



QUEENSLAND POLICE SERVICE
STATEMENT OF WITNESS



Occurrence #: _____

Statement no.: 1 Date: 21/01/2011

Statement of

Name of witness: JAMIESON, Vivienne Ann

Date of birth: [redacted] Age: [redacted] Occupation: Egg Collector

Police officer taking statement

Name: MITCHELL, Gregory Dale

Rank: Detective Senior Constable Reg. no.: 8143

Region/Command/Division: State Crime Operations Command Station: State Flying Squad

Statement:

Residential Address: [redacted]

Contact numbers: [redacted]

Work address: [redacted]

Vivienne Ann JAMIESON states -

1. I am [redacted] years of age and live at [redacted] I live at the address with fiancée Peter INGOLD. I moved into the address over twelve months and it is a rental property. I have lived in the Gatton shire for about 18 years. I have spent most of this time in the Helidon area. I am also a volunteer rural fire fighter with Grantham. I am the first officer of the brigade which means I am in charge of the brigade. I have been fire fighting for about 14 years around Gatton Shire. I normally drive a Silver Nissan Pulsar 2002 model bearing Registration number [redacted] which is owned by my fiancée Peter INGOLD.

2. Peter and I regularly checked the bom.gov.au website throughout the day on Peter's laptop which he kept at home. We normally opened the website and clicked on the Queensland radar viewer which brought up the Australian

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Commissioner for Declarations's signature)

(Signature of police officer
preparing statement)

Exhibit Number:

QFCI

Date:

27/4/11


JM

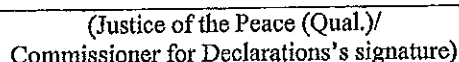
142


CONTINUED STATEMENT OF: **JAMIESON, Vivienne Ann**

Weather Watch Radar Network. We then clicked on the Marburg dedicated weather watch icon which brought up the Marburg Radar loop. This Radar loop showed the weather patterns concerning Grantham and Gatton.

3. I recall the radar picture around the start of January 2011 depicted a violet blue tube that started at the east of the coast and swung in a south-westerly direction, with inclement weather to the north. It looked like one of our canvas hoses. There were splashes of light blue which looked like showers along the length of the tube. At the western end over the inland the tubes length fluctuated by about a third. I realised that we were in danger and a big flood was coming.
4. On 6 January 2011 patrols were commenced by the Grantham Rural Fire Brigade in Grantham and the surrounding area in relation to the flooding on the 25th and 26th of December 2010. The patrols were undertaken due to the threat of renewed flooding and to monitor water levels in the Lockyer Creek and to assist with flood relief if possible to minimise the impact of flood waters on dwellings and businesses and to assist the locals of Grantham to prepare for future flooding.
5. At 5.00 am on 6 January 2011 Peter INGOLD and I did a patrol in fire vehicle 52 of the railway bridge on Railway Street, Grantham and observed that the water levels were safe for a four wheel drive vehicle to drive through. The water level would have been to the height of a car tyre.
6. At about 6.30 am I went to work at Bond Enterprises but was kept informed constantly via a rural hand held radio I had with me at work and my mobile phone as to the flooding situation.
7. At 7.30 am Grantham fire vehicles 51 and 52 conducted patrols of the Grantham town ship checking on water levels. At this time water levels were fine.


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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann


8. At 11.00 am Grantham fire vehicle 41 conducted patrols of the back of Ma Ma Creek with Group officer Stuart DAMROW but as far as I was aware everything was fine.

9. At 11.30 am Peter INGOLD was contacted by Danny McGUIRE who is a local fire fighter with the rural fire brigade at Grantham that Sandy Creek and Lockyer Creek had broken their banks and had began flooding the Grantham town ship. I was informed of the flooding by Peter and deployed Grantham fire vehicles 51 and 52 to assist locals with minimising the flood damage. SES personnel provided us with sand bags so that we could sand bag a number of houses in and around Grantham. I recall that the water level throughout the town was about three feet in depth.


10. I recall after work Peter and I conducted checks on the bom.gov.au website. I recall checking the Marburg radar site and it indicated that Grantham area was due to receive 50 to 100 millimetres each day for the next four days. From this information on the radar site I realised that Grantham would be in for significant flooding.

