

Fire Board

26/02/2024

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Silage done, February GST done so it must be time to do the “Fire Board”. I had no idea what I was going to fill any sort of newsletter with when I started, but within 24Hr of sending out the last “Fire Board” I had 4 pages for this edition. Thanks to a suggestion and a question from a couple of members. So if you have a thought or a question please drop me a line. If the information helps only one member that’s a win.

I hope you have all weathered the Australian summer and all it can throw at you. Fires in Victoria at the moment & storms in Queensland early in the week. I started piecing this together hibernating from 28.5C which is far too hot for this Taswegian. (Followed by 15C the next day, that’s more like it.) How did I survive without Acon. Though Christine (recuperating from a knee replacement) did mention something about going to do her knee exercises to warm up and here’s me thinking it was time to migrate to the “cool room” we use to hang a beast in.

DVA – page 3 - I have included part of the web page for the **Australian Defence Force (ADF) Firefighter Scheme** as a reminder that it is available. We only seem to absorb the information needed at the time, so I will keep the reminders coming.

[Australian Defence Force \(ADF\) Firefighter Scheme | Department of Veterans' Affairs \(dva.gov.au\)](https://www.dva.gov.au/australian-defence-force-ADF-firefighter-scheme)

RSL Advocacy page 5 or use the link [Advocacy Support — RSL Australia](#)

Along with a note from the [RETIRED RAAF FIREFIGHTERS ASSOCIATION \(facebook.com\)](#)

Some historical notes of interest page 6 Just to make you feel old, it’s 10 years since MH 370 disappeared, 60 years since the Melbourne – Voyager collision and 50 years since the MV Straitsman sank.

“Who” page 7 I also pinched from “FB” which I found an interesting read.


Tasmanian 2025 Reunion page 9 A few members along with myself are getting “twitchy” about the reunion. We are still in a holding pattern for another month. **I will be putting together the information to send out to you around this time next month.** Until then I have included the program and some information for those who may be thinking of touring while here for the reunion. QANTAS has some very nice looking A220 jet that I’m sure will be on the Tasmanian run, coming online. I have an idea that the new larger boats that will both be operating from some time in 2025 may remove the transport bottle neck only to overwhelm the land-based infrastructure for a while till it catches up. Early 2025 may not be a bad time to visit Tasmania. As if there is ever, “A bad Time”!

All being well we will have a shirt you may like to purchase for the reunion. Not from the reunion committee, but I see no problem with that. Why reinvent the wheel & many hands make light work. I’m sure we will get more information in due course.

I look forward to the edition that has no “Vale” page that is unfortunately included in this edition.

Facebook sites.

RAAF Firies, RAAF Fire and Rescue Retired RAAF Firefighters Association.

Web THE R.A.A.F FIRE SERVICE  (georama.com.au) hosted by Chas Adlard. It is Chas’s site where you can find back issues of “Fire Board” and back issues of Pat’s Newsletters back to 2011. There’s a wealth of information there.

smokey01.net/fire/ is the page for the Adelaide Aug 2022 reunion, with lots of photos.

Info on the Hobart reunion and copies of all Fire Board issues are at www.raaffirereunion.com.

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A couple of links to checkout.

[AUSTRALIAN AVIATION COLLECTION — Australian Warfighters Coffee](#)

[Workhorse - RAAF C-130s on Apple Podcasts](#)

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Glen Anderson
0438635159
glen@raaffirereunion.com



Call Lifeline on 13 11 14

[Beyond Blue | 24/7 Support for Anxiety, Depression and Suicide Prevention](#)

1300 22 4636

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Australian Defence Force (ADF) Firefighter Scheme

Last updated:

11 May 2023

Background

The Government announce the ADF Firefighter Scheme on 11 May 2021 as part of the [2021–22 Budget](#),

The scheme provides better health and wellbeing support for Australian Defence Force (ADF) firefighters who participated in fire training at Royal Australian Air Force Base Point Cook between 1 January 1957 and 31 December 1986.

The scheme recognises the risks faced by these ADF firefighters who were potentially exposed to a wide range of hazardous substances during fire suppression training at a time when personal protective equipment was not of the same standard available today.

The scheme commenced on 20 September 2021.

