## March 2022 Crew Roster

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

## April 2022 Crew Roster

Sat 2 Foxtrot	Sun 3 Tango
Sat 9 Alpha	Sun 10 November
Fri 15 Papa	Sat 16 Bravo
Sun 17 Quebec	Mon 18 Charlie
Sat 23 Delta	Sun 24 Sierra
Mon 25 Foxtrot	Sat 30 Alpha



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## DATES TO REMEMBER

### POT LUCK DINNER

Sunday, 24<sup>th</sup> April from 3.30 pm.

### PVOCC AO OCEAN DOWNWIND

Ozone Australia Race 2 Downwind Summer  
Double – 8<sup>th</sup> and 9<sup>th</sup> October, 2022

The flood emergency in Brisbane in the last week of February has dominated our volunteers' time as they endeavoured to help people who are living on their boats in the Brisbane River. Therefore it is also foremost in this newsletter (pages 3 and 5-8)! The amount of debris that is continuing to float down the river will impact Moreton Bay for quite some time. *Note: the Brisbane River is officially closed until further notice (page 8).*

It seems like only a short time ago we were bemoaning the fact that the water levels in our dams were so low and now we are verging on having too much water!

Locals may remember the *MV Mirimar*, a 30m long passenger ferry that used to do day trips to Stradbroke Island and Lone Pine. It made its last voyage in 2009 and it has been sitting in dry dock ever since. A new owner bought it in 2018 and he really needs financial support to bring the boat back to operating standard. Read about it on page 10 and see if you can spread the word in an effort to find a financial backer.

Brisbane River's many bridges are varied and very interesting. Read about them on pages 12-14 and there is a special story on page 15 about the effect of the 1974 floods on the Centenary Bridge. Watching the floating crane in the Brisbane River, it seemed like the Story Bridge might be heading for its own bit of unwanted history but, fingers crossed, the crane can be retrieved and secured.

Editor Deidre

## February in Summary

Activations:	15
Fuel Used (Litres):	1,484
People Assisted:	6

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KEDRON-WAYELL



## President's Report

No wonder our calls for assistance have been minimal, especially over the last couple of weeks with all the rain that has made boating an undesirable activity! However, the consequent floods and release of water from Wivenhoe Dam and the debris floating down the Brisbane River has created lots of dangerous situations and plenty of work for our crews out on the Brisbane River and Cabbage Tree Creek.

Big thank you to Foxtrot and Tango Crews and also Callum, Nino, Paul and JP for heading up again on Monday.

This is a good time to draw volunteers' attention to the need for people to respond to any after-hours call outs. Read the explanation on page 3 about how after-hours emergency crews are assembled. Not only do you help people in need but it also gives you the chance to gain more on-water time and skills in real-life situations.

Despite the adverse weather conditions, we do welcome our new members and look forward to seeing you enjoying your aquatic ventures around our base, weather permitting, hopefully soon.

Unfortunately, The Sands Social has had to delay its long-awaited opening due to some water damage. We look forward to their opening and providing another venue for locals to get together and take advantage of the dining and gaming options. David M and I were invited to a sneak peak of The Sands last Friday night and I am happy to report the food and the atmosphere are fantastic and it will be a great addition to the local dining experiences. Remember you are still most welcome at our sponsor Kedron Wavell RSL's Chermide site with their extensive entertainment and dining opportunities.

Arrival of our new rescue vessel is getting closer as it is now painted and being fitted out. We're really looking forward to undertaking sea trials.

Dredging of Cabbage Tree Creek entrance is being undertaken at the moment. The water will be deepened in the channel from the first Public Boat Ramp to about 200 metres north of the CTC Beacon so we have been asked to maintain a safe distance off and operate at reduced speed with minimal wash in the vicinity of these works.

Safe Boating  
Thomas Grice  
President  
VMR Brisbane.

## Help By Becoming 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](#).

## One Extreme To Another...

It's not all work and no play for our Tuesday Zulu Crew. After doing all their normal mid-week jobs, Ben and Bob were seen to be working on one of Bob's model boats. Unfortunately, it wasn't cooperating so next week may be another opportunity to see it floating near Sandgate 1.



## Groups of VMRB

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





## Activations

### FEBRUARY

3<sup>rd</sup> - Callout to tow a 6m powerboat with 2 POB from Tangalooma to the Pine River.

18<sup>th</sup> - Callout to tow a 6m powerboat with 4 POB from the Fisherman Island Wharf area to the Whyte Island boat ramp.

*Full details of The Big Flood are on pages 6 and 7.*

25<sup>th</sup> - Callout to secure an unmanned 40 ton trawler adrift in Cabbage Tree Creek in a fierce rain storm. It had broken away from its berth and drifted with the current to QCYC.



"The current was so strong there was no way our boat could return it to its berth, so it was tied up to await crews in daylight...and for nearby yacht owners to inspect damage to their vessels."

27<sup>th</sup> - Sandgate 1 in Cabbage Tree Creek to assist a drifting houseboat and search for a person in the water from an upturned tinnie.

Tango Crew provided assistance in Sandgate 1 to the Water Police on the Brisbane River in absolutely atrocious conditions as you could imagine. In fact, we were tasked on Saturday after lunch but the sea state was too treacherous to take Sandgate 1 from Cabbage Tree Creek to the Brisbane River. However, we did have Sandgate 1 in the flooding Brisbane River conducting search and securing activities as directed by the Water Police. An example of how fast the current was flowing, punching into the current, Sandgate 1 was doing 1900 RPM and achieving 3kts. Going with the current, and in neutral, Sandgate 1 was doing 7kts. Once again excellent Skippering and guidance with Ben Gillespie at the helm.

28<sup>th</sup> - Sandgate 1 again in the flooding Brisbane River for ten and a half hours conducting various activities as directed by the Water Police.



Thank you to all the crews who are able to assist with any activations and who are on standby. We really

## ACTIVE CREW ANNIVERSARY

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

Joe McCoy	1997	25 years
Karl Nast	2005	17 years
Michael Gill-Bailey	2006	16 years
Ian Robertson	2013	9 years
Ryan Massingham	2015	7 years
Sam Summers	2017	5 years

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](mailto:editor@vmrbrisbane.com.au) and also to [social.media@vmrbrisbane.com.au](mailto:social.media@vmrbrisbane.com.au)

## Thank You to Flood Volunteers

Brisbane just experienced the largest rain event we've seen since 2011. Once it was established that this was going to be a major flood event, we put out a call for volunteers to go on standby so we could leave immediately if activated instead of doing a call around and leaving later.

