



QUEENSLAND POLICE SERVICE
STATEMENT OF WITNESS



Occurrence #: _____

Statement no.: _____ Date: **03/02/2011**

Statement of

Name of witness: **MCGUIRE, Daniel David**

Date of birth: [REDACTED] Age: [REDACTED] Occupation: **First Aid, Rural Firefighter**

Police officer taking statement

Name: **STEVENS, Matt Duncan**

Rank: **Sergeant** Reg. no.: **9119**

Region/Command/Division: **Southern** Station: **Springfield**

Statement:

STATEMENT COMMENCED AT 0926HRS 03.02.2011

TOOWOOMBA POLICE STATION

Daniel David MCGUIRE states;

1. I am a 53year old male who lives at [REDACTED] Grantham 4347. I have previously been known as [REDACTED] which is my birth name however I changed my name to Daniel David MCGUIRE 25 years ago by de-poll. On my marriage certificate it has both names but all my business in the last 25 years has been under the name of Daniel MCGUIRE and friends and family call me Danny.

2. My mobile phone numbers used to be [REDACTED] and [REDACTED] The phones, one was with Telstra was in my name [REDACTED] and the other one was with Optus [REDACTED] was in my wife Llync's name. I now use mobile phone number [REDACTED]

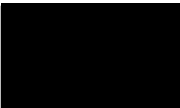
3. I am married to Llync CLARKE-JIBSON [REDACTED] and we had three children, Garry Daniel JIBSON [REDACTED] Zachary Benjamin JIBSON [REDACTED] and Jocelyn Ellanor JIBSON [REDACTED]

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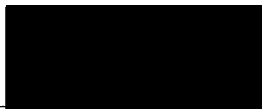
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Commissioner for Declarations's signature)

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(Signature of police officer
preparing statement)

4. My house is a steel stumped, timber house about 1 metre off the ground on the eastern side of the Gatton-Helidon Road in Grantham. I have lived in Grantham for three and a half years and all of that time has been at this house which we bought. In the three years that I have lived in Grantham I had never experienced any significant previous floods.
5. I have been employed with the Rural Fire Service for three and a half years after joining the first week we got to Grantham. My employment duties include work as a First Aid Officer, Workplace Health and Safety Officer. I am also first response to fires, vehicles and what ever. I am four wheel drive (4WD) vehicle trained by Toowoomba Four-Wheel Drive training service.
6. I have about 22 years experience driving four-wheel drives and sometimes have assisted with training of other persons. Grantham 51 Fire Truck which I use is a 4WD Isuzu medium truck and I have driven this vehicle and also Grantham 52, which is the same make and model, for the last three and a half years. Grantham 51 was in good order. When we talk about the truck we often refer to them as appliances.
7. I was maintenance officer for all Grantham vehicles and they were all serviced by Brisbane Isuzu every 6 months. I was not aware of any mechanical faults with Grantham 51 and I know it only had a service the week before Christmas. This was a full service, brakes and the lot.
8. On Boxing Day 2010 the water came up through Sandy Creek and flooded behind my house. We had about three feet of water down the driveway. It usually backs up from Sandy Creek which is to the east of our house and over the railway line. Lockyer Creek is across the other side of the Gatton Helidon Road from my house. After the flood on this day it took roughly 8 hours to go back down.


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(Signature of police officer
preparing statement)

CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

9. A couple of days later, the 1st of January 2011 it flooded again. I remember it was this day as it was Garry's birthday. It was about the same height as Boxing Day. It seemed to all come up the same.
10. The next day, 2nd January 2011 it flooded again and we started doing some work. I remember blocking off roads and looking after people, filling sandbags at the council yards. We were blocking off the Gatton Helidon Road because Sandy Creek was going over. This is the bridge just down from my house and once this goes over it flows down the township and as far down as Placid Hills. Because there is no SES in town we took it on ourselves to do these tasks. We worked in with the Mayor Steve Jones.
11. I remember on that day that I did a medical emergency from [REDACTED] Grantham. The patient couldn't get in or out of her house and required insulin. We, the Rural Fire Service, are often used in lieu of the Queensland Ambulance Service for matters like this. I am the only one at the Grantham Fire Station that is trained to this degree in medical responses.
12. Also on the 2nd of January 2011 I remember taking one of the bosses from the Queensland Fire Service on a drive around town. I don't remember his name. I took him in a truck through the flood waters along the Gatton Helidon Road.
13. On this day I was driving Grantham 51 which is an Izuzu four and a half tonne Rural Fire Service Truck. This is the truck I usually drive. It has my first aid gear in it and also has all the fire equipment on board. I am familiar with this truck and have driven it frequently since I was employed there three and a half years ago.
14. We met up with a SES boat coming from the Placid Hill end of town but they couldn't get into town because they couldn't handle the boat and they were inexperienced. The rest of that day and night we did flood relief. By

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(Signature of police officer
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CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

that I mean going into houses and seeing if anyone needed help to get in or out and generally just seeing if everyone was safe. Because it is a volunteer service there is no rostered shift as such and I usually just help when needed.