About the Scheme

The scheme makes it easier for eligible participants to claim compensation for 31 prescribed health conditions.

ADF firefighters who are eligible under the scheme can claim compensation if they are diagnosed with any of the 31 specified conditions, including all cancers, without having to provide evidence that their condition is related to their service.

Eligibility

You may eligible if all of the following apply:

- you were an ADF firefighter, trainee, instructor or other ADF employee
- you took part in firefighting training at RAAF Base Point Cook Fire Training School
- your training occurred between 1 January 1957 and 31 December 1986 (inclusive).

What you can get

Eligible ADF firefighters may access any or all of the following benefits under the scheme.

Health care

Under the scheme, all eligible participants will have access to both:

- Fully funded screening for colorectal cancer and melanoma, for early detection and prevention
- individually tailored health and lifestyle advice through the [Heart Health Program](#) for 12 months.

The scheme can help you even if you are not sick.

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Compensation

If you are diagnosed with any of the 31 prescribed health conditions listed below, the scheme will make it easier for you to claim compensation under the [Safety, Rehabilitation and Compensation \(Defence-related Claims\) Act 1988 \(DRCA\)](#).

If you are eligible, and we have previously denied a claim for one of the prescribed conditions, you can re-apply for compensation again under this scheme.

[List of prescribed conditions \(must be diagnosed\)](#)

The following conditions can be covered under the scheme.

Skin conditions

1. dysplastic naevus
2. eczema/dermatitis

Neurological conditions

3. multiple sclerosis (MS)
4. Parkinson's disease
5. peripheral neuropathy
6. spinal muscular atrophy
7. erectile dysfunction
8. cauda equina syndrome
9. neurogenic bladder
10. non-alcoholic toxic encephalopathy
11. acquired colour vision deficiency

Mental health conditions

12. depression
13. sleep disorders with neurogenic basis
14. bipolar affective disorder
15. vertigo
16. memory loss
17. anxiety
18. panic disorders

19. impaired cognition
20. agoraphobia with panic disorder

Malignant and myeloproliferative conditions

21. malignant neoplasms
22. myeloproliferative disorders

Liver conditions

23. liver disease
24. pancreatic disease

Gastrointestinal conditions

25. irritable bowel disorder
26. ulcerative colitis/Crohn's disease
27. diverticulitis
28. bowel polyps
29. mixed connective tissue disease

Immunological conditions

30. systemic lupus erythematosus
31. sarcoidosis.

Further information is available via the link below.

[Australian Defence Force \(ADF\) Firefighter Scheme | Department of Veterans' Affairs \(dva.gov.au\)](#)

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RSL ADVOCACY SUPPORT

From [Advocacy Support — RSL Australia](#)

The process for lodging claims with Department of Veterans' Affairs can often be time consuming and stressful. We can help.

RSL has nearly 600 trained volunteer compensation and wellbeing advocates spread across the country who can help guide you through the claims process.

An RSL Advocate can assist you to get the best possible result for your circumstances, getting you the recognition and respect for your contribution that you made during your service.

Our assistance is free and can often be done in person or online/over the phone.

How we can help:

- We can offer independent advice on making a claim and inform you of the government legislation that covers veterans' compensation
- We can help you complete your application, supporting you through the claims lodgement process
- We can help make sure you have all the correct documentation to support your claim
- We can keep in touch with you throughout the process to provide updates and reassurance
- We may be able to help you appeal a rejected claim. We can review your case to see if anything was missed and assess what your options are.
- More at [Advocacy Support — RSL Australia](#)

Via FB



RETIRE RAAF FIREFIGHTERS ASSOCIATION

Gordon McCartney · 1h · 🌐



OK all here is a bit of DVA info for you all if you don't already know. I just had a win with a car dealership.

If you hold a Gold Card with TPI when you buy a new vehicle or possibly a reasonably new second hand car you don't pay GST or Stamp duty. Plus no stamp duty on vehicle rego in QLD.

There is a form on the ATO website called "Declaration for an exemption of GST on a car or car parts – disabled veterans".

My car dealership is refunding me my vehicle GST.

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Melbourne - Voyager Disaster

On February 10, 1964, HMAS Voyager and HMAS Melbourne collision near Jervis Bay — one of the most traumatic maritime events in Australia's peacetime history.

