

G. W. WODE

QLO FLOOD COMMISSION OF INQUIRY
P.O. BOX 1738
BRISBANE QLO 4001

SUBMISSION ISSUES CONSIDERED WORTHY OF
IMPLEMENTATION/ INVESTIGATION etc PRIOR TO
NEXT MARY RIVER FLOOD SEASON (MARYBOROUGH)

Dear COMMISSIONER, ASSISTANTS etc,

I INTRODUCE AND IDENTIFY MYSELF AS A
RETIRED QLO POLICE OFFICER OF IN EXCESS OF
33 YEARS SERVICE WITH A FAIR SHARE OF
FLOODING EXPERIENCE HAVING BEEN STATIONED
AT TIARO AND MARYBOROUGH (BOTH ON MARYRIVER)

MY SUBMISSIONS/ SUGGESTIONS ARE
AS FOLLOWS: -

- (1) RE-INTRODUCTION OF MANUAL FLOOD
READING SYSTEMS TO INCLUDE LOCAL
RADIO / TV BROADCASTS FOR MARY RIVER
TRIBUTARIES CATCHMENT AREA etc

THIS SYSTEM OPERATED VERY
EFFICIENTLY IN PAST YEARS "WHEN LOCAL
RAINFALL / RIVER / STREAM HEIGHTS WERE RUNG
INTO D.O.M. (MET OFFICE), LOCAL ABC / SOME

SUBMISSION NO 1 (CONT'D)

Cont'd ABC / COMMERCIAL LOCAL RADIO STATIONS AND COMMERCIAL LOCAL TV STATION AS IT GAVE MANY HOURS PRE WARNING TIME TO RELEVANT DOWN STREAM COMMUNITIES TO PREPARE FOR THE EFFECTS OF FLOODING. THIS PRACTICE HAS CEASED SINCE THE INTRODUCTION OF AUTOMATIC RECORDING SYSTEMS BEING INTRODUCED BY DOM. AND THE INTRODUCTION OF WEATHER INFORMATION VIA COMPUTER.

I AM LEAD TO BELIEVE THAT THE MANUAL (AUTOMATIC RECORDING SYSTEM) CEASED AT TIARO AFTER APRIL 2001 AND MIVA APPROX 2008-2009 WITH THE INTRODUCTION OF AUTOMATIC SYSTEMS

IT MAKES RATIONAL COMMON SENSE TO REINTRODUCE A MANUAL FLOOD READING SYSTEM FOR DOWNSTREAM WARNINGS / BROADCASTS etc AT THE TOP END OF THE MINOR FLOODING SCALE WHERE IT IS REASONABLY EXPECTED THAT WITH ADDITIONAL RAIN AT LOCAL LOCATIONS AND DOWNSTREAM TRIBUTARIES IN FLOWS MODERATE TO MAJOR STREAM RISES COULD OCCUR.

THE RE-INTRODUCTION OF THIS TYPE OF MANUAL / AUTOMATIC RECORDING SHOULD BE CONSIDERED ON A STATE WIDE BASIS.

(2) RAISE TIGER STREET ROAD LEVEL TO GIVE ACCESS TO GRANVILLE BRIDGE DURING PERIODS OF LOW TO MODERATE FLOODING

I HAVE ALREADY MADE CONTACT WITH FRASER COAST REGIONAL COUNCIL AS PER MY MEMOS DATED 20-1-2011 AND 3-2-2011 SUGGESTING THAT THE EXISTING ROAD LEVEL OVER THE DIP/OPEN DRAIN IN TIGER STREET BE BROUGHT UP TO THE SAME ROAD LEVEL HEIGHT BY MEANS OF USE OF OPEN BOX CULVERTS OR SIMILAR WITH MINIMUM EARTHWORKS DISTURBANCE TO EXISTING LAND CONTOURS TO THE SAME ROAD LEVEL HEIGHT AS AT THE LOWER LEVEL SIDE OF ROAD (RIVERSIDE) AT THE INTERSECTION OF MARY/QUAVA STREET TO ALLOW C.B.D. ACCESS FROM GRANVILLE IN TIMES OF LOW TO MODERATE FLOODING ON THE PROPOSED ROUTE VIA TIGER/MARY/QUAVA/Alice STREETS

THE ABOVE PROPOSED ROAD ROUTE CARRIED (SUCCESSFULLY CARRIED) HEAVY ROAD TRANSPORT INCLUDING "B" DOUBLES DURING THE MAJORITY OF THE 2010 SUGAR CANE SEASON TO MARYBOROUGH SUGAR MILL IN LOWER HENT STREET WITHOUT ROAD DAMAGE / "B" DOUBLES OVER GRANVILLE BRIDGE etc WHEN THE NEW DOWNER EDI RAIL SIDING / CONM

SUBMISSION NO 2 - (PAGE 2)

(2) SIDING WAS BEING CONSTRUCTED ACROSS^{late} WENT STREET AND GUAVA STREET NEAR THE WENT STREET/GUAVA STREET INTERSECTION.

SOME AREAS OF THIS ROAD "CHANGE PROPOSAL" ARE CURRENTLY CONTROLLED BY BOTH MAIN ROADS AND COUNCIL WITH NEITHER PARTY WILLING TO GO OUTSIDE THEIR EXISTING RESPECTIVE ROAD CONTROL AREAS

(TYPICAL NOT OUR RESPONSIBILITY/ NO MONEY IN PROJECTED FUTURE PLANNING etc TYPE SITUATIONS) HENCE, NO PROPER INITIAL INVESTIGATION PROCEDURE YET UNDERTAKING TO MY KNOWLEDGE BY EITHER PARTY TO RECOGNIZE, IDENTIFY, RECTIFY etc THIS EXISTING INCONVENIENCE ACCESS PROBLEM/ TO PROPERLY EVALUATE THE MERIT OF THIS PROPOSAL WHICH HAS EXISTED SINCE THE BUILDING OF THE CURRENT GRANVILLE BRIDGE

A SIMPLE SOLUTION IS TO GET ACCESS TO EXISTING ROAD/ FLOOD HEIGHT DATA (WHICH I AM NOT PRIVY TO) THAT WILL READILY IDENTIFY THE MINIMUM HEIGHT RAISING REQUIRED FOR ROAD OVER OIP IN TIGER STREET OFF LEVELS FROM MARY/ GUAVA STREET INTERSECTION AND REDEFINE EXISTING COUNCIL CONTROLLED ROADS TO MAIN ROADS AUTHORITY TO ENABLE THIS PROPOSAL TO PROCEED/ CONT

(2) PROCEED/ FURTHER. IF INITIAL^{No} INVESTIGATION IDENTIFIES THIS PROPOSAL.