15. On the 3rd of January 2011 it really came up again. It came up early afternoon. It had gone down a bit and I was basically based at the gateway at my house stopping vehicles when the water was too high and letting some through if it was OK. I managed this by having my truck (Grantham 51) parked across the roadway with the red emergency lights flashing on.
16. On that day I remember speaking with the Helidon copper, Roscoe, and telling him I would manage the roadblock and call him if I needed any help. He was running backwards and forwards with other jobs. I know that on this day he had cars stuck up at 17 Mile and other things to go to as well.
17. Later that afternoon they, the police, started letting cars through from the Placid Hills end. I know there was Gatton Police managing that end of Grantham. I knew this as we get that on our radios.
18. That afternoon the water came up again. This time it was quicker than normal and it flooded across the Sandy Creek Bridge again.
19. I don't know exactly what time it was but I had a Bluecare bus with eight elderly ladies on it with wheel chairs. This bus came from the Placid Hills end and got stuck on the bridge itself at Sandy Creek. The water was about 3ft deep across the bridge and the bus was about halfway across and stopped in the middle of the water. I could see this from where I was with my truck. I raced back inside my house to get a snatch strap but by the time I was back a 4WD had towed the bus out of the water and into Harris Street. I didn't see this happen but Peter the bus driver told me this. I don't know Peter's last name but he is Gatton based with the Bluecare and I know him because I teach them their First Aid.


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20. I got up there and told Peter not to worry about starting the bus again and I hooked up a snatch strap and towed him out of Harris Street to the Placid Hills end of town. While I was towing the Bluecare bus, with Peter the driver and the 8 elderly ladies on board, the water was still about 3ft deep along the Gatton Helidon Road. The water was reaching the bottom step of the Grantham 51 truck. I towed the bus all the way to near Old Toowoomba Road at the Placid Hills end of Grantham and that is where I left the bus. I arranged through Fire Comms for another bus to come to this location to transport the elderly ladies as Peter's bus was now not working.

21. I then turned around and helped Lee who is a Constable in Gatton get a Police car out of the water on the Gatton Helidon Road. I towed the police car through the water, again to the Placid Hills end of town. There was also a council 4WD Hilux which had uniformed police officers in it. I towed this car the other way through Grantham to near my place. They told me they needed to get through to Helidon to help out.

22. The tasks that I did on this day like helping the vehicles through the water or blocking off the roadways is communicated via radio in my truck to Fire Comms. These are recorded and Fire Comms is at Nerang on the Gold Coast. I would call through on the radio in the truck what I was doing for each thing. I use the call sign 'Grantham 51'.

23. For example I would say something like, *"Fire Comms this is Grantham 51. Blocking off west end of Grantham at Gatton Helidon Road at [REDACTED]"*

24. This lets Fire Comms know what I am doing and where I am. By saying "Gatton Helidon road at [REDACTED]" it lets them know that it is blocked off from house number [REDACTED] which is my house.

25. After I towed the council 4WD with the two police in it to the western end I turned around and pushed four utes out of the main street of Grantham to

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the western end. These four utes were stuck in the water as well and were near the bridge on the Gatton Helidon Road. These utes had people in them that had obviously driven into the water.

26. After I pushed the four utes out I called Stuart Damrow who is our Group Officer of the Grantham Rural Fire Service. I called him on his mobile from my mobile phone.

27. My mobile phone numbers at this time were [REDACTED] and [REDACTED]. The phones, one was with Telstra was in my name [REDACTED] and the other one was with Optus [REDACTED] was in my wife Llync's name. However these were later lost in the water. I don't remember Stuart's phone number at the moment.

28. When I made this call I used my [REDACTED] phone to call Stuart and I told him that I couldn't handle this anymore and could I get a response from Grantham Brigade. He told me to radio it in, so I then radioed Fire Comms and I asked them to set pagers for Grantham for a response. This is asking Fire Comms to send out pagers so the Brigade can respond. Fire Comms told me this would get done and could I phone them with details.

29. I then phoned Fire Comms on the 1800 number. I can't remember the number but it was in my mobile phone at the time.

STATEMENT SUSPENDED AT 1045HRS 03.02.2011

**STATEMENT RECOMMENCED AT 0920HRS 16.02.2011 AT
HELIDON POLICE STATION**

30. I'm not exactly sure what day I was pushing the utes out and asking for held but it could have been the Thursday. I remember that assistance from Grantham 41, 52 and 42 arrived at the Placid Hills end and Gatton 91 which is our control unit. That afternoon all the appliances went back and forth

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just making sure everyone was OK and seeing if they wanted to be evacuated. By that I mean we went to various houses in Grantham, mainly around Harris Street and Railway Street knocking on doors and seeing if people were OK and seeing if they wanted to get out.

31. This was simply because the water was up enough that some people wouldn't be able to get in or out until the water went down. This was a self-evacuation in that if anyone wanted to get out we would take them in the fire trucks but no one that I went to wanted to get out.

32. On Friday 7 January 2011 I remember that we spent a lot of the day filling sandbags at the council yard in Gatton. There were five rural Grantham members and three rural Woodlea members.

33. These crews filled approximately 300 bags some of which were used by rural crews and the local SES to immediately sandbag two houses against further flood damage in Grantham. There were numerous incidents of civilian vehicles attempting to drive through flood water, against advice from rural personnel these people would then require rescuing, as well as retrieving them from flood waters.