As testament to the dedication of our active crew members, within two hours we were able to put together 4 complete crews – 2 day and 2 night – prepared to assist in addition to our regular Saturday and Sunday crews. More volunteers were added to various lists as they continued to offer help.

The conditions in Moreton Bay prevented us from answering every call, but we helped where we could and spent more than two full days on the water assisting the Water Police. Sincere thanks to those who did go out – they were long, tiring days, and your actions on the water were appreciated by all.

Not all of our standby crews were deployed, but we thank each person who volunteered for being ready to go just in case. *Senior Vice-President, VMRB*

## After-Hours Rescue Crews

The regular duty crews are listed on page 1 of *Boat Talk* each month, however people often call for assistance outside these times.

This means it is important to have volunteers available to provide that help. If you haven't thought about it before, it would be appreciated if you could respond to the call outs. Once the call is received on our after-hours mobile, a text is sent to all skippers. Once a skipper responds, a text is sent to all crew members in the hope of obtaining an immediate response. (If no skipper is available then it is no use calling for other volunteers.) The operator then texts the meeting time and place to those available and it is all systems go. Remember that a no alcohol policy applies.

## Bar Staff Wanted

Paid Bar Staff positions available! This is also open to family members/friends.



Duties Include:

Utilisation of Square POS system, including barcode scanner. Training will be provided, however must be comfortable with technology and able to perform basic troubleshooting steps.

Restock of fridges post/during event. The stock will be available in the downstairs Cold Room, and will just require to be packed into the upstairs fridges.

Recommendations of beverages to patrons and a basic knowledge of beverages we serve. (Craft Beer, Beer, Spirits, Ciders etc.). We don't mix any drinks; all beverages are canned or bottled.

Basic cleaning of the bar area.

Enforce responsible service of Alcohol and COVID-19 requirements (i.e. Check in)

Double dose of the COVID-19 vaccine (required by the QLD Govt)

Be the friendly face for VMRB at events! Chat to patrons and guests, have some fun! If you're interested, please email Ryan, [Junior Vice-President](#).



This band of intrepid volunteers is Charlie Crew – and you'd be very glad to see them if you need rescuing.

## Kedron-Wavell Services Club

There are lucrative Members' Draws, Bingo and Exercise Classes plus 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.

Live music is available as follows:-

Bravo Brewhouse:

soloists -:Friday and Saturday 6pm – 9pm

soloist - Sunday 3pm – 7pm

Gallipoli Lounge - Live Band: Fridays 9pm – mn

Musical Duo: - Saturdays 8pm – Midnight

To keep an eye on events being held throughout the year, like ABBA Live on 18<sup>th</sup> March, and Back to the Tivoli on 11<sup>th</sup> April, go to <https://kedron-wavell.com.au/whats-on/>

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.

Kedron Wavell also opened as an evacuation centre during the recent February flood emergency.

As a bonus, we have news that The Sands Social at 50 Keogh Street, Sandgate, is opening early in March once flooding is resolved. See their flyer on page 9.

## New Vessel Progress

The painting has finished so the fit-out has begun in earnest by Woody Marine.



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## NEW WATERSIDE ASSIST MEMBERS

Gizat Aibassov

Adrian Braithwaite

Ryan Campbell

Nick Esplin

Simon Guan

Robert Gulta

Tony Jaenke

Kell Jones

Jason Lancaster

Nicola Lees

Andrew Mair

Gerard Midgley

Eugene Moore

Louis Piccardi

Greg Roberts

Andrew Rooks

Tyrone Shandiman

Scott Shepherd

Jake Swaffield

Chris Tabrett

Matthew Timms

Warren Vickers

Rochelle Webb

James Wells

Justyn Wood

Reuben Wurm



## Rain, Rain and More Rain

There is no way we could issue a newsletter about February activities without discussing the flood emergency in Brisbane.



The photos above and below were taken on Saturday, before the deluge, by Brad Latter. Other photos have been taken by Nino Aceto, David Warner, Paul Hollingdale and (anonymous) others.



The photo below is of the corner of Brighton Road and Third Avenue/Lagoon Street in Sandgate.



The houseboat up Cabbage Tree Creek is no more!



On Monday 28<sup>th</sup> February, our emergency crew fronted up again and found the water current flowing at about 10 knots between Breakfast Creek and New Farm.



*It was a long day for Nino, Callum, JP and Paul.*

Channel 7's Natalie Barr and a cameraman boarded our boat and a segment was screened on Sunrise the next day.



*This City Cat later sank after being hit by a houseboat.*



The debris was everywhere from piles banked up against solid points to things like this

mast that washed up. You can only hope it wasn't attached to a yacht immediately prior!

Police have been reminding boaties along many of southeast Queensland's rivers to remain vigilant as debris and large objects continue to flow downstream from the region's ongoing weather event. It is certainly going to be horrific out in Moreton Bay as the rubbish flows around and with the tides. Meanwhile landslides along the Shorncliffe cliff destroyed the stairway down to the foreshore





## Our Big Flood Report

Neil Sheppard was our emergency contact so he can tell us what happened.

Our recent rain event was dubbed our Premier as a 'Rain Bomb' and The Courier Mail front page lead with "Rain of Terror". Both accurately represented the carnage boating people would experience over the past week.

From a Rescue Squadron perspective our night came alive when a call from a member of the public alerted us to a Trawler that had lost its mooring and was heading down CTC. Nathaniel quickly responded to a call to go to CTC to locate the Trawler and report back. A crew lead by Nino was assembled and in pouring rain quickly located the Trawler. The Trawler wedged against a section of the QCYC marina. With the current flowing, the only option the owner and crew had was to secure the vessel until conditions returned to normal then reassess.



In the wee hours of Saturday morning another call was received for assistance from the Water Police. Again, another vessel that was adrift, in this case a Houseboat that was trundling down CTC and causing mayhem as it went. Due to the lateness of the hour and the deteriorating conditions a crew could not be activated.

On Saturday Foxtrot crew faced quite confronting sea conditions making departing from CTC to assist the Water Police in the Brisbane River a perilous task that was appropriately declined.

Overnight the after-hours phone ran hot but a risk-based decision was made to restrict operations to CTC.