A ROUGH "EYE SIGHT LEVEL ESTIMATION INDICATES THAT THE ROAD LEVEL AT THE INTERSECTION OF MARY/ GUAVA STREET IS ABOUT 1.5 METRES ABOVE THE LOWEST SECTION OF ACCESS ROAD IN LOWER MENT STREET WHICH IS CONSIDERED TO BE OF CONSIDERABLE ADVANTAGE TO TRAFFIC USING THE GRANVILLE BRIDGE AS THE BRIDGE HEIGHT AND ITS TOWN SIDE APPROACH IS WELL ABOVE THE MARY STREET/ GUAVA STREET INTERSECTION ROAD HEIGHT

(3) REMOVE LARGE TREE (IN RIVER FROM LAST FLOOD) LOCATED UPSTREAM NEAR GRANVILLE BRIDGE IN CLOSE PROXIMITY TO SUGAR MILL

THIS LARGE "GROWING TREE" WAS BROUGHT DOWN DURING THE LAST MARY RIVER FLOOD AND HAS THE POTENTIAL (IF NOT REMOVED/ SUNK etc) TO INFLICT DAMAGE TO THE GRANVILLE BRIDGE DURING FUTURE FLOODING EVENTS

A DIRECTION TO THE RELEVANT AUTHORITY TO ATTEND TO IT'S REMOVAL/ DISPOSAL WITHOUT UNDUE DELAY SEEMS MOST APPROPRIATE. - PHOTOCOPY OF RELEVANT TREE ATTACHED.

I HOPE THESE SUGGESTIONS/SUBMISSION HAVE BEEN/WILL BE OF HELP TO THIS COMMISSION IN AN EFFORT TO STANDARDIZE FUTURE QJO FLOODING PROCEDURES etc.

Enclosures (VARIOUS PHOTOCOPIES OF PREVIOUS OLD FLOOD RECORDS FROM MARYBOROUGH CHRONICLE etc

Copies of previous letters to FERC
Road Map etc.

[REDACTED] (R.W. WOOD)

2-3-2011

RAINFALL RECORD

Rainfall at Maryborough has been officially recorded since 1870.

The following chart has been compiled from data supplied by Crohamhurst Observatory and the Chronicle's own records:

Year	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Total
1870	—	969	4043	427	653	290	719	333	100	465	367	230	8596
1871	1023	135	545	241	91	10	108	12	132	554	309	295	3455
1872	1920	954	427	97	186	166	184	205	97	242	469	681	5628
1873	433	1088	872	276	200	1025	55	469	143	146	750	736	6193
1874	1182	322	496	592	119	227	352	188	256	118	180	251	4283
1875	374	2543	1651	246	650	214	467	39	57	636	660	378	7915
1876	417	296	223	710	1130	279	320	86	4	299	34	498	4296
1877	1148	29	575	150	63	184	423	360	282	400	505	178	4297
1878	358	963	316	85	473	205	5	60	232	0	229	1110	4036
1879	608	577	459	555	434	319	345	1271	383	324	445	579	6299
1880	306	821	487	924	48	20	146	0	233	432	529	523	4469
1881	503	258	458	315	286	286	0	117	364	219	239	101	3146
1882	20	649	747	198	50	301	52	126	91	1960	118	1186	5498
1883	818	704	181	139	217	50	29	175	150	256	28	311	3058
1884	384	243	364	335	604	145	183	55	38	192	693	314	3550
1885	292	245	981	83	218	411	0	92	383	241	296	214	3456
1886	708	378	396	429	344	859	371	222	530	115	371	527	5250
1887	454	1295	1222	746	65	32	292	335	208	35	370	351	5405
1888	128	1093	86	291	106	64	23	119	56	85	156	407	2614
1889	63	78	634	791	406	43	618	283	295	131	315	674	4331
1890	961	740	1430	561	471	243	66	146	302	23	367	415	5725
1891	406	74	522	312	595	1075	152	296	154	166	297	831	4880
1892	321	146	1740	677	294	110	198	105	206	702	404	648	5551
1893	1710	3041	486	211	191	1165	468	482	122	96	548	142	8662
1894	1825	430	1287	291	386	227	5	48	323	181	285	300	5588
1895	3006	552	192	342	55	17	241	24	218	91	259	836	5833
1896	687	2187	223	205	252	190	155	77	43	19	455	392	4685
1897	268	394	661	18	46	195	573	116	339	651	77	706	4044
1898	964	781	2049	186	275	267	39	156	225	178	325	356	5801
1899	804	587	591	459	335	420	171	149	229	120	51	413	4329
1900	488	178	326	117	433	121	432	57	355	122	68	118	2815
1901	503	551	1176	556	409	222	306	587	105	154	184	154	4907
1902	129	75	96	157	36	24	29	57	69	91	111	402	1276
1903	209	276	323	66	1133	160	617	109	193	262	396	504	4248
1904	264	56	394	1007	442	137	39	46	62	352	262	233	3294
1905	2069	267	278	348	356	121	7	26	104	248	125	466	4415
1906	386	834	677	102	485	264	15	231	647	122	249	439	4452
1907	552	784	1028	125	321	605	64	93	25	273	349	581	4800
1908	577	1024	1123	267	225	36	81	186	105	184	201	164	4173
1909	851	711	246	249	93	256	509	253	156	51	394	686	4455
1910	565	314	518	172	64	574	157	35	122	153	526	319	3519
1911	1693	661	720	261	16	11	79	147	9	304	90	498	4489
1912	239	393	1318	32	109	916	202	126	6	554	416	319	4630
1913	2357	621	173	500	721	348	226	0	141	351	282	644	6364
1914	270	1195	1289	189	177	644	68	162	235	500	54	189	4972
1915	341	766	29	103	223	84	160	121	294	11	129	237	2498
1916	191	754	348	507	576	321	283	266	382	570	684	559	5441
1917	590	268	604	130	254	27	53	236	363	179	893	522	4119
1918	1454	739	494	335	195	0	46	136	175	55	24	224	3877
1919	57	240	497	293	635	81	55	142	0	292	21	30	2343
1920	1237	122	224	241	371	344	158	190	225	428	265	1008	4813
1921	756	200	502	976	221	389	337	131	290	116	382	1175	5475
1922	701	998	80	34	188	280	247	45	122	28	213	659	3595
1923	526	514	241	962	152	439	324	76	223	92	224	832	4605
1924	244	1004	737	254	165	135	469	162	357	427	436	447	4837
1925	1379	470	690	172	118	873	34	160	67	82	641	643	5329
1926	491	53	341	468	964	259	99	4	350	105	12	2171	5317
1927	1718	614	775	421	12	396	81	86	209	705	386	384	5787
1928	641	1737	279	1334	116	574	120	42	41	48	91	510	5533
1929	418	321	250	1275	25	255	3	70	36	406	426	245	3730
1930	1134	500	305	270	566	1137	96	343	98	79	461	186	5175
1931	134	2356	556	289	246	163	81	287	75	128	449	895	5659
1932	62	135	18	773	117	225	21	67	295	590	180	425	2908
1933	561	538	96	365	95	228	330	180	373	828	884	967	5445
1934	244	2116	253	1012	324	149	217	202	116	388	577	696	6294
1935	466	704	152	635	254	2	386	116	333	194	152	551	3945
1936	286	246	532	142	295	461	148	0	18	110	209	393	2840
1937	145	659	1303	303	26	163	254	89	16	181	397	323	3859
1938	844	186	872	300	662	218	398	182	68	425	421	34	4610
1939	873	205	919	316	215	350	289	139	0	290	283	424	4303
1940	219	731	888	139	132	65	111	124	133	62	423	483	3510
1941	834	509	448	283	719	215	23	57	10	98	71	329	3596
1942	376	634	34	414	215	151	226	1	137	398	538	1069	4183
1943	617	456	46	239	199	126	0	69	202	544	487	883	3868
1944	711	436	273	65	188	213	436	136	124	121	369	310	3382
1945	797	643	341	195	294	266	438	43	314	204	105	308	3998
1946	570	224	730	250	102	18	9	64	75	124	147	221	2534
1947	623	1396	939	675	194	29	25	134	453	114	506	393	5477
1948	341	477	829	481	732	523	137	66	140	84	154	436	4400
1949	658	1104	1371	193	123	182	136	77	315	1545	399	381	6484
1950	482	1971	774	342	205	447	717	138	14	557	670	290	6666
1951	1233	268	291	195	86	78	12	56	55	90	50	189	2603
1952	565	418	2159	393	576	225	153	210	193	151	103	119	5265
1953	396	1103	1619	404	50	21	3	415	71	678	620	469	5849
1954	517	1478	189	297	278	118	1454	276	450	437	212	245	5951
1955	216	618	2073	515	1018	118	167	16	195	620	159	1435	7150
1956	599	1816	2074	265	663	543	223	18	82	498	400	1664	8845
1957	121	331	70	57	12	174	301	223	5	112	206	60	1885

RIVER TOPS 30FT.

