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**THE EARLY DAYS OF CLARE**

**Those of our members** who spent some of their early, and single days, at Clare can breathe easily. This story is not about their adventures and misadventures.

In the second half the last century a State telegraph line was built to connect Townsville to the south. This line crossed the Burdekin River about 36 kilometres upstream of Ayr. A testing station and Post and Telegraph office were established on the western bank of the River to service the line. This group of buildings became Clare.

A "road" ran from Ayr, through Clare, to Reid River to join the Townsville - Charters Towers road. Later Cobb & Co. ran coaches along this road from Ayr to Charters Towers. Clare was one of the changing stations for horses and a hotel was built where travellers could take refreshments or stay overnight. At least one little lad returning by coach from boarding school at Charters Towers to Ayr was cared for by the Clare Post Mistress because it was "not fitting" for one of tender years to stop at "the Pub".

The first Post Master was a Mr. Swan whose sons later took up pastoral land further upstream and whose name was given to Swan's Lagoon near Millaroo.

Cattle bound for the meatworks at Bowen from western Queensland were railed to Reid River and driven on hoof through Clare, across the River and on to Bobawaba where they were railed to Merinda near Bowen.

In 1901 the Telegraph Line was built by the Federal Government along the Northern railway and the State line was abandoned and after a short time only the pub remained at Clare.

By 1921 the hotel was unlicensed although its owner, Mary Slattery, still managed to supply the needs of her few customers. The elderly lady later became lost in tall spear grass while searching for her goats and died from exposure and infection caused by spear grass seeds penetrating her skin.

The Granshaw family took up land in the area in 1923. While clearing land for farming the family made charcoal which they sold to Delta farmers to fuel suction gas engines driving irrigation pumps. They also sold firewood to the sugar mills. The Granshaws were still well-known farmers in the area many decades later.

(These notes are based on a paper written by Mrs Mary MacDonald in 1959 for the Clare Branch of the Queensland Country Women's Association.)

## AWARD FOR EXCELLENCE IN IRRIGATION

**David Morwood** was presented with the important "MacLean-Iedema" Award for Excellence in Irrigation by the Irrigation Association of Australia, at the Association's Dinner in May. The dinner was held at the Convention centre in Brisbane, in conjunction with their International Convention. Hundreds of people from the Irrigation Industry in Australia and Overseas were at the dinner. The Award is an Australia wide one, and this is only the second time it has been made.

David says he "doesn't know why he was selected, but the citation covered his whole career and sounded pretty good, which proves that you can fool most of the people most of the time." He has given me the following note to express his thoughts more seriously.

"I was, of course, extremely pleased and honoured to receive the award, especially as I feel sure there are others who at least equally deserved it. I am very grateful for the thoughts and efforts of those who nominated me, and of course to the Association who made the award possible. I had no idea that any of this was being done and no prior knowledge of the award until immediately before the dinner. I am delighted that the award was presented by **Jim Purcell**, who has just completed a term as President of the Association. Jim worked for me in Water Resources some years ago, and it was especially pleasing to meet him again in his leading role in the Irrigation Industry.

I regard the award as a great personal honour, but even more as recognition of the efforts of many people with whom I have had the privilege of being associated over the years. These people can be classified into three main groups, and many of all three groups were at the dinner:

- Those who "worked with me" (i.e. "worked as members of teams I worked with"). I couldn't have achieved much without them.
- Those who were "superiors", and who contributed ideas and direction and most importantly allowed me to run with ideas from my staff and myself.

Many of these two groups are members of WRROA, and many others were at the dinner.

- The third group are extremely important. They are the members of the commercial part of the irrigation industry. Those who were cooperative with and sometimes leaders of our desire to lift the technical and economical efficiency standards of water storage and irrigation. In their case they often sacrificed short term results in a very competitive field. I hope they have been duly rewarded with longer term gains. Without this third group, our task would have been much harder. I think the present strength of the Association represents a recognition that these people were right.

In accepting the Award, I recognise that it is really for all of these three groups."