Ben Gillespie noted:

"The next day Tango crew was activated shortly after 0700 to attend the Brisbane River. With multiple storms rolling through and heavy rain, the trip across the bay was with low visibility and moderate swell. All eyes were being utilised in addition to the navigation and radar systems on the vessel.



The first tasking was to assist in the search for missing person(s) in the water in addition to rendering assistance to anyone in need when passing anchored vessels. By the conclusion of the first pass from under the Gateway to Powerhouse, the crew had witnessed several vessels sink or crash into terminals in addition to multiple pontoons and other large structures floating down the river at speed.



While continuing the tasking, a Pan Pan came over channel 16. It was a large steel sailing vessel that had broken its mooring and was drifting uncontrolled under the Story Bridge. The crew immediately began making way towards the scene while the Water Police advised the panicked skipper that S1 was minutes away. By the time S1 arrived on scene, the vessel had hit the Howard Smith Wharves and was wedged in with other debris. With the crew wanting to stay on board (and able to step off if required), the Water Police were updated with the crew proceeding upstream where a large piece of debris (including multiple boats and pontoons) was expected to pass under the bridge. It came around before moving any further, leaving S1 to get out of the way and escort the large mass down the river until a larger government vessel could manage the scene. Vessels attached to the pontoons sunk within seconds, becoming fast-moving objects just below the surface.



The crew continued to work up and down the river, assisting anyone in need.

*(Cont'd page 7)*



## Our Big Flood Report (Cont'd)

After 8 hours, it was time to refuel at the Water Police and head back to Sandgate before the light faded and debris became harder to spot in the water.

Before making it back to Cabbage Tree Creek, another call had come through regarding a houseboat that had moved towards the Co-Op and was impacting the trawlers. After a very brief break for the crew, the vessel again headed out to assist. The water flow was like that in the Brisbane River however, with such a narrow channel, it was decided to return to base.

Before making it to the pontoon, another call came through from the Water Police advising that a vessel had capsized near the Co-Op and a person was in the water clinging to upturned hull, being pushed downstream with the current. The crew proceeded upstream looking out for the vessel and ready to retrieve the person from the water. The vessel was spotted, along with debris however, the person was nowhere to be seen. S1 slowly crept upstream against the current searching for the person until the creek turned into a washing machine with strong flow colliding from two sources. For the safety of crew and vessel, the upstream arm of QCYC was approached and tied off well clear of the main flow. Shortly after securing the vessel, an update was received that the man had been pulled from the water nearby. It was determined that S1 would remain at QCYC until conditions improved, where it could be safely returned to base/ reactivated.

The crew headed home at approximately 1900, very soggy and in need of a break. A special mention to Ian, who manned the base while maintaining a radio watch and managing multiple inbound and outbound calls to keep the crew on the vessel well informed."

Neil continues:

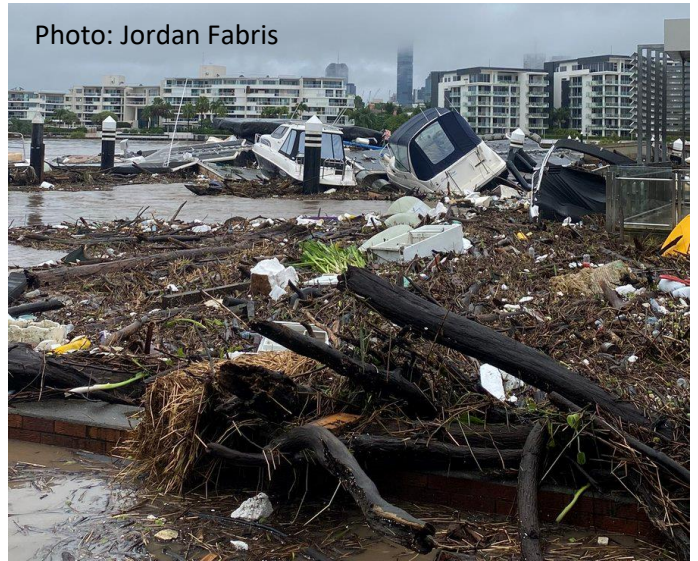
On Sunday night we received a request to provide a vessel and crew in the Brisbane River on Monday. Callum and Nino captained the vessel with the debris in the water restricting S1's speed to around 4 knots.

On arrival the Water Police tasked S1 to monitor the area from Bulimba Point to Story Bridge – the focus was on preserving human life. During their travels S1 did in fact help several vessels that needed assistance with re-setting anchors and / or mooring lines.



Unfortunately, they also witnessed the demise of a few vessels that had lost their moorings and were at the command of the sea.

Photo: Jordan Fabris



At one-point S1 was doing 8.5 knots with the current and no engines.



By mid-afternoon, the Water Police asked S1 to take Natalie Barr, Journalist, and Camera Crew from the Sunrise television program from Whyte Island upstream to the Hawthorne Ferry Terminal. The crew were quite chuffed by this assignment. *(The filmed segment screened on the Sunrise program the next morning.)*



Thankfully, the crew returned safely home around 16:00, deserving of a good break.

From Friday to Tuesday night, we received more than 30 calls for assistance. Some of these were genuine Triple Zero calls. It's a credit to our dedicated volunteer crews that we can offer such a valuable service in very difficult conditions.

Neil Sheppard.

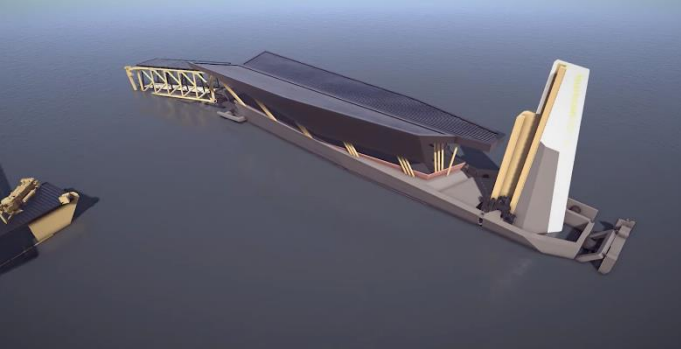


## New Ferry Terminals Design

This is a really interesting concept but it seems as though the design of the new Flood Resilient and Accessible Ferry Terminals did not live up to expectations in their first real test.



The walkway is supposed to swing downstream so debris won't hit it (see graphic below). It appears that feature didn't function properly on the new terminals which allowed debris to stack up against them.



However, it's still worth clicking on the link to see the intricacies of the design.



