

VICROADS ASSOCIATION NEWSLETTER NO. 255.

March 2024

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Membership of the Association is available to all who have been members of VicRoads or forerunner organisations or the spouse of deceased members, and bestows on them all the rights of the Rules of Association. Cost of membership is a once only fee of \$50. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary, VicRoads Association, PO Box 3217, Cotham VIC 3107 or by phone or e-mail as shown above. Visit our website at <https://vicroadsassociation.org>

Dear Members,

My task for this newsletter has been made easy as I have received a lot of very interesting news from members and friends.

The most significant of these is a paper on the Ships and Voyages of Captain Matthew Flinders RN written by my friend, Hugh Orr. I have introduced Hugh to you before but let me refresh your memory.

Like me, he is a retired engineer and like me, he has a great interest in history and art. He lives in Adelaide so our friendship is a long distance one but we catch up on the phone fairly regularly. Hugh is a learned student of John and Elizabeth Gould and has written a lot about the drawing and production of their beautiful prints of the birds of Australia – and other subjects. I included some of these prints in an earlier newsletter. In fact, I have more in storage and will resurrect them shortly.

Hugh is a member of the Royal Geographic Society of South Australia and over the last year or so, he has been writing up descriptions of the treasures in the Society's collection. These can be found on their website and I will be seeking permission from the Society to publish a few of these in future newsletters.



Portrait of Captain Matthew Flinders painted by Antoine Toussaint Antoine de Chazal in Mauritius.

One of their treasures is a rare edition, published as two volumes of journals and two volumes of charts in 1814 by Matthew Flinders. It surely must be one of the most significant collection of documents in Australian history. They contain the first maps of much of the coastline of Australia. When Hugh set out to write the description of them, he made an abbreviated listing of the ships and voyages of Matthew and he then expanded it into the paper that I will publish over the next few newsletters.

I wrote about Flinders many years ago, relating to the first map of Australia. You may remember that the first map was published by a French explorer, Louis de Freycinet, soon followed by Flinders' map. Freycinet drew his map from bits and pieces of other explorer's charts (as well as his own) but Flinders' map was derived from his circumnavigation of the continent. His was a far more accurate representation than Freycinet's.

The first instalment of Hugh's paper commences under And Now for Something Beautiful on Page 31.

PLEASE NOTE OUR NEW MAILBOX ADDRESS

Our new address is:

**PO BOX 3217
Cotham VIC 3101**

ACKNOWLEDGEMENT OF THE CLOSURE OF HEAD OFFICE IN KEW

Jim Webber, Jill Earnshaw and I have met with the Department of Transport and Planning to discuss the details of the function to be held in the Theatre and Cafeteria. There has been a hiccup in settling on the date but I will confirm all arrangements by separate email.

WHAT'S COMING UP

Please remember that partners and friends are always welcome to our events.

The table below shows a tentative summary of events for 2024. Please note the change of date for our meeting with the TAC in Geelong. It is now going to be held on 28 May which has meant that we have also changed the date for the visit to the Shrine of Remembrance. It is now scheduled in June.

We will confirm these details when they are finalised.

Date	Event	Contact Person
Thursday 14 March	12 noon Annual General Meeting followed by lunch at 1.00 pm, Waverley RSL	Ken Vickery
Tuesday 2 April	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Tuesday 28 May	10.00 am morning tea at TAC Geelong followed by a 10.30 am briefing on Victoria's road safety strategy. Lunch with ex-VicRoads colleagues at a venue yet to be decided.	Nick Szwed

Monday 3 June	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 17 June	10 am Shrine of Remembrance – highlighting the recent upgrade followed by lunch and a possible tour of Royal Botanic Gardens	Jill Earnshaw
Tuesday 2 July	12 noon for 12.30 pm Lunch at Waverley RSL	Ken Vickery
Monday 5 August	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Monday 19 August	10.30 am West Gate Tunnel Project	David Jellie
Monday 7 October	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Friday 25 October	12 noon. Annual Golf Day at Greenacres.	Jim Webber
Monday 14, Tuesday 15 October	Regional trip to Traralgon (for lunch with ex-VicRoads staff), overnight in Orbost & then to Cooma to be briefed on the engineering and financial aspects of the Snowy 2.0 Project from 2pm to 3:30pm. Overnight in Cooma or another Snowy town, then return to Victoria via Canberra, Albury or other options on 16 October.	Jim Webber
Monday 2 December	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up
Tuesday 10 December	12 noon for 12.30 pm, Christmas lunch, Waverley RSL	Ken Vickery
2025		
Monday 3 February	12 noon Occasional Lunch, Doncaster Shoppingtown Hotel	Just turn up.

The next two functions on our agenda are:

Annual General Meeting - Thursday 14 March at 11.30 am at Waverley RSL followed by lunch at 12.30 pm.

Please note the change to the start of the meeting as previously notified. The Waverley RSL is located at the end of Coleman Parade opposite Glen Waverley Station, for those who wish to travel by train, is the end of the line.

The meeting will be held on the first floor which can be accessed by the lift in the foyer.

Unfortunately, I will be an apology as I will be in Tasmania that week celebrating a special friend's even more special birthday. Jill Earnshaw will be in the Chair and I extend my appreciation to her for standing in for me.

The business of the meeting will be to present our Annual Report and we will also elect committee members. If you would like to nominate for the committee, please contact our Secretary Jim Webber at jameswebber1717@gmail.com or 0412 064 527.

We will also receive the Treasurer's report, confirm our auditor for 2024 and confirm our fees – all as required by our Rules of Association.

Following the meeting, we will have lunch downstairs in the Dining Area.

Ken Vickery is our contact for this function. If you would like to come, please contact Ken on kenvickery@tpg.com.au or 0409 561 168. Family and friends are welcome.

Please register with Ken as soon as possible so that catering can be finalised.

Occasional Lunch at Shoppingtown Hotel, Tuesday 2 April at 12 noon.

Our next lunch is on 2 April. Please note that this day is a Tuesday and, not as is usual for our lunches, held on a Monday. There is no need to register – just turn up.

VALE

I am saddened to report a number of deaths during this recent period. They are Michael O'Shea, Alan and Heather Marshall, Armando Guifre and Joe Delaney – all of whom were non-members.

I would like to write obituaries for these people and would be grateful if members could help me to gather information about them.

CONGRATULATIONS

I am very pleased to inform you that Lynese Goldie, wife of Ian, received a Medal (OAM) of the Order of Australia the General Division in the recently announced Australia Day Honours.

Her award was for services to veterans and their families. Congratulations Lynese from all of us!



Lynese and Ian Goldie.

NEW MEMBERS

We have enlisted two new members since our last newsletter – Kevin Rhodes and Brian McNamara. I wish them a warm welcome on your behalf and we hope to see them soon at some of our functions.

NEWS FROM MEMBERS

Kelvin York

In response to Kelvin's letter to the Minister published in the last newsletter, he received the following response from the Hon. Melissa Horn MP:

'Dear Mr York

Thank you for your email of 13 October 2023 regarding Victoria's road network. I apologise for the delay in responding.

The Department of Transport and Planning (DTP) manages the arterial road network in accordance with its Road Management Plan. Regular inspections are undertaken to identify any potential hazards to road users and appropriate maintenance is carried out to ensure the road network is kept in a safe condition.

I am pleased to advise that the Government is delivering a new multi-year funding approach to road maintenance. This will enable Victoria to have a long-term road maintenance program and deliver works strategically across the state.

An extra \$2.8 billion is being invested into maintaining Victoria's roads over the next 10 years. This means that a minimum of \$6.6 billion will be spent on road maintenance over the next decade.

Thanks to this investment, \$770 million will be spent on road maintenance in the 2023-24 financial year. Road repairs following recent flooding is included in this financial year's maintenance investment.

DTP has developed the Victorian Road Maintenance Contract (VRMC) as a consistent commercial approach to road maintenance across the State and a key avenue to deliver road maintenance works. It embeds technical key performance indicators within the routine maintenance specifications and has the commercial mechanisms to deliver planned maintenance against Customer Level of Service (CLOs) identified by DTP. To do this, the VRMC includes a regime enabling the State to use road maintenance contractor expertise to plan, price and deliver multi-year programs of work, driving value through more efficient use of resources vis-à-vis an annual program. The commercial approach also increases State-side surveillance and assurance to ensure the contractor is delivering what is required under the contract.

Combined with a strong performance regime and internal reforms, value for money can be delivered as there is now greater assurance funds are being efficiently spent in line with Government priorities, to a consistent standard that minimises safety impacts while ensuring the State is getting the technical and CLOs it is paying for.

The focus will be on achieving sustainable and balanced investment across routine maintenance and asset renewal. The right investment at the right time will result in fewer roads in poor condition being managed with short term reactive maintenance, rather repaired with appropriate treatments. This approach will also prioritise asset investment to ensure that roads are maintained proactively to a standard that reflects the road function and in the assets that most closely impact community service expectation. The community will notice greater reliability across the whole network with fewer roads with condition- based speed limit reductions and greater satisfaction with the ride quality and safety concerns.

Thank you again for sharing your concerns. Your feedback is important to the Allan Labor Government as it continues to work hard to improve roads and road safety.

Yours sincerely

Hon Melissa Horne MP

Minister for Casino, Gaming and Liquor Regulation
Minister for Local Government
Minister for Ports and Freight
Minister for Roads and Road Safety

Date: 02/01/2024 ‘

‘Minister for Roads and Road Safety
121 Exhibition Street
Melbourne, Vic, 3000

Kelvin responded as follows:

Dear Ms Horne,

Thank you for your reply to my letter of 13 October 2023 regarding the poor condition of the State’s road network

I mean you no disrespect, but I am compelled to challenge the veracity of some of that reply, which I assume was written by your staff.