The following is from [Melbourne–Voyager collision - Wikipedia](#) the link has a far larger article.

On the evening of 10 February 1964, the two ships were performing manoeuvres off [Jervis Bay](#). *Melbourne's* aircraft were performing flying exercises, and *Voyager* had been given the task of [plane guard](#), and was positioned behind and to [port](#) (left) of the carrier in order to rescue the crew of any ditching or crashing aircraft. After a series of turns effected to reverse the courses of the two ships, *Voyager* ended up ahead and to [starboard](#) (right) of the carrier. The destroyer was ordered to resume plane guard position, which would involve turning to starboard, away from the carrier, then looping around behind. Instead, *Voyager* began a starboard turn, but then came around to port. The bridge crew on *Melbourne* assumed that *Voyager* was zig-zagging to let the carrier overtake her, and would then assume her correct position. Senior personnel on *Voyager* were not paying attention to the manoeuvre. At 20:55, officers on both ships began desperate avoiding manoeuvres, but by then a collision was inevitable.

(note: “Stevens” mentioned below was the captain of HMAS Voyager)

From the 314 personnel aboard Voyager at the time of the collision, 14 officers, 67 sailors, and one civilian dockyard worker were killed, including Stevens and all but two sailors of the bridge crew.[31] The majority of those killed had been in the forward section of Voyager when the collision occurred, off duty and relaxing or sleeping.[32] Only three bodies were recovered, one of them being that of Stevens. They were buried on 14 February, and the missing were declared dead on 17 February.[33] Memorial services were held around Australia on 21 February.[33] There were no casualties aboard Melbourne.[24]

MH 370 – Malaysia Airlines 370 (MH370/MAS370) disappeared from radar on 8 March 2014 while flying from Kuala Lumpur to its planned destination, Beijing in China. All 227 people on board and the aircraft have never been located, despite thousands of hours of searching. The reason for its disappearance has not been determined. Mass murder by suicide by pilot is the main theory.

[Malaysia Airlines Flight 370 - Wikipedia](#)

MV Straitsman was a Bass Strait 720-ton roll-on/roll off livestock carrier, it was launched on 29 January 1972. It was built to operate between Melbourne, King Island and Stanley in Tasmania.

On 23 March 1974, it capsized and sank in the Yarra River Melbourne while approaching its berth with its vehicle door partly open, with the loss of two crew members and many of her cargo of 2,000 sheep The ferry was heading upstream at 6 knots when a crew member opened the stern door without the knowledge of the captain on the bridge.

Following salvage and repair, the vessel spent 15 years serving King Island, before being bought by Bluebridge, NZ. where it provided inter-island ferry services between the North and South Islands between 1992 and 2004. It was then sold to a Fijian shipping company, renamed **Sinu-I-Wasa**, running aground during Cyclone Winston in 2016. -From Wikipedia

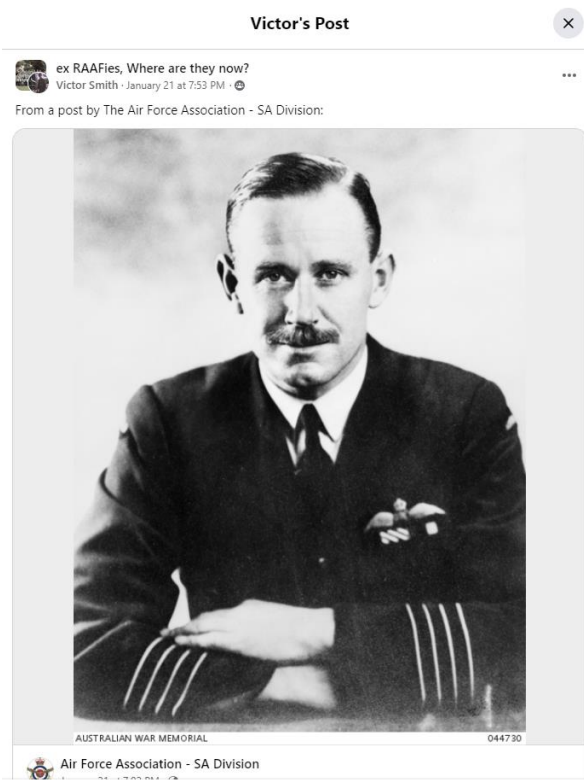
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WHO

From Facebook 29/01/2024



[Air Force Association - SA Division](#)

21 January 1942: WGCDR Lerew, Commanding Officer No 24 Squadron, issues gladiatorial salute to Air Force leadership

Did you know that on this day in 1942, Wing Commander John Lerew, Commanding Officer No 24 Squadron based at Rabaul, issued a famous gladiatorial salute in response to an Air Force leadership directive?