<https://www.youtube.com/watch?v=Gq5fHCbl9-I>

## Rain plus Dam Release

On 27<sup>th</sup> February, SEQ advised that "Flood releases are occurring from Somerset, Wivenhoe, and North Pine dams. "Fernvale Bridge, Twin Bridges, Savages Crossing, Burtons Bridge, Kholo Bridge, Colleges Crossing and Mt Crosby Weir Bridge are closed until further notice due to dam releases, combined with river and creek flows downstream of the dam."

**Wivenhoe Dam:** at 4:20pm 27/02/2022

Full supply volume: 1,165,240 ML

Operational volume: 1,051,460 ML

Current volume: 2,066,530

## Robotic Supply Wagon

Judd McCann, of Alpha Crew, builds remote access robotics (namely remote bathymetric boats) and has been working on a rescue version for some time.



These little boats can hold up to 30kgs of supplies and you can pull them along or drive them by remote control with cameras FPV (First Person View).

He has some that can be modified to be pulled along and he is offering them to anyone who wants to try and use them during this flood.

[Judd@ocebile.com](mailto:Judd@ocebile.com)

## Brisbane River - Closed



Regional Harbour Master Brisbane has directed that all vessels must not operate within the waters of the Brisbane River area.

This direction applies immediately until further notice.

The flooding occurring in South East Queensland is currently impacting the Brisbane River area and has created an unsafe environment for the operation of vessels due to significantly increased water flow rates and uncontrolled flood debris.

This direction applies to all vessels within the Brisbane River area except those operated by Maritime Safety Queensland, Queensland Police Service, State Emergency Services, and those approved by the Harbour Master Brisbane.

(All waters of the Brisbane River and tributaries upstream of a line from Luggage Point East at position 27 degrees 22.667 minutes South, 153 degrees 09.6 minutes East to Fisherman's Island at position 27 degrees 22.667 minutes South and 153 degrees 10.0 minutes East ("the Brisbane River Area"))

The maximum penalty is \$27,570 for an individual or \$137,850 for a corporation.

#MaritimeSafetyQld



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## MV Mirimar

Ten years ago, a major piece of Brisbane's heritage, the *MV Mirimar*, was rotting in a boatyard at Hemmant. Thieves even hit the *Mirimar* using a chainsaw to cut out old brass portholes.

The 30m long *MV Mirimar* was built in Brisbane by Norman Wright & Sons and launched on 13<sup>th</sup> June, 1934.



At that time, heritage-lovers were hopeful of setting up a fighting fund to restore the *Mirimar* so it could become part of the Queensland Maritime Museum display and resume Brisbane River trips.

"Brisbane Shiplifts and Boatyards manager Ramzi Matta said he would have her cabin doors screwed shut and put a sign up saying that she was to be restored.

"She's a lovely old boat with a lot of history," he said. "It's very sad to see her sitting there. She can be restored although it would probably be more expensive than building a new boat." However, that business is now also history.

"After 75 years' service, *Mirimar* made her last Lone Pine trip on 29<sup>th</sup> September, 2009, and was replaced with another craft. She also did a Magnetic Island ferry run off Townsville and cruised Moreton Bay islands. She was known to have her quirks. She did not like to turn to starboard and popped out of gear whenever she could.

The *Mirimar* was left with Mr Matta in 2009 by a previous owner who did not pay his bills.



The boatyard itself went into receivership, putting the *Mirimar* in a precarious position.

Heritage-lover Mandy Kennedy said it was hoped that a fighting fund could be set up to buy the *Mirimar*. The restoration could cost \$1.5 million but it would see a major piece of the city's heritage restored.

Riverview Marine apprentice boilermaker Mark Fearon, who worked at the yard, said the *Mirimar* was a beautiful old boat that deserved restoration. "You don't see boats being built out of timber like this any more," Mr Fearon said."

*Story by Courier Mail.*

The *MV Mirimar* made day trips to Amity on North Stradbroke Island and was the basis for the *Mirimar* Amateur Fishing Club which formed in 1936.

A Captain Watts was fined 20 pounds in 1935 for overloading on a trip to Amity. He had 400 passengers, almost twice the allowable number. He pleaded guilty, saying he thought many of the people on the boat were just saying goodbye to passengers!

**Update:** The current owner, Clint of Marine Access Queensland (a scaffolding company) bought *MV Mirimar* in 2018 as he also believed it was too good to be scrapped which was the most likely outcome at the time. The vessel is still in dry dock in Hemmant near the *Forceful* (which is being restored) and the *Kookaburra Queen*. In fact, the saloon has been converted into air-conditioned office space of 10x5 metres which is currently being used.



Clint announced in 2020 that the vessel is just waiting for someone interested in a project. Perhaps it could be a TAFE venture or even a worthwhile undertaking for someone wanting a boat of this size. Despite vandalism, there is still enough of the fixtures and fittings on board, including its engines, to justify bringing it back to its heyday condition. Of course, the major hitch is it needs someone with the funds and desire to take on such a mission.

Perhaps this is the opportunity to spread the word and seek ideas to raise the capital to do so. Maybe a sponsor could see the commercial opportunities for having an advertising drawcard.

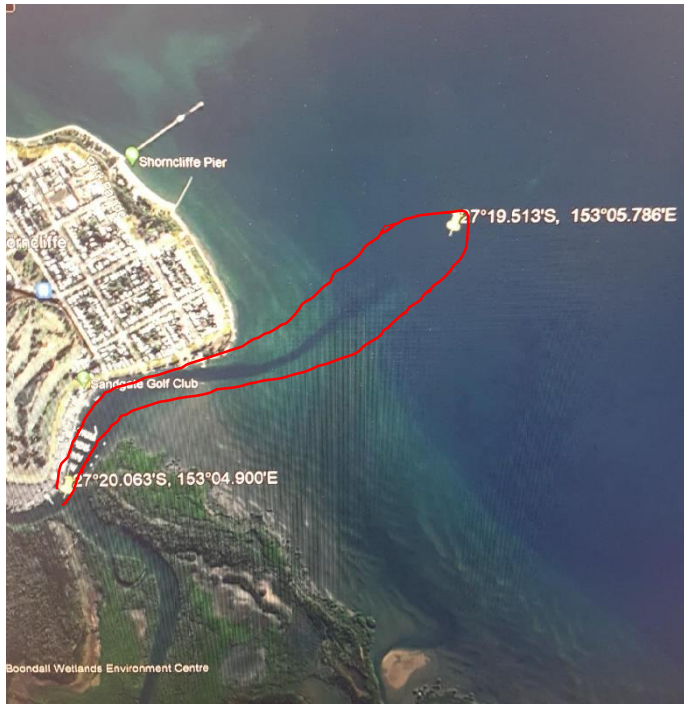
Clint is keen to talk to anyone interested in helping to get a restoration underway as it would be fantastic to see what could be done. Clint would also like to hear anyone's personal stories relating to the *MV Mirimar* so contact him on [Clint MV Mirimar](#).