In paragraph 2, the assertion that appropriate maintenance is carried out to ensure the road network is kept in a safe condition is utter nonsense. Does the writer live in a cocoon? For at least 5 years, rarely has a day passed when on 3AW talkback radio there have not been one or more calls from motorists reporting severe damage to vehicle tyres, wheels and suspensions. Over the same period there has rarely been an edition of The Weekly Times rural newspaper in which there are not one or more articles deploring the condition of country roads. Go to the Herald Sun webpage and search for ‘potholes’, and you will find well-in-excess of 100 photographs of potholes and seriously damaged vehicles

In paragraph 6, the juxtaposition of the words road maintenance contractor and expertise is indeed an oxymoron. As I travel around the State, I am appalled at the poor standard of pavement patching. Can you please explain how the “commercial approach” will also increase State-side (sic) surveillance and assurance to ensure the contractor is delivering what is required under the contract? Who will carry out the surveillance?

The writer has not addressed my concern as to the root causes of the current problem, i.e. shoddy initial construction, and lack of quality control and supervision by your department. A road pavement does not consist only of the top few millimetres. Depending upon subgrade soil type, topography, drainage conditions, rainfall records and predicted heavy-traffic volume, the required pavement thickness can be anywhere between about 300mm and 900mm. A weakness anywhere within the pavement structure due to factors such as inadequate compaction of subgrade or pavement materials, inadequate provision of surface or subsoil drainage, inferior quality pavement materials, or less-than-specified pavement thickness will eventually manifest in surface distress, such as loss of shape, cracking, crazing or potholes. These factors can be attributed to shoddy construction practice. No amount of in-service patching, no matter how well it is done, will provide a lasting remedy for the distress.

I reiterate, for as long as the current construction paradigm continues, crumbling roads will be an increasing problem.

Five years ago, I wrote to one of your predecessors, Ms Pulford, on the subject of potholes. In her reply, similar to yours, she assured me that “the Government was firmly focused on improving the State’s capacity and capability to tackle the challenge of ensuring both the efficient delivery of a huge transport agenda, and ensuring that it is delivered to the appropriate quality”. I contend that the network is now in considerably-worse condition than it was then.

Will your proposed action have any more success than Ms Pulford’s did? I fear it will not.

Yours faithfully

Kel York’

Kel also wrote to me on another matter. I am gathering material and thoughts in order to write a potted history of Materials Research Division. Dom Meadley has already written a comprehensive history and I propose to use that as a resource for an article to be published in a future newsletter.

I also mentioned this to Kel and he was motivated to write to me as follows:

‘David,

The Lab was established about 1930 in part of the Exhibition Building. The building was occupied by the RAAF during the war years. I don't know what became of the Lab in that period, but post-war it occupied ex-military huts behind the Exhibition Building. By the time I commenced work in January 1960 the Lab had moved to the ground floor of an ex-chocolate-factory in Drummond Street, Carlton, just south of Princes Street.

The Bridge Sub-Branch Drawing Office was on the upper floor. Bruce Addis, Barry Atkinson and an attractive blonde young lady who drove either an Austin Healy or an MG were among the staff there. Barry might recall when the Drawing Office moved in. We didn't mix very much with the Bridgies; the only names I can recall are Barry and Bruce.

The Service Station was also on the site, and the foreman lived in a house on the site.

After the Drawing Office and the Service Station moved to Kew, the Lab occupied the whole site. I can't recall exactly when the Lab moved to Kew; possibly the mid-60's.

I came across Dom Meadley's booklet on the history of the Materials area from 1929 to 2001, which he wrote in 2021. He briefly mentions the Drummond St laboratory on page 25 - it ran from 1960 until the Kew building opened in November 1964.

There is nobody left alive who was at the Drummond Street Lab when I started.

Drummond Street Lab staff still living:

- John Foote
- Doug Cromie
- Doug Dick

Those who might or might not be:

- Max Palmer
- Max Arthur
- Tim Ferguson
- Adrian Williams
- Geoff Proudfoot
- Alan Muir

I think I have a photo of the building somewhere; I will try to find it.

Regards

Kel'

Editor's note: I am happy to report that Max Palmer and Alan Muir are still alive.



The Drummond Street laboratory.

Max Palmer

'Hi Dave

Interesting article by Ross Paul on road maintenance, a topic I have written to the Gold Coast City Council on a number of occasions - basically because of the unprofessional approach of their maintenance team. As far as I can see, they just throw some premix into a pothole, tap it down with a shovel and then move on their way to the next pothole.

The material in the repaired potholes soon ravel out under traffic and wet weather and in no time, they need repairing once again. They don't even clean up the loose material which then has the potential to break windscreens.

Gone are the days when the Board's patrolman rocked up to fix a pothole - firstly removing all the loose material, squaring up the sides of the pothole then applying a tack coat before backfilling with premix and compacting it thoroughly using a Wacker.

I wonder, among all the informative CRB manual's that were written, whether there was one on road maintenance covering pothole repairing. If one did exist, I will refer it to the GCCC for their reference.

It's frustrating to see how things are no longer what they used to be, as we get closer to the end of life's diving board.

Regards Max

PS. I will try and plan to get to Melbourne for the June lunch, as its not long after we get back from our latest trip.'

Editor's Note: I am pretty certain that the AustRoads Guide for Pavement Maintenance will have all the information that is needed.

John Smelt

'Hi David and Colleagues,

Further to your article on Artificial Intelligence (AI) in Newsletter 254, I have found that one challenging area for AI is humour - especially as it varies so much across the world and even between personalities.

An experiment was undertaken to assess audience reaction to a stand-up comedian delivering AI created jokes. They weren't well received.

So, I asked ChatGPT:

JS - Create a joke about a horse, a dog and an elephant

ChatGPT - Why did the horse, the dog, and the elephant start a band together? Because they wanted to have a "trunkful" of musical fun while they "galloped" through their performances, and the dog was always ready to "paws" for applause!

I tried again:

JS - Create a joke about a priest, a lawyer and an accountant in a bar.

ChatGPT - A priest, a lawyer, and an accountant walk into a bar. They each order a drink and start chatting. The priest says, "You know, in my line of work, we help people find salvation and peace."

The lawyer smirks and replies, "Well, in my line of work, we ensure that justice is served and rights are protected."

The accountant chuckles and adds, "And in my line of work, we make sure that everything adds up and everyone pays their fair share."

Suddenly, the bartender chimes in, "And here I am, just trying to make sure the drinks are well-mixed and nobody gets too 'spirited'!"

What do you think, are they funny? I'm not too impressed.

I think AI has a fair way to go in picking up the nuances in the language.

Cheers and all the best to all for an enjoyable and healthy 2024!

John Smelt'

David Keam

'Hello David

I received Newsletters 252 and 253 from Iris which made interesting reading. I was particularly interested in the story on Mrs Marr.

I knew of Mrs Marr in my early career in Plans and Surveys Division during the late 70s and early 80s but probably only met her once. Her reputation of "running a tight ship" certainly fits in with her military background. The role of running the Plan Filing Room was taken over by Lyn Maxwell after Mrs Marr's retirement.

I returned to work at VicRoads in 2007 after leaving in 1994 and spending the intervening years in various other organisations.

My new position in Road Design Department was effectively managing the drawing records for VicRoads which had significantly changed from the paper and film records which were stored on the lower ground floor of 60 Denmark Street during Mrs Marr's reign. Luckily for me Lyn Maxwell was still working in my team so there was a lot of support from her as far as the historical procedures were concerned.

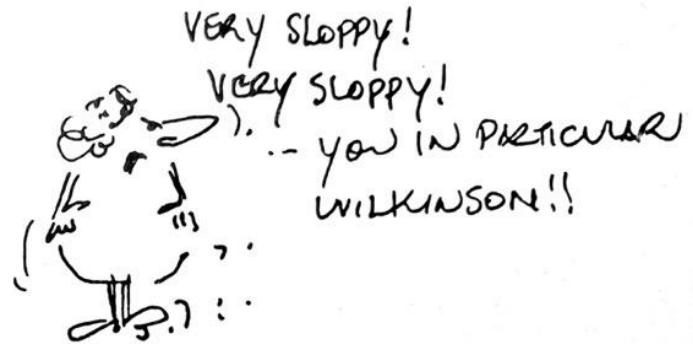
When Lyn retired around 2015, she gave me a classic piece of drawing management history which was a comic strip drawn by David Lumsden (an engineer in Plans and Surveys) depicting the retirement of Mrs Marr. The (tongue in cheek) comic strip includes a number of staff who would be known to those who worked in or interacted with the Plans and Surveys Division in the 70s and 80s. These include Mac Wilkinson, Emery Faraday, Bill Smith, Bob Morison, Aivars Bruns and Noel Anderson.

I have attached a copy of the original comic strip but has also broken it up into a number of separate images (numbered 1 to 21) so that you can work your way through the story. I hope you find this interesting.

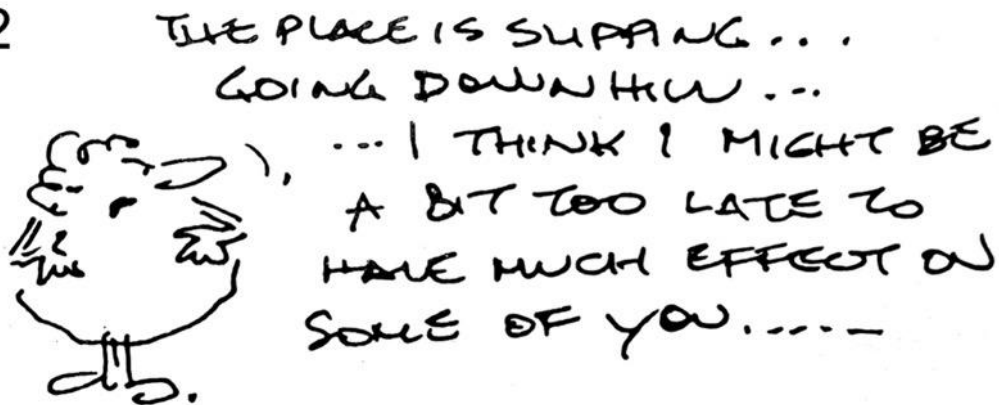
Regards
David'

And here is David Lumsden's take on Pat Marr's management style.