## FISH STOCKING

A lot of us believe that the deliberate release of introduced fish to Queensland streams is a relatively recent happening. Not so according to a report by the Herbert Chamber of Commerce in 1910. "...it has now been successfully demonstrated that trout can be hatched in the streams of the Herberton District and that a fair number of fry have been launched into most of (the) chief streams"

**from The Northern Sun April-May-June**

**1997**

## REST IN PEACE

**HUGH VALLANCE.** Hughie passed away at the Hervey Bay Hospital on 28th April at the age of 90 years. Since retirement the Vallances lived at Hervey Bay, the last few years in Fraser Shores Retirement Village.

Hughie worked in the old Mechanical and Electrical Branch as a Plant Inspector particularly with motor vehicles. He was greatly respected by all who worked with him, particularly those in the country. Nothing was a trouble to him as he did his work quietly, efficiently and speedily.

When I told a colleague of Hughie's death, his first remark was "He was a real gentleman." None who knew him would argue, and few would want a better tribute.

Our sympathy goes to his wife Pauline.

**PAUL KERSWELL** died on 20th May in his 79th year. For several years Paul has been in Nursing Homes, firstly in Buckingham Gardens (where Jim Ole lived) and finally in the Pimpama Nursing Home. Paul retired in July 1979 after 43 years of service. He worked in Accounts, Licensing (Surface and Underground) and Records Branches. He was Officer-in-charge of the latter at the time of his retirement. Paul was well liked by those close to him. To these people we extend our condolences.

**TONY COUTTS** passed away on 10th May and was buried at Tweed Heads. Tony was a surveyor with the Local Government/Primary Industries Departments and would be well and favourably known to some of our members. He is survived by wife Rosemary and three children, one of whom is Danny, who is an engineer with the Natural Resources Department at Ayr. Danny suffered the tragic loss of his wife some months ago.

We extend our sympathy to the family.

## BERTRAMS' BUGS

**The Bertrams** are back from Indonesia where they spent time with family. They also got involved in the import business and brought back a large consignment of wildlife thought to be salmonella enteritidis. They were able to dispose of this in about a fortnight but alas at a great loss.

The good news is that their family has returned safely to Australia.

**A conference is a gathering of important people who singularly can do nothing, but who collectively can decide that nothing can be done.**

## DEPARTMENT OF NATURAL RESOURCES

The following is a copy of an address by **Lee Rogers** to the Association's Annual General Meeting on 22nd April 1998.

What we remember as the Water Resources Commission is now essentially in three separate Groups within the Department of Natural Resources which is of course led by **Tom Fenwick** as Director General with **Peter Bevin** as one of two Deputy Director Generals. These three groups are;

### **Resource Management Group - Executive Director Scott Spencer**

This Group has responsibility for assessment, management and allocation of the State's land, water and forest resources. It can be described as the "regulator". **Chris Robson** is the General Manager for Water and Catchment Management.

### **Regional Infrastructure Development Group - Exec Director Bill Eastgate**

RID has responsibility for water industry development including urban water roles and for water infrastructure planning and development. RID could be described as the "developer". Lee Rogers is General Manager, Water Infrastructure Planning and Development. **Bob Reilly**, an economist with a forestry background, is acting General Manager, Water Industry Development.

### **State Water Projects Group - Executive Director Peter Noonan**

This Group has responsibility as the "operator" of all existing state owned dams, weirs and irrigation areas. This Group includes two other businesses;

### **Engineering Services (previously Design and Construction Divisions) and Asset Management Services.**

The General Manager of Engineering Services is Brian Shannon

This Group separation is mirrored in the Department's five Regions. In three of the regions the Regional Directors are ex Water Resources people

**Greg Claydon    South Region**  
**Mike McKenna    Central Region**  
**Graham Milligan    West Region**

As well as the above Groups, much of the department's scientific and technical expertise such as the former Surface and Groundwater hydrology and Geographic Information Systems staff is now consolidated in a Resource Sciences Centre at Indooroopilly. **Frank van Schagen is it's Executive Director.**

### **WHY THE SEPARATION?**

The Council of Australian Governments agreement on water reform committed the States to many initiatives including institutional reform - mainly to separate the "regulator" from the "operator". This separation hasn't gone as far for the department as for say the State electricity industry. Many of the water industry clients don't see a basis for the separation but some others, particularly the conservation movement don't believe it has gone far enough.

