

Fire Board

27/05/2024

#7

3/2024

Winter is fast approaching; I hope it brings some rain with it. I see WA has rain forecast they have had far more than its share of fires of late with the east coast pinching all the rain. Tas. received just enough rain to get by, but we are still waiting for a soaking rain.** On a quick trip to Hobart the other week, we had to travel to islands off the bottom of Bruny Is. with Pennicott Cruises to get rained on. The prize for the greenest part of Tas. on the trip went to St. Helens which is very unusual. We did Hobart to Mayberry via the east coast & Scottsdale on the way home, the last time we did that trip was 36 years ago. We took 5 days back then not 9 hours. Melbourne to Canberra in 10 hours is a far easier trip. But I do love a good corner or 2 (hundred).

Very little to report on any front this time around. We only have 6 people booked for the reunion. Time will tell if we get more.

DVA

I have included a FB post by Keran Carsburg and found a page from one of Pat Mildren's Newsletters that is well worth rereading. All Pat's Newsletters are available at [NEWSLETTERS \(georama.com.au\)](https://www.georama.com.au/newsletters)

We still need a Vale page I'm afraid.

I did receive an original photo of Fire Course No 5 from Noel Francisco, complete with signatures on the back. You can find digital copies of course photos and more at [THE R.A.A.F FIRE SERVICE](https://www.raaf-fire.org.au). There are some photos that need names if you could help.

The reunion information, some historical notes, old and new that I hope you will enjoy reading and how to spend an hour or two in Strahan if you find yourself on the west coast of Tasmania. Plus, some links you may find useful is all you get this time around.

Facebook sites.

[RAAF Firies](#)

[RAAF Fire and Rescue](#)

[RETIRED RAAF FIREFIGHTERS ASSOCIATION](#)

Web [THE R.A.A.F FIRE SERVICE \(georama.com.au\)](https://www.raaf-fire.org.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. (photo page wasn't active when I last tried it, please advice) or use this [2022 Reunion - Adelaide \(georama.com.au\)](https://www.georama.com.au/2022-Reunion-Adelaide)

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

Thanks to Jeff Uyen-Fogarty for posting this link on [RETIRED RAAF FIREFIGHTERS ASSOCIATION](#)

[Defence newspapers | News & Events | Defence](#)

The reunion will get a mention in the 20th of June edition

Fire Board

27/05/2024

#7

3/2024

- [Bestselling US author Kristin Hannah honours Vietnam War nurses in new novel, The Women - ABC News](#)
- [Australian Defence Force \(ADF\) Firefighter Scheme | Department of Veterans' Affairs \(dva.gov.au\)](#)
- [Advocacy Support — RSL Australia](#)

**ADF Mental Health All-hours
Support Line
1800 628 036**

Call Lifeline on 13 11 14

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

1300 22 4636

Glen Anderson

0438635159

Po Box 185, Mole Creek, Tas. 7304

glen@raaffirereunion.com.au

** How dry is Tas. at the moment? [This is a clip taken 19May2024.](#) We may be look green, but it's May we usually have mud to go with it. Other clips here. [Cir-Ponds Gelbvieh & Murray Grey Stud \(facebook.com\)](#)

Fire Board

27/05/2024

#7

3/2024

DVA

From FB [RETIREED RAAF FIREFIGHTERS ASSOCIATION](#)

[Keran Carsburg](#)

Admin

DVA can reassess existing conditions if you submit a new claim under the (Veterans' Entitlements Act 1986) VEA. However, DVA has a directive from the Repatriation Commission called the "Optional Assessment Model" that allows a DVA client to request in their application for a new claim "not to have already accepted VEA conditions re-assessed".

If the new condition you are claiming is not affected by or does not affect an already existing condition, then the DVA delegate should respect your wishes and just process the claim for the new condition.

In comments to the above post.

[Keran Carsburg](#)

From my experience anyone who makes a claim under the ADF Firefighter Scheme will most likely have any accepted condition under the VEA included in their claim documentation.

My personal assessment documents totaled 38 pages. I contacted the Case Manager and told her that I did not want my current accepted conditions reassessed. I also asked her to ensure that my DRCA (Defence Related Clams Act) claims were assessed under the guidelines of the ADF Firefighter Scheme. She replied that she wasn't aware of the Firefighter Scheme and also said she wasn't aware that I was a Firefighter (every page of my claims had the wording ADF Firefighter Scheme at the top in 18-point red bold lettering).

Her last words were 'I will remove your existing conditions and forward your file to a Delegate'. That was several months ago.

This link may help if like me you know nothing of these matters.

