Zoe Cunich

From: Michael Orsmond [redacted]
Sent: Tuesday, 8 November 2011 12:27 PM
To: Info Flood Commission
Subject: Submission - Appropriate Rescue Craft
Attachments: SES Aurora380 060.jpg; tn_A16 Pick up.JPG; tn_A16 Port.JPG; tn_A16 rescue.JPG

Dear Madam,
Re : Appropriate Rescue Craft
Currently the main rescue craft uses by the SES for flood rescue is a " tinny". For many applications, the " tinny" is not an appropriate craft in terms of being an effective rescue platform and is not the safest vessel from an operators point of view (best practise). Emergency Management Queensland (EMQ) have practically prevented the introduction of new rescue craft and applied a one size needs to fit all policy, which negates much of the work being done by the commission. There is a need for different types of rescue craft for different operational requirements as shown by the floods. The following actual example illustrates this issue.

In 2002 Brisbane SES at their iniative, acquired an IRB, which was a modified form of an IRB in use with Surf Life Saving Australia. This IRB due to its work record became a rescue boat of choice of Brisbane SES for activities such as quick response, body searches, versatility, shallow water rescue etc. During the floods this IRB did sterling work which was noted by SES Brisbane management. It was better suited for urban use than the "tinny" and was able to fulfil an operational role which the "tinny" was unable to fulfil. It is common knowledge of the critical role that IRBs (including surf life saving) played in the floods, especially regarding shallow water evacuation and rescue.

Some reasons why the IRB is superior to the "tinny", for a number of operational roles are,
a)It provides a more effective rescue platform by;
-better stability (not so prone to capsize) which allows free movement across the deck, allows crew to be assisting on one side with lifting people into the boat or attend to other tasks
-easier to get people into an inflatable rather than a tinny (lower sides, better stability, no high and sharp edges)
-superior payload (nearly double a tinny for the same length)
-better able to deal with adverse sea/water conditions
-more manouverable
-easily deployed (can be launched off the back of a UTE if necessary)
-can be carried across obstacles and is easily manhandled
-capable of operating in shallow water as it has minimal draft
-has more deck space and is capable of carrying a bigger load
-is able to enter into restricted spaces due to lower profile and ability to turn
-less risk of injury if it collides with some one – rubber tube will not cause as much damage as aluminium edge
-able to multi task

b)Better safety features for the operator;
-will remain above the water even when swamped with a full complement so crew bear less risk of being swept away
-more shock absorbent with less impact on the crew providing better comfort
-better control with smaller crew
-far superior to the "tinny" in terms of being able to deal with adverse water conditions
-more responsive and able to turn in restricted space

-is more forgiving for driver error
-not prone to capsize
-no restriction on movement around the deck with a better working surface (no hard sides to fall against)
-no hard or sharp edges to fall against

There are a number of other reasons. IRBs are also cost effective.

Brisbane and Western Downs SES witnessed and recognized the critical role that the IRB played in the floods and identified that the IRB would play an important part in future floods as proved by the Brisbane SES, IRB. They decided to order IRBs modified to suit their requirements. EMQ have obstructed the entry of these IRBs into SES service. The obstructions are based on incorrect allegations that IRBs are unsafe. In this regard the commission is referred to their usage in a multitude of roles (military ,rescue, law enforcement, coast guard, parks and wild life, commercial) locally and internationally in sea conditions far worse than the operating conditions envisaged for the SES.

It must be pointed out to the commission the role that inflatables play internationally in flood work and other rescue work, where they are the dominant rescue vessel. From an information point of view I have attached a photo of an IRB type (SES Aurora). A example of another type of craft that would be superior to the "tinny" for other applications would be the shallow water RIB. I have attached photographs showing this RIB with an outboard jet motor. This RIB is in service with emergency services in California. This RIB was custom designed for inland water rescue work. We know that the SES operators are supportive of looking at craft outside of "tinnys" to raise levels of efficiency . The commission should direct that due consideration be given to appropriate rescue craft and not arbitrarily restrict operators to "tinnys" which for certain operational roles are not appropriate.

I am available to provide further information or assistance as required by the commission.

Kind Regards

Mike Orsmond
Director
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JET RESCUE

PROFILE
EVINRUDE