The river height, 30ft. 6in., at the Wharf Street flood gauge at midnight last night was within 4in. of equalling Maryborough's fourth highest flood since recordings first were made, in 1890.

In the seven major floods preceding the present one the heights were:

- 1890: 32ft. 3in.
- 1893: 40ft. 2in.
- 1898: 30ft. 10in.
- 1921: 23ft. 6in.
- 1928: 22ft. 6in.
- 1955: 37ft. 11in.
- 1956: 24ft. 9in.

The 1955 flood produced the greatest damage to date, because the city had expanded considerably — residentially, commercially and industrially, between 1955 and the earlier visitations.

Since 1955 a considerable building program has been almost completely on ground levels above those affected by the flood of that year.

At midnight last night it was considered that, if further heavy rains did not occur to produce local flooding, there would be very little further effect on the town from the height of the river itself.

13-1-1968
 CHRONICLE 13-1-1968

Floods to peak in city today

24/2/92

CHRONICLE 24-2-1992

Muddy brown water began creeping into Maryborough's low-lying homes last night but the city is well prepared for its biggest flood for 18 years.

About a dozen houses in the low-lying areas of Fort, Wyland and Kent streets had been evacuated by last night. The flooded Mary River is expected to peak when it is pushed back by the high tide at dawn today. A peak of 9 m is predicted, about 2 m below 1974.

Maryborough will feel the last lash of the tropical low that dumped up to half a metre of rain on a strip of the south Queensland coast late last week. The monsoonal deluge first swiped Pacific Haven near Howard, then swamped Gympie with its biggest flood since 1955 and poured more floodwaters into parts of the Sunshine Coast.

One man died and another went missing in floodwaters near Brisbane as the depression moved south.

In Maryborough, preparations for the flood moving downstream from Gympie began in earnest on Saturday. A small army of workers beavered to move gear and stock from industrial sites in Lower Kent Street and Ann Street and farms in The Pocket.

Inner city shops with basements were also cleared of stock and portable goods. Cars and caravans were shifted from Ferry Street businesses near the Lamington Bridge, which disappeared from view early yesterday. Across the road, residents and holiday makers methodically moved vans from Wallace Caravan Park.

Granville was cut off at Guava Street by yesterday morning but Coast Guard Sandy Straits ferried people across to the southern end of the Granville Bridge until bridge access was cut late in the afternoon.

Power to outlying areas, rural roads and city streets of Maryborough were cut steadily through the day as water backed up through creeks and gullies of the river and Tinana Creek.

Some rural areas have been without power since Saturday afternoon. An electricity board spokesman said yesterday a helicopter crew had been un-

able to isolate the problem. Another flight would be made this morning.

The helicopter belonging to Mr Peter Foxe of the Carriers Arms, which was used in emergency operations on Friday, will also be put to use this morning to ferry milk, bread and other supplies — including school principal Mal Jurgensen — to Granville. Aldridge principal and Granville resident Norm Kleidon will make the return journey. All schools will be open today, although numbers are expected to be down.

Numbers will also be down at some work places but major disruptions are unlikely. Hyne and Son will ferry workers across Guava Street to the sawmill sites above flood height in east Kent Street.

An ambulance officer, a doctor and two nurses on standby at Granville were prepared for any emergency and could even handle minor operations while the suburb was isolated, a spokesman said.

A fire unit was also stationed at Granville. About 1 pm yesterday firemen pumped water into two above-ground fuel tanks at the Mobil depot in Kent Street. Police feared the tanks would float away. Rising water stopped the men pumping after about 45 minutes.

Thousands of sightseers were out yesterday to gaze at the surging floodwaters. SES workers warned people on the northern approach to the Lamington Bridge to walk on the road because of snakes sheltering in the grass on the footpath. Several snakes were seen in the river from vantage points in Queens Park.

Main routes west and south of Maryborough cut and opened during the day as the flood peak moved downstream. It reached 21.4 m at Gympie at 8.50 pm on Saturday and last night was dropping at 20 cm an hour. The highway north of Gympie was open but is expected to stay cut south of the city until after noon today.

The river peaked at Tiaro last night at 18.45 m at 9 pm.

**Further details,
photos: inside.**

Mary River peaks since 1893 big 'un

The Mary River spilled into Gympie yesterday at levels higher than in 1974 and almost as high as in 1955 but Maryborough is not expected to be hit as severely.

The crest of the wall of water moving downstream is expected to swirl into Maryborough this morning and be pushed up by the high tide. Levels in the city are predicted to be 2 m below the '74 flood because the influences of Munna Creek and Tinana Creek will not be as strong.

Flood hts:	1893	1955	1974	1989	1992
Gympie	25.00 m	21.45 m	20.50 m	19.60 m	21.40 m
Tiaro:	22.20 m	20.70 m	19.50 m	15.90 m	18.45 m
Maryb'n:	12.20 m	11.30 m	10.95 m	6.65 m	9.0 m?

Heartbreak at Howard D2 and 4



CHARONICK 25-2-1992

25-2-1992

The stinking mud the Mary will leave as she ebbs back to her river bed will be the worst aspect of the 1992 flood in Maryborough.

City residents rolled up their carpets and left their homes in low-lying areas yesterday, while inner-city businessmen looked ruefully at flooded cellars as the city took on its traditional carnival atmosphere.

With plenty of warning and plenty of practice, most residents were well and truly prepared for yesterday's flood —

and many took to the streets to see the spectacle of their city half under water.

The Mary River peaked at 9.5 m about 3 pm — much higher and much later than first expected, but well under the 10.95 m recorded in 1974.

The Lamington, Granville and Saltwater Creek bridges were cut and barricades over dozens of flooded streets made the trip into the city centre a maze for motorists.

Basements in the central business district were inundated as the water crept up Adelaide

Street and into Kent Street throughout the morning.

Most shop owners in the threatened area had cleared their basements over the weekend, and lifted stock on ground floor to higher levels.

While the flooded shops were closed for the day, it was business as usual for most workplaces, industry and schools.

Granville community hall's makeshift medical centre was inundated with people seeking treatment throughout the day.

One of the first cases came

on Sunday night when two people needed treatment for minor injuries after a single vehicle accident in Wentworth Court.

The two males, together with a pregnant woman and three medical cases, were airlifted by Medivac helicopter to Maryborough Base Hospital yesterday morning.