## PLANNING AND DEVELOPMENT

The current Government has committed \$1 billion to water infrastructure over 15 years essentially to increase the availability of water to underpin economic growth.

A nine person Task Force was set up by the previous Minister to advise on development priorities. In response to its recommendations, the Department developed a five year Implementation Plan which was endorsed by Cabinet. The Plan sets out what is intended with regard to project planning and development and indicates how funds will be allocated to capital works, project proposals and to major catchment studies.

Over the past year, the Department progressed a significant number of projects including:

**Burdekin River Irrigation Area**, further expansion  
**Dumbleton Weir** on the Pioneer River, Stage 3 raising  
**Bedford Weir** raising, fixed crest and rubber dams  
**Bingegang Weir** raising, fixed crest  
**Warril Creek Diversion Weir**  
**Borumba Dam**, increasing full supply level by 2.5 metres  
**Walla Weir** on the Burnett River  
 A number of **Sugar Package projects** including the Eli Creek waste water irrigation scheme where seven cane farms receive effluent from the Hervey Bay sewage treatment plant.

The Department played a major role in two new **pipelines, one from Julius Dam to the Ernest Henry Mine** north of Cloncurry and the other from **Eungella Dam to Goonyella and Moranbah**. Each has a capacity of 15000 ML per year and a length of 110 km.

**Two new projects have been approved:-**

**Stage 1 of an offstream storage based on Beardmore Dam** will have a capacity of 55000 ML. It will improve the reliability of supply to irrigators supplied from the Dam as well as improve downstream compensation flows.

The second project is **the Nathan Dam proposal on the Dawson River** downstream of Taroom. It will have a capacity of **880000 ML**, the fourth largest in the State. It is expected that a private consortium, SUDAW Developments will design, construct, operate and finance the project and sell the water supply from it. This is a first in Australia and signals a major shift from the Department's traditional role. After having identified the opportunity and completed the evaluation and impact assessment the Department will be primarily as a "regulator" of the developer with the private sector bearing the financial risk rather than the State budget.

No doubt the project will raise many interesting issues, indeed it could be said that "we live in interesting times"

**Thank you Lee**

**If the law course is so difficult to pass, how come there are so many lawyers?**

## AND THEN THERE WERE NONE

Ten civil servants standing in a line;  
One of them was downsized, and then there were nine.

Nine civil servants who must negotiate;  
One joined the union, and then their were eight.

Eight civil servants thought they were in heaven;  
One of them was redeployed, and then there were seven.

Seven civil servants, their jobs as safe as bricks;  
One was reclassified, and then there were six.

Six civil servants trying to survive;  
One of them was privatised, and then there were five.

Five civil servants ready to give more;  
But one golden handshake reduced them to four.

Four civil servants full of loyalty;  
Their jobs were re-advertised, and then there were three.

Three civil servants were all under review;  
One left on secondment, and then there were two.

Two civil servants coping on the run;  
One went on stress leave, and then there was one.

The last civil servant agreed to relocate;  
Replaced by ten consultants at twice the hourly rate.

## GET OUT OF MY WAY

The following is the transcript of an actual radio conversation between a US warship and Canadian authorities off Newfoundland in October 1995. It was released by the Chief of Naval Operations in the same year.

Americans: Please divert your course 15 degrees to the North to avoid a collision.  
 Canadians: Recommend you divert your course 15 degrees to the South to avoid a collision.  
 Americans: This is the Captain of a US Navy ship. I say again, divert your course.  
 Canadians: No. I say again, you divert your course.  
 Americans: This is the aircraft carrier USS Lincoln, the second largest ship in the United States' Atlantic Fleet. We are accompanied by three destroyers, three cruisers and numerous support vessels. I demand that you change your course 15 degrees North, that's one five degrees North or countermeasures will be taken to ensure the safety of this ship.  
 Canadians: This is a lighthouse. Your call.

## BELT UP

Bob hated wearing a seat belt, but one day he spotted a police car behind him and quickly put the belt on. Too late and he was pulled over.

"You weren't wearing your seat belt" the officer said.

"Yes I was." Bob replied. "But if you won't take my word for it ask my wife."

"Is that true Madam?" asked the policeman.

