Engineering Tasmania

August 2008

ENGINEERS AUSTRALIA
Tasmania Division

Newsletter of Engineers Australia, Tas Division - Royal Engineers Building, 2 Davey Street Hobart
Telephone (03) 6234 2228, Fax (03) 6234 2216 or E-mail tasmania@engineersaustralia.org.au

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PRESIDENT'S REPORT

Future Engineering

The last weeks have seen what I see as quite far reaching events; one very local that if successful will hopefully expand nationally, the other nationally that if it fails could impact globally.

The first was the allocation to Tasmanian engineering enterprises the year 10 students who were successful in winning positions in the Tasmanian Division's "Engineering Initiative" detailed in my June report.

The second is of course the release on 4 July of Professor Ross Garnaut's draft Climate Change Review report.

These two events are strongly related in that the future of engineering will be impacted by both. The first will contribute to the delivery of our future engineers, the second will likely dictate what our future engineers will be doing and the boundaries within which they can implement solutions to the challenges arising.

I met with the southern students, their teachers and parents to go through the mechanics of the Initiative and I must admit I was impressed with the enthusiasm of all present and their keenness to get underway and involved.

Congratulations to the lucky enterprises that have "adopted" an "Engineering Initiative" student and I am sure that they will all provide an "authentic experience" within Engineering and "illuminating" Engineering to the students to increase their desire to move into engineering as a career choice.

Garnaut's draft report makes some statements that are very thought provoking, some of which are repeated here:

> *The weight of scientific evidence tells us that Australians are facing risks of damaging climate change. The risk can be substantially reduced by strong and early action by all major economies. Without that action, it is probable that Australians will experience disruption in their prosperity and enjoyment of life, and to longstanding patterns in their lives.*
>
> *There are nevertheless large uncertainties in the science.*
>
> *Climate change is a diabolical policy problem. It is harder than any other issue of high importance that has come before our polity in living memory. It is uncertain in its form and extent. It is insidious rather than directly confrontational. It is long term rather than immediate, in both its impacts and its remedies.*
>
> *Observation of daily debate and media discussion in Australia and elsewhere suggests that this issue might be too hard for rational policy making. It is too complex. The time frames within which effects become evident are too long, and the time frames within which action must be effected too short.*
>
> *The most inappropriate response would be to delude ourselves, taking small actions that create an appearance of action, but which do not solve the problem.*

Engineers Australia has been pro-active in sustainability and as noted by immediate Past National President Rolf Hartley:

> *Engineers Australia has chosen to develop a Sustainability Charter. This charter sets out sustainability objectives and principles that I believe are essential if engineers are to take a lead role in fostering sustainable development, and in encouraging the adoption of appropriate principles and practices by governments and by other organisations and individuals.*

Our Sustainability Charter can be found at : http://www.engineersaustralia.org.au/ieaust//quicklinks/sustainability.cfm and some themes are:

> *The Engineers Australia believes that sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*
>
> *Engineers Australia believes that sustainable development should be at the heart of mainstream policy and administration in all areas of human endeavour.*

Continued on page 4….

Richard (Dick) Manningham Foster, FIEAust CPEng
8.2.1915 - 6.6.2008

Dick Foster was born during World War I and grew up through the Great Depression. Like many families at that time, his was constantly on the move. Despite that, he managed to excel at school and put himself through the Intermediate and Senior Schools (1930-1933) of The Melbourne Technical College (later RMIT University) on scholarships, graduating with a Diploma of Civil Engineering.

Dick was employed on two short-term contracts in 1934, working first as a surveyor in Kerang and then as an Assistant Engineer on the construction of the swimming pool at Swan Hill. He was then employed from 1934-1936 as a designing draughtsman and field assistant for the State Rivers and Water Supply Commission (Victoria) at Red Cliffs, Merbein and Mildura, working on an underground drainage scheme to alleviate salinity problems.