A hospital spokesman said the accident victims were treated for minor injuries and admitted for overnight observation, but both were well.

• **Continued Page 7.**

Let's party... In stead of wallowing in the murky floodwaters the owners of this low Ann Street home were ready to party. They issued a broad invitation to their neighbours with this huge banner. Some low-lying Maryborough houses were evacuated as the Mary River reached its 9.5 m peak about 3 pm yesterday. Inner city businesses cleared stores as floodwaters flowed into the basements. Street were cut by water and residents negotiated alternative routes to work

City flooded

26/2/92

LIFE is slowly beginning to return to normal for the flood-bound city of Maryborough.

Deluges of 300mm or more that swept the Queensland coast from Gladstone to Nambour on Thursday night, caused violent flooding in the Mary, Burrum, Cherwell and Isis Rivers.

Small communities, such as Pacific Haven outside Howard, were devastated by the floods while in Maryborough it was more an anxious time of watch and wait.

Roads to the north, south and east of the city were cut preventing many workers getting to and from work.

On Sunday afternoon the local SES evacuated residents from 15 homes in Maryborough.

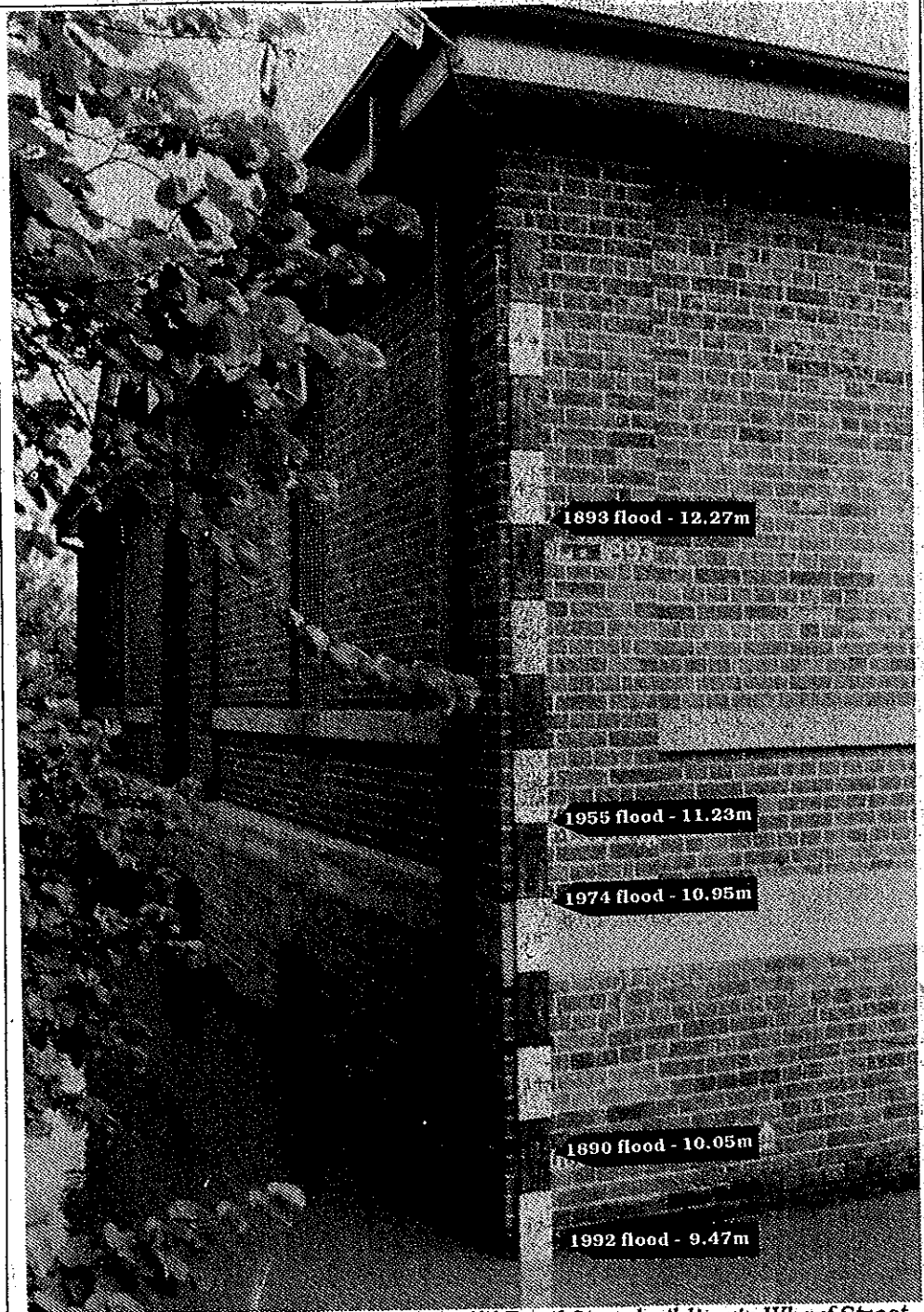
Local SES members had advised others who had opted to stay in their homes, of the expected height. SES members also sandbagged their homes.

The Mary River rose to its peak of 9.47 metres around 2pm on Monday afternoon, but by then a handful of businesses at the lower end of Adelaide Street were already under water.

Other businesses in Adelaide and Kent Street had moved their stock to higher ground.

Granville remained isolated but was otherwise safe, and Tinana was able to main-

To page 2



THE flood markings on the back of the old Bond Store building in Wharf Street.

CHRONICLE 26-2-1992 (PAGE 1)

Not a drop for 10 months, then it did not stop

Maryborough and district is in the midst of the worst drought for 100 years, but Maryborough historian Marie Walker says it does not rate with the big dry of 1862.

That parched year the district did not have a drop of rain for 10 months.

Mrs Walker said that no rain

1862, to December 26, a period of 10 months.

All waterholes except those fed by springs dried up. The Mary River was very salty and small sharks were seen as far up as the tide reached.

The frosts that prevailed in the months of June, July and August of that year were severe and the cold intense, Mrs Walker said. However, when the

drought did break, as it did on Boxing Day, the rain continued with few breaks, for four months.

A record of the drought appeared in an article Mr P. O'Kelly wrote for George E. Loyau's *History of Maryborough*.

At the time of the drought Mr O'Kelly was employed by surveyor Cecil Hugh Colquhoun when surveys were being made around

Maryborough and the Tinana area.

One of the first work Mr O'Kelly did in the Maryborough district was the feature survey of the Tinana Creek from its junction with the Mary River to Teddington, Mrs Walker said.

He was one of the early cane farmers and installed his own crushing mill.

27/3/91

26/2/92

Mary River drops; clean-up begins

The massive clean-up began in earnest in Maryborough yesterday as flood levels in the Mary River slowly dropped.

Throughout the morning, the level dropped an average of only 2 cm an hour to be 7.85 m at noon. But the level dropped 13 cm in the hour from noon to 1 pm, and a further 52 cm to 7.20 m, by 4 pm.

Maryborough police officer Senior Sergeant Mike Garrahy said the Granville bridge was reopened to foot traffic about midday after safety harnesses were installed.

Maryborough City Council city engineer Vern Lever-Shaw said engineers inspected the bridge for structural damage and debris in the afternoon and

By Philip Deem

declared it safe for traffic. However floodwaters still blocked approaches to the bridge late yesterday afternoon, preventing a reopening.