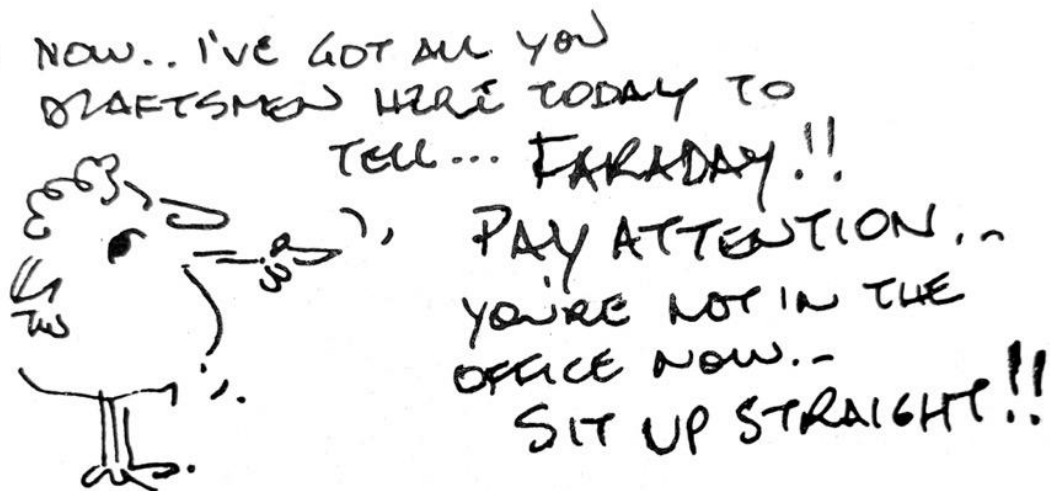
1



2



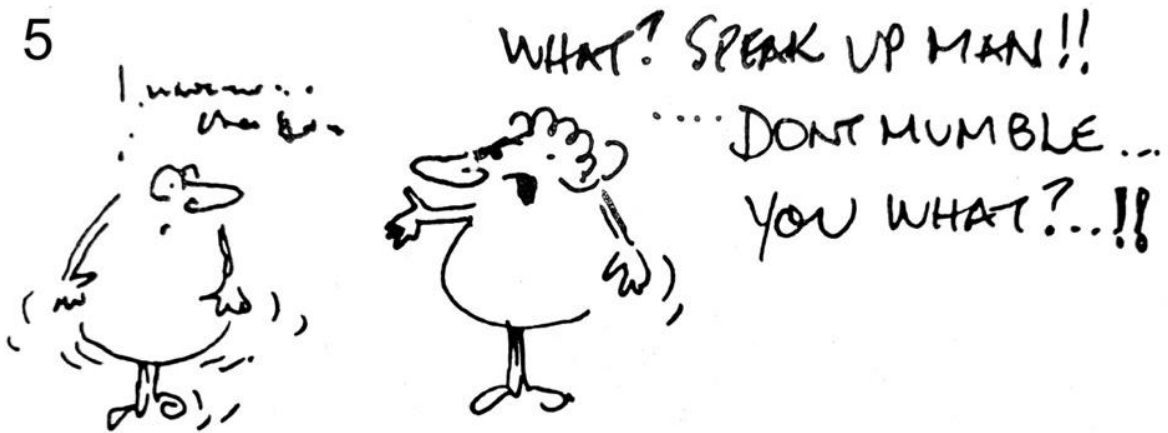
3



4 ... I've got you here to...



5



6



7

RIGHT... NOW IF I CAN CONTINUE...



...! WAS SAYING THAT...



MRS HARR..

8

SIT DOWN SMITH!!



... THE NEXT ONE THAT INTERRUPTS GETS NO MORE DRAWING NUMBER ALLOCATIONS FOR A MONTH!!

9


I WANT TO EXPLAIN HOW

THIS OFFICE IS GOING TO OPERATE WHEN I RETIRE..



AS YOU KNOW, IN THE PAST, I HAVE TRIED TO COOPERATE AND IN FACT HAVE BENT OVER BACKWARDS TO KNOW FOR BUNGLING IN THE DESIGN OFFICE.....

10 ... AND NOW.. COME IN
WILKINSON AND
SIT DOWN...
MY GOD I'VE
HAD MORE THAN
MY SHARE OF
TROUBLE WITH YOU..



11 ... AND....!



KNOCK...!!

KNOCK!
KNOCK!

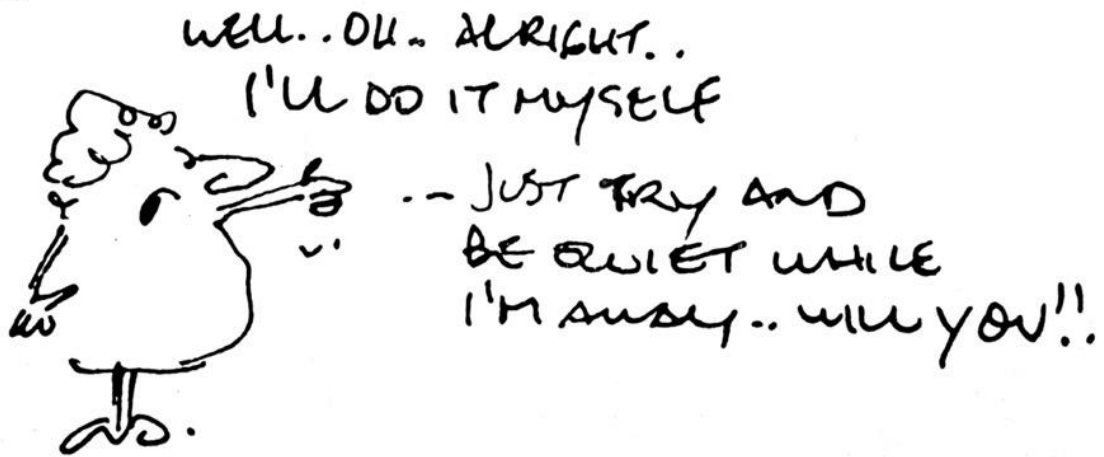
12

YES!... OR IT'S YOU MORISON..
WHAT DO YOU WANT..
...I'M IN THE MIDDLE OF
SOMETHING HERE!!

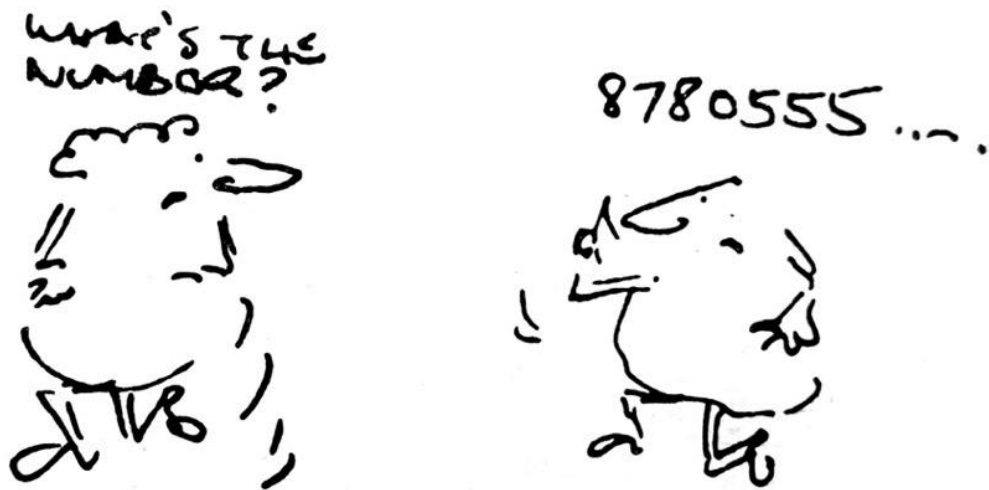
I'M JUST AFTER A
DRAWING, PAT!



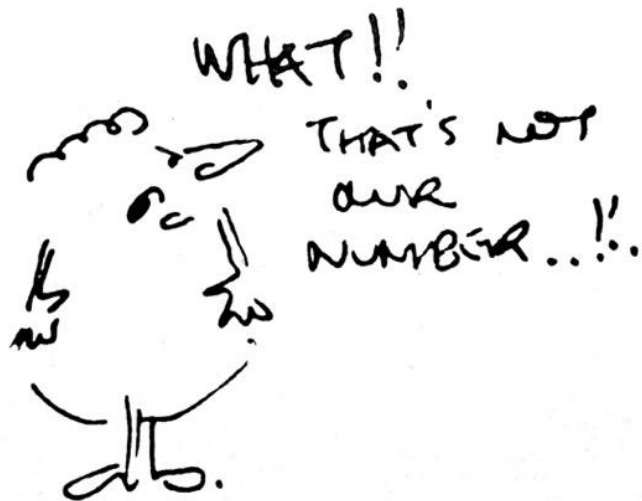
13



14



15



16



LISTEN.. I WISH PEOPLE
WOULD GET THEIR
FACTS RIGHT...
WHAT PROJECT
IS IT?
-- YOU DON'T KNOW!!

17



IT WAS A PHONE MESSAGE
FROM DARDENONG
DIVISION.. I'M
THE ONLY ONE
IN THE OFFICE!