[The DRCA | Department of Veterans' Affairs \(dva.gov.au\)](http://dva.gov.au)

Fire Board

27/05/2024

#7

3/2024

Newsletter #5/2020 - 20th August 2020 by Pat Mildren OAM

APPEAL.

I would like to make a passionate appeal to everyone to please make a claim for every medical condition you have. I know from the medical records I have that there are many who have conditions that would be subjected to a claim. I know the reasons why these claims have not been made including;

My mate told me it was not a claim as he had a similar claim rejected.

Answer: This may be true however everyone has different circumstances and yours are possibly different and besides your mate will not be making the decision. Submit a claim

I made a claim and DVA rejected it.

Answer: You are always given the opportunity to appeal this decision, do so, (I have made three appeals which have all been successful.)

I do not have active service.

Answer: You are not required to have active service. Members in this category are entitled to claim for conditions which have been established as a result of their service despite you having left the service many years previously. Points are awarded for each claim accepted and a progressive pension rate paid. On reaching 100 points you will be entitled to a Gold Card.

I do not have any conditions which would be accepted:

Answer: How do you know? Many conditions which have been rejected in past years are now accepted. Asthma, Diabetes, Blood conditions, Upper Respiratory Tract (URT), Central Nervous System (CNS), Gastrointestinal Tract (GIT), skin and eyes are some of the conditions which have recognised in the Dr Douglas Report. Make a claim.

WHAT ARE THE BENEFITS?

White Card

This will depend on the accepted condition and would entitle you for free treatment for that condition, (eg hearing entitled to treatment and aids, app 30 points) plus you will receive a tax free pension. Further conditions would entitle you to treatment and an increase in the pension.

Gold Card

On reaching 100 points you would receive a Gold Card. This entitles you to receive free treatment for ALL medical conditions and 100% of the pension.

Gold Card EDA (Extra Disability Allowance)

If you are retired and have a Gold Card and suffer further medical conditions you receive full cover for all medical conditions, a higher pension rate and upon your death the Gold Card will be issued to your partner. There are also extra travel and discount benefits.

TPI (Totally and Permanently Incapacitated)

If you are forced to retire because of your medical conditions you will receive the highest pension, Plus treatment for all medical conditions and upon your death the Gold Card will be issued to your partner. There are also extra travel and discount benefits.

MAKING A CLAIM

In the past some Advocates have refused to list conditions that believe will not be accepted. It is **not** up to the Advocate to make this decision. It is up to them to include all conditions that you or your doctor believe may have been caused by your service. If they insist on this action my advice is to get a new Advocate.

On the first page of your claim write in the top margin the words, "DEFENCE FIREFIGHTER". This was the advice given to me some years ago by a senior member of DVA, (who is not in this position at this time) to give reviewing officers the information that you have been subjected to chemical exposure.

SUMMARY

This is your right, if your condition can be traced back to your service career it is something that you have earned. Whilst I am covering conditions related to chemical contamination this is not the only reason to make a claim. My studies reveal that all Firepersons have a 150% chance of suffering a skeletal injury. I have previously published a chart outlining the degrees of pressure/weight our bodies were subjected to whilst carrying out our tasks. This has been used successfully by myself and others and accepted by DVA. I would also recommend you give this to your GP if you have this problem/s. If you require a copy, I will send it out on request.

You can read Pat's "Newsletters" at [NEWSLETTERS \(georama.com.au\)](http://NEWSLETTERS(georama.com.au))

Fire Board

27/05/2024

#7

3/2024

SS Taroona

Many ships have plied the Bass Strait run over the years. The Princess of Tasmania was on the run when I was a kid. When launched it was the largest RO-RO (Roll On – Roll Off) vessel in the Southern Hemisphere & the largest vessel built in Australia. By today's standards it was a "bathtub" at best. I did sail on it but don't remember much about it. Replaced by the Empress of Australia that wasn't a lot better. But the boat that kept coming up when people older than me chatted was the SS Taroona.

The Taroona was built in Glasgow as a steam turbine ship and entered service in 1935. It ran on alternate trips between Melbourne, Bell Bay and Beauty Point and return, then Melbourne, Devonport & Burnie and return. Bell Bay and Beauty Point are within sight of each other on opposite sides of the Tamar River, but I guess 4 hours or more apart via road at the time. Burnie and Devonport were not a 40min. drive apart like today.