Saltwater Creek bridge, which flooded on Monday, was reopened late yesterday afternoon, restoring the direct link between Maryborough and Hervey Bay. Traffic between the two cities had been diverted via Torbanlea, but steady rain yesterday cut that route several times throughout the day.

By 8 pm the river height had fallen to 6.55 m. The Lamington Bridge would become visi-

ble once the river fell below 6 m.

Mr Lever-Shaw said floodwater was expected to drop below the level of the Lamington Bridge late last night.

Sgt Garrahy said there had been no problems with relief operations and flood monitoring yesterday.

"The SES flood boat is taking many people back to their homes to clean up now that the water level is dropping," he said.

He praised the efforts of the many SES volunteers and police who had worked long hours to help people in trouble and avert any disaster.

Sgt Garrahy said there had been no problems in the Gran-

ville area yesterday, after six people had been airlifted to Maryborough for medical treatment on Monday.

Mr Lever-Shaw said teams of council workers had operated overnight on Monday, and all day Tuesday on flood relief work.

He said one crew started the inner city clean-up operations on Monday night as floodwaters fell.

More teams worked yesterday cleaning debris from previously flooded streets. With the help of the fire brigade, all roads were hosed to get rid of silt, mud and debris before barricades were removed, Mr Lever-Shaw said.

Businesses count cost

• From Page 1

Owner Kevin Galloway said that some of the stock was taken to the storeroom above the shop and fixtures and fittings were moved to higher ground. The carpet was also lifted on Sunday.

"It has cost us money tradewise," he said, "but we are just lucky that we didn't have any stock damage."

One of the hardest hit sporting clubs in the city was the Maryborough Sailing Club.

Water about 1.75 m deep flowed through the clubhouse on the river's edge near Queens Park. It upturned the cold room, smashed crockery, swelled the wooden floorboards and

left other equipment strewn around the wooden building.

A group of four workers travelled by boat out to the isolated refuge to begin the clean-up about 9 am yesterday. Because of its location, the sailing club is not insured.

Maryborough Services Memorial Bowls Club greenkeeper Bob Stevenson also began the tiresome job of restoring the greens which were awash with filthy, stinking water yesterday.

"I will have to tickle the grass now. That will involve poisoning the grass to ensure that no foreign seeds begin to grow. Then we will have to drill it, put lime on it and fertilise it."

Deluge of photos follows downpour

After the deluge of rain last week came a deluge of photographs of past floods. Chronicle readers responded magnificently to a request in yesterday's edition for photographs of the big floods of 1955 and 1974.

A steady stream of private photographs arrived at the Chronicle office from early yesterday morning and a fascinating pictorial record is now being compiled.

The Maryborough Wide Bay-Burnett Historical Society has lent photographs of the 1893 flood for a special publication on floods in Maryborough, including what had become known as the Deluge of '92.

Thanks to our generous readers, the 24-page booklet will be on sale this week.

Flooding cuts Bay road

The uncertainty of flooding has caused headaches for workers commuting between Hervey Bay and Maryborough this week.

Rain continued to fall, threatening to isolate Hervey Bay, with flooding at Saltwater Creek cutting the Hervey Bay-Maryborough Road up until about 3 pm yesterday.

Hervey Bay Police had placed detour signs on the highway, directing traffic along the alternative route through Torbanlea.

However, there had been no certainty of finding this route open, as heavy rain falls up to yesterday frequently cut

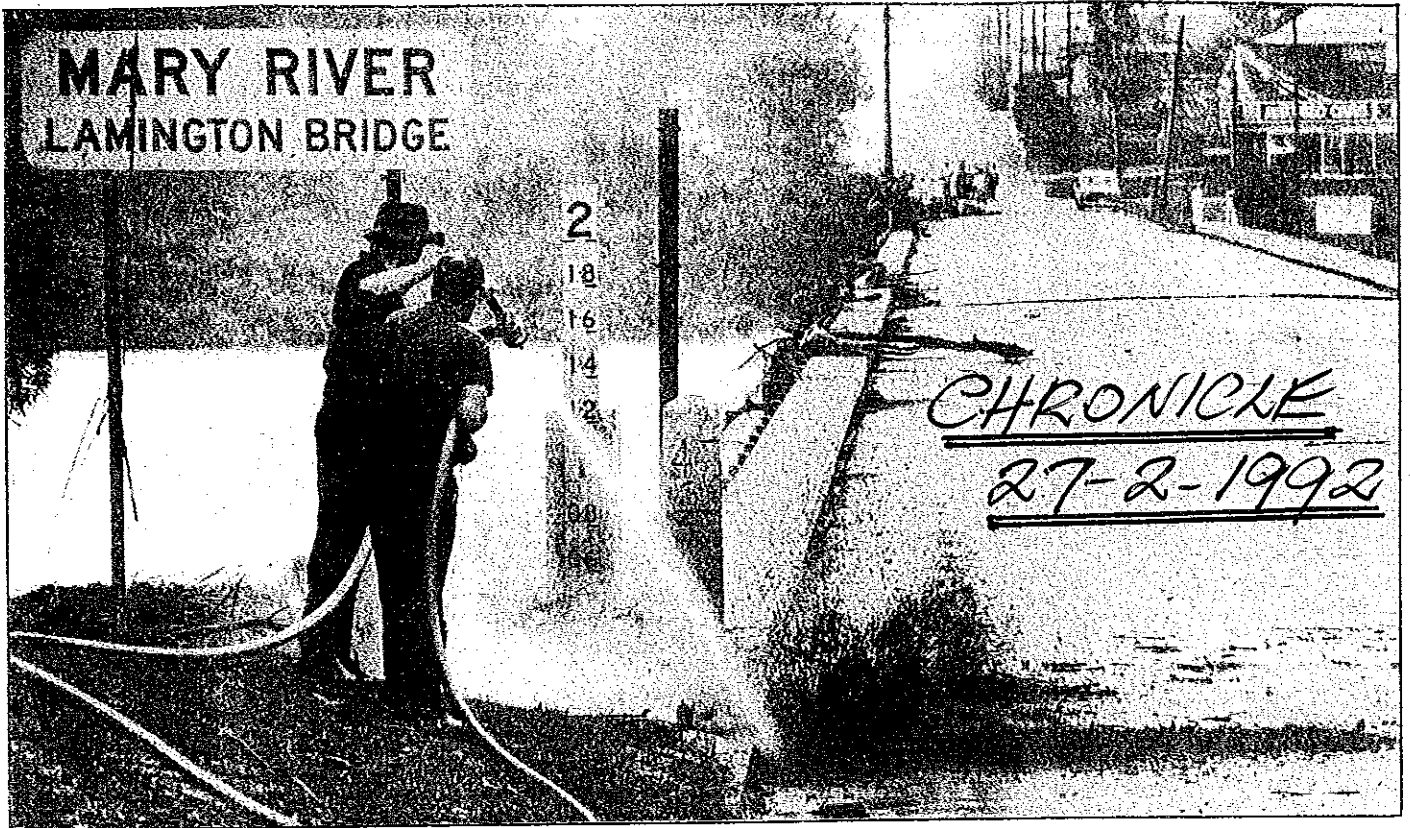
the road in many places.

Pupils at Torbanlea State School were sent home early at 2 pm yesterday on buses in case the school became cut off by floods.