11. Group Officer Stuart DAMROW of the Grantham Rural Fire Brigade told me that he reported the flooding to Firecom South East and to the Lockyer Valley Regional Council and requested the local disaster management group to be activated however this request was declined. I do not know the reasons why the request was declined.

12. At 4.00 pm I was picked up by Grantham fire vehicle 52 and transported into Grantham and assisted with sandbagging houses. I recall when I alighted from the fire vehicle that the water was nearly up to my waist about 1 metre in depth. The water level was about this depth right around the centre of Grantham.


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CONTINUED STATEMENT OF: **JAMIESON, Vivienne Ann**

13. At 8.00 pm Group Officer DAMROW asked me to activate the rural fire brigade fire system to request more Grantham fire brigade staff to assist with filling sand bags at the Gatton Council work depot on 7 January 2011.

14. I recall at around 9.00 pm that the water levels had subsided to about a foot in depth and it was decided that the water depth was at a safe level and we went home as there was no danger at this time.


15. I recall at about midnight I received a phone call from Danny McGUIRE who informed me that the water had gone from the centre of town however the creeks were still swollen.

16. At 8.30 am on 7 January 2011 Peter and I conducted a patrol in Grantham fire vehicle 52 of the town. I recall we stopped at Thistle way which is at the bottom of Harris Street and cleaned one side of the roadway as it had been blocked by mud from the flooding the day before. The other side of the roadway had too much mud on it and would have required a front end loader to move it.

17. At about 9.00 am I then went to work at Bond Enterprises on Old Scrub Road, Grantham while Peter and other rural fire brigade members went to the Gatton Shire Council to fill sandbags.

18. I kept a portable radio at work so I could keep in constant contact with the rural fire crews. I was informed that about 300 sand bags were filled and some of these deployed by the rural fire crews and local SES to sandbag two houses in Grantham and one house in Placid Hills against further flooding. I think it may have been around twenty to thirty sand bags.

19. I also spoke with Danny McGUIRE who had obtained barriers from Gatton Shire Council and set these up at Sandy Creek Bridge on Gatton-Helidon Road to prevent vehicles from entering the flood waters that were over the road at this time. Danny was on the southern side of the bridge and Peter


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CONTINUED STATEMENT OF: **JAMIESON, Vivienne Ann**

was on the northern side. Danny informed me that he warned motorists not to go over the bridge but they ignored him and still proceeded over. Danny told me that he had to save numerous vehicles that stalled in the flood waters on the bridge and he had to use a snatch strap on the fire truck to retrieve them.

20. I was also informed by Danny that a 'blue care' aged care mini bus proceeded over the bridge and stalled. Danny notified South East Firecom of what occurred with the mini bus and Queensland Police Service attended to assist with the retrieval of the elderly people stuck on the bus.

21. At about 4.00 pm the rural fire brigade stood down for the day and fire vehicles were housed at private residences in case of further flooding.

22. On 8 January 2011 I went to work at Bond Enterprises and again had a hand held radio to keep in contact with the rural fire brigade. I was made aware that the rural fire brigade attended the SES office at Gatton to fill more sandbags. I was informed by the fire members via radio that there was a lot of rain expected between 40 to 80 millimetres for the next three days and it was of the opinion of everyone in the brigade that Grantham should be evacuated.

23. I believe at about midday I received a phone call from the secretary of Bond Enterprises a Carol DAVIES that flood water was entering the rear of her house. I called Peter on my mobile telephone to take Grantham fire vehicle 52 up to Placid Hills and deliver sand-bags to Carol's address. Carol lives at [REDACTED] Placid Hills. I am aware that Peter got to Carol's house and was able to sand bag the rear of her place.

24. As I finished work at around 2.30 pm I received a phone call from my daughter Bronwen who had been speaking with a number of Grantham locals who were requesting assistance with sandbagging as it had been

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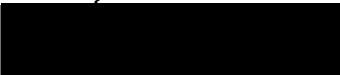
raining during the day and the creeks had broken and water had started flooding the centre of Grantham again.

25. I then went home and was picked up by Peter in Grantham fire vehicle 52 to go back out to Grantham and to do sandbagging. We then proceeded to the northern end of the flooding near Placid Hills and commenced loading sand bags into the fire vehicle. I recall at this time there was a gentleman with a video camera who was filming us load the truck. Once the sand bags were packed onto the truck we then drove through the flood waters back into Grantham and delivered sand bags to about four or five houses where residents needed them. I also recall helping a young lady (20 years of age) who was stuck at the Grantham service station. I stayed at the service station whilst Peter drove her through the flood waters back to her house. I recall the flood waters were about three foot in depth around the town.