34. I remember there was a second time that a bluecare bus from the aged care village and assistance was required from QPS to help evacuate that vehicle. This bluecare bus was again rescued from the same place, being the bridge near Harris Street in Grantham.

35. At about 1600hrs all rural QFRS vehicles were code 4. This means that you are stood down but still mobile in the area. Our first officer, Viv Jamieson, organised the following appliances to be deployed as follows:

- I remember that Grantham 51, which is me and Lync with my vehicle were returned to our home address at [REDACTED] Gatton Helidon Road;

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CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

- Grantham 52 went to Woodlands Road;
- Grantham 41 went to Ma Ma Creek;
- Grantham 42 went to the southern side of Gatton to Adare North.

(We were code 4 at these locations which means to remain in uniform on standby for any calls. For the remainder of Friday we stayed at home.)

36. It was decided that the trucks be deployed away from the station because if the trucks were at the Grantham station in Christopher Street and the water cut us off we wouldn't have been able to get access to them.

37. On Saturday morning, 8 January 2011 at about 8 o'clock we got a page telling us to remain code 4 at our private residences. That morning Llync and I continued to monitor the weather channel on our home computer. We would look at the Marburg radar loops on the Bureau of Metrology Website. We would use the following site:

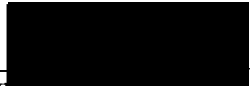
<http://www.bom.gov.au/products/IDR503.loop.shtml#skip>

38. Using this site we would monitor the expected rain for our area. We would be able to know roughly what would hit Sandy Creek and what affect that would have in the Grantham area. I remember it was showing expected storms and very heavy rain for that afternoon. I think we were advised by Fire Comms via pager that we would be expecting 200mm in the Grantham area. Our pagers are used to monitor lots of things and they, QFRS, would often use them to send us advice on weather conditions that may affect our duties.

39. We didn't do much for Saturday other than delivering some sandbags around the Grantham area, mainly Harris Street. About 4 o'clock Saturday afternoon, Marty, who owns the local garage drove into my house and


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asked if he could leave his ute there. I then took him through the floods which I would describe as light at that stage and I took him to his garage. His garage is the one on Anzac Avenue on the left just past the shop. His ute is a white Falcon styleside ute and it was left parked right up behind the house on the high side. He later came and collected this on Sunday morning.

40. At about 8pm that night I let Stuart Damro, my group officer, know that the roads were being blocked until the waters went down again. I was blocking traffic again out the front of my house at [REDACTED] Gatton Helidon Road using Grantham 51 with the emergency lights flashing and also using road barriers that are my own. Again there was too much water across the road for it to be safe for cars to drive through so I continued to block traffic until about 1am Sunday morning. During this time I would have turned back a few cars and one semi-trailer but not many.

41. I monitored the water myself and at about 1am I told Fire Comms via phone that I was opening the road again and going back to bed and if they needed me to page me. I then moved Grantham 51 inside my yard and took down the road barriers.

42. I recall that I was told previously on Saturday morning by my first officer, Viv Jamieson, that a direction from Fire Comms had been received that no QFRS trucks were to be used in water and to leave it up to the SES.

43. When I got up after my sleep on Sunday morning, 9 January 2011, my road barriers, which I had left beside the road, were back up on the road blocking traffic. This was about 8 o'clock in the morning and I don't know but presume it was done by Roscoe, the copper from Helidon, as he would usually come down every few hours and check the water levels.

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44. I monitored the water levels and roadway from my house for most of Sunday morning. I didn't get any callouts this morning. I also monitored the weather again on the same Bureau of Metrology website that morning.

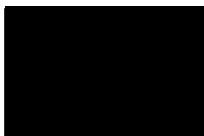
<http://www.bom.gov.au/products/IDR503.loop.shtml#skip>

45. Sunday afternoon, I'm not sure of the time but it was fairly late in the afternoon, the water came up again and I had to go to Gatton and pick up Stuart and a senior officer from the Gatton Fire Station and drive them through the floods. I drove them into Grantham itself as I was the only one Stuart would trust with the truck. The police already had the Placid Hills end of Grantham blocked to general traffic.


46. The water was across the Gatton Helidon Road at the Placid Hills end but Grantham 51 was able to make it through the water. I was driving and the water was maybe 4 feet deep at the dip in Gatton Helidon Road near the damn. I told both Stuart and the senior Fire Officer to take off their seatbelts and wind down their windows as we went through the water. I told them I wouldn't take them through if they didn't do this. I did this so that if something happened whilst crossing the water it would enable them to get out quickly.

47. We took the senior Fire Officer into Harris Street to have a look at the water levels and damage and then took him back to Gatton. As we were taking him out of Grantham the SES boat was trying to get in. They couldn't handle it so they put it back on the trailer. They were at the Placid Hills end and had only come about half a kilometre in and then turned around. We stopped and spoke to the SES crew and the lady driving the boat was having difficulties.

48. I then took Stuart and the senior Fire Officer back to Gatton fire station and I was then called to a medical emergency at Robert Street, Grantham. This emergency was to transport 2 people to the Queensland Ambulance Service


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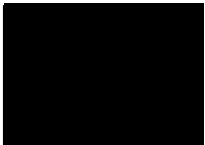
(QAS) at Withcott because they, (QAS), wouldn't come in because of the water. I transported the patient to Withcott where I met the QAS and handed the patient over. This job was given to me via Fire Comms over the radio. This job was done just at about the time it was getting dark but I'm unsure of the exact time.