Workers had managed to get through in the mornings only to find themselves trapped by rising water later in the day.

Sgt Noel Sparks from the Hervey Bay Police said if people were in doubt about getting through, they would be better off to stay put.

He said he was sure people realised they were better off looking after their own safety and that of their families.



Blast off . . . Queensland Fire Services Maryborough branch acting sub-station officer Michael Corser (left) and fireman Greg Walters blast some of the debris from the Lamington Bridge. About 20 firemen from the Maryborough branch have volunteered to help with the city clean-up.

Clean-up to be all over bar memories

The last of the flood clean-up should be finished today, Maryborough police officer Snr Sgt Neville said yesterday.

All water had subsided from the inner city streets and the Granville Bridge was opened to traffic early yesterday morning.

Repair work had to be completed on the Lamington Bridge and the handrails replaced before it was opened about 5 pm yesterday.

Residents, business houses

and sporting clubs were able to complete a more accurate assessment of the damage caused by the floodwaters. Armies of workers began the painstaking task of scrubbing walls, washing carpets and cleaning streets.

About 20 firemen from the Queensland Fire Service's Maryborough branch used fire hoses to blast the debris off city streets and some of the shop basements yesterday.

A spokesman said that the firemen had volunteered for the clean-up and had been working for two days to clear the streets.

Sgt Flood said that all of the planning for the flood "had not been wasted".

Maryborough Mayor Ald. Alan Brown expressed similar sentiments.

He said that all agencies of the Maryborough Counter Di-

aster Committee had responded and co-operated magnificently.

"We have suffered the effects from the flood but due to the planning, actions and competence of the emergency service personnel, essential service personnel, council employees, the media and volunteers, the effects of the flood have been kept to a minimum," Ald. Brown said.

Markets halted for first time

There will be no Market Day today.

Maryborough Heritage Market manager Avery Brown spent yesterday telephoning as many stall-holders as possible, and messages were broadcast on radio.

"It is the first time we've cancelled the markets since they began in November, 1987," she said.

"We were planning to have it as usual, but the rain just keeps on going so a lot of people can't get in and those who can would

get their stock ruined. We held off making the decision till the last moment but the weather forecast is for rain for the next few days."

Mrs Brown said the decision to cancel the markets had also been prompted by requests from Kent Street traders who were still getting things back to normal after the floods.

She said that next week's market would be huge because all those stall-holders who came fortnightly would be there next week and the offer of free sites made to Maryborough retailers

this week would apply for next week.

"Any retailers in Maryborough with stock they want to sell at real rock-bottom prices should ring us and they will be given free sites, but the number of sites is limited so it will be a case of first in, first served.

"There should be lots of bargains with water-damaged stock -- it won't be a fire sale, it will be a flood sale."

Retailers who want to book sites should phone the Market Day number, 21 4286 as soon as possible.



Avery Brown: spent day on phone telling stall-holders.

Flood peaks at Maryb'n

12/3/92

Water taxis might end work today

By Jason Nahung

The whiff of two-stroke fuel greeted passengers lining up at the Guava Street water taxi ranks yesterday.

The blubbering of outboard engines and barricades on flood-prone streets were reminders that the city was in flood; a fact belied by a warm blue sky that sent grey clouds scurrying during the day.

The Mary River began falling yesterday afternoon after peaking about 2 pm at 6.65 m.

It was only dropping at a rate of centimetres an hour, a police spokesman said, but was expected to drain faster after the 9 pm high tide.

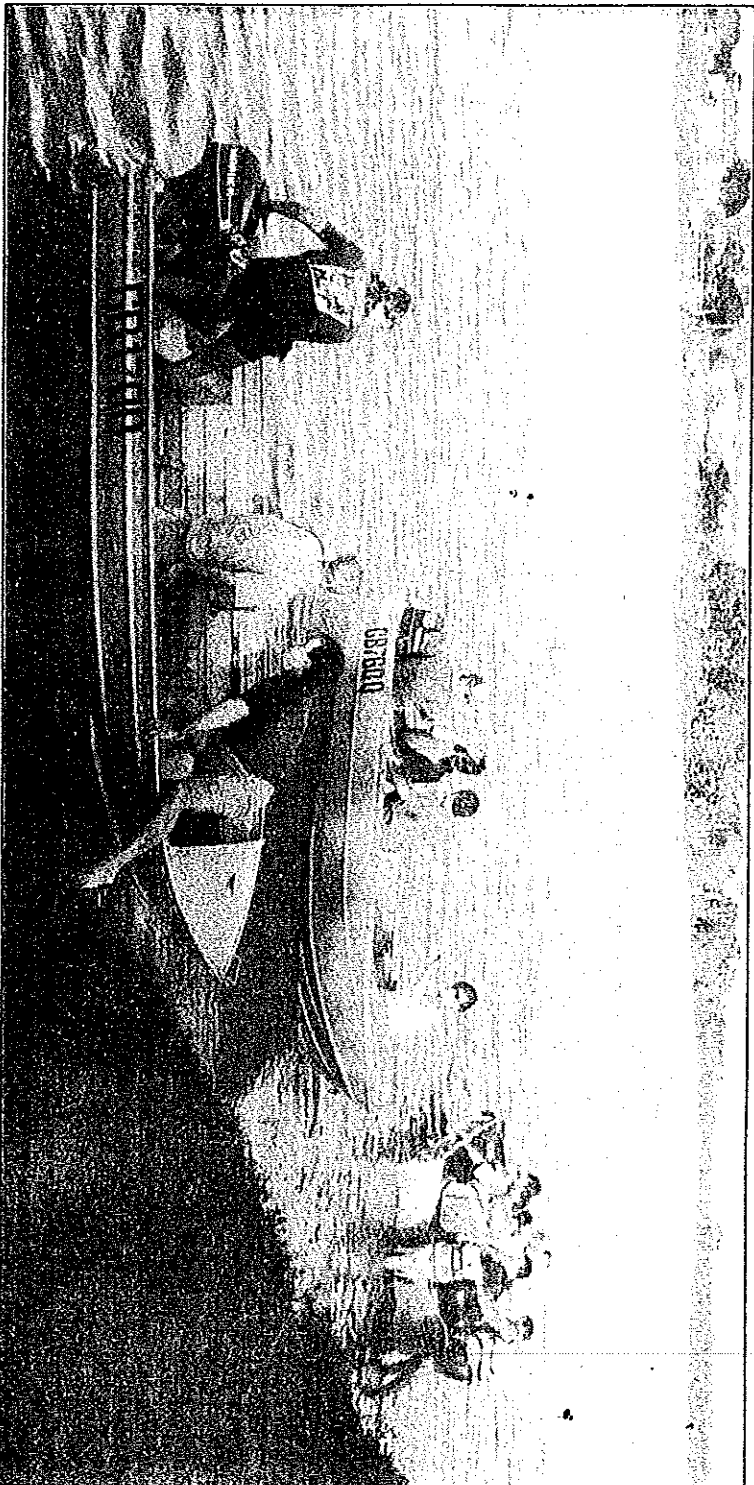
There were hopes that Maryborough roads would be free today.

The prospect of driving to work would not disappoint many Granville residents, who have been commuting to work since the Mary cut access to the Pocket side of the Granville bridge on Monday.

Many of those waiting patiently on the Walkers Ld bank yesterday afternoon had never before had to use the water taxis provided by Coast Guard Sandy Straits, the SES and Hyne and Sons.