In 1936, A Gordon Gutteridge (later of Gutteridge Haskins and Davey, now GHD) recruited Dick to work on the Bairnsdale Sewerage Scheme. He then sent him to Tasmania in January 1937 to assist on the extension of the Devonport Sewerage Scheme and to design and implement water supply and sewerage projects in Queenstown, Oatlands, Kingston and Beaconsfield. After finishing at Oatlands in 1939, Dick was employed by Hobart City Council designing sewerage and water supplies, initially working on the Lake Fenton pipeline.

When World War II broke out, Dick was ruled out of military service by repeated medical examinations, on the basis of a heart murmur. However, after a few months at the Hobart City Council, Richard was manpowered by The Public Works Department for military work in Tasmania. He was involved in building aerodromes at Valleyfield, Tunbridge and Campbelltown (Quorn Hall) and designing and constructing water supply and sewerage for army establishments including Mona Vale, Conara and the military hospital at Campbelltown. After Darwin was attacked in 1942, Dick was transferred there to work for the Allied Works Council (1943-1946). In Darwin, he was involved in construction of camps, airstrips, hangars and workshops. He was also project manager for the reconstruction and maintenance of the Stuart and Barkly Highways. He and the chief engineer at the time, Bill Pascoe, supervised the building of what was the largest single span, arched, timber hangar in Australia (181 feet wide and 52 feet high). The time for construction of this hangar, from felling and milling the green timber locally, to completion, was just 17 days.

Dick returned to Hobart in 1946 and shortly after was approached by the Devonport Council. He was appointed as Municipal Engineer in 1946 and involved in designing and constructing roads, stormwater drainage, sewerage development and water supply including Paloona Pumping Station. He resigned in 1952 to start a private consulting engineering firm, RM Foster and Associates.

It soon became apparent to Dick that the quickest and most efficient access to many Tasmanian jobs was by air. The company regularly hired aircraft until 1958, when they purchased their first plane, an Auster. The acquisition of planes and establishment of Air Charter Services in 1959 meant that RM Foster and Associates could ``go where roads don't exist", one of the Air Charter Services' slogans. Air Charter Services ran as a successful business from 1959 to its sale in 1975, providing not only transport for the engineering business and general charter services but also participating in many search and rescue missions in northern and central Tasmania.

Dick consulted on numerous Tasmanian projects including pumping stations and schemes, town water supply, gravity schemes and dams, sewerage schemes, industrial water supply, building construction, industrial subdivision development and environmental protection. At one time, Dick was municipal engineer for more than ten municipal councils in Tasmania and he also provided services to the Bass Strait Islands. Major works carried out by RM Foster and Associates included the Forth River Water Supply and W. M. Williams Reservoir for the Devonport Water Scheme, Isandula Dam for Ulverstone, Lake Michaney Dam for Smithton, the Prosser River Dam at Orford and the Pieman River Water Supply and Bobadil Residue Dam with its 3.8km Tailings Disposal flume for the then EZ Company at Rosebery.

Of Dick's many projects, perhaps one of the most noteworthy was the Lower Forth Water Scheme. Dick was engaged as a consulting engineer to the Devonport Council in 1956 to locate a new site and then design the scheme. It was said by another consulting engineer, Mr Clive Sherry, that "the foresight by the scheme's designers was exceptional. It was really quite revolutionary for 40 years ago." It opened in 1963 and the scheme is still in existence today.

One of Dick's other long-standing achievements was the siting of Pardoe Airstrip in 1943. This was performed for the Public Works Department with the aim being "to find first class sites for civilian purposes capable of being converted to aerodromes for Air Force requirements". When Pardoe airport was constructed in 1948, Dick's original report formed the basis of the planning and he took part in the first TAA flight over Pardoe at the opening of the airport in 1950. Later, as secretary of the North West Regional Air Transport Committee, he was heavily involved in successfully negotiating with the Federal Government in providing local ownership for Pardoe and the construction of the current terminal.

RM Foster and Associates was sold in 1984, however, Dick did not retire immediately and he consulted for the new owners Smith, Sale and Burbury for a further three years. His last major project was to provide a feasibility study for a link road for the west coast (today's Western Explorer) that would minimise environmental impact whilst providing the most efficient route.