Initially joining the Citizen Air Force in 1933, John Lerew joined the Permanent Air Force in 1935 completing junior officer postings in the Melbourne area. In June 1940, he was promoted to SQNLDR and appointed Officer in Charge of No 1 Aircraft Depot in Geelong where, amongst other duties, he test flew the first Fairey Battle assembled in Australia.

He was appointed Commanding Officer, No 24 Squadron, in May 1941 and in December, moved the squadron to Rabaul, New Britain, to counter the anticipated Japanese

advance. By early 1942, the squadron was equipped with four Hudson bombers and six dated Wirraway aircraft (which were intended to be used as fighters).

Devastated by an overwhelming attack on 20 Jan (see yesterday's post), 24 SQN was reduced to only 2 Wirraway and one Hudson aircraft serviceable on the evening of 20 January. Lerew signalled the Area Combined Headquarters in Townsville advising "Two Wirraways useless defence - Will you now please send some fighters?" They replied "Regret inability to supply fighters. If we had them you would get them."

On the morning of the 21 January, the Area Combined Headquarters tasked Lerew to attack an approaching Japanese naval force. Lerew protested the task suggesting evacuation would be the better option. The Air Officer Commanding North-Eastern Area, Air Commodore Frank Lukis, responded by directing him to keep the airfield open. Lerew replied with 'Morituri vos salutamus' – Latin for 'We who are about to die, salute you!' – a reference to the salutation of Roman gladiators before they entered combat.

Ignoring a further message intended to remove him from command, and after consulting the Army commander, Lerew arranged for almost 100 RAAF personnel to be evacuated by boat and air resulting in only three of his men being captured by the Japanese.

Following the evacuation, Lerew took command of a composite squadron at Port Moresbey and a month later led a mast level attack by Hudson bombers against Japanese shipping where his aircraft was shot down in flames with Lerew bailing out and eventually returning to his unit nine days after he was shot down walking through jungle and finding a schooner to take him back to Port Moresbey. He

was awarded the Distinguished Flying Cross for this action. Following several other commands in Australia, he completed the war as a GPCAPT and the first Director of the Directorate of Flying Safety in the Air Force.

Today, No 24 Squadron is an important unit providing air base and operations support at RAAF Edinburgh embracing its rich World War 2 heritage.

Portrait image of GPCAPT John Lerew courtesy of Australian War Memorial Digital Online Collection (Copyright expired, public domain).

A Comment

Wayne Melrose

The actual story was a bit worse than that. His personnel were ordered by area HQ in TVL to "fight alongside the army to repel the attack and keep the airfield open." There were two problems with that: There were no spare weapons to equip them, and if weapons had been available, very few of the RAAF personnel had been trained in using them. Lerew had given his signals officer a signal to be sent advising of the flying boats of the pickup point, but before it could be sent the army blew up the bomb dump and the resulting blast wrecked the only working radio. A signals SGT took a vehicle (some reports say rode a bicycle) and went to nearby plantation to try and find a working radio. Fortunately he found one and the vital signal was sent.

R.A.A.F Fire Fighter Reunion
20th to 23rd March 2025
Hobart, Tasmania

Bookings will open in late March 2024

Program

Thursday 20th March 2025

Welcome Drinks -1800 to 1930 – Boardwalk Gallery.

Cost is \$40.00 per person. Food will be provided. Drinks will be available for purchase at the bar.

Friday 21st March 2025

Peppermint Bay Cruise - 10.30 from the Wrest Point Pier - \$170.00 per person



This return cruise on-board our catamaran is a great way to experience the city's harbour, beachside towns and wildlife on route to the Peppermint Bay Hotel.

Arriving at Peppermint Bay a short stroll will take you to our restaurant to enjoy our chef's set menu based on seasonal produce from our garden and of-course our local producers, whilst you soak up the views over the d'Entrecasteaux Channel and Bruny Island.