This time the Granville Bridge did not go under, allowing access to the sugar mill side of the Mary's usual flood shortcut across the Pocket.

They bore the delay stoically — "What else can you do?" was a typical comment.



A helping hull . . . Granville commuters board some of the water-taxis for the trip home across the flooded Mary yesterday. Bare muddy feet was the dress code for the venture. (Photo by John Miller.)

Some yearned for a causeway across Guava Street and a better bridge.

Most passed off the wait as a nuisance and sought a dry perch before stripping off shoes and socks and stepping gingerly down the slippery bank to the waiting aluminium dinghys.

By 5.30 pm, most of the workers were on their respective banks, meeting or waiting for their lift to emerge from among the patient watchers.

Granville was one of the last areas still cut off yesterday, with floodwater cutting the road to Tin Can Bay south of the Boonooroo turnoff.

The Mary River peaked at 15.5 m at Mivag on Tuesday, 5 m below its level in the February flood. Yaro peaked at 14.45 m yesterday morning.

The Gregory River had receded enough to allow access between Childers and Bundaberg by the Isis Highway, but the Goodwood Road route was still cut.

The Bruce Highway was still cut between Childers and Gin Gin.

The Weather Bureau said the upper Burnett River near Mundubberra was falling but further slight rises could occur in the lower reaches between Walla and Bundaberg.

Power was restored to most of the homes at Glenbar and upper Tinana Creek. Wide Bay-Burnett Electricity Board district manager John Kelly said yesterday.

Both areas were among several blacked out during Monday night's tempest.

The Tinana Creek homes were brought back on in the morning but repair crews had trouble getting to the Glenbar problem — a pole burnt off at ground level. A resident said power was restored about 4.30 pm.

Some isolated homes were still without power, Mr Kelly said.

CHRONICLE 19-3-1992



Fraser Coast
REGIONAL COUNCIL

MAYORS OFFICE

PO Box 1943
Hervey Bay Qld 4655

T 1800 881 400
F (07) 4197 4455
E enquiry@frasercoast.qld.gov.au
www.frasercoast.qld.gov.au

7th February 2011

Mr G Wode

[REDACTED]
MARYBOROUGH QLD 4650

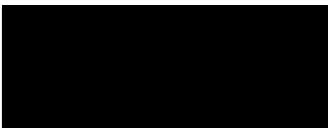
Hello Mr Wode,

Thank you for your letter of 3rd February 2011 providing information in relation to flooding problems in the vicinity of Tiger/Guava/Mary Streets Maryborough.

I have requested Councils Director Infrastructure and Environment to investigate your suggestions and provide you with feedback.

Yours sincerely

[REDACTED]
MICK KRUGER
MAYOR



COPIES TO: - MAYOR/CEO/ENGINEERING SERVICES
ALL COUNCILLORS/FLOOD DEBRIEF etc.

F.C.R.C. REF NO'S DOCS# 1994467- REFER
1995683

Subject Proposal: - RAISE TIGER ST ROAD LEVEL
TO GIVE ACCESS TO GRANVILLE BRIDGE DURING PERIOD
OF MODERATE FLOODING (MAYBE 20/1/2011 REEF)

TO: - ALL THE ABOVE NOMINATED PARTIES etc I
NOW SUPPLY BASIC DETAILS TO ELIMINATE
EXISTING PROBLEM OF LOW LEVEL ROAD
TOWN SIDE ACCESS FROM GRANVILLE IN-TIME
OF MODERATE FLOODING ON THE PROPOSED
ROUTE VIA TIGER/MARY/GUAVA/Alice STREET

(1) RAISE ROAD LEVEL OVER THE EXISTING DEEP
OPEN DRAIN BY MEANS OF OPEN BOX
CULVERTS OR SIMILAR WITH VERY MINIMUM
ROAD EARTHWORKS REQUIRED THAT DOES NOT
ADVERSELY IMPACT ON EXISTING LAND
CONTOURS IN TIGER STREET TO THE
SAME ROAD LEVEL HEIGHT AS AT THE
LOWER LEVEL SIDE OF ROAD (RIVER SIDE)
AT THE INTERSECTION OF MARY/GUAVA ST

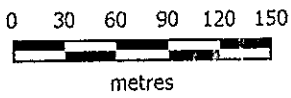
(2) MINOR DRIVEWAY ACCESS RE-ALIGNMENTS
ALSO NECESSARY TO TWO EXISTING
PROPERTIES WITH BOUNDARIES ON THE EASTERN
SIDE OF TIGER STREET CLOSE TO DRAIN etc.