49. I returned to the western end of Grantham outside our house to find out that Llync had tried to stop a sheila from going through the barriers outside my house. Llync told me that the lady had driven into the water and stopped when it reached her windscreen and she had to be pushed out. She was pushed out by Llync and Channel 9, Peter the cameraman, and some locals. They told me that they had pushed her car out by hand. The car was still near my place when I got there. It was a silver sedan.

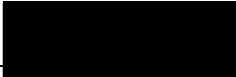
50. Constable Steve Barlow from Gatton knows who this lady is, as I had him come out and I believe she was charged with dangerous driving. I remember asking for QPS to attend over the Fire Comms radio prior to them getting here so that will be recorded. We couldn't find the two metal poles or the barrier and Llync told me that she hit the barrier and kept going. I have seen the footage of this happening on the Channel 9 tape by Peter who showed us on the camera. It was still early in the night when this happened and I would guess it took about an hour to do the medical emergency job before I got back home to this.

51. After this job with the shelia driving into the water, Helidon auxiliaries, QFRS, turned up to my location and set up flood lights for swift water. Because while I was away with the medical emergency job the water had kept coming up. Helidon auxiliaries were there and waiting for the swift water officers to start evacuating people from the Harris Street area.

52. Helidon auxiliaries sent me around to Railway Street to see if anyone wanted to or if anyone needed to be evacuated. I got into Railway Street with Llync and we went to the new low set brick house. I don't know who


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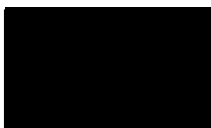
it is that lives here but it was a young lady, young bloke and two young kids under the age of three.

53. It was about an inch off their floorboards and I asked them if they wanted help to get out and they told me, no they would sit it out. I then rang Stuart on his mobile and asked him if we could evacuate the whole low lying area of Grantham as I knew if the water kept coming up I wouldn't get the truck back around to this area. The houses in Railway Street were going under and I was concerned for the safety of the residents.

54. Stuart told me to hang on a minute and he got onto Fire Comms. Stuart then got back to me and told me that Fire Comms had told him that it is only a voluntary evacuation and we couldn't force them. I asked Stuart to ring the SES and the local council and ask what they were going to do. Stuart rang me back and told me that it was up to the SES to make the call. Stuart told me that he had spoken to Steve Jones, the Mayor of Lockyer council as well. Stuart told me we couldn't do it and that swift water would be coming in to take anyone out who wanted to go. There was no swift water trained officers there at this stage and I'm now aware that they came up from the Gold Coast but didn't get to our location for about 4 hours.


55. Llync and I returned to outside our house and told Helidon auxiliaries what was happening and that the water was getting deeper in the back streets. After that we started sitting around waiting for swift water trained officers to turn up. The water was still rising about a foot every hour and we had to move the Helidon truck back three times. I remember one father who was stuck on our side of Harris Street who was asking for his 7 year old to be taken out of a house on Harris Street.

56. We had to tell him we were waiting for swift water officers. Between Helidon and us we didn't have a boat and I wouldn't have tried crossing the bridge in any truck by this time. You couldn't even see any white markers, roadside guide posts by this time. It was dark by this time but I'm not sure



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of times. I think Helidon would have been reporting this event to Fire Comms and they were on VHF 35 and Helidon were acting as the Incident Command Centre (ICC) for this side of Grantham. Their transmissions to Fire Comms would be recorded.


57. I remember that it came over the Fire Comms radio that Grantham 52 had been lost, washed off the road, in the main street opposite the shop. This was a call from Grantham 52 that there were 2 firefighters in trouble that needed rescuing. Peter Ingold and Viv Jamieson were in Grantham 52. They were told to sit and wait for swift water officers. They waited for a few hours and were eventually taken out by swift water offices and put in the front end of a front end loader that came from beside the shop and they were taken to a house beside the shop. Grantham 52 was left where it was.

58. I remember that swift water officers turned up at both ends of Grantham and they rescued Grantham 52 and then they started doing Harris Street. Those guys don't carry radios so I don't exactly what was going on in Harris Street. While this was going on Llync and I were back manning the road near our house. That happened for a few hours and then the water started going back down again. I don't know what time the water started going back down but I know at about 3am Helidon auxiliaries and swift water officers had left and I was asked by Constable Barlow of Gatton QPS and the Lockyer council, (one of the council guys was there at this time), would I leave Grantham 51 across the Gatton Helidon Road as we no longer had any road barriers. I was asked to do this as water was still over the road at the bridge.

59. I got onto Fire Comms and notified them by radio what I was doing and if they needed us that we were on call. Then Grantham 51 was again parked across the Gatton Helidon Road outside the front of our house with the emergency lights flashing. I told Llync to go to bed and get some sleep and to wake me up at daylight if I was asleep. I stayed in Grantham 51 on the roadway.


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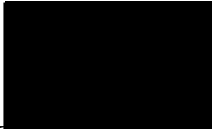

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60. I stayed there until Llyn came out at about half past six on Monday morning. Llyn asked me when the barriers were going to come so I rang Stuart, my group officer to ask about barriers from the council. Stuart told me that he would get back to us. When he got back to us he told me that the council had no barriers and I would have to sit there. Our secretary, Sam (I don't know her surname), works for Stop Go traffic controllers, and she organised for barriers to come down from Toowoomba.


