

MELBOURNE  
BUSHWALKERS INC.

ABN 14 396 912 508



# THE NEWS

#868

July  
2023



An evening by the Murray River in Hattah-Kulkyne NP - R. Curwen-Walker

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# WE ARE A MEMBER OF



## Bushwalking Victoria

Members of the Melbourne Bushwalkers Inc meet on Wednesday evenings between 6.30-8.30 pm in the club rooms at:

**Mission to Seafarers Victoria**  
**717 Flinders Street**  
**Docklands**

Visitors are always welcome!

General correspondence should be directed to:

The Secretary  
Melbourne Bushwalkers Inc  
PO Box 1751  
MELBOURNE VIC 3001

[www.melbournebushwalkers.org.au](http://www.melbournebushwalkers.org.au)

Next committee meeting: Monday 3 July

The News of the Melbourne Bushwalkers Inc (The News) is published monthly, and is the official newsletter of Melbourne Bushwalkers Inc.

Editor: Deb Shand

Calls for expressions of interest for club activities and extended trips, walk reviews, articles, poems, news items, photographs of Club events, reports of new gear, book/ movie reviews, letters to the editor, advertisements, et cetera are always welcome. However, the Editor reserves the right to edit contributions where space, clarity or propriety dictate, and to maintain editorial consistency.

Note: photographs should be sent as separate high resolution files which are capable of being edited.

**Please send your contributions as unformatted text files by email to [news@mbw.org.au](mailto:news@mbw.org.au)**

**Closing date for receipt of material for The News is the 21st of the month.**

Advertisements should relate to bushwalking (e.g. gear, maps, trips, tours, health and fitness etc.). These may be published subject to space availability and Editor's discretion. For current advertising rates contact the Editor at [news@mbw.org.au](mailto:news@mbw.org.au)

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## New Members

We welcome the following new members:

Nicola Gorwell

Carly Godden

James Thompson

Ken (Swee Soon) Wen



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**Would you like your trip photos featured in the newsletter?**

Due date for contributions to August News: 21 July

Email: [news@mbw.org.au](mailto:news@mbw.org.au)



## President's Column

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As advised in last month's "News", Ian Mair has stepped down as the Club's President, however he continues to be very active as the Webmaster and still leading day and multi day walks. Despite all that Ian has done for the Club, and continues to do, I know he does not want the praise and accolades that he truly deserves. Ian, like many quiet achievers, finds the satisfaction of doing a job well is his reward. I thank him for all he has done and continues to do. I have some big shoes to fill.



Behind the scenes the Committee & other supporting volunteers has been working on:

- PLB's – making them available for remote walks as well as for Sunday and other walks that are in areas that may have limited mobile coverage at times – more to be announced shortly
- Driver re-imburement for carrying passengers has not changed for over ten years, and as we are in another "cost of living crisis". (Some of us remember, "the recession we had to have" when the interest rates were above 15%). We need to be mindful of the true cost to travel, not just fuel but the running costs of a vehicle. See the full details in the News
- Leadership training is continuing with the structured training scheduled for 5 Aug 23, which I strongly recommend to:
  - Any member whom has not led before & wants to learn more
  - Leaders (like me) whom have not led for a while due to the Covid break, to keep in touch with changes and improvements

Besides this training our mentoring program continues, and I seek the support of all walkers on any activity to assist your leaders and whips, even with just the seemingly minor points, that are discussed at the walk start, such as:

- Stopping at track junctions
- Staying together as a group, including advising if someone is falling behind, or needs to wait for any reason
- Being mindful of other walkers, giving them enough space so you are not on their heels, and you can also see what is on the track in front of you to avoid trips and slips

It is the collective efforts of the group that will ensure we all have a pleasant and uneventful walk. Remember, we are all volunteer leaders, often focussing on navigation & timings, thus assistance on preventing small issues becoming an incident will ensure we all have a successful walk.

I want to thank:

- Bettina Brill who has stepped up from General Committee to be the Sunday Walks Secretary
- Elizabeth Gwynn is taking on the role of "Meet & Greet Co-Ordinator, after a hand over from Judith Shaw
- Ed Neff who has been the Wed walk co-ordinator for 14 years and Fay Dunn for stepping up to replace him

Thank you all for your contribution to the club.

