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**From:** [REDACTED]  
**Sent:** Thursday, 10 March 2011 4:48 PM  
**To:** Submissions Flood Commission  
**Subject:** Submission to Flood Enquiry

My name is Mary Tanevski, I own the yacht "ORION" rego. NXO-61Q, a 14.5 m ferro yacht that was moored between 2 pylons on C13 @ the Brisbane City Council's - Botannical Gardens Moorings. I was not on board at the time as I had been returning from my sisters house in the Hunter Valley for the Orthodox Christmas (our Christmas without our Father as he had passed away). I had just managed to get over the semi-flooded Warwick Bridge on the Sunday night and was in Toowoomba the following Monday 10th Jan 2011. The rain was very heavy that morning in Toowoomba and decided to watch and wait the weather before heading down to my boat and home on the Brisbane River. My friend Russell was onboard caretaking at the time and I was incontact with him during the entire period of the flood, myself being stuck in Toowoomba after the "inland Tsunami" down the Lockyer Valley that Monday afternoon, as well, there was the Toowoomba City flood mega-event.

It was in the early hours of the Thursday 13th January 2011 that the vessel had let loose from the bow facing up the river (due to the Councils tackle on the pylon failing), the vessel then swung 180° and was now facing down river with only the aft chain and rope attachments holding the vessel.

It was at midday on the 13th Jan. that the yachties and Russell had gone back on board to check out the status of the vessels tied to the pylons, helping each other out as mates do. Russell was having a cup of coffee on another yachties' boat when approximately 4pm to 4.30pm Orion had finally let go, with only 1 rope left holding the vessel to the submerged pylon, when it let loose. Prior to the flood their had been 4 x 2inch ropes and 14mm galvanized chain from the bow to the pylon tackle with the same aft. This was more than adequate to hold the boat in place regarding the flood situation. Firstly the Councils pylon tackle had failed and finally chain and ropes was not enough to hold the vessel to it's only remaining pylon tackle as the Water Police had reported a 19 1/2 knot current at the time. This is an incredible amount of force to a 25 tonne vessel.

Russell was not on board at the time as he was forced along with the other yachties to evacuate their vessels by the Water Police prior to the intial bow pylon tackle failing. I was concerned for Russells welfare as he had no where to go and with little money, being stuck in the Brisbane CBD. He also was concerned regarding the tenuous situation of the vessel, hence watching and waiting at the banks of the Botannical Gardens. He was also forced to leave that area as well by the Brisbane Police.

Once the vessel let loose from it's final holding, Russell jumped into the tinnie to race to ORION being carried away down river passing the Brisbane CBD. He did this in an attempt to board the vessel, start the engine and save the boat and try to prevent any damage to infrastructure along the river. Unfortunately ORION was struck by underwater debris infront of Customs House, was hulled and sank quickly nearly taking Russell with her after he abandoned the vessel.

VIDEO CLIP : Was headline news and went viral on You-Tube around the world.  
" Thrilling video of yacht sinking as man escapes death in Australian Flood "  
<http://www.youtube.com/watch?v=uRjFPp7gSig&feature=related>

Refer to MSQ incident report: PBP37882 - NXO61Q

After the incident the Water Police rescued Russell and returned him to a mates yacht at the Gardens Moorings. He said that within an hour and a half to two hours later ... that the water level had dropped significantly, so much that the top of the pylons could be sighted and extra ropes and chain could have been placed to save the vessel.

Hence I am saying here that we would not have lost the vessel if SEQ water hadn't let so much water out during this fateful time.

Towards the end of 2010 The Qld Gov't was told of a large La Ninya weather pattern for the upcoming summer season, similar to the summer of 1973-74. SEQ water and the Qld Govt were well aware of upcoming massive rain events for the season.

From a blog that reflects my sentiment: You cant predict the weather with 100% accuracy. That is why you have a manual which tells you to keep the level to 100%. SEQ Water rolled the dice hoping that the rain would stop on Monday and they could slowly drop the level from 150% to 100% during the week. The rain did not and the dam rose to 200% making it imperative to dump MASSIVE amounts of water on the Tuesday. If they had let water out over the weekend Brisbane would have started flooding on the Tuesday but not to the level that the massive dump on the Tuesday caused later in the week on the Thursday.

I surmise that the prolonged flood event by excessive water release from Wivenhoe Dam contributed to loss of ORION as well as the inadequate pylon tackle belonging to Brisbane City Council. The Australian Newspaper dated 9th March 2011 "The 48-hour delay that sealed Brisbane's Fate" reported that on Sunday night 9th Jan. 2011 that the Wivenhoe Dam Engineer 2 had called Brisbane City Council (BCC) and told the person at BCC advising him of potential for a high release sooner than previously expected. The entries show that after hearing from the BCC that the Engineers proposed release of 3,500 cumecs is a damaging flow level for Brisbane urban areas, the engineers in charge decided then to keep releases from the dam to less than half the proposed rate, or just 1400 cumecs. Within 40 hours of this discussion on the Sunday night, dam operators were fearing collapse of the auxillary spillway or fuse-plug reaching a critical level. On Tuesday Jan 11th operators ordered the release of 7,500 cumecs resulting in a massive flood down river Wednesday, Thursday and finally subsiding by the Friday 14th Jan.

To this day dated 10th March 2011, the vessel has not been found although sonar scans by MSQ of the Brisbane River have been done. She is still missing .....she was my pride and joy.

(NB. ORION being an uninsurable Ferro yacht, as ferro yachts cannot be covered by comprehensive marine insurance in Australia-only 3rd party is available, even though ORION was made by engineers in New Zealand to specification.)

With great distress during this flood event, Mary Tanevski