61. These barriers arrived at about 930am and I set them up and told Fire Comms I was taking Grantham 51 as code 5. This means off duty and if needed, to contact me by pager or phone.

62. I got into the house and got a couple of hours sleep. I'm aware that while I was asleep that Viv and Peter from Grantham 52 turned up at my house. Llyn made them a coffee and they were later taken back to Gatton. Peter Ingold rang me at about 10am and asked me if I could get Grantham 52 out. I drove 51 out and had a look at 52 which was still in water up to the bottom of the doors. I recovered personal property from 52 and took it back to my house and rang Peter and told him I would let him know when the water went back down as 52 couldn't get out yet.

63. I went back to sleep for a while and I know Llyn came in and told me that the police had taken barriers down. I don't know what time it was. I rang Peter and told him the roads were open and he said he would organise for Grantham 42 to come out so we could tow 52. By the time I got to Grantham 52 in Grantham 51 they were already there. I asked Peter if we he was sure we were alright to tow it and he told me that head office had said yes. We hooked a snatch strap to 52 and as we did this Channel 7 turned up and filmed us. I towed it back to my place and pulled it inside the driveway with the snatch strap still set up. Geoff King tried to start it and it wouldn't start and he ended up going home in 42.


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CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

64. I went inside and rang Ipswich QFRS office and spoke to Peta Miller and told her what I had done and she asked me who told me and I told her Peter Ingold and she told me that the advice was not to touch 52. I told her that 52 was now in my yard, locked up and safe and she told me to go and grab some sleep.

65. I grabbed some more sleep and sometime later Llync came in and woke me and said that ken next door wants me. I went out to speak with Ken and he said, "Look at this. Lockyer creek is breaking it's banks. He said, "I'm outta here." I told him that I was gone too.

66. All you could see from where we were standing in the front yard looking towards the meatworks was trees coming down the creek. I yelled out to the kids to get in the truck. The kids, all three got in the truck first. The truck is a two door single cab vehicle. Garry came in the passenger side door, Zach climbed up through the driver's side door and I remember lifting Jocelyn up because she was crying. At this time the truck was parked in my driveway at the gate entrance and facing towards the road.

67. Llync was just climbing into the truck and she told me there was a 44 down in between the tyre and the batteries. The water was getting fairly deep at this stage as it was coming up from the back yard. It was about hip height as we were trying to get into the truck.

68. At the same time as we were getting into the truck, I don't know what time this was but I rang Stuart from one of my mobiles and I also rang 000 at the same time from my other phone asking for police. I was also on to Fire Comms at the same time with the radio. I was telling Fire Comms, Grantham 51 out of the area for flash floods. I told Stuart what was going on and he has told me since that my call to him was made at 1553hrs.

69. The 000 call, the only thing she kept telling me was that she couldn't get onto Gatton Police and I told her to get hold of Toowoomba and next thing


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Commissioner for Declarations's signature)

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preparing statement)

CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

all I can remember is saying, "forget the police, send choppers there's two adults and three kids in Grantham 51 on Gatton Helidon Road."

70. Once we were in the truck, I was in the driver's seat, Zach was beside me, Garry was nursing Jocelyn and Llync was in the passenger seat. I was still on the phones and the next thing there was a big wall of water that hit us. It was bigger than the truck. I had just started driving forward and was just getting onto the bitumen at the end of my driveway when the wall of water hit us. I hadn't even got on the road. When the wall of water hit us I just dropped the phones.

71. When we started driving off my window was down but Llync's was up. No one had time to put on seatbelts. All I remember was the truck getting spun around. It got swirled around 360's. Llync was screaming that the passenger window wouldn't go down and I saw a tree coming up.

72. I threw Zach up through the driver's window and told him to climb. I found out later that this tree was two houses down from my house. I heard everyone else screaming. I got sucked out through the window and all I remember was trying to grab the last tree in the street from our end. I managed to grab onto that tree and got up into the tree. I called out for Zach and I couldn't see the fire truck anymore. He called back. I could only just hear him. He said he was alright but was crying and screaming. I just told him to hand on help would be on it's way. I just kept talking to him for hours until we saw the choppers and stuff. He just kept calling out, "Where's Mum?" and I kept saying, "I don't know mate."

73. While I was in the tree I saw houses getting swept passed with cars and a plane on the other side of me. Then I saw my own tool boxes going down the creek as well. These were locked up in my four-bay shed before this. The tree I was in is a gum tree and I was about 12 foot up. I remember that the tree was only about 20 feet from a nearby shed and there was only the peak of the shed showing. I didn't see my fire truck until just on dark. I


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seen the red lights on the roof coming through the dirty water as the water was going down. The truck ended up being between Zach and me.

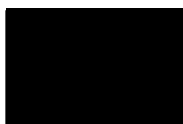
74. After a few hours in the tree (I've been told since then it was about 6 hours in the tree), a couple of locals, (two males; one in his early 20's and one in his mid 30's), came to us in a dark Pajero wagon. They came from the Helidon end. I don't know who they are but have been told that Lisa the florist in town knows who these people are. They drove as far as my gateway. At my end the water still looked deep. They got Zach out of the tree first. (I couldn't see this but Zach has told me this since). I was still about 150yards down but I could call out to these blokes.