## Wake for Bob Steel

It is with profound sadness that the Club notes the recent passing of Robert (Bob) Steel, one of its longest standing members, a Life Member (2005) and a former President (1979-82).

In memory of Bob the Hislop/Steel family are hosting a wake and those who knew him are invited to attend. It will be held at Bob's nephew's brewery "8 Track" in Ringwood, on Friday the 7th of July at 12pm for a private function. The brewery is located at 8 Yallourn Parade, Ringwood.

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## Carpool Drivers Re-imbusement of Costs

The amount that a carpool driver is re-imbursed by the passengers has not changed for over 10 years, being:

- \$0.10 per km per passenger if 1-2 passengers
- \$0.08 per km per passenger if 3 or more passengers



The average price of ULP in Melbourne for the week ending 9 Apr 2023 was \$1.927 per litre and in the week ending 11 Jun 2023 it peaked at \$2.031 per litre (API website). I am sure all drivers are aware that whilst there are some peaks and troughs in petrol prices, they consistently remain high.

Fuel consumption rates vary due to engine sizes, driving conditions etc. As an example, a Hyundai Kona (small 4 cylinder) has a highway fuel cycle rate of 10.2 litres per 100km. (It is less efficient in metro areas) This equates to \$0.189 or \$0.21 per km at the above price points. Thus, a driver would need to take two passengers just to recover the cost of fuel, at the above rates.

The ATO recognises that besides fuel there are other operating costs (wear & tear, servicing, registration, insurance etc) that are re-imbursed, should you use your private vehicle for work purposes. The ATO rate for FY22/23 is \$0.78 per km.

Whilst carpool drivers are not Uber drivers, we also need to acknowledge the true costs, thus the Committee have reviewed the rate, and from 1 Aug 2023 the recommended rate is \$0.20 per km per passenger, regardless of the number of passengers.

We have always only recommended a rate per km that a passenger should re-imburse a driver, the final payment should always be "negotiated" and agreed prior to the trip commencing. Just as there are valid arguments for the cost of fuel being covered as well as running costs, there are equally valid points in relation to:

- The driver is going to the work as well, and would be expending the fuel anyway.
- Drivers may have to deviate to collect passengers, thus incurring costs
- Vehicles are less fuel efficient in traffic
- There may be tolls on some routes within Melbourne getting to the work start
- Passengers need to contribute equitably

Thus, when co-ordinating times and locations for passengers to meet their driver, the topic of driver re-imbusement must be covered and agreed. Talk and agree before you walk.

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## July Safety & Risk Reminder

This month we are covering both the **Acknowledgement of Country** and the issue of **Driver Fatigue**.



Also if you missed the item “**ALERT You need your own comprehensive Ambulance Cover**” in the May News you could be thousands of dollars out of pocket in the event of an accident on a walk requiring ambulance assistance if you do not have your own personal/family **comprehensive ambulance insurance!**

**Acknowledgement of Country (NEW):** All club activities are recommended to include an Acknowledgement of Country to the traditional owners of the land the activity is being held on. There is no set protocol or wording for an Acknowledgement of Country. As with any mark of respect, the sentiment means more than the actual words used. But for those members who would like some guidance on wording, we provide the following two examples. If you know the name of the First Nation of the land on which you are standing:

***We would like to acknowledge the Traditional Owners of the <insert First Nation or Clan name> nation on which we meet today. We would also like to pay our respects to all Aboriginal and Torres Strait Islander peoples and their Elders, past, present and emerging.***

You should be able to find the appropriate First Nation name on the activity preview page of the Club website. Information is also often available on the website of the relevant local government, state park or national park. If you are unsure of the name of the First Nation of the land on which you are standing, or the activity is being held across multiple locations:

***We would like to acknowledge the Traditional Owners of the land on which we meet today. We would also like to pay our respects to all Aboriginal and Torres Strait Islander peoples and their Elders, past, present and emerging.***

Each outdoor activity has the name inserted in the Preview by Vice President Kim Cowie and the name for the Clubrooms/Melbourne CBD is the clans of the Kulin nation.