18



THIS IS A PHONE NUMBER
.. THIS IS THE
NUMBER OF
DARDENONG
DIVISION...
COME WITH ME!!

19 NOW PAY ATTENTION!!...



HERE IS AN EXAMPLE
OF WHAT I HAVE TO
1) PUT UP WITH...
NOW HERE'S A MAN...
SENIOR IN THE ORGANISATION...
COMES FOR A DRAWING ... DOESN'T
KNOW THE NUMBER.. DOESN'T KNOW
THE PROJECT... AND I'M SUPPOSED
TO FIND THE DRAWING!!

20 I REALLY HATE TO THINK
HOW THE PLACE IS
GOING TO OPERATE



21 NOW PAY ATTENTION... ALL OF YOU!!



... BRUNS SIT DOWN! ... TURN AROUND
MORISON... I THINK YOU'VE BEEN
ASSOCIATED WITH WILKINSON FOR
TOO LONG... GARDNER TAKE THAT
CHEWING GUM OUT OF YOUR MOUTH..
... OH GOOD MORNING, ANDERSON...
YOU'RE DECIDED TO COME IN AFTER
ALL... IF ANYONE NEEDS TO LEAVE
THE ROOM... PLEASE GO NOW...
NOT YOU WILKINSON!!

Reg Marslen

'Hi - David,

You may recall I intended to write a story about my dialysis journey. I did that, but have decided not to submit it. Instead, I am sending an abbreviated account.

I have End Stage Kidney Disease. I was very ill when my Nephrologist gave me the option of dialysis or palliative care. I knew all about the latter from my wife's death two months earlier; so, it was a quick and easy decision to choose dialysis with a prognosis of five to ten years. At present, I have completed ten and a half years of treatment of three days a week, four and a half hours each time.

Why am I excited about that? Well, in that time at the Sale Hospital, I have seen 33 other patients die. Three only lasted longer than 10 years. At present, of the 21 patients undergoing dialysis, I am the only one in excess of ten years and am also the oldest by a big margin. (I will be 95 in April).

The objective of dialysis is for the machine to do the work of your kidneys by a process using chemicals, water and a filter. It cleans the blood and removes excess fluid which in my case is usually about two litres or two kgs in weight. At the very beginning, dialysis was via a catheter inserted through my chest into a vein leading to the heart. After three months, it changed to a fistula that had been constructed by a vascular surgeon in my left forearm. It joins an artery to a vein. It was done at the Austin Hospital in Melbourne.

You can live a normal life during treatment, but you are restricted for travel. You have to watch your diet and you are limited to 500 ml. of fluid per day plus urine output which is minimal. That includes any food made with fluids, e.g. ice cream, gravies etc. Blood pressure plays a big part in the process. The more fluid you have on, the higher the blood and the less, lower. All elements in your body have to be kept within certain limits.

The whole process is like walking a tight rope. I think it is getting a bit slippery at the moment. I am reasonably well at present, but have had a few tough times lately. I do not drive any more, not because I am unable but in case of a medical episode from my illness - it can happen with a sudden drop in blood pressure. I do not want to have an accident and take another person with me. I do not regret the decision I made back in 2013 to follow this course.

I do have other issues at present with restriction in mobility. I use a wheelie walker. A disturbing development is I am going blind with Macular Degeneration - the nasty one - it can't be treated. I cannot read or make out TV images with my left eye. My eye specialist tells me that the right eye is now showing the preliminary signs of failure. So, I may not be able to correspond personally for much longer.

Best wishes for a great 2024 and keep up the good work with the Newsletters. I look forward to them.

Kind regards - Reg Marslen.'

Editor's note: Reg has been a constant and loyal contributor to the newsletter over the years of my editorship and I have appreciated his contributions and support for our association. The

story he has shared with us is typical of his spirit and determination and I am sure that you all join with me in extending our admiration and best wishes to him.

Norm Henry

‘David.

Kel York's assessment of the demise of an organisation that we were all proud to be a part of was spot on. I guess the near final nail is the proposed disposal of Kew.

The two responses from the Ministers, was no real surprise sadly. We have had a string of correspondence in the local press in Warrnambool on the condition of the road network which, of course, is reflected throughout the State. In a recent copy of the Warrnambool Standard, the writer suggested that there was a need to reinstate the past structure and culture of the Country Roads Board.

Just a dream however as the past will never be restored.

I welcome your newsletters, David.

Regards.

Norm Henry.’

GEOFF KLOOT’S QUERY ABOUT LIFTING HOUSES IN FLOOD-PRONE AREAS

You may recall that Geoff wrote to me seeking my advice as a structural engineer about the possibility of lifting houses on flood plains to eliminate damage from future flooding. First of all, I am very flattered by Geoff seeking my advice. He doesn’t realise that, at my age, I have forgotten most of what I knew – and that was pretty minimal!

Flood control and relief is a particularly important part of climate change adaptation and resilience. Both sea level rise and changes in the weather (climate change causes more intense and quicker rainfall) mean that flooding of infrastructure is particularly important the world over. It is likely to become even more critical in the future.

It is appropriate that Geoff has raised the issue of flood-proofing communities and their assets. There is no doubt in my mind that our climate is changing and right across Australia flooding is occurring more frequently accompanied by higher flood levels. Some communities, like Lismore in NSW hardly had time to recover before they were inundated again. I think there is a role for all levels of government to mitigate the devastating effects of flooding in vulnerable communities – ranging from financial relief, planning changes, insurance and infrastructure development. For example, councils should review planning guidelines to prevent development on flood prone lands and encourage building on land above likely flood levels.

The flooding of the Murrumbidgee River at Gundagai in New South Wales in 1852 was the first warning in European Australia’s history of the dangers of establishing towns on flood plains.

By 1836 the Gundagai area was being used as a squatting run by early pastoralists. The site was surveyed on the low-lying river flats and a town plan was drawn up. Gundagai was gazetted as a township in 1838, by which time settlers were already building on the river flats. Warnings

from the local Wiradjuri people that the area was prone to flooding were ignored. Gundagai grew quickly as a service town for travellers and pastoralists. A punt service, established at Stuckey's Crossing in 1838, was the only place to cross the Murrumbidgee River on the route between Sydney and Melbourne.

In the middle of the night on 24 June 1852 a catastrophic flood swept through the town of Gundagai. The water rose quickly to become a raging torrent that swept whole buildings away and left people clinging for their lives in trees. Only three buildings were left standing when the water receded.

By midnight, under a full moon, the flood waters became a raging torrent. For the terrified residents, the treetops became the only things left to hold on to. Some people clung on for two nights before losing their grip and being swept away. Others died from exhaustion in the branches.

Estimates of the death toll are between 80 and 100 people, more than one third of Gundagai's population of about 250. The final death toll will never be known, as it was not known how many travellers were in town. Bodies were discovered for months afterwards. At least 35 of the victims were children; the youngest was only three weeks old. The disaster remains the deadliest flood in Australia's recorded history.

But the warning signs were there. During Gundagai's early years, the Murrumbidgee River flooded several times. In 1844 a flood claimed two lives and caused extensive damage. Gundagai residents grew concerned about the town's location and petitioned the NSW government for help. However, there was a view within the government that the 'big one' was behind them and no moves were made to relocate the settlement.

After the 1852 flood, the lesson was learnt and the township was relocated to higher land. In October 1852 the government gave in to mounting pressure and agreed to exchange any allotments at risk of flooding for land on higher ground. By the end of 1859 the old town was completely abandoned and Gundagai was settled on the slopes of Mount Parnassus, where it remains today.

This was the best solution for this case but it would not be possible in other locations. I visited Rochester in northern Victoria recently. If you remember, it had a number of damaging floods last year. It would be impossible to relocate houses there because there is no high ground in the vicinity.



There are no photographs of the 1852 flood at Gundagai but this one is the Prince Alfred Bridge and the flour mill in the 1900 flood.

Norm Butler was also interested in Geoff's letter and wrote to me as follows:

“Interesting to read Geoff Kloot's letter about flood repairs on residences. What he proposed in lifting timber houses above flood level was carried out in Lismore South before the last floods. One house was raised 3 metres, but the next flood came in 5 metres high. Sometimes you cannot win.

On a personal note, I have seen houses raised in flood prone areas in Wangaratta and in Traralgon and no doubt there are many others about. Usually, these houses have been raised 1.2 to 2 metres using the methods described by Geoff. (There was one house in Traralgon where water was kept out at just above floor level by liberal use of "no more gaps", but not a recommended method.)

On a slightly different angle, when public infrastructure is damaged by flooding, flood repair Disaster funding invariably is allocated to repair the Road/Bridge/Building back to its former state. At the next flood of similar size, the same damage occurs again. Nowhere does it seem to be allowable, with Disaster funds to improve the infrastructure to withstand a future flood, although that would make sense. Unfortunately, the money managers in Government are not inclined to provide a "benefit" as a result of a Disaster

Some food for thought.”

Geoff's and Norm's suggestion brings many ideas to mind. The options to solve the general problem of flooding are:

- Shift to higher ground.
- Raise house levels as suggested by Geoff.
- Stop building on flood prone land through land use planning/development controls.
- Construct flood relief infrastructure such as emergency flood barriers, dams, levees, bridges and culverts.

- Maintain current infrastructure and remove any blockages.

I am sure that Geoff's suggestion of raising homes in their current position is quite feasible – especially for timber homes on conventional stumps. Homes on concrete slabs and brick homes can't be shifted.

But a better plan might be to relocate housing stock to higher land rather than lift them up in their current locations. Most of us have seen houses (often half houses) being transported by road to other locations. Many years ago, a friend bought a Federation style timber house in Surrey Hills and transported it to Chewton in central Victoria. It would be quicker and cheaper to move a home than build a new one.

This is quite popular in Queensland where there are many timber homes. The two examples in the photographs below are both in Queensland. 500 homes were moved in Queensland last year.