Dick had a 73-year association with the Institution of Engineers Australia. At the commencement of his engineering career, with no university degree, he was only a Student member of the Institute of Engineers (1935). He became a Junior member in 1938 but was not made an Associate member until 1941. In 1977, Dick was elected as a Fellow of the Royal Institute of Engineers. He was also a member of the Royal Australian Planning Institute.

In addition to being a successful businessman and an outstanding engineer, Dick was very much a member of his community. From his early days, as a volunteer for Legacy Camps on the Murray River and providing free consultancy for the Tunbridge Water Committee (1938) to his time in Devonport, he was actively involved in both engineering and non-engineering projects in the community. He was at various stages a member of the Devonport Repertory Theatre Society, Jaycees and Rotary Club and a volunteer at the Devonport Maritime Museum. He was a non-playing President (and later life member) of the Devonport Tennis Club and a financial sponsor of the Devonport Swimming Pool (Air Charter Services and Kevin Swiggs, its chief pilot, raised money with air pageants).

Dick was also a committed family man. He is survived by his wife of 45 years, Fay, his daughter Susan, his son Andrew, his daughter-in-law Suzy and his three grandchildren, Antonia, Will and Matt.

The Division would like to thank Sue Foster, Dick's daughter for providing us with a wonderful insight into his life and career history.

CONGRATULATIONS/ WELCOME

Members joining, rejoining or upgrading

MEMBER

Sanu Maharjan, MIEAust

GRADUATES

Joshua Farr, GradIEAust
Bass Gamlin, GradIEAust
Andrew Greenhill, GradIEAust
Adam Seaton, GradIEAust
Justin Vandervelde, GradIEAust

STUDENTS

(StudIEAust)

Gabriel Avens
Kathryn Easther
Emma Haley
Sophie Hansson
Chia Jong
Tiani Otten
Hamish Stevens
Jeff Whitley
Aaron Young

NOMINATIONS ARE INVITED FOR THE JOHN MONASH MEDAL FOR ENGINEERING HERITAGE

Engineers Australia has established the John Monash Medal as an award to recognise outstanding contributions made by individuals towards increasing the awareness and conservation of Australia's engineering heritage.

A **"How to Nominate"** guide is available from the Administrator of Engineering Heritage Australia, Helen Slat on (02) 6270 6525 or email hslat@engineersaustralia.org.au

Nominations and all documentation must be lodged by 31 August 2008

UPGRADING MEMBER

SANU K MAHARJAN, MIEAust

I completed a Bachelor Degree in Civil Engineering from Institute of Engineering, Tribhuvan University located in Kathmandu, Nepal in 2000. After completion of my degree I joined Hulas Steel Industries Pvt. Ltd and worked till Jan 2008 in various positions. I had good experiences working with the biggest steel Industry in Nepal having facilities for design developments, fabrication & installation in various kinds of steel structures ranging from roof trusses, electrical Poles, steel bridges to transmission line towers and sub station structures.

For initial couple of years I worked as site engineer involved in installation of 119/55m steel truss bridges, industrial sheds and communication towers. I was responsible for erection scheduling, verify parts as per BOM and instruct fitter as per erection drawings and check the work after completion.

Next I started to assist Senior Engineer in design of electrical poles, towers and sub station structures. Most of the time I used RISA (Rapid Interactive Structural Analysis Package from USA) for design. I worked with Chinese companies Huawei, ZTE and Nepal Telecom for mobile communication tower projects in most part of Nepal. I completed design and installation of pre-engineered building for Berger Beckers Limited at Goa, India for the first time outside country.

In 2005 I worked as Design Engineer for 132kV double circuit transmission line Project in which I was responsible for design, checking shop drawings and testing of towers. I inspected the full scale destructions testing of two types of transmission line tower in R& C India which had been very valuable in terms of transforming theoretical design into real structural behaviors and observed the failure modes of transmission line structures.

With these design experiences, I was able to get the job of design and supply of communication towers for Bhutan Telecom from Alcatel Germany Contractor and undertook work from initial technical discussion to final as Project Engineer. This was very significant to me and company to step in international market.