75. They told me to get down and when I jumped down I ended up in the gutter between the roadway and the fence line. It was over my head in the gutter but the water was pretty still. I made my way to the road and it was about chest deep on the road. I made my way back down to the blue Pajero vehicle. I walked passed Grantham 51 and didn't go near it.

76. The cab of Grantham 51 was facing west towards Helidon end down in the gutter on it's wheels. The water was still deep, (three quarters of the way up the windows), and you couldn't see anything inside the cab, it was dark and muddy.

77. I got to the Pajero, grabbed Zach and one of the boys asked who I was. I told them I was a firefighter. They asked if I had a ladder on the truck and I told them, not on this one but maybe on Grantham 52 if it was still on my property. I noticed it was and helped them get the ladder off the front of Grantham 52. It was still in my driveway but had been turned around and the cab was facing back up the driveway towards the road.

78. We got the ladder off. I asked why and they told me that three houses down there were people on the roof. One of the young fellas, I showed them how to use (unfold) the ladder and then they went over to the house and I sat in


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the Pajero with Zach. When these guys got back there ended up being 3 teenagers, 3 kids and 5 adults and a couple of dogs in the Pajero and he told us they were taking us back to Helidon.

79. On the way to Helidon we came across a fire truck from Rosewood. I asked the guys in the Pajero to stop and I climbed up and told them what had happened. I asked them to contact Fire Comms by phone not radio and explain why. I told them I thought there was my missus and two kids still in Grantham 51, don't go near it and leave it up to swift water. I was hoping they were still in it and that swift water would deal with it and not the volunteers. I knew that once I had got sucked out to the truck that they were gone, that they were deceased. From what I had seen and my experience I knew they couldn't have survived.


80. The guys in the Pajero took us to the hall at Helidon and we got put in the hall. As soon as we walked in Peter (from Channel 9) was there and three crew from Careflight. They checked Zach over for me and one of them gave me his mobile phone. I called 000 and asked for Fire Comms from his mobile. They put me through and I told Fire Comms who I was and what had happened and they told me they would have someone pick me up ASAP.

81. I sat there for about an hour, then one of our Fire cars from Gatton turned up and the driver was Dave Cawley, from Gatton station. He took Zach and I back to Gatton, asked a few questions like who I wanted to be with and I asked to be taken back to my rurals.

82. Stuart Damrow and Sam our secretary were called over to us. All I remember then was Stuart was asked to stay with us and a few hours later we were taken to Toowoomba by Constable Steve Barlow and Constable Lee (don't know his surname). They took us up to Toowoomba hospital first for pain killers for me and I was given pain killers for my foot and


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preparing statement)

back injuries. We got taken from there to East Gate motel and I think that was about 2 o'clock in the morning.

83. I said to Stuart to get in touch with our rurals and tell them what had gone on and Stuart told me that he was there to look after me and Zach and he wasn't allowed to get in touch with anyone.

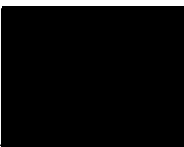
84. In the morning, probably around 8 o'clock I told Stuart that I needed to know about Llync and the kids. He made a phone call to Ipswich QFRS and the phone rang back a few minutes later. Stuart told me that swift water officers had found Llync and the two kids still in the cab of the truck. I later got told by the QPS, (Inspector Jim McDonald) that my wife and kids had been recovered.

85. I recall a couple of days later I had to attend the Toowoomba hospital and identify my wife and children to police officers.


86. I attended the Toowoomba Hospital and viewed my deceased wife Llync CLARKE-JIBSON, my deceased son Garry Daniel JIBSON and my deceased daughter Jocelyn Ellanor JIBSON. I identified them to the Police officers there.

87. The next morning they sent support officers around to our motel room and I told them I didn't need anyone just someone for Zach to talk to. The support officer got me some boots to support my injured foot and some clothes for me and Zach. I asked for a rent a car and was told no, and to stay where we were. If I needed anything I was to go through Stuart to get it.

88. Two days after we had been in the motel I gave an interview to Cameron Price of Channel 9. This was organised through Stuart with my consent. This interview was done at the motel with a camera crew and I know this was passed onto the Courier Mail. Later that afternoon the Courier Mail contacted Stuart requesting some photos of Zach and I and they came and


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preparing statement)

CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

took some photos that day. I have not watched the recorded interview or read any papers in relation to my interviews yet. I didn't want Zach seeing the interviews or papers.

89. I am aware that these media reports have me named as [REDACTED] I asked them to use this name but I also asked them to list both names. I did this because I wanted my family, who some of them still call me [REDACTED] to be happy that I was using this name.

90. I have been provided with a 4 page typed document, which is titled 'Grantham Operations', from our Incident Command Control, Gatton 91, which is a summary of events as recorded by them of events that occurred over these days. This was typed by Chris BURMEN of Woodlea Bridgade. I have given a copy of this to Sergeant Matt STEVENS.