Two homes in Queensland being shifted by road.

I am unfamiliar with flood mitigation plans in Victoria. These are plans and methods used to reduce or prevent the detrimental effects of flood waters. Flooding is caused by natural processes, such as severe rainstorm or snow melt upstream, and man-made changes to waterbodies and runoff. These man-made changes include road or railway embankments across flood plains which may back flood waters up unless sufficient culverts and drains are

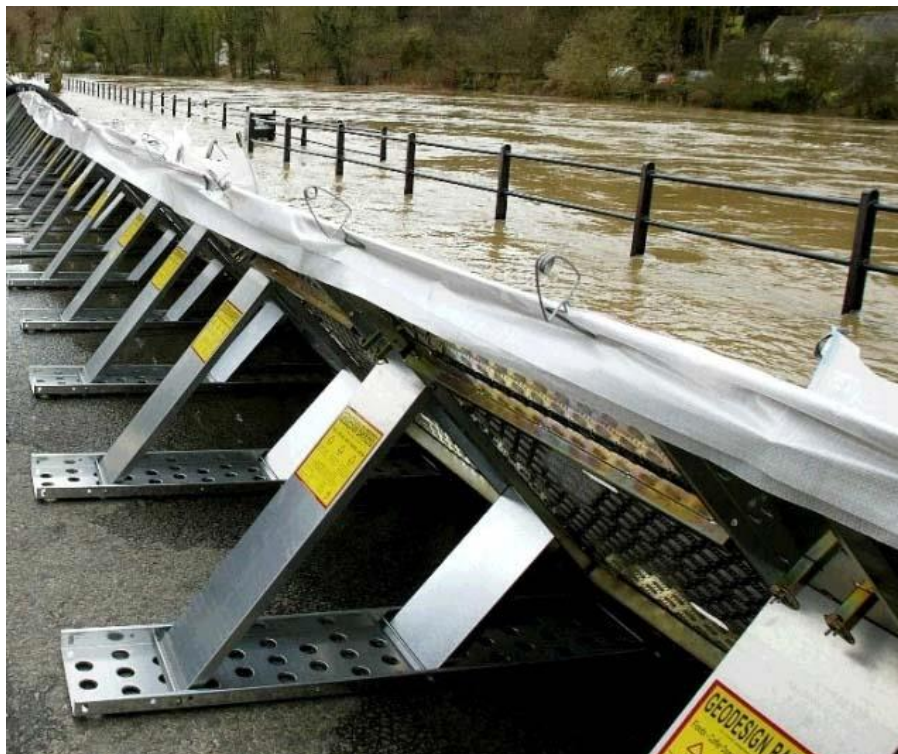
installed to provide flood relief. When I worked on the Snowy River Crossing at Orbost the Snowy River Improvement Trust installed levees along the river to contain sub-optimal floods but care had to be taken to ensure that they did not adversely affect flood patterns further downstream. (I am sure they did.)

The nature of the waterway catchment also plays a part. If trees are snagged in rivers, or if trees are cleared, or if rivers and streams have silted up, flood behaviours will alter. Anything that affects the velocity of flow needs to be considered in flood mitigation strategies.

There are structural and non-structural flood control measures. Structural methods physically restrain the flood waters, whereas non-structural methods do not. Building infrastructure to prevent flooding, such as levees and flood walls is effective at managing flooding as well as 'softer' infrastructure which rely on 'natural' systems such as marshes and flood plains for handling the increase in water.

Other structural flood control methods to reduce the effects of a flood using physical solutions, include reservoirs, dredging and diversions. I remember back in the 1950s, the 'creeping lakes' phenomenon in the district of Colac. The lakes kept growing - flooding more and more prime agricultural land – and causing farms to be abandoned when rain increased the run-off. A large-scale drainage system was undertaken that provided a continuous diversion south to the Otways and a new dam was constructed to enhance Geelong's water supply.

Physical flood protection barriers can be installed such as those shown below. They are expensive but can be used effectively where weaknesses in flood protection are concentrated – say between gaps in levees.





But flood control structures do not completely eliminate risk. Flooding may occur if the design water levels are exceeded. If poorly designed, constructed, operated or maintained, these structures can increase risk by providing a false sense of security and encouraging settlements or economic activity in hazard-prone areas.

Nevertheless, many development programs rely on these structures to maintain program objectives, including continued food and water supplies, economic activity, and protection from storms and floods. For example, urban initiatives (e.g., urban transport projects) in coastal cities like Dhaka, Bangladesh, necessarily rely on effective flood control structures, such as pump stations and dikes, to maintain program effectiveness in the short-term.

Every flood site (or potential site) is unique and a mixture of controls such as those mentioned above maybe required – or none of them may work. Management authorities should, however, develop strategies that best suit their terrain with a view to controlling floods more effectively.

I realize that this response has turned into a bit of a diatribe but, in response to Geoff's enquiry, I agree that his proposal is feasible but other measures may be more effective.

LEST WE FORGET

In this newsletter I commemorate the memory of three airman of the Country Roads Board who lost their lives under varying circumstances during the Second World War.

Sergeant Frederick (Paul) D'Orsa Hunter, 400504

I think the initials 'F.R.' shown on the CRB Honour Roll are incorrect. There are 44 entries for the surname 'Hunter' on the Department of Veteran Affairs Nominal Roll with a first name starting with an 'F', and of those from Victoria only one of them was killed in the Second World War. He was Frederick D'Orsa Hunter and his story seems to fit. His file in the National Archives of Australia has a red diagonal cross over the front cover with the word 'Deceased' on it.

Frederick was born in St Kilda in 1920. He enlisted in the RAAF in September 1940 when he was 19. It was noted that he spent three or four years working as a Junior Clerk doing general office duties. He attended Christian Brothers' College in East St Kilda and passed his Intermediate Certificate with passes in English, Latin, Physics, Algebra, Geometry and Trigonometry, and Arithmetic. In the first four subjects he gained a first class pass. He failed French. He was a keen sportsman and played football and cricket with the Catholic Young Men's Society in West St Kilda as well as tennis, squash and swimming.

Like many Australian airmen, Frederick was sent to Canada for training as an Air Observer. He embarked from Sydney on 28 December 1940. He enlisted with the RCAF in Edmonton in December 1940 and embarked for England in June 1941 where he joined 10 Squadron Leeming in December 1941.

In May 1942, he was attached to No. 35 Squadron (RAF), at Linton-on-Ouse in north Yorkshire. At 2200 hours on the night of 19 May 1942, Halifax W1101 took off from Linton-on-Ouse to bomb Mannheim, Germany. Nothing was heard from the aircraft after take-off and it failed to return. The aircraft crashed near Mannheim and all seven crew members were killed. Frederick was 21.



Frederick D'Orsa Hunter.

At the end of the war, the Royal Air Force Missing Research and Enquiry Service sent an investigations officer to find the missing aircraft. It and the remains of the crew were located and buried locally with wooden crosses. They were disinterred on 14 October 1947, and reburied at Durnbach War Cemetery in Bavaria.

His family had this epitaph engraved into his headstone: “His life a beautiful memory, his absence a silent sorrow. R.I.P.”



Frederick's headstone at Durnbach War cemetery.

Having researched and written this entry for Frederick, there is still some doubt as to whether this is the right person (or not). I notice in very small writing, an entry on his Application for Air Crew, Frederick has written “At present engaged as buyer for Company of Steel Merchants” which means he may not have worked for the CRB after all. But this memory of him is worth telling.

Leading Aircraftman Bernard George Hutchins, 408654

Bernard was appointed in March, 1936, to the clerical staff of the CRB. He joined the RAAF in May, 1941. He came from Elsternwick and died on 14 October 1941. He was 23 years old. He was killed in a training accident. At the time of his death, Bernard was posted to No 6 Service Flying School, Mallala in South Australia.

No. 6 Service Flying Training School was a flying training school of the RAAF during the Second World War. It was formed in August 1941, and commenced flying the following month. Responsible for intermediate and advanced instruction of pilots, the school operated Avro Anson and Airspeed Oxford aircraft. The school formed a reserve squadron for Australia's defence after the outbreak of the Pacific war in December 1941. It graduated over 2,000 pilots.

Four airmen were killed in a mid-air collision of two Avro Anson aircraft. Bernard was one of them. The others were Pilot Officer Charles Somerville, Leading Aircraftman John Maslen and Sergeant Ian Blacker.

There were many deaths during training at No 6 Service Flight Training School, Mallala. George was involved in the first one but in February 1942, another four men were killed in similar circumstances. A few months later a lone airman was killed when his plane crashed during a heavy rainstorm. Another eight airmen died in a mid-air collision over the Murray River near Monteith. Then in September 1942, while on a night training exercise, another Anson crashed killing the pilot. In July 1943, another lone flyer was killed and two weeks later five airmen died when their plane crashed in the Gulf of St Vincent. A week later another lone airman perished and in September 1943 four men died in another crash.

The bodies of many of these men were sent back to their families. However, in 1943, the government designated an area of the Mallala Cemetery as a War Graves site, after which time, deceased servicemen were buried there. Twelve men from the 6th Service Flight Training School are interred in the War Graves Cemetery at Mallala where their graves are maintained by the Commonwealth War Graves Commission.

An official enquiry was held regarding the flying accident in which Bernard was killed. The court found:

1. *The abovenamed airman was a member of the crew of Anson W 2254.*
2. *He was on duty at the time of the accident.*
3. *Accident was caused by lack of vigilance on the part of all Pilots and Pupil Pilots.*
4. *That the aircraft was camouflaged and the Court considers this is a contributing factor in the accident.*

Its final finding was that, in the future, all training planes are to be marked yellow.

Bernard is buried in the Burwood General Cemetery, Melbourne.