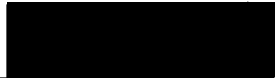
26. I can not recall what time it was but it was dark when the flood waters started receding and we were not required anymore. Peter and I then went home.

27. I can not recall if it was later that night or early the next morning on 9 January 2011 I received a phone call from Peta MILLER of the Ipswich Rural Fire Service Area office. MILLER told me that management had seen video footage on the news of the flooding in Grantham on 8 January 2011 and saw our fire vehicle driving through flood waters. MILLER told me that the fire vehicles are not to be driven through flood waters, only for fighting fires. MILLER told me that the rural fire brigade is only to react if activated by the SES to assist and not to self respond. MILLER told me that if I received calls for assistance to advise them to contact SES on phone number 132 500.

28. I was also aware that Group officer DAMROW received phone calls from the Queensland Fire Service indicating that no rural fire vehicles were to self respond unless activated.


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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann


29. On the morning of 9 January 2011 I recall I was receiving phone calls on my mobile from locals who wanted help in sandbagging their houses as the town was flooding again from the ongoing rain. All I could do was advise them to contact the SES but the people all responded that the SES were unable to help them or just were not answering their phones.

30. At about 8.00 pm on 9 January 2011 I received a phone call on my mobile phone from Danny McGUIRE that he needed help as a lot of cars were entering the flooded waters on Sandy Creek Bridge and getting stuck. Danny stated that he had pulled out about thirty cars with his wife. I told Danny to ring Firecom South East and to send out a message on the pager system for assistance so that we could respond.


31. At 9.02 pm I received a text message on my mobile telephone from Firecom Pager stating, 'GRANTHAM RURALS. ANYBODY FROM GRANTHAM RURALS CAN ASSIST FF MCGUIRE WITH CLOSURE SIGNS ¼ IN GRANTHAM TOWNSHIP PLACID HILLS END. CONTACT F/COM FOR INFO'

32. I then got on the rural fire brigade radio and informed Firecom South East that we were responding to the Grantham message. Peter and I attended the northern end of the flooded areas near Placid Hills turnoff and set up barriers to indicate there was flooding. I was informed on the radio that Grantham fire vehicle 41 was close behind and arrived shortly at our location. Group Officer DAMROW told us that no radio contact is to be made with Firecom South East and we were to only communicate between each other by mobile phones. We did this as we knew we would have to enter flooded waters to assist people and if Firecom realised what we were doing we would be in a lot of trouble.

33. Peter and I drove about half way into Grantham through flood waters when we received a radio message from DAMROW that SES were going to bring


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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann

out sandbags but they were waiting for a driver. We then came back out of the flood waters and waited. At this time the flood waters were about three feet in depth and there was no difficulty in getting through.

34. I do not know what time it was but I recall a police vehicle pulled up at the northern end of the flooded areas near Placid Hills turnoff where we had returned too. I recall there were two police officers in the car at the time. One of the police officers asked DAMROW to get Danny McGUIRE to assist two people living in Robert Street who needed medical attention. I was aware that Danny was a third year paramedic. DAMROW called Danny and notified him of the situation in which he responded and called Firecom South East to inform them that he had been requested by QPS to respond to a medical situation.


35. Danny attended Robert Street and evacuated the two people in the fire vehicle where they were handed over to QAS near Helidon outside the flooded area.

36. Whilst this was happening DAMROW tried to contact SES but could not get a hold of anyone so he called Steve JONES the Mayor of Gatton to see whether he could get a driver to bring sand bags to Grantham near Placid Hills. Mayor JONES ended up driving a six tonne truck to us with the sand bags as he was unable to locate a driver. Peter and I were then asked by DAMROW to follow the Mayor and him into Grantham to give sand bags to who we could. We then complied with the request.

37. As we reached Grantham service station I saw a person flicking a torch at the fire truck. I got on the loud speaker in the fire truck and asked the person if they needed help in which he yelled out he did. I then let him know that we will come back after we have dropped off sand bags at Harris Street.