As a part of company's policy to keep pace with new technologies in design and developments, I had opportunity to attend training of steel detailing software "StruCad" in United Kingdom in 2005. By implementation of this Software, it not only enable to detail 70m, 50m communication towers within short time frame but also made possible to use CNC machine facilities for fabrication line.

Currently, I am working in Hydro Tasmania Consulting as a Structural Transmission Engineer in Power Engineer Group since March 2008. My role involves assessment and strengthening of existing transmission structures for OPGW and line capacities upgrading and design of transmission line towers and poles for new lines.

President's Page continued ……..

Sustainable development is about the balance between economic, social and environmental considerations.

Engineers Australia believes that achieving sustainable development requires a fundamental change in the way that resources are used and in the way that social decisions are made.

Engineers Australia does not accept its sustainable development policy means accepting major disruption to life in general and to the economy. There are sound economic underpinnings for sustainable development which show that disruptions and economic and social damage are more likely to occur when externalities are ignored, rather than internalised.

I was also fortunate to be able to briefly visit the Science & Engineering Challenge judging session. It was great to see so many students, teachers, and judges embracing challenges ranging from remotely controlled flying balloons, space buggies to dropping 4 kilogram babies (I hasten to add, doll babies) onto apparently indestructible chairs.

In conclusion, Garnaut has presented us all with what I believe is a major challenge in a highly carbon constrained economy.

I am confident that whilst there will be major changes in the way we do things, our ability to meet those future challenges seems to be in good hands as demonstrated by the budding scientists and engineers and in particular the Engineering Initiative students.

Finally, I would like to encourage members to attend the **CELM National Conference which will be held in Perth, Western Australia on 10-12 September**. More information and a website address for the Conference can be located on the back page of this newsletter.

Mike Green, FIEAust CPEng EngExec

HERITAGE PAGE

Eva Ruzicka, Hobart's Deputy Lord Mayor and longtime resident of Fern Tree, presented a fascinating pictorial journey along the Pipeline Track. This track follows the water supply route from Ferntree along and around the slopes of Mt Wellington to the headwaters of the Northwest Bay River. This system still supplies 25% of Hobart's water. In the opposite direction towards Hobart, the track gradually descends to the precipitous Gentle Annie Falls and the Upper and Lower Reservoirs at the Waterworks Reserve.

The original construction in 1861 collected the water from a "Wishing Well" intake on Fork Creek and a weir on Browns River at the Fern Tree Bower. Timber troughing conveyed the water along the Pipeline Track from one to the other. The Bower was a silvan setting of picnic huts and man ferns, popular for family outings and weddings until it was sadly destroyed in the 1960 floods.

From the Bower, the timber troughing continued on for 3.6 km where masonry troughing completed the journey to Gentle Annie Falls, a steep rock cut down to the Receiving House at the Water Works. The House has two compartments inside, the first allowing silt to settle out of the water and the second to feed water into the 250 mm pipeline to Hobart. Surplus water was discharged into the newly constructed Lower Reservoir on Sandy Bay Rivulet.

Fern Tree Bower with Water Race

The troughing route from the Bower passed under the Huon Road right at Fern Tree and then crossed Longhill Creek on a substantial timber aqueduct. This timber truss bridge had three 15 m spans supported on two stone piers 12 m high. Properly seasoned timber was specified for its construction. Here the troughing was treated with tar to preserve the timber.

Mortar lining and the caulking of joints with oakum minimised leakage. While the truss has gone, the tall piers can still be found in the bush below the road.

Eva pointed out that local materials were readily available. Many small sandstone quarries provided good quality stone for aesthetically pleasing buildings and aqueducts which are still standing. Large eucalypts had to be cleared from the route so that the material for troughing and bridging was at hand. However the forest was a wet and cold place to work, and many men complained about being away from their families in the city.

In 1875 the scheme was extended to Plains Rivulet, using earthenware pipes.

There St Crispins Well was built to capture the flow. These pipes proved unsatisfactory and were replaced with cast iron in 1881.

In 1886 the Upper Reservoir was built at the Waterworks. The wooden troughing was replaced with masonry and covered with masonry slabs.

An Aqueduct

Two splendid masonry arch aqueducts were built across Longhill Creek and its tributary. These structures still exist but the water is carried on an external pipeline.