My father always said it was launched with a flat bottom so it could travel up the Tamar River to Launceston. The Tamar being tidal it's entire length. Launceston originally planned as its sole Tasmanian Port. This made the Bass Strait crossing interesting. Like today it took around 3 Hr's to reach the heads & the "Rip" from Melbourne. This time was achieved due to the shallow draft & not having to stay in the main shipping channel. Dinner was served at 1800 just as they reached the "Rip" (the rock ledge at the Port Philip Heads) while usually of no significance to larger modern vessels the Taroona was more susceptible. Thus a few well-timed bounces could save the ship money as meals were included in the ticket. Dad was convinced this was deliberate. During WW II the Taroona was requisitioned firstly by New Zealand and then by Australia as a Troop carrier. A false bottom being added to improve its "sea keeping". Her service life ended in February 1946. My father-in-law & family arrived in Tasmania on the Taroona with a car. Cars had to be craned on board & there was only room for 30 cars. The story goes that finally their car appears over the side hanging from the crane after much standing around for the family of 5, Christine was only a "bub in arms". With the car feet off the wharf the "smoko whistle" sounded. The car hovered there while the "wharfie's" had 'smoko". You can add a few colourful adjectives to the above story. Many years on I can assure you the rage in the telling of the story was still there. Further to that story they were going to Roseberry, today less than 1- 1/2 Hr's from Burnie. Via the 1957 Great Lake route it's 5Hr's today with only 40km of dirt road. Back then.?

In 1959 the SS Taroona was sold to Greek owners, converted to a cruise ship and renamed the SS Hellas. Working in the Mediterranean Sea till 1966 when her owners ran into trouble. SS Hellas spent the next 23 years laid up before being scraped.

PGA

Fire Board

27/05/2024

#7

3/2024



·Aviation Report

SUN ON A RAINY DAY...

The first aircraft to fly around Australia was a Fairey IID seaplane of the near-newly minted [Royal Australian Air Force](#) (RAAF, established in 1921), flown by Wing Commander Stanley James "Jimmy" Goble and Flying officer Ivor McIntyre of the RAAF. "Jim" Goble had been a successful pilot in the Royal Naval Air Service in Britain during WWI.

Exactly a century ago on 19 May 1924 the RAAF's round-Australia Flight ended overhead RAAF station Point Cook - alighting at St Kilda Beach, Melbourne.

Today, following a heavy downpour and under overcast skies, adventurer Michael Smith brought his 2019-built Chaika L65 SeaBear amphibian "Southern Sun", VH-OMS in to a successful conclusion at RAAF Base Point Cook. Earlier, Michael flew the aircraft low across the bay and over the exact spot where "Jim" Goble and McIntyre had landed exactly 100 years to the hour. The swell precluded a landing or "touch-and-go" however. This exemplifies his attention to detail, making his major landings or overflights if needed, to the dates specified by the [Aviation Historical Society of Australia](#)

Michael was welcomed by members of the RAAF including RAAF Museum, 100 Squadron (the RAAF's "vintage flight"), 21 (City of Melbourne) Squadron, RAAF band and volunteers of the RAAF Museum. There were also several light aircraft representing various vintage and aircraft owner's groups present. A suitable conclusion saw Michael taxi under a ceremonial water cannon salute provided by RAAF and fire Rescue Victoria.

Here we present the arrival photos including water cannon salute and the "escort" and photo-ship, AESL/NZAI CT-4A Airtrainer VH-NZP/A19-077 - used as a basic trainer at Point Cook until 1991.

Our post-flight analysis will follow shortly.

The excellent story around the original flight, prepared by Mr Tom Lockley for the AHSA, is reproduced, with permission at our page [Aviation Report https://wp.me/pc712C-15j](https://wp.me/pc712C-15j)

[#RAAF](#) [#raafhistory](#) [#100squadron](#) [#centenaryflight](#)

[#aviationhistory](#) [#raafmuseum](#) [#21squadron](#)

Fire Board

27/05/2024

#7

3/2024

The Ship that Never Was

Staying with the Tasmanian Ship theme, if you find yourself in Strahan at 1700 on most evenings of the year don't miss "The Play", as it is known in Strahan. It just happens to be the longest running play in Australia as well as a load of laughs. If it's cool just go early/rugged up and don't say "NO" to a blanket or a hot water bottle when offered. Why early? You want the hot water bottle! Before they run out. It's all part of the fun.

You will learn some history & may even make your debut on the stage. For reasons that escape me I haven't been asked back to repeat my "stella performance"



R.A.A.F Fire Fighter Reunion

20th to 23rd March 2025

Hobart, Tasmania

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.

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.

Please see [No 6 B Reunion.pdf \(raaffirereunion.com\)](#) for booking details or email glen@raaffirereunion.com

RSVP and refund cutoff is 23.59 AEST 3rd of March 2025

Fire Board

27/05/2024

#7

3/2024

Vale

Dennis Trow

28/03/2024

1966 Coarse 15