## Dredging Cabbage Tree Creek

The Department of Transport and Main Roads – Maritime Safety Queensland advised Mariners that:

“Dredging operations at Cabbage Tree Creek, Shorncliffe commenced on Monday, 14<sup>th</sup> February, 2022 “between approximate positions latitude 27°20.063’S, longitude 153°04.900’E and latitude 27°19.513’S, longitude 153°05.786’E. Works are expected to be completed by Tuesday, 31<sup>st</sup> May, 2022.



Works will involve the dredge “*Faucon*” and the barge “*GHT1*” and will be conducted during daylight hours. The vessels will display appropriate day shapes and lights at night for safe passing sides. The operators will maintain a listening watch on VHF channels 13 and 16.



Mariners should navigate with caution, maintain a safe distance off and operate at reduced speed with minimal wash in the vicinity of these works.”

So the dredging area is from the first Public Boat Ramp in Cabbage Tree Creek to about 200 metres north of the CTC Beacon, where the vessels were photographed (above).

Thanks to Trent of MSQ for the top graphic.

## Poly Va’a Outriggers

The huge event planned for February, 2022 has now been deferred to 8<sup>th</sup> and 9<sup>th</sup> October, 2022. COVID is the reason the PVOCC AO Ocean Ozone Australia Race 2 Downwind Summer Double has been deferred. It will still have 16km and 28 km races on the Saturday for the OC1/2 and ocean skis and an 18km race for the OC6 teams on the Sunday.

PVOCC had a really moving ceremony on 5<sup>th</sup> February when they farewelled fellow local paddler Jacko Ritchie who has paddled outriggers out of VMRB for many years but who passed at the end of 2021 at 55 years of age.

Poly Va’a was pleased and honoured to help Jacko’s family and friends fulfil his last wishes by taking his wife, Linda, and four children plus other family out on the water to spread his ashes. In 2020 he helped organise a similar farewell for his friend Merv Anderson and wanted to be remembered in the same way.

The day saw over 80 of Jacko’s family, friends and fellow paddlers gather together for his ashes ceremony at VMR Brisbane. There were 6 x OC6 canoes and our OC12 on the water with a number of his mates on ocean skis and kayaks. Glen Eaton, his closest friend and OC2 partner for many years, paddled out in their OC2 alone to farewell his best mate.



## Beyond Rescue...

You might remember the yacht, nicknamed *The Lost Cause* by your editor. Here is what it looked like in February 2020 and (below right) how it is now in February 2022, almost two years later!

Nobody knows what caused this and now nobody seems to care if it stays there forever!..





## Brisbane River Bridges in Brief

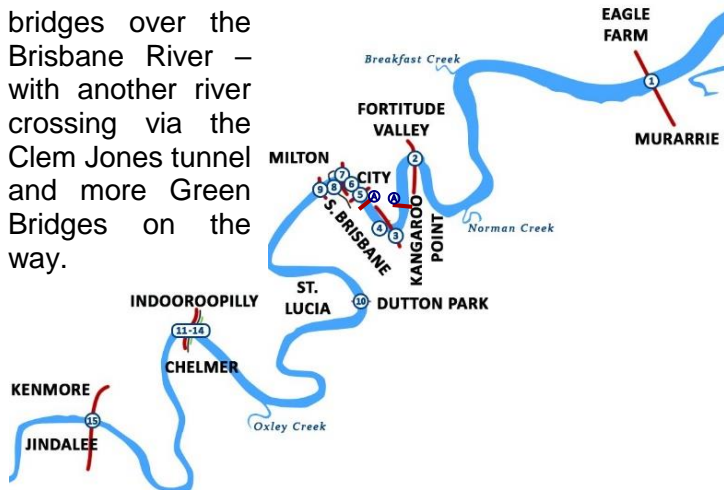
Bridge	Image	Opened	Design	Specifications	Usage	
Sir Leo Hielscher (two bridges) <i>once Gateway</i>		Original bridge Jan 1986 Duplicate May 2010.	Concrete cantilever box girder	1,627 m long and height of 79 m. 260 m main span	Vehicles, cyclists and pedestrians	
Story		July 1940.	Steel truss	777 m long with a 282-m main span	Vehicles and pedestrians	
Kangaroo Point Green		Late 2023	single-mast cable stay	460 m long	Pedestrians	
Captain Cook		1972.	Concrete box girder	555 m long with 183 m main span	Vehicles	
Goodwill		Oct 2001.	Steel Through Arch	450 m long with 102 m main span	Pedestrians and cyclists	
Neville Bonner		Due 2022	Hybrid mast and arch	322 m long	Pedestrians	
Victoria		1969 Closed to general traffic January 2021	Three span, concrete, haunched girder.	313 m with 146.3m main span (Currently being refigured.)	Buses. Foot-paths open to pedestrians and cyclists	
Kurilpa <i>once Tank St</i>		Oct 2009	Tensegrity	425 m long	Pedestrians & cyclists	
William Jolly <i>once Grey St Bridge</i>		March 1932	Concrete steel frame arch design.	498 m long with 3 main arches of 73m each	Vehicles and pedestrians	
Merivale		Nov 1978	Tied steel arch with inclined hangers	877 m, main span of 132 m	Rail	
Go Between <i>once Hale St Link</i>		5 July 2010.	Twin concrete cantilever box girder	300m long, with main span117 m.	Vehicles, cyclists and pedestrians	
Eleanor Schonell <i>once the Green Bridge</i>		Dec 2006	Cable-stayed	390 m long	Buses, cyclists and pedestrians	
Jack Pesch			Oct 1998	Steel cable-stay	167 m single span	Cyclists and pedestrians
Albert			1895	Steel truss	208 m long with two spans each 103.7 m	Rail
Indooroopilly Railway			1957	Steel truss	208.5 m long with two equal spans	Rail
Walter Taylor			Feb 1936	Suspension	299.7m long with main span of 183 m and a tower at each end.	Vehicles and pedestrians
Centenary		Original 1964. Duplicate bridge 1986	Concrete girder with 6 spans	252.63m outbound 246 m inbound	Vehicles, cyclists and pedestrians	

The dark lines under Specifications depicts the relative bridge lengths.