Unfortunately the Lower Reservoir had developed serious problems associated with its outlet pipe and could only operated safely part full. Once the Upper Reservoir was completed, the Council was able to reconstruct the Lower Embankment with a new outlet.

Around 1900 a further extension to the North West Bay River was planned even though this source was in the Kingborough catchment. Eventually parliament decreed that Hobart could have half the flow. Cast iron pipes for the extension were transported on a narrow gauge steel railway across rugged counrtry, the trucks being drawn sometimes by horses but more often by manpower.

Before joining the Council in 1999, Eva was involved with an interpretation project for the Pipeline Track. This involved historical research and the erection of information panels at particular points to explain the association between the track and Hobart's early water supply. As a result the walkers and riders who enjoy this track can appreciate the many features past and present along the way.

Eva's talk included many archival photos supplemented by her own photos taken along the track. She paid tribute to the book *The Early Water Supply of Hobart* written by Crawford and Ryan and published by Tasmania Division in 1988. Seven copies were sold on the night.

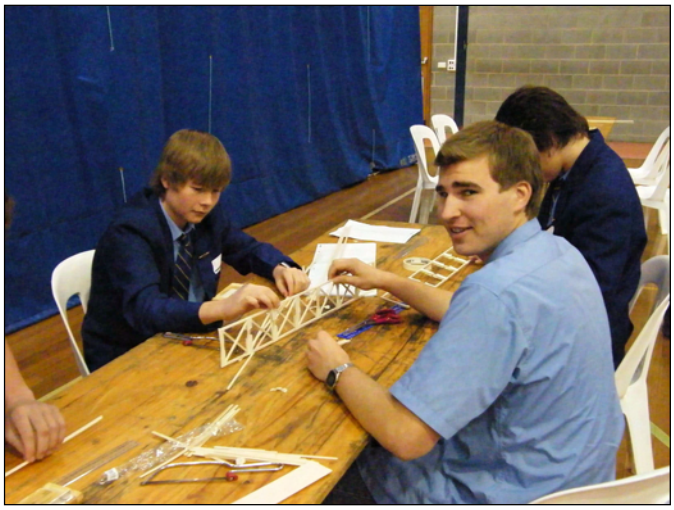
Bruce Cole, FIEAust CPEng
Chair
Engineering Heritage Tasmania

SCIENCE & ENGINEERING CHALLENGE

The Challenge has again proved very successful with a record number of heats, school teams & students participating. We have now expanded from 3 heats with 23 teams to 5 heats with 35 teams in four years.

The results from the five heats are shown in the table below.

Teachers are providing very positive feedback regarding the benefits of the Challenge. A Riverside teacher commented that from their team in the first year of the Challenge in Tasmania, ten students are now studying engineering.



Tasmanian Super Challenge

Tuesday, 12 August 2008
Elphin Sports Centre, Launceston

The stage is set for a highly competitive day as the top eight qualifying schools from the Challenge heats *(i.e. those placed 1st & the three highest scoring 2nd placed schools on each day)* to battle it out in the 2008 Tasmanian Science and Engineering Super Challenge Series, to be held at the Elphin Sports Centre, Launceston on the **Tuesday 12 August 2008**.

	HOBART				LAUNCESTON				DEVONPORT	
	DAY 1		DAY 2		DAY 1		DAY 2		DAY 1	
1	**Taroona**	1,750	**St Virgils**	1,799	**Riverside**	1,818	**Lillydale**	1,693	**Burnie**	1,750
2	**New Town**	1,689	**St Marys**	1,676	**Launceston Christian**	1,784	Launceston Grammar	1,648	Reece	1,724
3	Hutchins	1,646	Mount Carmel	1,663	Exeter	1,583	Prospect (Gold)	1,644	Wynyard	1,713
4	MacKillop	1,627	Kingston	1,635	St Patricks	1,519	Prospect (Green)	1,569	Devonport	1,708
5	Calvin	1,620	Rose Bay	1,563	St Marys	1,489	Kings Meadows	1,565	Latrobe	1,618
6	Clarence	1,531	Collegiate	1,506	Queechy	1,408	Brooks	1,481	Parklands	1,502
7	Dominic	1,529	Tasman	1,357					St Brendon Shaw **	1,409
8	Friends	1,407							Ulverstone **	1,375