STATEMENT SUSPENDED AT 1315HRS 16.02.2011

**STATEMENT RECOMMENCED AT 0900HRS 05.03.02011 AT
HELIDON POLICE STATION**

91. I have had time to recall some of these events and wish to correct the following details. The Bluecare bus only had to be removed from flood waters once and I only drove a senior officer from the QFRS around Grantham on the one occasion also.

92. I am aware that media reports stated that the truck went on it's roof but this is not correct. The truck was turned around 360's and up on it's side but it came down on it's wheels and was never turned over on it's roof.

93. My mobile phones that I was using on that day were lost somewhere in the truck or water. I have never found them again since that day. Other property that I lost from the truck included my wallet which had personal identification and also \$5000 in cash in it. Llync's handbag which she had

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Commissioner for Declarations's signature)

[REDACTED]
(Signature of person
preparing statement)

CONTINUED STATEMENT OF: **MCGUIRE, Daniel David**

with her is also missing along with some of my personal First Aid equipment.

94. Although I have used the name Daniel McGUIRE for the last 25 years my current Queensland driver's licence is under the name [REDACTED] as when I last applied for my drivers licence I didn't have my depoll papers regarding my change of name so the licence was issued under the name [REDACTED] which is my birth name.

95. Prior to the major flood we did not receive any warning that such amount of water was coming. We did receive phone calls on the Monday from the QFRS that we were expecting 200mm of rain but that is all we got.

96. Prior to the truck being hit with the water I hadn't had much sleep for a couple of days. Only cat naps. I was still alert and knew what was going on. Because of the pain killers that I am on, I only sleep about 4-5 hours a night anyway. I take Tremal 200mg three times a day. These are for old back and foot injuries. I have been on these for 17 years and it only affects me if I haven't taken them and then I start sweating.

STATEMENT COMPLETED AT 0940HRS 05.03.2011

Justices Act Acknowledgement

Justices Act 1886

I acknowledge by virtue of section 110A(5)(c)(ii) of the Justices Act 1886 that:

- (1) This written statement by me dated 05.03.2011 and contained in the pages numbered 1 to 22 is true to the best of my knowledge and belief; and
- (2) I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

.....Signature

Signed at Helidon this. 05th ...day of March 2011.

[REDACTED]

(Witness's signature)

(Justice of the Peace (Qual.)/
Commissioner for Declarations's signature)

[REDACTED]

(Signature of police officer
preparing statement)

Grantham Operations

Due to the flooding in Grantham on the 25th and 26th December 2010, and under the threat of renewed flooding. Patrols were began in Grantham and surrounding areas, on the 6th January, 2011, with a view to monitoring water levels in the Locker creek and to assist with flood relief and if possible to minimise the impact of flood waters on dwellings and businesses and to assist the locals in Grantham to prepare for future flooding. The crews also assisted in the retrieval of vehicles and persons who had driven into floodwaters and needed rescuing. The first and second officers of Grantham rural brigade did a patrol at 0500 hrs, to check water levels which had fallen to a safe level at railway crossing. A Rural officer and Fire fighter would be in Grantham 51 and 52 would be assisting locals in the Grantham township, They began that day at 07 30 while Grantham 41 was at the back of Ma Ma creek road with Group officer S Damrow began to patrol at 11.00, The Sandy and Locker creeks broke their banks at 1130, and began flooding the local Grantham township. The Grantham first officer was inform, of this immediately two vehicles Grantham 51 and 52, began again assisting locals to prepare their properties to minimise flood damage. Group officer Damrow reported the incident to both Firecom southeast and to the Locker Valley regional council and requested the local disaster management be activated. As according to the weather forecast there would be significant flooding in the Grantham in the next few days. This request was ignored; Grantham First officer Jamison arrived at the Grantham vehicles location at 1600 hrs, and joined them and their crews with assisting the locals who needed it, the pager system was activated at 20 00 hrs requesting Rural crews in the Gatton Group to assistance with filling sandbags at the Gatton council works depot on the 7/1/2011,. At 0830 Grantham 52 performed a case 4 from the workshop pit, at the Grantham service station, At 0900, Grantham 52 with other rural trucks and crews, arrived at the Gatton works depot to assist the local SES to fill and disperse sandbags.

7/1/2011

The rural crew members from brigades in Gatton Group, were as follows

Grantham brigade 5 members

Woodlea brigade, 3members

These crews filled approximately 300 bags some of which were used by rural crews and the local Ses to immediately to sandbag two houses against further flood damage in Grantham. There were numerous incidents of civilian vehicles attempting to drive through flood water, against advice from rural personal these people would then require rescuing, as well as retrieving their from floodwaters, one was a blue care bus from an aged care village and assistance was required from QPS to help evacuate that vehicle.