**Driver Fatigue and Road Safety:** Club activities can involve a lot of tiring physical effort and often driving long distances (which of course is why many members look forward to a sleep on the bus on the way home after a Sunday walk!). Driver Fatigue and Road Safety can become a real issue which is why we have a guideline on it! See the Club guideline attached which has lots of tips and good advice. It is better to ring the Club Emergency Contact and/or family members and advise that you won't be back till late or even the next day than to press on when you should have stopped! So share the driving and offer to assist if you think the driver is getting tired. If you're the driver don't be afraid to ask someone else to drive or, if that's not viable, stop and take a break, and/or have a power nap.

***Members and especially Leaders are encouraged to read the monthly Reminders to stay aware of their responsibilities as participants or as leaders on Club Activities: NEW =a new item; MOD= changed from last time; and the others are unchanged.***

Mick Noonan, Risk Officer



## Guideline on Driver Fatigue and Road Safety

This Guideline has been developed as an aid to members when using private transport for club trips.

There is a significant increase in the risk of you being involved in a crash if you are becoming tired when driving. When you are starting to become tired you can't concentrate on your driving and so you can't respond as quickly and safely as you should. Driver fatigue contributes to more than 20% of road crashes in Victoria.

### Causes of fatigue (drowsy driving)

Fatigue can be caused by:

- A lack of quality sleep
- Driving when you would be normally sleeping (overnight)
- Having a sleep disorder such as sleep apnea. Symptoms of sleep apnea include heavy snoring broken by sudden periods of silence, restless sleep and constantly being tired during the day.

It is important to remember that you can't fight sleep.

### Symptoms of fatigue

Fatigue is easy to detect, with symptoms including:

- Yawning
- Sore or heavy eyes
- Slower reaction times
- Finding you're daydreaming and not concentrating on your driving
- Driving speed creeps up and down
- Impatience
- Impaired driving performance such as poor gear changes
- Stiffness and cramps
- Loss of motivation

### How fatigue affects your driving

Fatigue has a huge impact on your driving and can affect your ability to drive safely, similar to the effect of drink driving. Research shows that being awake for 17 hours has the same effect on your driving ability as a BAC (blood alcohol concentration) of 0.05. Going without sleep for 24 hours has the same effect as a BAC of 0.1, double the legal limit.

Driving while tired or fatigued can result in:

- Slower reaction times
- Lack of concentration – errors in calculating speed and distance are common
- Reduced vigilance and poor judgement
- Nodding off – even for a few seconds can result in dire consequences

### How to beat driver fatigue

If you don't get enough quality sleep you go into debt, basically "owing" yourself more sleep. The only way to repay this debt is by sleeping. Until you catch up on sleep, you have a greater risk of having a fatigue related crash.

*continued next page*

# Noticeboard

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## Before you start driving:

- Make sure you regularly get enough sleep.
- Be aware of your biological clock, namely that you are at an increased accident risk when driving between 1am-6am and 1pm-5pm.
- Don't start a long trip after a long day's work.

## When you are driving:

- Take a powernap if tired. Research shows that even a small sleep or powernap of 10 minutes can significantly reduce your chances of a crash caused by fatigue.
- Cool the car interior.
- Don't drink alcohol.
- Share the driving whenever possible.
- Take regular breaks – at least every two hours – to help reduce the effects of fatigue.
- Eat proper and well-balanced meals, preferably at your normal meal times.
- Don't travel at times when you'd usually be sleeping.

**The only way to address fatigue is by sleeping. Make a choice not to drive when tired.**

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## Call for EOI: South-West Cape Circuit Tasmania 7-17 February 2024

Length: 66 km

Rating: Hard

### Description:

This South West Cape Circuit will begin with a boat transfer from Melaleuca to Schooner Cove on Bathurst Channel. Thence in an anti-clockwise circuit south along the coast to a traverse of the South West Cape Range to Wilson Bight and back via rugged headlands and bays to Melaleuca. A side trip to Stephens Bay and Spain Bay and a side trip to South West Cape are scheduled. Ample time has been allotted with manageable days. The trip is off track or on footpads to Wilsons Bight and after that there is a track. There is one long hard day traversing the South West Cape Range. Other days are medium.