** These teams did not have a full team & did not compete in all challenges. Their scores were eliminated before determining what which schools qualified for the Tasmanian Super Challenge. **The schools in bold qualified for the Super Challenge**

SCIENCE & ENGINEERING CHALLENGE

A special thank you to our major sponsors, the Minister for Education, David Bartlett and the University of Tasmania

It will commence at 10.00am and culminate with the grand finale of testing the bridges in the Gold Fever Challenge starting around 2.00pm.

You are welcome to call in any time during the day to see first hand science's answer to the Rock Eisteddfod with a large group of grade 9 & 10 students getting excited about practical hands on activities in science and engineering.

The top school in the Tasmanian Super Challenge will represent Tasmania in the National Grand Challenge final on the Gold Coast in October and the second placed school may also qualify depending how they rate against schools from around Australia. Only the top 16 Australia schools go to the National Finals.

We wish to thank all those involved in the Challenge in particular the University of Newcastle, Rotary Clubs, Engineers Australia members and the Beacon Foundation who assisted on the days of the challenges and with the planning and organisation.

Vanessa King, MIEAust

WOMEN IN ENGINEERING

Women in Engineering, Tasmania

Attract. Support. Develop. Celebrate.

Our mission is to increase the participation of women in the engineering profession and allow our member's aspirations to flourish.

Coming Up

As previously advised, we are planning a social dinner in the south, for late October. We're thinking of making it a story telling evening: alarming, or funny, or heart warming, stories about our times as women in engineering. Please start thinking – and writing if you don't want to speak to the group, we'll have people to read stories out on behalf of our quieter members. Please send stories to Vanessa King - wietas@gmail.com

News

The National WIE committee has written a paper "Women Engineers and Paid Maternity, Paternity and Parental Leave: A Perspective on the Issues". If anyone would like a copy, just ask - wietas@gmail.com

The Federal Equal Employment Office for Women has released a report: "Generation F – how to attract, engage and retain women in the workplace" - www.eowa.gov.au/Information_Centres/Resource_Centre/EOWA_Publications/Generation_F/Media_Section.asp

Call for female technologists and associates

As part of the activities of the Year of the Engineering Team, Engineers Australia's Women in Engineering National Committee is seeking career stories from female technologists and associates who are members of Engineers Australia.

Some of the profiles obtained may be published by the committee to raise awareness of the achievements of women working in engineering teams.

For more information, email Jay Davenport, administrator at Women in Engineering: jdavenport@engineersaustralia.org.au

Profile:

Erin Driscoll, MIEAust

Degree: Civil Engineering

Place of Employment: GHD

When did you join the WIE Tas Committee and what is your position? December 2007 – General Committee member for the moment until other commitments ease up

.

What made you decide to become more involved in the WIE Committee? Since finishing Uni, I have gradually become more and more aware of the need for professional women in general to converse and to share ideas, common problems and recurring road blocks.

My interest started upon attending a couple of WIE functions, and when I discovered a number of employees at my work place were on the Committee I also decided to help out.

The Committee is relatively small, but doing so many great things, so I decided that even with my other time consuming commitments any help would be appreciated and take the load off some of the other members.

When did you decide to become an engineer? I kept my options open during College, I chose to undertake subjects that I knew would allow me entry to a number of degrees at Uni. I'm really not sure in the end what made me choose Engineering, but I really enjoyed Physics, was OK (just OK!) at Maths, and I thought that Engineering would offer me more opportunities than a Physics or Science degree.

Who or what encouraged you to be an engineer? A lot of people assume it was my father, who is a Mechanical Engineer, but I really didn't understand what he did when I was growing up so I'm not sure that that is the case – I thought he worked on/drove trains when I was really young!

I believe it was more the fact that people encouraged me not to undertake Engineering since they didn't think I could cope with the Maths components – so I did it to prove them wrong!