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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann

38. We then travelled about 500 metres when I noticed the brake lights of the truck the Mayor was driving light up. I then saw the truck start reversing towards us in which Peter steered the fire truck to the left to avoid a collision. The fire truck started floating backwards as a result of being in the flooded water.

39. The Mayor's truck kept reversing past us out of the flood waters whilst the fire truck got wedged in the mud. I contacted DAMROW on the radio and fire vehicle 41 and advised them of our situation in which they told us to remain in the vehicle and they would organise assistance.

40. DAMROW advised us later that SES had arrived however were unable to assist due to the flood waters being too high. Peter and I were in the truck for a few hours waiting for assistance. I recall checking Peter's watch and it was midnight.

41. At around 1.00 am on 10 January 2011 the swift water rescue crew from Toowoomba walked in to our location and gave Peter and I life jackets. Peter and I then waded to a traffic island just near where the fire truck was stuck. The water was up to my waist and there was a strong current. The truck remained where it was.

42. At about 2.00 am a gentleman who had been watching us from a nearby house came and rescued us with his front end loader and conveyed Peter and I to his house where he allowed us to stay until morning.

43. In the morning Peter and I walked to Danny McGUIRE'S house [REDACTED] and saw Danny's wife Llync and their three children. We had a cup of coffee with Llync as Danny was asleep.

44. At around 9.00 am Grantham fire vehicle 42 picked us up from Danny's house and dropped Peter and I home. This was the last time I saw Danny and his family.

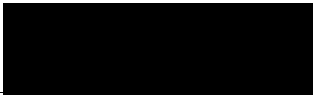
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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann

45. At about 9.30 am on Monday 10 January 2011 I drove to work at Bond Enterprises but was unable to get to work along my normal route due to flooding in the area over the past four or five days. The water from Lockyer creek had risen to a point where it covered the bridge on Grantham Windmill road preventing me from getting to Old Scrub Road from Grantham. When I reached the bridge I believe the water level would have been high enough to cover a vehicle and too dangerous to cross. The water was flowing swiftly towards the east at the time and the water was a muddy colour.
46. I also recall seeing signs as I approached the bridge stating words to the effect 'water over the bridge' or 'flooded road'. I then turned my car around and drove back along Grantham Windmill road into Grantham and turned left into Gatton-Helidon Road and followed that until I turned left again into Flagstone Creek Road and drove along it.
47. I recall driving over the first bridge along Flagstone Creek Road and I noticed that the water level was high under the bridge but was still maybe ten to twenty feet away from reaching the bridge level.
48. I drove along Flagstone Creek Road until turning left into Carpendale Road. Along Carpendale Road I drove over the first bridge and noticed that the water level was also high but was still maybe four to five feet away from the reaching the bridge level.
49. I drove along Carpendale Road not far from the Mahon's Road turnoff where there is a dip in the roadway where after heavy rain you get a volume of water sitting in the dip. At this time it was filled with about half a foot of water. I was still able to drive through the dip safely and continued driving until I arrived at work on Old Scrub Road, Grantham. I would have arrived at work at about 10.30 am.


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CONTINUED STATEMENT OF: **JAMIESON, Vivienne Ann**


50. I then did a day's work until about 2.30 pm. I recall throughout the day it was raining on and off with light showers at time followed by very heavy rain. This continued all day. I also recall whilst I was working in the laying shed I noticed water flowing from nearby paddocks in a southerly direction into a dam that is located about 300 metres away from the laying shed. The water started off as a trickle but gradually throughout the day it grew wider to about one to one and half metres in width. The water had overfilled the dam and flooded the access road back to the main buildings.

51. Just before I finished work at about 2.00 pm I left the laying shed and drove the work vehicle back to the main buildings. The water had really started to build up over the access road but I was still able to drive through it and it was raining heavily at this time.


52. I recall when I got back to the main building and finished up at work I had a chat with one of the manager's a Glen JOHNSON, my daughter Bronwen BAXTER and a work friend Marianne DAVIES. We were just talking about the rain we had in the area and if it might flood some of the bridges we cross to get home.

53. I recall I left work about 3.00 pm with Bronwen and Marianne. I was driving the Nissan Pulsar. Bronwen was in the front passenger seat and Marianne was seated directly behind in the rear of the vehicle.