### Itinerary:

7 February fly Melbourne to Hobart, Skybus to Mona Ferry Terminal, 8 Feb. taxi to Par Avion, Cambridge, fly to Bathurst Harbour Aerodrome, Melaleuca. Stay in huts or camp. 9 Feb. boat transfer to Schooner Cove via Melaleuca Inlet, Bathurst Harbour and Bathurst Channel. Walk across isthmus to beach on Hannant Inlet, follow shoreline of inlet, pack swim Hannant Creek, cross dunes and beaches to Murgrab Creek (8km/6hrs). N.B. The boat cannot navigate in adverse weather. If the boat transfer is cancelled, walk from Melaleuca to Murgrab Creek (2 days). This walk involves a wade or a pack swim at Horseshoe Inlet and a crossing of the SW Cape Range (hard). 10 Feb. Stephens Bay and Spain Bay (side trip with day packs 13.6km/6hrs). 11 Feb. Window Pane Bay (7km/5hrs), 12 Feb. Wilson Bight (14.8km/11hrs) walking from sea level, along the range and down to sea level. 13 Feb. Mt Karamu day trip (5km/5hrs), 14 Feb. rest day, 15 Feb. Hidden Bay (12.9/6hrs), 16 Feb. Melaleuca (2km/4hrs), 17 Feb. fly to Cambridge Aerodrome, bus to Hobart airport, fly Hobart to Melbourne. Or 18 Feb. fly Hobart to Melbourne

### Cost Estimates:

Return flight Tullamarine-Hobart: see airline websites, Skybus Melbourne return \$36, Skybus Hobart \$19.50, accommodation Hobart \$45, taxi Hobart to Cambridge \$meter, return flight Cambridge Aerodrome-Melaleuca \$650, boat transfer \$195, fuel: gas canisters \$15.00 per 230g canister, methylated spirit & shellite \$6.00 per litre, park pass: \$41.20.

Contact Ian Langford to register your interest.



# An end to logging in Victoria: what does it mean for the forests of the High Country?

Cam Walker (from his blog: Mountain Journal with permission)

As part of its state budget process for 2023/24, the Victorian government [has announced](#) that it will bring forward the shutdown date for native forest logging across the state from 2030 to January 1, 2024. This is a huge development, and follows an intensification of environmental campaigning, a series of court cases that stopped logging in significant parts of the state, and a new environment minister following the re-election of the Andrews government in November 2022. This means the state will be spared another six years of intensive logging and allow us to start the generations long work of restoring a landscape that has been deeply impacted by intensive logging and repeat fires in recent decades.

The full details on 'what next' – that is, how the shutdown will be managed and what logging will occur before January 1 – are yet to be released. This is expected in coming weeks. There will also be an 'expanded transition support package' of \$200 million 'in support for workers and their families to transition away from native timber logging earlier than planned'. The shutdown was brought forward out of necessity: '*native forestry has been hit with increasingly severe bushfires, prolonged legal action and court decisions. There are no alternative timber supply sources available domestically or internationally which can offset the current disruptions to supply to Victorian mills and there are no options for regulatory reform which can prevent further legal injunctions continuing to disrupt native timber harvesting operations*'.

## What this means for the high country

What this means for the high country is that it can now be returned to a whole landscape, rather than one that has most of the 'economic' forests cut and burnt in logging operations. This will be the work of generations. But what happens in the next few months will be incredibly important – we need to ensure there is no last minute 'cut and run' logging before the January 1 deadline. We live in a time of accelerating climate change, which is already leading to ecological collapse in both snow gum and alpine ash forests. The plan developed now, to restore these forests, will require traditional knowledge and the latest of science. It will need to find ways to intervene to protect forests as they recover from logging and fires. There are many opportunities for native forest workers to be employed in this work.



**In the short term we will need to increase our vigilance.** Logging under the guise of 'fallen product recovery' is currently occurring [near Mt Pinnibar](#) and recently happened in the [upper Jamieson valley](#) near Mt Lovick. Key areas that are eligible for logging under the timber release plan could be targeted in coming months. Friends of the Earth (FoE), working with a range of local allies, [has identified three key areas which are scheduled for logging which are exceptionally important](#) and must be protected.