Flying Officer Alan Martin Montgomery, 430040

Alan was a civil engineering draftsman at the CRB. He was born in Sunshine in 1920 and joined the RAAF in December 1942 at the age of 22. He passed his flying training in July 1943 and attained the rank of Flying Officer. He was sent to Canada to undertake further training and he disembarked from Halifax to the UK in February 1944. He was killed in a flying accident in England in July 1944.



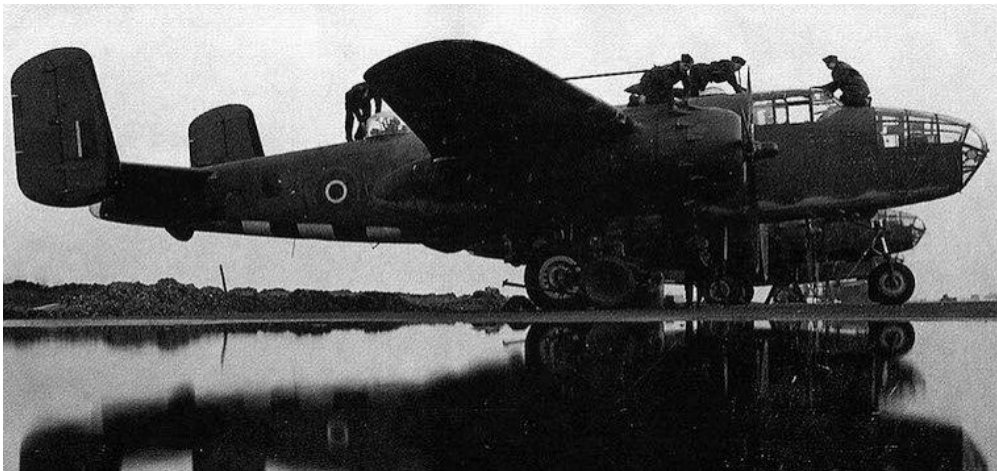
Flying Officer Alan Montgomery and his gravestone.

In the early hours of the morning on 24 July 1944, Mitchell FV986 took off from RAF Station Bicester on an operational, cross-country training flight. The aircraft crashed at Chilwell about 3 miles south west of Nottingham at 0230 hours. The aircraft disintegrated on hitting the ground and all the crew members were killed.

The crew members of FV986 were:

Warrant Officer Allan Alfred Cook (414907) (Wireless Operator Air)
Sergeant Norman Angus Hartrick (R/224413) (RCAF) (Air Gunner)
Flying Officer Alan Martin Montgomery (430040) (Pilot)
Flying Officer Ronald Frederick Stephens (423264) (Observer)

Due to the damage caused and resulting explosion, no exact cause for the crash was determined although it was likely due to a major structural failure.



The RAF B25 Mitchell.

Alan is buried at the Oxford (Botley) Cemetery, Oxfordshire, UK.

AND NOW FOR SOMETHING BEAUTIFUL

I have written about Matthew Flinders in earlier newsletters. One of the great injustices of Australia's history befell Flinders when, on his journey home to England, he was captured by the French and incarcerated in Mauritius, thus delaying the publication of, what would have been, the first map of Australia.

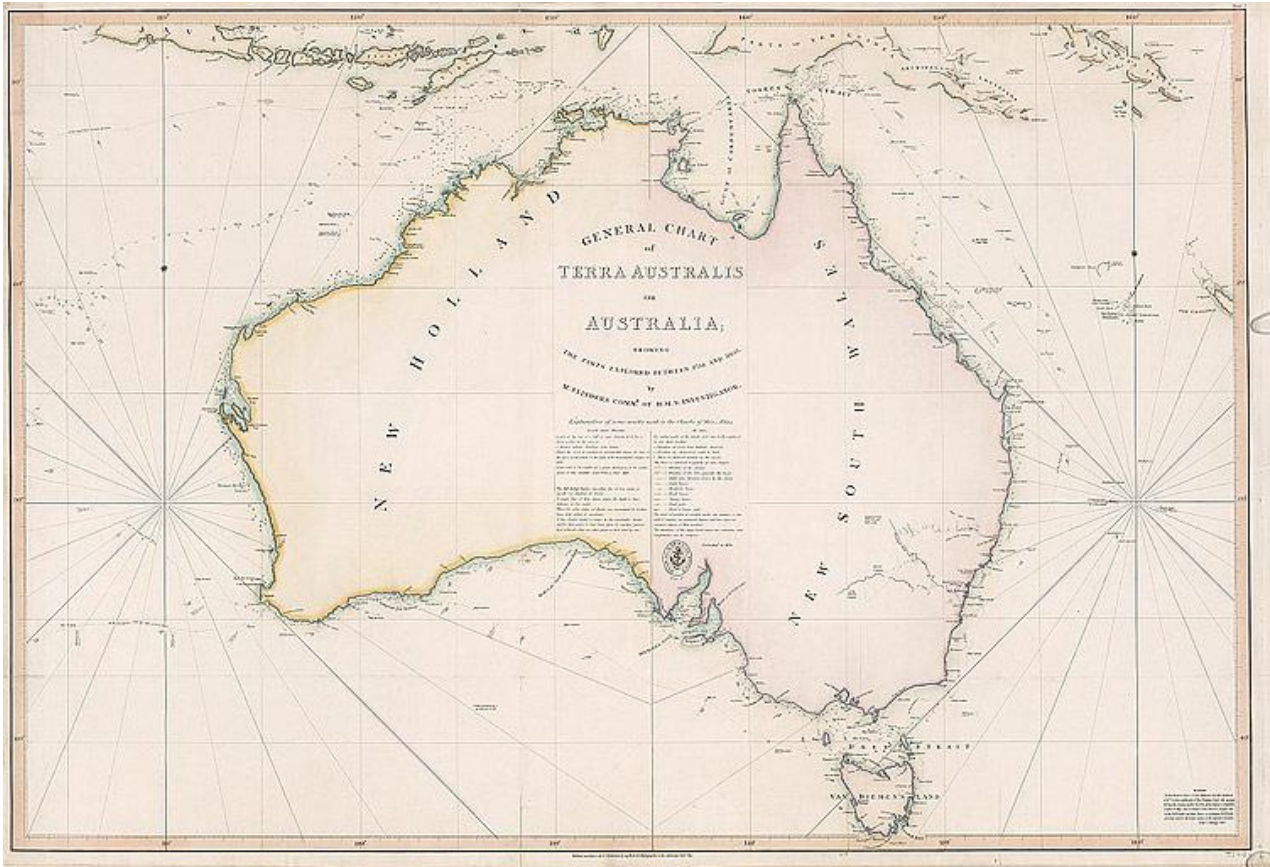
The following passage quoted from the Australian Dictionary of Biography admirably encapsulates the character of the man.

“Matthew Flinders was among the world's most accomplished navigators and hydrographers, though his exploration was mostly made in unsuitable, leaky or rotten ships. *A Voyage to Terra Australis*, written by an intellectual man, is an enlightening and fascinating story of brilliant navigation and discovery, achievement and tragedy, self-sacrifice and devotion. He pays noble tribute to his comrades suddenly swept away off the Unknown Coast; expresses spontaneous gratitude to the people of Mauritius who befriended him in the hour of need, and deep sympathy and understanding towards primitive Aborigines. His moral character and devotion to duty were based on high ideals. At Mauritius he had many opportunities to escape but resolutely refused to break his parole, even when his health was shattered and his hope destroyed. His considerate and just treatment of the men who served with him won their confidence and respect. In his brief but brilliant career he surmounted difficulties and adversity, and his voyage in the *Investigator* endures as an imperishable monument to his undaunted spirit and outstanding ability. Memorials to his work abound in New South Wales, Victoria and South Australia and there are statues of him in Sydney, Melbourne and Adelaide.”

But the great irony of this story was that Flinders' incarceration in Mauritius delayed the publication of his map of Australia and it was Baudin's navigator, Louis Claude de Saulces de Freycinet, who was the first to publish a map of Australia showing the full outline of the continent. It was published in 1811, three years before Flinders. Freycinet's *Carte General de la Nouvelle Hollande* brought together the results of English and French surveys. The French charts are generally acknowledged as beautiful with their elaborate title cartouches with flora and fauna. However, Flinders' charts are clearly superior in regard to accuracy, in particular those of the now revealed 'Unknown Coast'.

In the end however, claims of 'primacy' - or who was where first - were what mattered most to the authorities and to Flinders. With the French charts published first, with French names along the length of the South Australian coast, they laid a claim to that portion of the continent and called it *Terre Napoleon*. When Flinders' charts were finally published in July 1814, he was scrupulous in honouring prior discoveries on the coast - hence entries such as 'Discovered by Nuyts 1627' and 'Discovered by Capt. Baudin 1802' - were included. They actually marked the western and eastern limits of his survey.

Regardless of primacy and every other consideration, the two maps are objects of great beauty, enhanced by the courage, enterprise and skill of their making. Flinders' map played a significant part in naming our nation Australia. The name was popularised by the Flinders from 1804, and it has been in official use since 1817, replacing “New Holland”, an English translation of the Dutch name, first given by Abel Tasman in 1643 as the name for the continent.



Matthew Flinders' map of Australia – 1814.
Image courtesy National Library of Australia

The name *Australia* has been applied to two continents. Originally, it was applied to the south polar continent, or sixth continent, now known as Antarctica. The name is a shortened form of *Terra Australis* which was one of the names given to the imagined (but undiscovered) land mass that was thought to surround the South Pole. In the nineteenth century, the name *Australia* was re-assigned to New Holland, the fifth continent. Thereafter, the south polar continent remained nameless for some eighty years until the new name of *Antarctica* was invented.



Freycinet's map of Australia – 1811

As mentioned earlier, the following notes on Matthew Flinders, his ships and his voyages, were compiled by Hugh Orr.