54. I started driving the same route I had driven to work that day. As I reached the dip on Carpendale Road just past Mahon's Road there were about half a dozen cars that had slowed down to go through the dip which had swollen more and the water was about half way up the tyre rim as you drove through it. I recall noticing two Asian people leaning up against the bonnet of there car with their arms folded. I presumed they had broken down after going through the dip and were waiting for help. I think the car may have been a silvery/grey colour with a square boot.


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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann

55. I then continued along Carpendale Road past Klucks Road when I pulled up before the intersection with Mahon's Road. In front of me I could see that the bridge had swollen with water and I felt that we were not going to cross the bridge. At that time a great volume of water travelling from my left moving really quickly came past the mushroom farm into the paddocks on my right heading towards Grantham. The water didn't appear to be part of the creek but crossing through the fields. I have no idea the height of the water but all I could see was water in front of me and it had to be travelling anywhere between 40 to 60 kilometres an hour. The water was like a roller pushing debris along in front of it. I am unable to describe exactly what the debris looked like but basically it looked like everything that had been caught in its path was being pushed along.

56. As soon as I saw the large volume of water come through I reversed the car back near Klucks road. Bronwen rang her boyfriend Rory McKENZIE on her mobile telephone and told him there were flooding waters coming towards Grantham. Bronwen's mobile telephone number is [REDACTED]. At the same time Marianne called her husband on her mobile telephone. Marianne's mobile telephone number is [REDACTED].

57. Whilst we were stopped at Kluck's Road I recall seeing a large feeding silo floating through the water. I knew the water was moving fast as the silo crossed my vision quite quickly. I can not recall everything that I saw but I believe it was mostly farming type objects.

58. I am not sure whether it was five minutes or ten minutes but it felt like eternity before I decided it was time to get out. I recall at the time I was crying and very upset and just saying, 'Not Grantham'.

59. I then turned the car around and went back to work because I knew it was high ground and too warn any one at work not leave.

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CONTINUED STATEMENT OF: JAMIESON, Vivienne Ann

60. On arrival back at work there was the caretaker and his wife who I know as Leif and Brit, the two managers who I know as Glen JOHNSON and Dan HUTLEY and us three. We told Glen and Dan that there was no way out and looked like the water was going towards Grantham.

61. I then sat down and had a big cry because of what I had just saw and also from the days before where I was helping with sandbagging houses around Harris Street, Grantham to prevent any flooding. I knew it would not stop the volume of water that was coming towards the town.

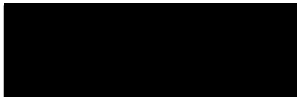
62. I can not remember what time it was but it was still day light when I believe either Rory rang Bronwen or Bronwen rang Rory and I became aware that Rory was on top of his neighbour's roof with his family. Rory's family consists of his step father who I know as Alan MARSHALL, his mother who I know as Julie, his two brothers who I can not remember at this time and a 12 month old baby sister. I knew Rory lived on Harris Street but I can not remember the number. The house was a lowset wooden home with one or two steps up to the house.

63. I recall Bronwen said, "Mum, Rory and his family are on the neighbour's roof. The water is up and they need help. They want SES." I recall the neighbour's house was a two storey wooden home with a tin roof with a verandah out the front on the top level.

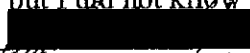
64. I recall Bronwen said, "I will hang up now and ring SES."

65. Bronwen hung up the phone and called the SES but could not get through.

66. Bronwen then contacted police on '000' but she couldn't think at the time because she was too upset and handed me the phone. I then spoke with the operator and asked to speak with police and was passed onto a man and told him that a young man and his family were stuck on a roof in Harris Street, Grantham. The man asked for the phone number but I did not know it. The


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CONTINUED STATEMENT OF: **JAMIESON, Vivienne Ann**

man asked me how did I know the young man was stuck. I told him that my daughter Bronwen had been talking to him on the phone. I then got the phone number for Rory and gave it to the man who told me he would get someone to help them.

67. I also called my fiancée Peter on my mobile telephone and told him where I was and that I was trapped by flood waters. On my mobile phone call register it indicates the time of the call was 16:56.


68. After this we went to the care taker's house where we set up bedding for all of us as we would be staying at work. Everyone remained there for three days as we could not get out in any direction. We kept working on the farm during this period and listening to the news and television reports.

69. I recall receiving word from people who were stuck at the meat works across the road. They told us what roads we could use to get out. I think it was around Wednesday 12 January 2011 when Bronwen, Marianne and I left work in the Nissan Pulsar and drove out.