A PERUSAL OF RECENT AND PAST FLOOD
RECORD ROAD HEIGHTS WILL READILY IDENTIFY
THE MERITS OF THIS PROPOSAL

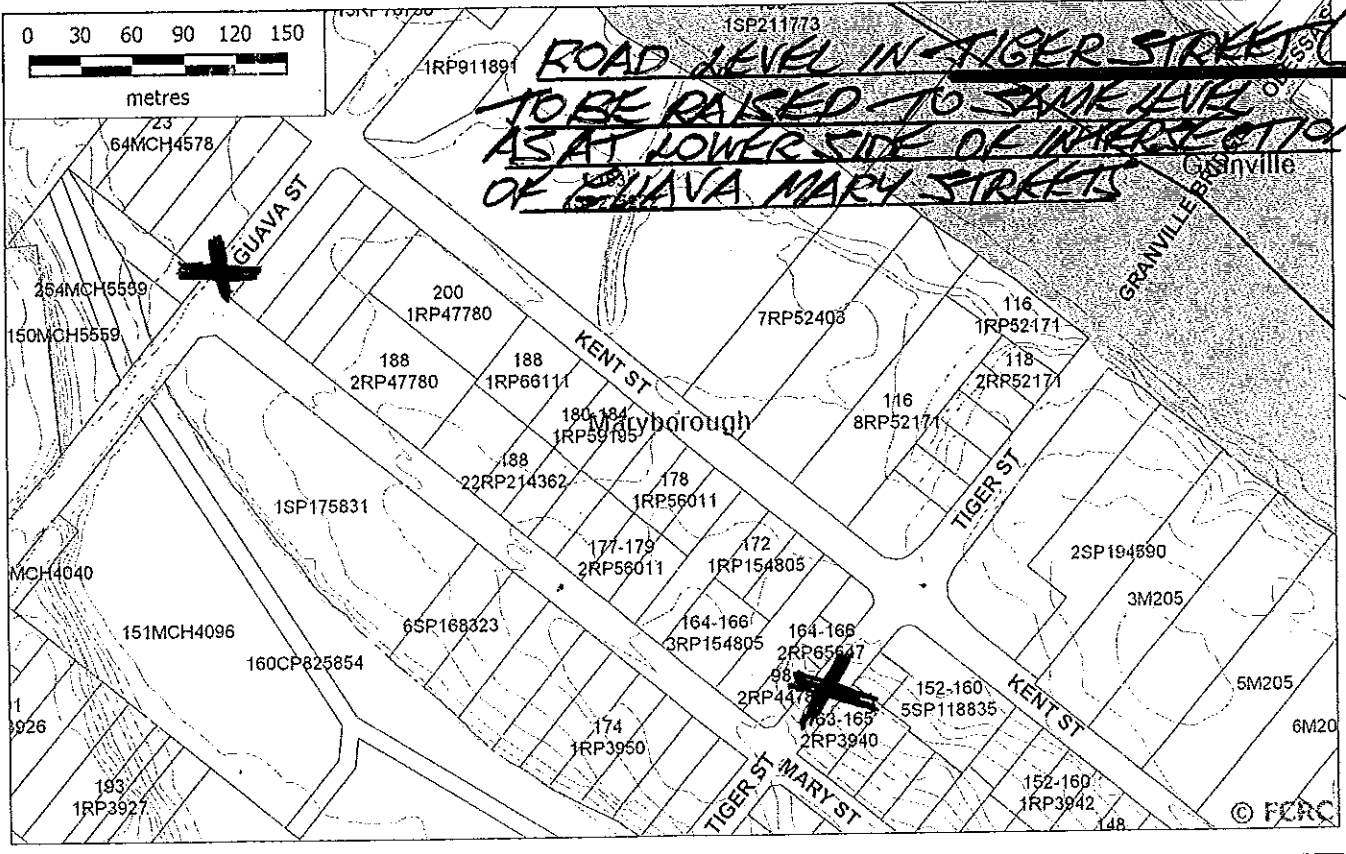
(Enc) - MARKED MAP FOR REFERENCE

PHOTO COPY OF ORIGINAL LETTER WRITTEN DATED 3-2-2011 (WITH
ATTACHED MAP) HANDED INTO FCRC OFFICE MARYBOROUGH ON 3-2-2011

[Redacted] (G.W.WADE)
[Redacted] 15300 4650 3/2/2011



**ROAD LEVEL IN TIGER STREET (DIP)
TO BE RAISED TO SAME LEVEL
AS AT LOWER SIDE OF INTERSECTION
OF GUAVA MARY STREETS**





Fraser Coast
REGIONAL COUNCIL

MAYORS OFFICE

PO Box 1943
Hervey Bay Qld 4655

T 1800 881 400
F (07) 4197 4455
E enquiry@frasercoast.qld.gov.au

www.frasercoast.qld.gov.au

27 January 2011

Mr Graham Wode
28 Hoffmann Street
MARYBOROUGH QLD 4655

Hello Graham,

Thank you for your letter of 20th January 2011 offering suggestions with regard to the Guava/Tiger Streets entrance to the Granville Bridge.

I have taken your suggestions on board and referred them to Councils Engineering Department for further consideration.

Yours sincerely



MICK KRÜGER
MAYOR

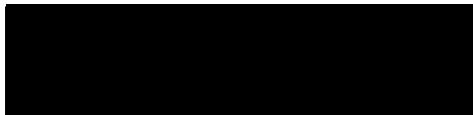


PHOTO COPY OF ORIGINAL LETTER WRITTEN / DATED 20-1-2011
HANDLED IN TO KERC OFFICE MARYBOROUGH ON 20-1-2011

AS A LOCAL RESIDENT OF GRANVILLE (HAVING BEEN BORN IN MARYBOROUGH AND BEING A MEMBER OF A FAMILY THAT HAS CONTINUOUSLY OWNED RESIDENTIAL LAND IN GRANVILLE SINCE APPROXIMATELY 1951) WHEN THE NOW BOONDOON COAST ROAD WAS BASICALLY ONLY A DIRT TRACK TO THE FISHING COMMUNITIES OF BOONDOON / BIG TUNA etc I WISH TO MAKE COMMENT ON EXISTING GRANVILLE BRIDGE VEHICLE ACCESS DURING THE RECENT MODERATE FLOOD CLOSURE FROM 9/1/2011 TO 14/1/2011.

THE CORRECT IDENTIFICATION OF THE EXISTING PROBLEM OF BRIDGE CLOSURE FOR THE SIX (6) DAY PERIOD LIES NOT WITH THE BRIDGE HEIGHT BUT RATHER WITH THE LOW LYING SECTIONS OF ROAD IN HEAT STREET BETWEEN GUAVA STREET AND THE FIVEWAYS AND TIGER STREET BETWEEN HEAT STREET AND MARY STREET OVER THE EXISTING (DIP) OPEN DRAIN.

IT WOULD MAKE SOUND ECONOMIC SENSE (AT MINIMUM COST) TO RAISE THE TIGER STREET ROAD LEVEL TO GET CBD ACCESS FROM GRANVILLE VIA TIGER / MARY / GUAVA / ALICE STREETS IN TIMES OF MODERATE FLOODING WHEN THE GRANVILLE BRIDGE IS STILL CLEAR

I HOPE THIS MATTER IS PURSUED WITH VIGOR BY OUR FEDERAL / STATE REPRESENTATIVES ALONG WITH COUNCIL AND DEPT OF TRANSPORT REPRESENTATIVES TO OVERCOME THIS EXISTING INCONVENIENCE PROBLEM

COPIES TO: - MAYOR/CEO/ENGINEERING SERVICES (WAYNE SWENNEY) / DISASTER PLANNING CO-ORDINATOR (CHRIS VAKAS) ALL COUNCILLORS / FLOOD DEBRIEFS etc.

SUBJECT: - F.C.R.C INVITATION TO MAKE COMMENTS SUGGESTIONS etc TO IMPROVE DISASTER PLANNING - RECENT MARY RIVER FLOODING

TO: - ALL THE ABOVE NOMINATED PARTIES etc. I REFER TO MY TELEPHONE CONVERSATION WITH D.O.C. CHRIS VAKAS ON 7-2-2011 WHEREBY THE SUBJECT OF GREATEST CRITICISM IN REGARDS RECENT MARY (MARYBOROUGH) RIVER FLOODING WAS LACK OF WARNING BROADCASTS etc. PRIOR TO EVENT etc.

THIS IS NOT A FINGER POINTING LETTER TO IDENTIFY WHO STUFFED UP WHERE, WHEN AND WHY etc BUT TO HAVE A SUITABLE WARNING SYSTEM AMENDMENT MADE TO YOUR DISASTER PLANNING MANAGEMENT MANUALS SO THAT THE MATTER IS ADEQUATELY COVERED IN FUTURE FLOODING/DISASTER EVENTS.

MY IMMEDIATE FAMILY FLOODING EXPERIENCE RELATE BACK TO 1955 AT 141 MARY STREET.

AN ARRANGED SHORT MEETING WITH D.O.C. VAKAS AT F.C.R.C. OFFICE ALONG WITH A VEHICLE INSPECTION WILL RAPIDLY IDENTIFY OTHER AREAS OF NEED etc

AWAITING YOUR REPLY

(B.W. WOOD)
(07) 41 202896

10/2/2010

PHOTOCOPY OF ORIGINAL LETTER WRITTEN/DATED 10-2-2011
HANDLED INTO FCRC OFFICE MORE ON 10-2-2011
(HAD MEETING/INSPECTION WITH CHRIS VAKAS ON 16-2-2011)

SUBMISSION NO 3 - LARGE TREE
IN MARY RIVER (TOWN SIDE BANK)
APPROX 150 METERS UP STREAM FROM
~~THE OLD~~ BRIDGE)
SPAVILLE
PHOTO TAKEN FROM SPAVILLE BRIDGE WITH OLD HYNÉ &
SON PUMP JETTY IN FORE GROUND - TREE BOULDER
DOWN ~~THE~~ JANUARY 2011 FLOOD