Notes on the Ships and Voyages of Captain Matthew Flinders RN

Introduction

Captain Matthew Flinders RN (16 March 1774 – 19 July 1814) was a British navigator and cartographer who was the first to circumnavigate Australia, then called New Holland or Terra Australis. He is also credited as being the first person to use the name "Australia" to describe the entire continent including Van Diemen's Land (now Tasmania), a title he regarded as being "more agreeable to the ear" than previous names such as Terra Australis.

Maps from that expedition were used as authoritative sea charts until around 1947.

Many books have been written about Matthew Flinders covering in detail his roots, family life, marriage, friends, adversaries, voyages, map making and imprisonment by the French on Mauritius. By contrast, this paper is a greatly abbreviated version of his naval career only focusing on his voyages and the ships he sailed in. The reason for doing this is to highlight his naval career on the high seas and to show what an outstanding career that was.

The Royal Geographic Society of South Australia has in its library one of the original 1814 editions of *A Voyage to Terra Australis* published a few days before Flinders' death on 19th July 1814. This consists of two volumes of journals and two volumes of charts.

The following is from the title page of *A Voyage to Terra Australis* -

A voyage to Terra Australis; undertaken for the purpose of completing the discovery of that vast country, and prosecuted in the years 1801, 1802, and 1803 in His Majesty's ship the Investigator, and subsequently in the armed vessel Porpoise and Cumberland, schooner. With an account of the shipwreck of the Porpoise, arrival of the Cumberland at Mauritius, and imprisonment of the commander during six years and a half in that island. By Matthew Flinders (1774-1814), commander of the Investigator. Printed by W. Bulmer & Co. and published by G. & W. Nicol, London, 1814.

The title page bears the inscription "To Captain Sir John Franklin, R.N., Governor of Van Diemen's Land from his attached (sic) friend Robert Brown".

All the information included here is "common knowledge" - that is covered by various authors including Flinders himself - and is not original or unique to any one source. For this reason, I have only listed my references at the end of the paper.

Time Line of Matthew Flinders' Voyages

Joining the Royal Navy

In 1789 Matthew Flinders joined the Royal Navy as a "lieutenant's servant" under Lieut. Robert Laurie on HMS *Alert*. In May 1790 he transferred to the 64-gun HMS *Scipio* where he served under the command of Captain Thomas Pasley who was something of a mentor to Flinders. A few months later when Pasley himself was transferred to the 74-gun HMS *Bellerophon* Flinders went with him as a midshipman.

Voyage of the *Providence*-around the world with Bligh

William Bligh, after being exonerated from the mutiny on the *Bounty*, was commissioned to carry out a second voyage to Tahiti to collect breadfruit and deliver them to Jamaica for feeding the slaves working on the sugar plantations. The second aim of the voyage was to find a safe passage through the strait between New Guinea and Cape York. This was considered very hazardous but essential to reduce shipping times to India. Two ships were obtained for this voyage - the *Providence* (100 men) and the smaller *Assistant* (27 men). Matthew Flinders, having just turned seventeen, obtained a position on the *Providence* as mid-shipman and the two ships each with a supply of food for 12 months sailed from Deptford on 22nd June 1791.

The two ships reached Cape Town on 6th November where they were re-supplied and repaired departing on 22nd December sailing east. On 8th February they reached Van Diemen's Land and anchored in Adventure Bay. They left Adventure Bay on 24th February 1792 and headed for their destination Tahiti which they reached on 9th April. Here they stayed for three months collecting breadfruit plants (2126) and other botanical specimens to take back to England.

The two ships then sailed west to complete their other mission of exploring the strait north of Australia between the Pacific and Indian Oceans. They spent 19 days sailing very carefully through what is now called the Torres Strait dodging reefs and shallows and completing the task on 22 September 1792 and reaching Kupang in Timor on 2nd October.

They then continued west across the Indian Ocean and, crossing the Atlantic via the Cape of Good Hope, reached Jamaica on 4th February 1793 delivering the surviving 623 breadfruit trees. On 29th March they received the news that France had declared war on Britain. They

therefore had to wait for naval reinforcements to arrive before setting sail for home on 15th June 1793 berthing at Deptford on 7th August and delivering botanical specimens for Sir Joseph Banks and Kew Gardens.



The *Providence* and (her tender) the *Assistant* 1791.
Sketched by George Tobin - Mitchell Library, NSW.

Voyage of the *Bellerophon* - Fighting the French

Matthew Flinders - now still only 19 years of age - then applied to his mentor Pasley for a position on his warship *Bellerophon* and was appointed his aide -de- camp. In the middle of November 1793, the *Bellerophon*, under the command of Commodore Pasley, sailed out into the Channel to take on the French. Among various actions they captured the French corvette *La Blonde* of 100 men and 28 guns and took their prisoners into Falmouth where the ship was sold.

Flinders' major action was in the blockade of a fleet of 100 ships sailing to France from America with food for the starving French population which was suffering from the chaos of the revolution.

The large British fleet sailed from Spithead on 2nd May 1794 and consisted of twenty-nine large war ships and fifteen frigates. Two weeks later the French fleet sailed from Brest with twenty-six large ships of the line, five frigates and two corvettes. After extended skirmishes came 1st June 1794 - known as "The Glorious 1st of June" in naval history - the largest sea battle ever between the British and the French. Both France and Britain claimed victory with

the French suffering more losses than the British who failed to stop the food convoys getting through to France. Flinders returned to Portsmouth on 18th June 1794.



HMS Bellerophon

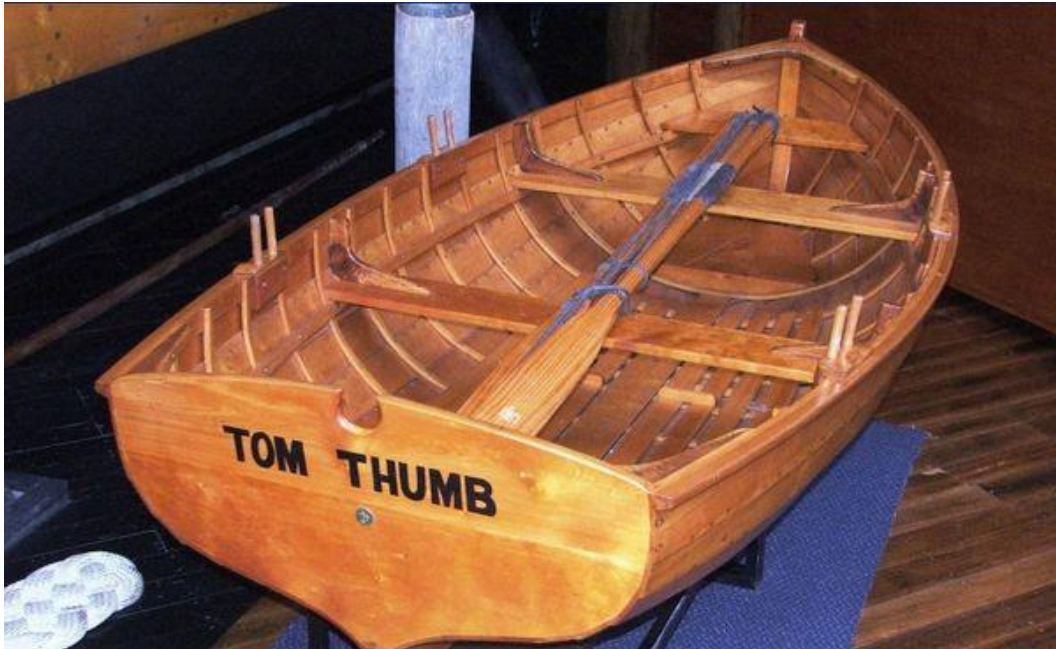
Voyage of the *Reliance*

On 10th August 1794 Matthew Flinders was appointed master's mate to Henry Waterhouse on board *Reliance* under the command of Captain John Hunter who was on his way to be the second governor of New South Wales. His instructions, among other things, were to bring an end to the chaos and corruption that had taken hold in the colony.

Also on board was George Bass as surgeon who became firm friends with Flinders and his younger brother Samuel. Sailing with *Reliance* was the smaller *Supply* under the command of Hunter's nephew Lieut. William Kent. The two ships left Plymouth on 15th February 1795. They sailed to Tenerife then Rio and then east, by-passing Cape Town and on to Van Diemen's Land - arriving at Port Jackson on 7th September 1795. This was the first time that Matthew Flinders had visited the new colony.

Voyage of the *Tom Thumb*

On 26 October 1795 Matthew Flinders and George Bass sailed out of Sydney Cove in the *Tom Thumb* (18 ft. long and 5ft. wide) on a nine-day trip to Botany Bay including exploring the Georges River. This had never been done before and they were able to report back to Governor Hunter that the land was fertile and appeared suitable for agriculture. This highly risky journey along the coast and back showed the sense of adventure and daring shared by the two friends.



A replica of the Tom Thumb in the Bass and Flinders Museum in Georgetown Museum, Tasmania.

Voyage of the *Reliance* to supply Norfolk Island

On Governor Hunter's orders, Bass and Flinders sailed for Norfolk Island on 21 January 1796 on *Reliance* taking supplies for the population which was now well established and had grown significantly.

Voyage of the *Tom Thumb II*

It was thought that there was another big river south of Botany Bay, as described by Henry Hacking. In order to verify this on 24th March 1796 Flinders, Bass and William Martin set off in the Tom Thumb II sailing south past Botany Bay. They caught a strong current that took them much further they had planned, reaching what is now called Wollongong and then Port Kembla and Lake Illawarra.

After many difficulties with sailing conditions and unnerving interactions with the native people they found the Hacking's river and Port Hacking as they sailed north on their way home to Port Jackson arriving there on 1st April 1796.