70. I turned right onto Old Scrub Road and followed that to Grantham Wind Road where I turned right. I drove along Grantham Wind Road and turned right into Back Ma Ma Creek Road. I drove along Back Ma Ma Road and turned left into Ma Ma Lilydale Road which took me onto the Gatton Clifton Road. Once I got onto Gatton Clifton Road I was pretty much out of the water affected area.

71. We all went to the Gatton Fire Station first to see my fiancée and let him know we had all got out safely. After this we then drove to my house and stayed there.

72. From 6 January 2011 to 8 January 2011 I made hand written notes on two pages of A4 paper concerning flooding in and around Grantham during that period.


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73. I am able to produce these notes which consist of two pages.



Vivienne JAMIESON

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 and ^{11/2/2011} contained in the pages numbered 1 to ¹⁵ 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 HELDON this 1st day of February 2011

(Witness's signature)

(Justice of the Peace (Qual.)/
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(Signature of police officer
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Grantham Flooding

PATROLS WERE Began in Grantham, TO RANDBA ASSISTANTY. A.C.A. OF ST. GEORGE LOCALISED & FOUND IN E AND

06.01.2011. ~~Made a decision to patrol and as far as possible~~
To M. AND S. 132 ~~for~~ Peter Ingold and Danny Maguire

reported that 52 + 51 ^{would} return to be in

Grantham, and 41 was at back of Sta Sta
Cret. Road with Stuart Darrow.

Grantham 51 + 52 ^{Began patrolling} patrol at 0930 hrs.

then to ~~the~~ ^{at} Sta Sta Cret at 1000 hrs.

Cret broke banks at 1130 hrs ^{localise}
~~The crews reported this to first officer~~

Viv Jameson by phone, the two Michaels

attempted to flood help at 1130 hrs.

Group Officer Darrow reported the

incident to Foreman South East ~~the~~ and

report to ~~the~~ ^{to} ~~the~~ ^{request} ~~the~~ ^{request}

Disaster Committee to be ~~at~~ ^{at}

First Officer Jameson reported to Grantham

Michals at 1600 hrs to help with incidents

Pager was ~~sent~~ ^{sent} at 2000 hrs for ~~to~~ ^{to}

fill sandbags on 07.01.2011, AND TO ASSIST ~~the~~ ^{the}

~~flood~~ ^{grants} ~~was~~ ^{was} ~~around~~ ^{around} ~~the~~ ^{the} ~~area~~ ^{area} ~~who~~ ^{who} were cheating

homes and businesses ~~and~~ ^{and} ~~helped~~ ^{helped}.

Sandbagging ~~two~~ ^{two} homes. AGAINST FLOOD DAMAGE

to help aged care Michal ~~to~~ ^{to} Q.P.S. " " "

cut of water. →

(Peter Ingold instructed driver not to

attempt crossing and driver proceeded to

go through water while he (Ingold) was

diverting other vehicles ~~to~~ ^{to} ~~the~~ ^{the} away

from the flooded area.)

WHILE

TO DINGHARA

ASSISTED LOCALISE

ALSO INFORMED

THE

OKS. FO TO

THESE WHO RAO

AND RANDBA ASSISTANT

07.01.2011 First and Second Officers did a patrol of
 Grantham at 0500 hrs. Checked water level
 which ^{had} dropped to a safe distance from ^{at} ^{least} ^{an}
 Grantham 52. 0830 hrs pumped ^{PAR FLOWERS} ^{CASE 470} ^{to} ^{the} ^{gas} ^{work} ^{shop} ^{site} ^{AT} ^{GRANT}.
 0900 hrs Garton Works depot to fill sand bags
 for SES.
 K4 to ~~GN~~ 1600 hrs. to PR.DATA
 K5 to private residence 1630 hrs.
 fire fighters at depot were Woodlea S.H.
 Grantham 5.

08.01.2011. Grantham 51 was patrolling Grantham
 until 1500 hrs.
 GNR 51. at private residence with a crew 2.
 GR. 41 private residence in the City. " " "
 GR. 42 " " Adage & crew 1.
 GN 52 " " Garton crew 3.

Nichols deployed to avoid ~~to~~ ~~be~~ ~~as access being
 blocked due to flooding SAM THOMPSON~~

(07th. All crews were on standby at me)