"Officer." she said, I've been married to Bob for 25 years, and one thing I've learned in all that time is: never argue with him when he's drunk!"

**Run with the hounds,  
And you had best beware,  
One day soon  
You may become the hare.**

## FROM THE PAPERS

### CONTINENTAL CONFUSION

From Der Spiegel, Berlin.

"The European Parliament has agreed to a single European currency unit to be called the EURO to replace the franc, deutzmark, lira etc. The new money is legal from the start of 1999. It is reported that five years later Europe will have a single language.

After extensive, and at times acrimonious negotiations, English will be adopted with some modifications to meet the demands of the French and more particularly the Germans.

Thus 's' will replace the soft 'c' and 'k' will take the place of the hard 'c'. Then logically 'f' replaces 'ph' and the use of double letters will be discouraged.

Another refinement will be to get rid of the silent 'e', 'th' will become 'z' and 'v' will take the place of 'w'. Similarly 'ou' will be replaced by the single 'o'.

These forward looking changes will result in considerable economies, a necessity as the world moves into a capital driven society. For example computer keyboards will need fewer keys and words like 'fotograf' will be 20% shorter.

**"After 50 yars ve vil hav a reli sensibl riten styl. Zer vil be no mor trubls or difikultis and evriun vil find it ezi to understand esh ozer. Ze drem vil finali kum tru!! Ve von ze var!!!!!!!"**

**Diplomacy is the art of saying "Nice doggie" until you can find a rock.**

**Missionaries gave cannibals their first taste of Christianity.**

**The reason most people play golf is to wear clothes they would not be seen dead in**

otherwise.

## EARLY DAYS

At **Sheila Turner's** suggestion we have started a regular feature about the "good old days" and maybe the not so good ones. This contribution to the Newsletter comes from **Bob Kimber**. At the time, the early '50's, Bob was in charge of large repairs to Marian Weir west of Mackay.

We were advised by letter (no telephone then) to expect **Commissioner Haigh** and **Arch McIntyre** (Senior Construction Engineer) to arrive at the Mackay air-port.

Our battered 1 ton Commer truck was hardly suitable to convey such august persons to the work site, so I met them in my little Austin A-30. Upon arrival at the airport I parked in the appropriate area, noting that my little car was the only vehicle there.

The venerable DC3 duly arrived and my visitors emerged from the converted Air Force hut that acted as the terminal building and asked where the transport was located. I gestured in the general direction of the car park and was surprised at the dismay exhibited by my visitors. I looked to the car park and was surprised that the only vehicle visible was a huge grey Rolls Royce which was parked beside my humble "Baby" Austin completely hiding it from view.

I felt it totally unnecessary to explain that lowly construction foremen did not usually drive Rollers!"

**Thanks Bob Kimber.**

## RELAXING IN RIO WITH THE REDMONDS

### (AND BREATHLESS IN BOLIVIA)

Fortified by medication and a Broncos-like fitness program to prepare us for high altitudes we set out for **South America** with 5 other tourists, a tour leader and 3 trainee staff - we were well "managed"!

**Chile** is economically sound and security deficient (**Santiago** at least) and one of our older tour members (not Len) was mugged.

The trip from **Peurto Mondo** (Chile) to **Bariloche** (Argentina) was a series of boat trips across various lakes connected by coach travel on land. The scenery was spectacular despite poor weather. A group of 10-12 well dressed fellow passengers enjoyed the whole experience (and available drinks) and were labelled as "Colombians" presumably because they were non-conformists.

Then on to **Buenos Aires**, which we believed to be the most pleasant and tourist-friendly city in South America. It's reputation for safety was dented when our Tour Leader had his brief case stolen from our midst in the foyer of our Hotel. A gang of "Colombians" were blamed. We visited all the major tourist sites and completed our "cultural" education with a Tango Show with dinner and a visit to Eva Peron's Mausoleum - constantly supplied with flowers.

**Iguassi Falls** (Argentina/Brazil border) were very spectacular particularly as a major flood was in

progress. We were concerned about travelling to the base of the Falls in the large inflatable boat until we saw the twin 200 HP outboards - one would have got us out of trouble!