## Brisbane River Bridges

There are 16 main bridges over the Brisbane River – with another river crossing via the Clem Jones tunnel and more Green Bridges on the way.



On page 10 there is a synopsis of the main bridges from the Sir Leo Hielscher Bridges, nearest Moreton Bay, right through to the Centenary Bridge in Jindalee.

### Sir Leo Hielscher Bridges (1)

The western bridge carries road traffic to the north and the eastern bridge carries traffic to the south with a pedestrian path on the northern side. The bridge owes its distinctive shape to air traffic requirements restricting its height to under 80 metres above sea level (all features of the bridge including light poles) coupled with shipping needs requiring a navigational clearance of 55 metres. It has a 1 km long, 5.1 degree incline from the southern side. To pay for the duplication of the bridge, a toll was imposed on the original bridge in 2005, and on the new bridge when the latter opened. The bridges are tolled using the Linkt (formerly *go via*) electronic system and will remain so until 2051. The toll booths were removed and free flow tolling began in July 2009. The booth removal saw an immediate drop in road crashes due to the reduction in queuing and weaving at the toll booths on the southern approach! In 2010 the bridge was renamed in honour of Sir Leo Arthur Hielscher, AC a prominent Australian senior public servant and administrator. He retired on 30<sup>th</sup> June 2010 after 19 years as chairman of the Queensland Treasury Corporation.

### Story Bridge (2)

It is named after renowned public servant, John Douglas Story and has 6 lanes of traffic, footpath and bikeway. This is one of the 3 bridges in the world which you can climb and it is the only one you can climb up and abseil down. (Children aged 10 years and older can participate in the guided tour/climb, providing they are at least 130 cm tall.) The climb involves 1136 steps climbing up to 80m above sea level for glorious views of the river city below, as well as 360-degree glimpses of Moreton Bay to the Scenic Rim. The river clearance at low tide is 35 metres, or 10-stories. There are 1.25 million rivets on the bridge and it is heritage listed.

### Kangaroo Point Green Bridge (2A)

An elegant single-mast cable stay structure, designed to complement the city skyline and minimise visual impact with dedicated cycle and pedestrian paths, with a minimum width of 6.8m along the length of the bridge, and a maximum grade of 1:20.

### Captain Cook Bridge (3)

Comprising a dual carriageway that creates two separate bridges, one for each direction of traffic, heading north–south over the Brisbane River. Each bridge carries four lanes of traffic in one direction and links the M3 Pacific Motorway to the M3 Riverside Expressway. Obviously named after the explorer, Captain James Cook.

### Goodwill Bridge (4)

It took its name from the Goodwill Games which were held in Brisbane at the same time as the opening in 2001. The bridge is used exclusively by pedestrians and cyclists and connects those from the South Bank Parklands to Queensland University of Technologies Gardens Point campus.

### Neville Bonner Bridge (4A)

A pedestrian-only bridge, it is named after Neville Bonner AO, Australia's first Indigenous member of the Parliament of Australia.

### Victoria Bridge (5)

The first bridge was opened in 1865 and was made of timber and consequently collapsed in 1867 due to wood worm; the second bridge was built in 1874 however was destroyed by The Great Flood of 1893 and the third bridge lasted from 1897 to 1969 when it was demolished due to safety issues. This fourth bridge now carries pedestrians, cyclists and vehicles and connects commuters from South Bank to the Brisbane CBD.

The bridge was completed in 1874, and named 'Victoria Bridge' after Queen Victoria, the monarch at the time. A portion of the southern abutment of the previous bridge remains adjacent to the new bridge, carrying a pedestrian arch, a short remnant of tram track and a memorial to Hector Vasyli, a young boy who was killed in a traffic accident at that point when waving to servicemen returning from the First World War. The abutment is heritage-listed.

In addition to three lanes for Metro and bus services, the reconfigured Victoria Bridge will include a separated two-way bikeway between North Quay and Grey Street.

### Kurilpa Bridge (6)

This is the world's largest tensegrity bridge which means it is built on the principles of tensegrity: when you have balance between tension and compression, it creates a light structure that is very strong. It provides the city with a pedestrian and bicycle crossing that completes a pedestrian and bicycle loop linking the CBD and South Bank via the Goodwill Bridge.

(cont'd page 12)



## Brisbane Ruer Bridges

### Kurlipa Bridge (6) (cont'd)

The lighting system is mostly solar powered and regularly changes in colour and effect. In 2011, it was awarded World Transport Building of the Year at the World Architecture Festival. Kurlipa is an Aboriginal word which means 'place for water rats'.

### William Jolly Bridge (7)

The Bridge was called the Grey Street Bridge until 5<sup>th</sup> July 1955 when it was renamed after William Jolly, the first Lord Mayor of the Greater Brisbane City Council, 1925 - 1931. He was Mayor during the time the Bridge was built and died in 1955. The bridge has two lanes in each direction for motor traffic and also a footpath on each side, linking Grey street with Roma Street. The Grey Street Bridge opening over the Brisbane River was a grand event on 30<sup>th</sup> March 1932, eleven days after the opening of the Sydney Harbour Bridge and nearly eight years before the Story Bridge (Moy 2015). The rivalry between the two cities was well underway and Brisbane was immensely proud of its new Bridge. The Brisbane Courier described the Harbour Bridge opening as having *"acclamation of the whole of Australia, but if that were in Brisbane it would be a monstrosity. The Grey Street Bridge was a bridge of classical design over the most beautiful river in the Commonwealth."*

### Merivale Bridge (8)

Exclusively a double track railway crossing, it is located between the stations of South Brisbane and Roma Street. The deck is suspended from the arches by thirty-two 94.5 mm diameter steel rope bridge cables. The Merivale Bridge is the only inner-city rail crossing in Brisbane. Presumably named as it is almost an extension of Merivale Street!

### Go Between Bridge (9)

A toll bridge named after the popular Brisbane indie rock band *The Go-Betweens*! Former member of the band, Robert Forster, and other acts even performed in a concert on the bridge that was held to celebrate its completion and raise money for charity. It features two separate bicycle and pedestrian paths and offers an alternative to the William Jolly Bridge.