These are:

### Mt Wills area

Mt Wills is an 'island in the sky' – a small plateau which supports old growth snow gum woodlands, surrounded by lower valleys. It is connected to Victoria's highest mountain – Bogong (Warkwoolowler) by Long Spur. There are impressive, older alpine ash forests on Long Spur, below the Mt Wills summit, which are scheduled for



logging. Dense, flammable regrowth from logging operations would pose a direct risk of intense fire to the uphill old forests of Mt Wills.

### **Mt Stirling**

Mt Stirling is a famous and popular spot for cross country skiing, walking, mountain bike riding, trail running and four-wheel driving. It has up to 11 areas of forest scheduled to be logged. Logging will have dramatic impacts on recreation, as well as fragmenting the high elevation forests that circle the summit area.

### **The Little Dargo**

The Little Dargo is a special, un roaded headwater area that contains old forests of mountain gum and recovering alpine ash. Unlike much of the surrounding area, it has only been lightly burnt in recent decades. Logging is likely to yield mostly low value products like pulp. How can the destruction of a pristine catchment be allowed for pulp and pallets?

Recently, the state logging agency VicForests has released an updated Timber Release Plan (TRP) which has many coupes in the high country and northeast which could be logged before the January 1 cutoff date. At a time when many contractors are thinking about 'what next', pushing logging crews into high conservation areas will drive conflict and potentially lead to protests. This is an inflammatory move from VicForests. You can [find details on the TRF here](#) (scroll down to find a map with all the coupes).

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## **Training Activity: Unit 4 – Risk Management**

<b>DATE</b>	Wednesday, 2 August, 2023
<b>VENUE</b>	Rivers Room, Clubrooms
<b>TRAINER</b>	Mick Noonan
<b>START TIME</b>	7:00pm
<b>FINISH TIME</b>	8:30pm

Melbourne Bushwalkers assists activity leaders to develop their skills and capabilities through structured training sessions, formal mentoring, as well as field training. These training units has been developed from a core prepared by Bushwalking Victoria and adapted to our club requirements over the years.

The units are highly recommended for activity leader and may also be undertaken by all members. So if you're a current leader wanting to improve your risk management on day or extended activities, or a recent leaders who has not done this unit before, then this is for you! Note that this Unit is included in the leaders Training Day on August 5<sup>th</sup>.

At the completion of this unit you will understand:

- Basics of Risk Management, and how it is involved in most decisions that we make.
- Identify and evaluate Hazards/Risks.
- Use strategies to manage risks e.g. reduce the chance that they will occur, and the impacts should they occur, with practical examples.
- Legal responsibilities and a Leaders Duty of Care
- Leader protections for members and leaders

If interested in attending, please email [noonan1953@gmail.com](mailto:noonan1953@gmail.com). You need to book in advance as there are a number of handouts provided on the day.

## Workshop: Using your Smartphone for Navigation

**Saturday September 2 , 9am to 3pm at Outdoor Activity Hub Conference Room, Westerfolds Park, Fitzsimmons Lane, Templestowe**

**Andrew Robinson**, who runs this very popular one-day Workshop for Bushwalking Victoria, is conducting his second course for Melbourne Bushwalkers. Last year's course was very well attended so register early in the registration period.

In this Workshop we will look at how GPS satellite navigation works – the theory, practicalities, advantages and limitations. We will discuss a variety of free smartphone mapping/navigation apps, including Avenza, maps.me, and Terra Map. An outdoor practical exercise will be included. Detailed notes, activity sheets and map will be supplied.

**Registration for the Workshop opens at 9.00am on Saturday, July 22 and closes at 5.00pm on Saturday, August 12. To Register, click [HERE](#) to open hyperlink**

**You will need to provide your Name, Mobile Number and Make and Model of your Smartphone.**

Numbers are limited, book early!