In **Rio De Janeiro** we continued our "cultural" education at the Samba Show and a semi-final of the Brazilian soccer championships at Maracana Stadium which was built to hold 200,000 + but which is now limited to 160,000 (no doubt due to improved diet!). The education continued with a keen study of "fashions of the locals" on **Copacabana Beach** the findings (Len's) were that the total area of flesh displayed was more than on our beaches but that the area shown per person is much greater in Oz. A unique opportunity to learn new skills and sharpen old ones was declined when we knocked back dinner and drinks with Ronald Biggs (train robber). And of course we visited Sugar Loaf mountain and the Statue of Christ the Redeemer.

We flew to **Iquitos**, an Amazon River port in north **Peru** and then by boat 50 km downstream to "Explorama Lodge" with its basic grass-hut type accommodation, no power, primitive earth trench toilets and limited reticulated water. During three days here we walked in the bush, visited Indian villages and Cec won the piranhas fishing competition until disqualified for not taking the fish off the line. There were macaw and green parrots, a "pet" tapir and toucans trained to join us in the "outdoor shower" so as to limit hot water consumption. The tranquil atmosphere of the Amazon jungle was damaged somewhat during one walk when a chain saw burst into life.

Peru's capital, **Lima**, looks impressive and wealthy but with security problems. Excursions, except in organised groups are virtually prohibited. Maybe the Colombians are to blame, or perhaps its Biggs.

The quick change in altitude from **Lima** (sea level) to **Cusco** (12000 ft) caused breathing and circulation problems for all the tourists. One of our younger colleagues needed oxygen after hurrying to board the bus.

**Cusco**, in the Andes, was the centre of the Inca empire and its sun worshipping civilisation before a Spanish city was built on the Inca masonry. Our hotel had a constant supply of Coca tea available at all times, a pleasant drink. We don't think the result was quite as direct as the product of the Coca leaves sent over the border to Colombia to make a substance of mind-blowing price and effect.

The lost city of **Machu Picchu** is in relatively good condition, because it was not found by the conquering Spanish after the Incas left about 1500 AD and remained isolated until discovered in 1911 by an American archaeologist. Machu Picchu is now reached by a switchback railway - 7 switchbacks in all - with ample opportunity for the locals to sell their craft work.

The mind boggles at the work that went into the temples, cities and terraces etc throughout Peru and Bolivia. Most of the agricultural land was developed by terracing otherwise useless steep slopes. Complex irrigation systems often served these terraces.

Our next leg was by train from Cusco to **Puno** on **Lake Titicaco**. Up at 4:45 am to have breakfast and catch a train that eventually left at 11am - an engine problem. We are still amazed that the train stayed on the rails - the roughest train trip we have ever had. A visit to the toilet was most frightening. We passed through La Raya Pass, the highest rail pass in the world, 14172 ft, and arrived in Puno at 1 am. Another 4:45 am rise was rewarded with a beautiful sunrise over Lake Titicaco, although this part of the lake is spoiled by pollution. Then into **Bolivia** and overnight accommodation in a fairly luxurious catamaran on the Lake.

The energetic Incas had even built on the rocky islands in the Lake and we had to climb to the top of the Island in the Sun, a long way up. Here we saw a white Vicuna, a relative of the Llama, whose main claim to fame is the ability to spit great distances, thus discouraging close-up photos. The city of **La Paz** is dominated by dry, undulating moonscape like country which was reflected in the County Club Golf course. Some of the holes were so badly eroded as to be impassable even on foot. Other tees, fairways, and greens were top class and deserved better golf than we could offer but the caddies tried hard.

Passengers leaving La Paz must have supreme confidence in the aircraft captain because the plane needs 14000 feet to become airborne due to the high altitude.

Following a day in **Buenos Aires** shopping and visiting a ranch we began our return to **Australia** via **Rio Gallegos** near the Falklands to top up with fuel and **New Zealand**.

**Thanks Len and Cec Redmond**

**Why did kamikaze pilots wear helmets?**

**They think they can make fuel from horse manure... Now I don't know if your car can get 10 kilometres to the litre but it's sure going to put a stop to siphoning.**

**Have you noticed? Anybody going slower than you is an idiot, and anyone going faster than you is a moron.**

Cheers  
Bernie Credlin  
Editor