### Eleanor Schonell Bridge (10)

Named after Lady Eleanor Schonell who is internationally recognised for her contribution to the education of children with intellectual disabilities. It links The University of Queensland's St Lucia campus to Dutton Park. It was the first bridge in Australia designed exclusively for buses, cyclists and pedestrians (a first in Australia as it doesn't carry motorists). Its opening effectively ended the popular cross-river ferry service which had been running since 1967.

### Jack Pesch Bridge (11)

The Jack Pesch Bridge is a bridge for pedestrians and cyclists and is named in honour of Jack Pesch (c.1917–2002), a cycling champion during the 1930s.

He ran a bicycle shop in Petrie Terrace, Brisbane, until the mid-1990s, selling and servicing his own 'Rocket' cycles and cycle parts.

### Albert Bridge (12)

This site has been home to two bridges, the first fell to the fate of the flood in 1893 and the second was opened in 1895 and stands today as one of Australia's largest truss bridges. The Albert Bridge is named in honour of Prince of Wales, Prince Albert, and currently handles only passenger rail traffic.

### Indooroopilly Railway Bridge (13)

The second Indooroopilly Railway Bridge was opened on 17<sup>th</sup> August, 1895. It replaced the Albert Railway Bridge which was washed away in the 1893 flood. The bridge was designed by Henry Charles Stanley, Chief Engineer of Railways, and at the time was the largest bridge in Australia which was wholly of local manufacture. Stanley's bridge is still in use today although it has been supplemented with an adjacent bridge to cope with increased traffic.

### Walter Taylor Bridge (14)

The Walter Taylor Bridge took 6 years to build and is the only inhabitable bridge in the southern hemisphere. With the toll fixed at the very reasonable price of 1 penny per crossing, the Indooroopilly Toll Bridge Limited made a profit of £2581 in its very first year.

To help facilitate the collection of this nominal fee, two residences had been purpose built into the bridge to lodge the families of the Toll Master, Mort Green, and his second-in-command. The Indooroopilly tower was occupied by the toll keeper and the southern tower was occupied by the bridge supervisor. Three generations of the same family — descendants of the bridge's original toll master — lived in the Indooroopilly pylon for more than 70 years.

The last residents moved out in 2009. The price of the toll never changed, costing roughly about 5 cents to cross until it was eventually removed in 1965. The bridge is now heritage listed.

### Centenary Bridge (15)

The Centenary Bridge carries more than 85,000 vehicles a day. There is a commitment for a duplication of the bridge at a cost of \$224 Million which will be for a new 3-lane northbound bridge. Remediation of the existing bridges will create three southbound lanes as well as upgraded active transport facilities for pedestrians and people who ride bikes and including retention of the Jindalee Skate Park.

This is the only one of the main bridges that is owned by the Department of Transport and Main Roads.

*Work extracted from Wikipedia, Brisbane City Council and river map from MaggieShooterEdit version Paulguard at en.wikipedia –*



## Centenary Bridge in 1974

While researching the Brisbane River bridges, Kirsty, a helpful Engineer with the Qld Dept of TMR, provided extracts from the autobiography of John C Briggs when he worked for Brisbane City Council from 17-1-58 to 4-10-84. It provides a really in-depth look at how many of the BCC projects came into being.

For those readers who were in Brisbane during the 1974 floods, these further abridged notes explain how the Centenary Bridge was affected by the floods over that Australia Day weekend.

"It had been raining for some time but on Friday afternoon 25th January, 1974, the intensity had increased. ...Early on Sunday morning, 27th January, we received a report of a barge stuck under Centenary Bridge ...The barge turned out to be the *Koala*, a steel hulled boom defence vessel about 50m long which had been converted into a gravel barge. It had struck and destroyed the upstream cantilever girder supporting the northern end of the central span, bounced back and hit the middle section of the same girder side on. Its bow rested against the pier, the stern was wedged under the girder and, with the river rising rapidly, was starting to lift and crack the bridge.

I radioed in advising that, as the river continued to rise, it could destroy the bridge and received approval to sink the barge if I considered this necessary. I asked *Koala* crew members, who had followed it down when it broke its moorings upstream, to assist me to sink it. They agreed to help, provided that I started the process, and showed me the bilge cocks. I opened one and the water came in at about one drop per minute, they were rusted up! I called for a powder monkey and explosives, they arrived and charges were set in the hull. The first resulted in a loud noise but no visible damage as we had nothing with which to stem the charges to make the force go towards the hull. Larger explosive charges resulted in small openings high up in the side but no inflow of water. I considered it essential that the *Koala* be made to roll over as, if it sank vertically, the winches and bollards on deck would have seriously damaged more girders as it was forced under the bridge by the flood water. One of the crew showed me the plates covering openings into the cavities between the double skins of the hull and we managed to unbolt a couple on the upstream side.

I called for a fire engine and it eventually arrived. I asked the Fireman to pump water from the river into these upstream openings, assuming (correctly as it turned out!) that the keel isolated the two sides from each other to make the vessel harder to sink. I watched the *Koala* start to tilt... it slowly rolled right over and, forced by the raging flood, started to move under the bridge smooth side up. I felt it grind its way under the other four girders and then it popped up on the downstream side like the cork out of a bottle. .... The river continued rising to a peak on Monday night when it covered the bottom half of the damaged girders and was across the deck at the lower southern end.

The water fell rapidly during Tuesday night and Wednesday morning: when I got to the bridge, I had to stop the vehicles which were making their way over the heaps of gravel we had placed at the northern end to keep them off the damaged bridge.

At this moment a dinghy with outboard motor came upstream. I hailed the occupant and, as the water was now about 3m below the damaged girder, asked if he would help me inspect the damage. He advised that he was a Telegraph photographer, and said he would put a new roll of film in his camera, take a picture of anything I wanted and give me the film for processing by the Council. Payment was to be a picture of me inspecting the damage.

My close up visual inspection had convinced me that at least the downstream half of the bridge was safe for traffic and I reasoned that it would not be good public relations to keep it closed until it was later proved safe by a detailed analysis of the damage which could (and did) take weeks. ... I called for two loaded Council trucks, of about 20 tonnes weight each, and on their arrival told them to drive, one at a time, across the bridge on the downstream (undamaged) side while I stood in the middle of the damaged section. I observed no movement in, or extension of, the deck cracks and heard no sounds of distress during repeated crossings so I then told them to come over close together. Again no signs of distress! At this point the drivers asked why they were doing this, I replied 'To see if the bridge will fall down'. ...