**Enquiries: [bushnavigationandmaps@iinet.net.au](mailto:bushnavigationandmaps@iinet.net.au) or [noonan1953@gmail.com](mailto:noonan1953@gmail.com)**

**IMPORTANT:** After registration, successful applicants will be provided with information on what to bring. They will also receive detailed instructions on phone setup. Preparation and pre-reading **MUST** be completed **BEFORE** the workshop. You must already be familiar with basic map/compass navigation and be conversant with your own smartphone e.g. be able to update software and install new apps.



**AN EXPERIENCE YOU WILL NEVER FORGET**

## EXPEDITION DATES

**KAKADU NP: 2ND TO 15TH JULY 2023**

**DRYSDALE RAFTING: 17TH TO 30TH MARCH 2024**

**PURNULULU: 21ST TO 27TH APRIL 2024**

**DRYSDALE BUSHWALKING: 2ND TO 15TH JUNE 2024**



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## **WANTED: your favourite dehydrator meal recipe**

Bettina Brill

Send in your recipe, if possible with photo of ingredients and/or the cook enjoying the result. Who knows, if we get enough recipes we can have our own Melbourne Bushies dehydrator cookbook. For more info and inspiration contact Bettina who is making this her little project.



This month's recipe is from Robin Curwen-Walker

### **French Bean and Sausage Casserole**

This is the normal recipe if eating at home:

Ingredients:

2 tbsp olive oil  
200g speck or bacon cut into batons  
8 pork sausages  
2 Brown onions  
3 garlic cloves  
2 carrots  
1 tbsp tomato paste  
2 thyme sprigs  
2 sticks of Rosemary  
3 Bay leaves  
1/4 cup white wine  
3 x 400g cans cannellini beans, drained  
2 cups chicken stock  
12 cherry tomatoes halved  
Salt and pepper

Brown the speck and put aside  
Brown the sausages and put aside  
Saute the onions, garlic and carrots with the tomato paste and herbs.  
Chuck in the wine and reduce a little.  
Chuck in the whole cooked sausages, speck, beans and stock.  
Place the halved tomatoes on top  
Season with salt and pepper  
Bake about 45 mins.

You can also add a crispy topping. Once it's cooked, scatter over a mix of:  
30g panko breadcrumbs  
2 tbsp parsley  
2 tbsp extra virgin oil  
Quarter teaspoon salt  
Then brown this under a grill

For making as a dehydrated meal, minimise the oil that you add - there's usually plenty in the speck anyway so you could probably get away with no added oil. Do the crispy topping separate.

Once the mix is cool measure out individual serves (approx. 200g per serve) and spread each serve on your dehydrator trays and begin dehydrating. Every few hours or so I put on some surgical gloves and squash all the chunky bits like the sausage and the speck to help them dry out.

Once they are satisfactorily dehydrated (ie. crisp with no squish when you press on the bits), weigh each serve again. The difference between the original weight for the serve and the dehydrated weight gives you the amount of water you need to add to rehydrate. Pop each serve in a labelled zip lock bag.

I keep my meals in the freezer - particularly as I do love a bit of fat in my meals and they are more prone to go rancid if just left in the cupboard even if they are well dehydrated. They are fine if taken out of the freezer immediately before a trip.

If you want to include the topping, fry it up until it's all crispy then dehydrate this separately and bag it separately. I actually haven't tried this yet but you could probably just sprinkle it on directly after you have rehydrated your meal. Enjoy!



*ASPIRING LEADERS, WE NEED YOU!*

## **LEADERS' TRAINING DAY**

**Sat 5<sup>th</sup> August, 2023, 9:00 am – 5:00 pm**

**Rivers Room at Clubrooms @ Mission to Seafarers Victoria**

*Why not attend this free training offered uniquely by our club to skill up members and build confidence to take on leading roles?*

*Suitable for new leaders, those thinking about leading, and previous leaders returning after a long break.*

*The trainers will be Angela Vetsicas, Ian Mair, and Mick Noonan. The day covers:*

### **Welcome and Introductions**

#### **So You Want to Become a Leader?**

- The concept of leadership.
- Different styles of leadership and Key Relationships.

#### **Walk Research, Planning & Previewing**

- Why, Who, Where, When and How to organise a walk.
- Conducting a preview, what to do before, during and after.
- Resources to access when selecting a walk, especially our extensive data base.