The Ses crews having difficulty in getting their boat to negotiate the water drain, to reach the vehicle due to the shallow depth of the water

All vehicles were code 4 at approximately 1600 hrs, Woodlea back to its home shed whilst Grantham vehicles were dispersed to various locations around Gatton and Grantham to enable access to vehicles when Grantham was flooded. Vehicles were deployed as follows

Grantham 51 at with a crew of 2 at Grantham West (private residence)
Grantham 52 at Gatton with a possible crew of 3 (private residence) east
Grantham 41 was at Ma Ma , Lillydale road Ma ma creek (private residence)south
Grantham 42 was at Adare north at a (private residence)

8/1/2011

All crews on standby at residences, Grantham 52 with a crew of two went to SES at Gatton. To liaison with their personal, at this time, there were civilians and some SES personal filling sandbags. Among topics discussed was the weather and the weather sites available on computer, and It was said to an Ses member that there was something big and ugly, out there, and that there was a shit load of rain headed our way and that according to the to the news we could expect between 40- 80 mills per day for the next three days and in our opinion that Grantham should evacuated, before some one gets killed, What was seen was a violet blue tube that started east of the coast, and swung in south-westerly direction, with inclement weather to the north it looked like one of our canvas lay-flat hoses. There were splashes of light blue which looked like showers along it's length but they really didn't affect it's colouring much, At the western end over the inland its length fluctuated by about a 1/3. And we all felt that it was dangerous. We were in for a big flood in Grantham. We just didn't know how big

Grantham 52 then proceeded to placid hills to deliver sandbags to a house, it was on this incident that Grantham 52 received a message on the pager to the effect that we could only be activated by the Ses to assist people, and were not to self respond but to direct all requests by locals to the Ses on 132500,

Grantham 52 was then contacted via mobile phone by Group officer Damrow that he had received phone calls from people within Queensland fire and rescue and rural operations stating that no rural fire vehicle was to self respond, Grantham 52 then checked Grantham shed and checked the creek levels on both Sandy and the locker creeks at Grantham, Stopping at the Grantham shop and telling the staff, that we could no longer assist them because rural operations had tied our hands, and that they should prepare to be evacuated in the near future as the flooding was going to get worse. Grantham 52 then returned to the residence at Gatton. Where the crews on Grantham 41 and 42 were congregating

We, had by now realised that there had been a shit fight, between ESQ and Queensland fire and rescue, over who was leading agency for this incident, This was the second time It was mentioned that there were only three Ses personal available in the Gatton shire although there were 250 sitting on the Gold coast at that time, these rumours remained unconfirmed.

It was then decided then that all calls to firecom were to be made by mobile phone although only the Group officer had that number that way we could help the residents of Grantham, yet remain undetected by ESQ scanners, At approx 1330 The Group officer was making phones calls and we were under the impression that he was trying to get us help and have Grantham evacuated.

All fire fighters were in one accord that unless there was an evacuation of Grantham there would be serious loss of life, All crews were in a very agitated state, knowing full well we would not be activated until the situation was impossible and the water was too deep for us to use our fire trucks safely Grantham 42 then left and the remaining crews were fed.

At approximately 2100 a phone called was received from Grantham 51, asking for assistance to stop cars entering flood waters from Gatton and attempting to reach Grantham. These vehicles would stall and then have to be towed out by Grantham 51 the occupants having been rescued, by Grantham 51 with assistance from some of the locals A phone call was placed to the police call centre Toowoomba that person who answered was aggressive and she told the caller they had no one to close the road and if they the motorist were stupid enough to drive into flood waters then we shouldn't try to stop them.? It was then I realised they really did want us to standby and watch people die.

Crews got dressed in their yellow pants and boots and it was only after the Group officer rang Steve Jones the mayor, that we were paged Grantham 52 had already left to assist Grantham 51. That night Grantham 52 had a slight mishap by being washed off the hardtop and in to the mud backwards. By the it's bow wave and the wash of the reversing truck Steve Jones was driving. Grantham 52 had suffered slight damage, mainly a wet alternator and was retrieved that Monday morning, The crew having been removed by a swift water fire and rescue team from Toowoomba, the crew of 52 were nearly having grown tired of watching the antics of the Ses crew which were at one stage turning around in circles, they then went off to perform a successful extraction of a flood bound family damaging their boats prop in the process. At approx 0830 Grantham 42 picked up a crew member and they went to inspect Grantham 52, however due to the depth of water just pass the Placid hills turnoff, they returned it was observed on this trip that the Locker creek was running near full and very little would be needed for it to bank it's banks this was near the Gatton, Clifton turnoff Grantham 52 was retrieved the same morning. By four o'clock that afternoon she was considered a write off, as was her sister truck Grantham 51 and in the cab of 51 were the life less bodies of a rural fire fighter, and two of her young children. The township of Grantham had suffered a devastating flash flood. With severe loss of life and property damage.

Crews were paged to the Incident command centre at the Gatton fire station, where they waited around in case they were needed; Grantham 42 had a crew of 2, while Grantham 41 had a crew of one. Group officer Damrow having been sent to Toowoomba to console Fire fighter Mcquire whose family members died in Grantham 51. It now appears Group officer Damrows main purpose was damage control for Queensland fire and rescue/ Rural operations

Items which may be of interest

1. Some time on the week ending 0/1/2011, Fire fighter Darren Varyo entered Grantham, and against strict orders, not to touch either Grantham 51 and 52 and retrieve their ignition keys, he handed these keys to second officer Peter Ingold who handed them to Craig Smith we have since learnt that the keys were returned to the vehicles
2. On 23/1/2011 it was brought to our attention, that the Wagners concrete plant may have had a retaining wall collapse releasing a flood of water down the railway line towards Grantham
3. 23/1/2001, All drivers in the Grantham Rural fire brigade, who drove their fire trucks through floodwaters to save human life have been banned from driving any and all Queensland fire and rescue vehicles, This includes all rural vehicles by Euwan Crauzar