I was told that our lightest bus weighed 10 tonnes. At our lunch time conference, I told the Chief Engineer that we should open the downstream lane to traffic with a 10 tonne weight limit and a speed limit of 24 kph to reduce impact stresses. Alan Robertson, (then) Engineer for Design, said we can't take the risk. I said we can and, in answer to the Chief's queries, told him that I had put 40 tonnes over the bridge and

observed no indications of trouble....

Restoration of Centenary Bridge was in two stages; firstly to make the damaged part safe and secondly to repair it. The northern end of the upstream girder, under the central suspended span, was supported only by the diaphragm connecting it to the second girder and by the deck. The designer advised that this heavily loaded the second girder was just safe, while the diaphragm between the girders was overloaded to breaking point even if it was uncracked (we later found it was cracked and theoretically should have failed, dropping the upstream girder, but this confirmed my experience that concrete has the ability to creep and redistribute high stresses in such circumstances).

We fabricated and placed a long steel girder above the damaged girder, strapped them together, like a splint on a broken leg, and hung the unsupported central span from the end of the steel girder. The load limit on the downstream lane was raised to 25 tonnes and the speed limit to 60 kph."



## Negatives Preserved in Ice

For the past 100 years, a box of never-before-seen negatives has been preserved in a block of ice in Antarctica. Late last year, Conservators of the New Zealand Antarctic Heritage Trust (AHT) came across the 22 exposed, but unprocessed, cellulose nitrate negatives during an attempt to restore an old exploration hut.

The negatives are believed to be from Ernest Shackleton's 1914-1917 Ross Sea Party, a group that was stranded in the hut during a blizzard when their ship blew out to sea. They were eventually rescued, but the box remained buried.



A Wellington photography conservator carefully processed the negatives in order to reveal the historic mysteries on each frame. Though slightly damaged, the incredible images give us a rare glimpse of adventurers from the past. AHT Executive Director Nigel Watson says, "It's the first example that I'm aware of, of undeveloped negatives from a century ago from the Antarctic heroic era. There's a paucity of images from that expedition."

<https://mymodernmet.com/antarctica>

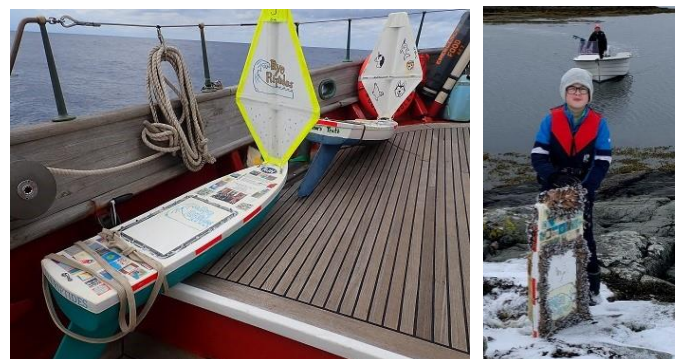
## Adrift for 13,412km

**RYE, NH.** A 5.5 foot long uncrewed sailboat (miniboat) built in 2020 by students at Rye Junior High in New Hampshire, was recovered in Smøla, near Dyrnes, Norway on 1<sup>st</sup> February, 2022. After 462 days and 13,412 km of traveling across the Atlantic Ocean, the deck and cargo hold were the only remaining pieces of the boat, but the messages inside have sparked a new friendship between schools.

Educational Passages, a non-profit organisation based in Maine, whose mission is to connect students around the world to the ocean and each other, started working with Rye Junior High School in 2018 on this project. The boat, which arrived as a kit was built by the students in Ms. Sheila Adams' science class as a way to learn about ocean currents, science, and math. The students were getting excited seeing it all come together and were about to

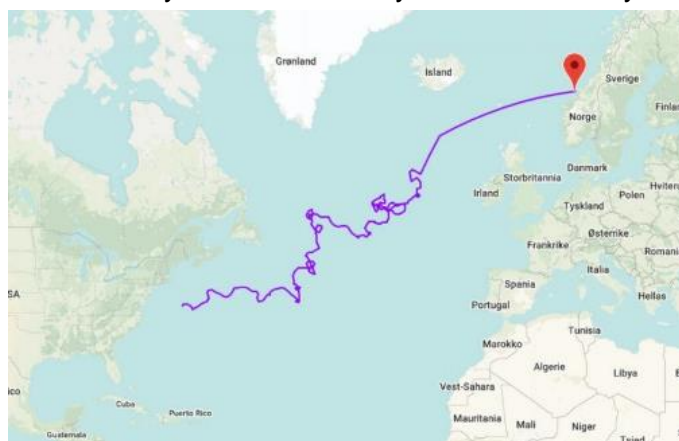
decorate the boat when COVID sent the students home for the rest of the school year."

The Sea Education Association (SEA) in Woods Hole, Massachusetts volunteered to launch the boat alongside another miniboat. They took the miniboats aboard the *SSV Corwith Cramer*, which launched the boats on 25<sup>th</sup> October, 2020.



Dr. Schell: (Six weeks later) "we sailed across the Gulf Stream tracking the current magnitude as we went. Once we found the fastest part, we sailed back to the chosen spot for launch (about 4 knots of current pointing due east) and both mini-boats caught the wind immediately and certainly appeared to be sailing faster than we were onboard the *Corwith Cramer*."

After 10 months at sea, the GPS on the *Rye Riptides* miniboat began reporting intermittently during hurricane season and then not again until 30<sup>th</sup> September, 2021. On 30<sup>th</sup> January, 2022, however, it reported once more from a small uninhabited island in Smøla, near Dyrnes, Norway. Thanks to connections made on social media, the boat was recovered by the Nuncic family who lived nearby.



The boat had been dismasted, and the hull and keel were no longer attached. The majority of the deck, with the cargo hold embedded, was intact and sealed. After clearing off barnacles that had grown on the boat during its voyage, the family brought the boat home. Karel Nuncic, who is also in Grade 6, brought the boat to his school, Smøla barneskole, the next day. There the students opened the cargo hatch and found the messages and trinkets that the students in the US had added nearly two years before.

[Boat Made by Middle Schoolers Ends up in Norway After 8,000 Miles \(mymodernmet.com\)](https://mymodernmet.com)