#### **Activity Processes, Documentation & Resources**

- Walk description and grading, walker registration.
- Map, GPS track and walk notes, transport plans, emergency details, incident reports.
  - Online Website and Paper Processes.

#### **Conducting the Walk**

- Tasks which need to be completed a week and a day prior to the walk.
- Tasks to perform after you arrive at the walk but before you start walking; appointing a Whip.
  - How to conduct your walk in a safe manner so that all participants enjoy the walk.

#### **Risk Management & Safety**

- Basics of Risk Management, and how it is involved in most decisions that we make.
  - Identify and Evaluate Risks.
  - Use strategies to manage risks, practical examples.
  - Legal responsibilities; Leader protections.

#### **Critical Incident Management**

- What are Critical Incidents, how to avoid them/reduce their impact.
- Dealing with the Critical Incident and with Emergency Services, Scenario Exercises.
  - Post Activity support for recovery and grieving.
- A Leader's view of the new Club Critical Incident Processes.

### **Bibbulmun Track: Walpole to Denmark - May 13-22, 2023**

Halina Sarbinowski

John Chapman in his book “Bushwalks in Australia” describes the section between Walpole to Denmark as the most enjoyable and diverse section of the Bibbulmun Track (paraphrasing here) and it is. This section is broken up into two distinct landscapes – the giants of the tingle forest and the coastal heathlands. Ian and I were joined by five other Melbourne Bushwalkers to delight in the experience of walking this iconic section of the track.



This was the third time that I had walked this section. In the past I had walked it during spring at the height of wildflower season and was delighted with the variety of orchids that

flourished during this period. I thought that I would be disappointed walking in autumn. The trees were still giant and awe inspiring, and the coastal heathland was still sandy with sensational coastal views and the loss of orchids was countered by the huge variety of fungi that flourished during this season. We were all surprised by the variety of colour, shapes and sizes of the fungi that abounded. Unexpectedly, we also did manage to see some leek and many rabbit orchids. Autumn was a great time to do this walk.



The track is lovely, clearly marked and easily followed. We delighted in the campsites which, on the first three nights, we had to ourselves. Each with its shelter, pit toilet and water tank were appreciated at the end of each day's walk. On our fourth night we stayed at the camping ground at Peaceful Bay which we delighted in as it gave us a chance for showers and an opportunity to wash clothing. We were disappointed that our timing for the walk meant that we stayed at Peaceful Bay on a Thursday, the only night that the café was not open, so we missed out on the renowned fish and chips. We did, however, manage to enjoy either a soft drink, ice-cream, crisps or other indulgences that were

available at the campsite's kiosk. Day four meant that half our walking distance was over but it also meant that the next three days we would be walking around 20 kilometers each day.

Day five proved a highlight as we had to cross Irwin Inlet. Bronwyn was a star! As a keen kayaker, she did five crossings. In one crossing she took three packs across the inlet, returning twice to take a passenger. I was one of the lucky ones who she ferried as she insisted on using the kayak paddle (the only one available) and I did not have to do anything. After the crossing we travelled inland for a while, constantly being watched by the local kangaroos. This section of the track had





numerous “undulations” and it was a pleasure and relief when the hut at Boat Harbour Camp was reached only to find that there was not one campsite available. We were sharing this campsite with a group of 11 (mainly girls) from a Perth high school who were doing track maintenance, evidence of which we had been walking through. They were a delight and the problem of camp sites was resolved when our group decided to set up on the platforms in the shelter.

Perfect weather continued for our final two days of walking. The boredom of a seven-kilometer stretch of beach walking along Mazoletti Beach was relieved by watching a surf competition, seeing a 4WD slowly getting bogged and a naked walker who walked in the opposite direction. Our final camp site was shared with a delightful 8-year-old and his mother. He shared his photos of the sunset and his berry bliss lollies. Both were appreciated.

Our final day had the highest point on our walk at the top of Mt Halliwell. Its summit afforded 360-degree views. We lunched just below the summit and the views of Wilson Inlet and our destination of Denmark were sensational. It was almost sad as we knew our journey would soon end. Our final steps took most of us along Denmark River to our accommodation at Blue Wren YHA. Our walk ended with a celebration at a pizza parlour in Denmark where we rejoiced our efforts and our friendship during the walk. I thank our leader Ian, and also Agajan, Kate, Susan, Bronwyn and David for your companionship on this pleasurable walk.