Unfortunately, this trip has increased in price like everything else at the moment. I am told no further increase is expected this financial year. As we can get a contract come March this should be our 2025 price.

Fellow committee member Jim Dent has done the trip twice and said he will be happy to go again as it's a great day out.

Saturday 22nd March 2025

Dinner – 1800 to 2200 - Boardwalk Gallery. Cost \$100.00 per person.

This will be a buffet. – Cost \$100.00 per person with a cash bar.

We are planning to have a raffle.

Sunday 23 March 2025

Will be an informal lunch at the Boardwalk Bistro, for those still around.

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Touring Tas. – My findings playing with the TT-Line booking site



Photo of vehicles on the Sprit.

MON 16 DEC	TUE 17 DEC	WED 18 DEC	THU 19 DEC	FRI 20 DEC	SAT 21 DEC	SUN 22 DEC	
NO DATA AVAILABLE	NO DATA AVAILABLE	NO DATA AVAILABLE	NO DATA AVAILABLE	8:30 AM \$1272	10:30 AM \$1144	NO DATA AVAILABLE	
6:45 PM \$1144	6:45 PM \$1144	6:45 PM \$1144	6:45 PM NO DATA AVAILABLE	9:30 PM \$1230	11:30 PM \$1144	6:45 PM \$1272	
Breakdown: 2 x Adult 1 x Car with Caravan Sprit rate Conditions		5336 5808	25 DEC	THU 26 DEC	FRI 27 DEC	SAT 28 DEC	SUN 29 DEC
8:30 AM \$1144	NO DATA AVAILABLE	NO DATA AVAILABLE	8:30 AM \$1144	10:30 AM \$1272	NO DATA AVAILABLE	8:30 AM \$1144	
9:30 PM \$1272	11:30 PM \$1144	6:45 PM \$1272	9:30 PM \$1272	11:30 PM \$1272	6:45 PM \$1272	9:30 PM \$1272	

As of the 04/02/2024

Sailing from Geelong to Devonport - Monday 28th of Oct 2024 to Sunday 1st of Dec. 2024 Sold Out for 11.4 m overall length with roof rack.

Don't know if you can book into 2025 if

you ring up? For the same rig returning this year in February 2024, 12 sailings were available out of 44. From the 24th of Feb. 2024 till the 28th of July 2024 no bookings were available for this size rig. So book a return sailing as soon as you can.

Surprisingly I could book a car from Geelong to Devonport and return next month, but there was no choice of cabin, for the sailing I picked at least. The base price was \$300 more than the booking for May 2024.

I then looked up sailings in May 2024 from Tas. taking the Outlander and 2 people and had the choice of any sailing, though changing dates by one day saved \$100 so some sailings are filling.

The rule of "Thumb" seems to be bookings open 11 months ahead of time. If towing book ASAP & 6 months for just a car. March is still tourist season so I would make it a least 6 months even for a car.

New TT Line ship Sprit of Tasmania IV to arrive late 2024, SpOT V in 2025, these are bigger ships with around 60% more lane space for vehicles. So there will be some space opening up depending on just when the new ships come on line.

I had a Facebook site named [Lap of Tasmania - Road trip advice and inspiration](#) pointed out to me. The name should also include "Frustration*" to cover us 'interested observers" There are some great photos & information for those planning or those that don't plan* their trip to Tasmania.

Book the out bound leg ASAP then watch the site daily when your intended return date approaches. If you ring the TT-Line people directly there many be a wait list, you could be placed on for the return leg.

[Guide to the Spirit of Tasmania](#) - from the Lap of Tasmania people.

Don't forget that you can park your vans while staying at Wrest Point. Sorell & Snug have caravan parks and there are others that I'm sure those with vans know what websites to look up to find them. The following photos of the Hobart Show grounds were put on "The Lap" page. I didn't know it still operated as it is being redeveloped. This post, dated 10th Feb 2024 says it is close to public transport, noisy, dusty and a lot of other things. Six months ago, it was grass, someone said.

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Vale

Kenneth Gamble 29/11/2023 1969 Coarse 21

Garry Riley 21/12/2023 1973 Coarse 32