Voyage of the *Reliance* to Table Bay and back

On 25th October 1796 *Reliance* (with Flinders as 2nd Lieutenant), *Supply* and *Britannia* sailed from Norfolk Island bound for Cape Town. *Reliance* and *Supply* were to return to Sydney with livestock that the colony desperately needed. The *Britannia* was to carry on to England carrying David Collins and Philip Gidley King who were ill and the Lieutenant Governor William Paterson who had a serious eye infection.

The two ships reached Table Bay on 16th January 1797, and shortly afterwards, Matthew sat his oral examination for promotion to full lieutenant and was successful. The *Reliance* and *Supply* were loaded up with sheep (including the first merinos to come to Australia), cattle, goats and horses. Leaving Cape Town on 11th April 1797, both ships were overloaded and in

poor condition, so the trip back to Sydney was a test of seamanship and determination. The *Supply* arrived back at Sydney Cove on 16th May 1797 almost falling apart and the *Reliance*, which had been nursed along by Flinders, on 26th June in not much better condition.



Wooden boat model of HMS *Reliance*.

To be continued

TRIVIA AND DIDACTIC WHIMSIES

A place in history

Historians have recently discovered that Annie Oakley, famed sharp-shooter of the Old West, had a sister.

The sister, Carrie, gained some renown in her day as a singer in various saloons throughout the West, but it was not until after her death that she was very widely known. Today, countless bars are dedicated to Carrie Oakley.

Great expectations

A noted sex therapist realised that people often lie about the frequency of their encounters, so he devised a test to tell for certain how often someone has sex.

To prove his theory, he filled an auditorium with people and went down the line, asking each person to smile. Using the size of the person's smile, the therapist was able to guess accurately until he came to the last man in line, who had a grin from ear to ear.

"Twice a day," the therapist guessed, but was surprised when the man said no.

"Once a day, then?" Again, the answer was no.

“Twice a week?”

“No.”

“Twice a month?”

“No.”

The man finally said yes when the doctor got to “once a year.”

The therapist was dismayed that his theory didn't work and asked the man: “What are you so happy about?”

The man answered: “Tonight's the night!”

London Bus Superloop



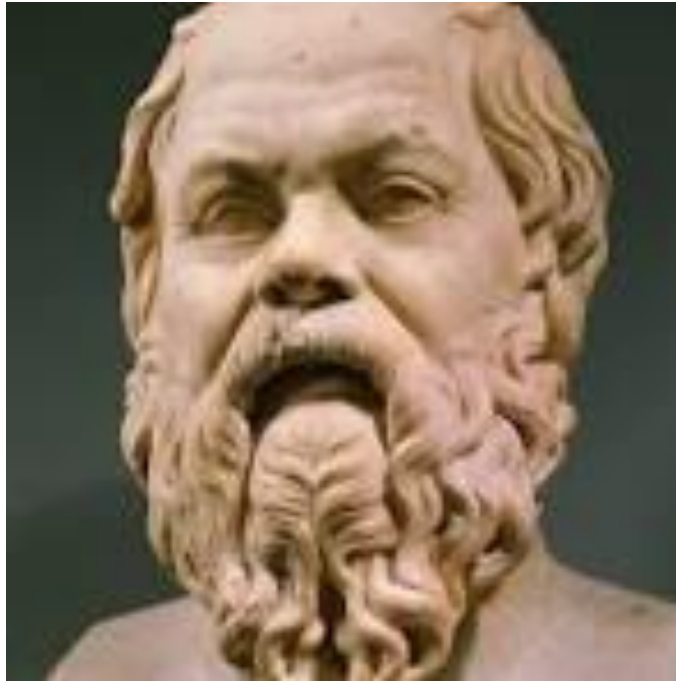
This is a diagrammatic map of the new London Bus Superloop. It provides a 15 minute service frequency seven days a week – between 4.30 am to midnight. It costs 1.75 UK pounds per trip and links all transport hubs.

It was implemented with improved bus shelters, more cleaning, better signage, wayfinding, live data on arrivals/departures and USB charging points.

I realize it is difficult to read at this scale but you can download it on <https://content.tfl.gov.uk/superloop-map.pdf>

Socrates's thoughts on gossip

Keep this in mind the next time you are about to repeat a rumour or spread gossip. Socrates was a Greek philosopher (469-399 BC) who is credited as the founder of Western philosophy and among the first moral philosophers of the ethical tradition of thought



He was widely lauded for his wisdom. One day an acquaintance ran up to him excitedly and said, "Socrates, do you know what I just heard about Diogenes?"

"Wait a moment," Socrates replied. "Before you tell me, I'd like you to pass a little test. It's called the Triple Filter Test."

"Triple filter?" asked the acquaintance.

"That's right," Socrates continued. "Before you talk to me about Diogenes, let's take a moment to filter what you're going to say."

"The first filter is Truth. Have you made absolutely sure that what you are about to tell me is true?"

"No," the man said, "Actually I just heard about it."

"All right," said Socrates, "So you don't really know if it's true or not. Now let's try the second filter, the filter of Goodness."

"Is what you are about to tell me about Diogenes something good?"

"No, on the contrary..."

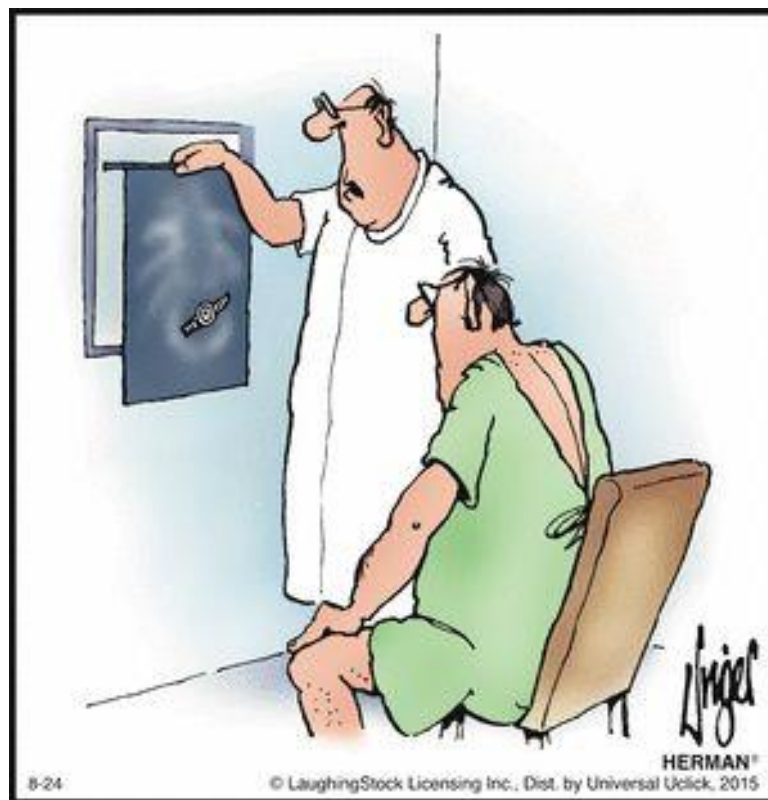
"So," Socrates said, "You want to tell me something about Diogenes that may be bad, even though you're not certain it's true?"

The man shrugged, a little embarrassed. Socrates continued, "You may still pass the test though, because there is a third filter, the filter of Usefulness. Is what you want to tell me about Diogenes going to be useful to me?"

"No, not really."

"Well," said Socrates, "if what you want to tell me is neither true nor good nor even useful, why tell it to me or anyone at all?"

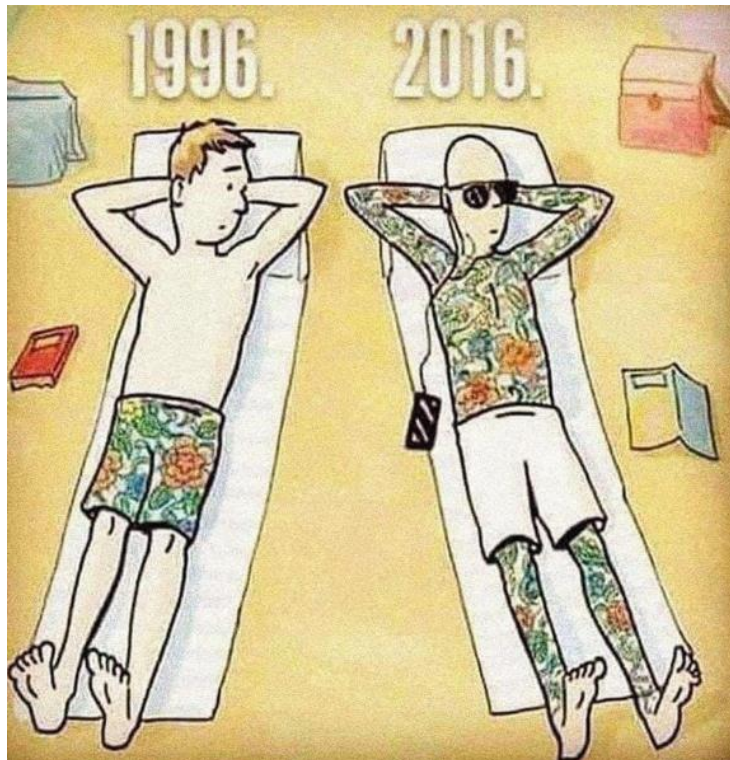
The man was bewildered and ashamed. This is an example of why Socrates was a great philosopher and held in such high esteem. It also explains why Socrates never found out that Diogenes was having it off with his wife.



**"I'll have to open you up again;
that watch has great sentimental value."**



“I’ve crunched the numbers in your retirement account. It’s time to figure out who will be wearing the mask and who will be driving the getaway car.”



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