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## Hattah Lakes and Murray River - 9-12 June 2023

Sal Mililli

King's/Queen's Birthday weekend is synonymous with snow and cold, but our intrepid and inspired leader led us as far north and west in Victoria as possible to ensure 3 days of fine weather. There was even a hint of sun at times.



13 “bushies” met on Friday evening at Lake Hattah camp site. A fire and a little wine kept us warm and cheery on a chilly night. We set off on Saturday morning. Our 3-day walk took us off track heading east to camp near where Chalka Creek meets the Murray. A pumping station near there regulates water flows into the wetlands, ensuring their sustainability. On Sunday we followed the Murray north west to a camp near Ki Bend, then on Monday headed back off track south west and back to the cars.

## Along the track

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There was plenty to see on the way - lots of birds for the budding twitchers in the group, roos, ducks and even a couple of goats and a not so sly old fox. We crossed varying landscapes including the wetlands, dry mudflats, stands of stately old river and box gums and lots of Mallee scrub. Our progress was sometimes challenged by spinifex and dense lignum bush. And yes there was red dirt and plenty of it.

The walk was mostly flat, so flat that on day 2 we were affronted by a 30m sand dune that in the context of the rest of the walk seemed quite a hindrance. The “ascent” involved much disproportionate protest and grunting. Highlights of the trip included...

- following the Murray Banks, steep and layered in places, leading on to lazy sandy beaches and yet uninviting and inaccessible with fallen trees and thick undergrowth elsewhere
- stunning views over the beautiful winding river
- chatterings of cockatoos (yes , that's the collective) swirling through the branches of the river gums in the late afternoon, their rowdy cackling replaced by the call of lonely mopoke owls in the still of the night.



Monday involved a solid day's hike, carefully navigated to avoid some flooded areas. Having worked our way to a convenient shallow ford, and pleased about retaining dry feet, we found our route back was later blocked by more water. The thigh high crossing through a muddy bog disguised as a swamp provided much entertainment. No shoes nor dignity were lost though there were some very close calls.

Thank you to Ian for organising a fascinating trip and to Helena, Robin, Jill, Patrick, Jacque, Jason, Bec, Mark, Kate, Rob and Wendy for the entertainment along the journey.



## Upcoming activities

### July 2023

Sun 2	DAY: Dandenong Ranges Western Trail	Bus	E/M&M	Brett Daniel & Prabhu Delli
Mon 3	MTG: Club Committee Meeting	Pvt		Roger Wyett
Mon 3	MOF: Panton Hills No. 1	Pvt	E/M	Roger Wyett
Tue 4	MTG: Video session - Beginners Guide to Native Ground Orchids	Pvt		Robert Ian Mair
Sun 9	DAY: Fridays circuit, South Brisbane Ranges	Car	E/M	Judith Shaw
Wed 12	DAY: Churchill Park	Pvt	E/M	Michael Quinn
Sun 16	DAY: Elphinstone Tunnel to Fryerstown	Bus	E/M&M	Rose Perich & Deb Shand
Sat 22	DAY: Woodlands Historic Park	Pvt	E/M	Maureen Hurley
22-23	MNT: AAWT-Baw Baw National Park	Pvt	E	Claire Luxford
Sun 23	DAY: Cathedral Range, Northern circuit	Car	M	Robin Curwen-Walker
24-27	LOD: Christmas in July-Daylesford	Pvt	Var	Susan Maughan & Deb Shand
Wed 26	SOC: Australia's Black and White History	Pvt		Rodney Spark
Thu 27	SOC: Jells Park-Wheelers Hill	Pvt	E	Eleanor Weekes
Sun 30	DAY: Daylesford Market & Tipperary Track	Bus	E&E/M	David Cash & Robert Ian Mair

For detailed preview notes and program updates, please refer to the activities program on our website: [https://mbw.org.au/mbw\\_activities/MBW\\_activities\\_program.php](https://mbw.org.au/mbw_activities/MBW_activities_program.php)