What do you most enjoy about your career? I enjoy the variability of my career, I've had such a varied experience already and I'm only three years out of Uni. I think that is the great thing about the Engineering profession, no matter what discipline you choose; you will always have so many opportunities for varied work and career paths.

So far I have worked in Local Government, the Civil Construction industry, Engineering Consulting, as well as a bit of time at State Government on a secondment. Now I'm Manager of a Service Group within GHD comprising a team of five Traffic Engineers; a feat I would never have expected to be doing at the age of 25!

Women in Engineering Committee Members:

Amanda Halley, Vanessa King, Meredith McQueen, Fiona Evershed, Rebecca Hindley, Kate Cormack, Erin Driscoll, Cassandra Blazely.

Email: wietas@gmail.com

HERITAGE MEETING

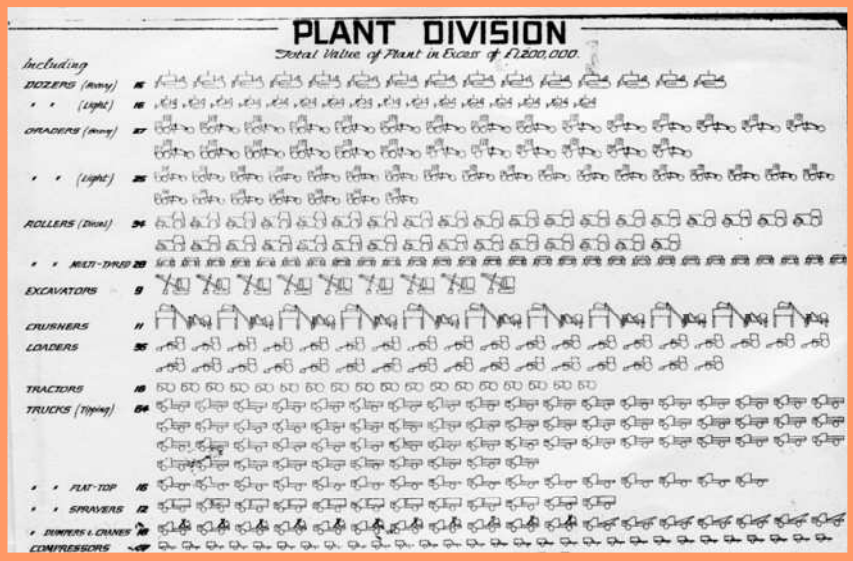
DATE: Thursday, 25 September 2008

TIME: 7.30pm

PLACE: Royal Engineers Building
2 Davey Street, Hobart

FRED LAKIN, OAM JP FIEAust CPEng

"THE EARLY HISTORY OF THE PUBLIC WORKS DEPARTMENT (LATER DMR) PLANT DIVISION
Between 1940 & early 1980"



Plant owned by the PWD in 1940 consisted mainly of mobile steam driven crushing plant, Leyland trucks with solid wheels of a capacity of three or four cubic yards, two bulldozers and a number of light graders plus steam powered road rollers.

A dramatic expansion of the plant fleet occurred during the early post war years. In the 1980's employees numbered 450 either operating plant or within workshops and including some 60 apprentices.

Fred's illustrated talk will cover the period between 1940 - 1980.

Light refreshments will be served following the meeting

RSVP: Catherine Reading 6234 2228 or
creading@engineersaustralia.org.au

THIS MEETING WARRANTS 1.5 HOURS CPD

YOUNG ENGINEERS

new minds. new ideas.

Jessica Andrewartha, GradIEAust

Gen^{2}X Gala Dinner

The **Gen^{2}X Gala Dinner** is almost here! If you haven't bought your ticket yet, there may still be time so give Catherine Reading a call on 6234 2228 or email creading@engineersaustralia.org.au

This is the best value event of the year (just $35 a ticket for EA members!!), and includes… a 3 course dinner, beverages, and guest speakers. It's on at the Royal Yacht Club of Tasmania on Monday, 4 August and promises to be an evening of fine food and wine (or beer) combined with a few interesting generational and gender exchange diversions.

Guest speakers include Patrick Hill, the 2007 Young Professional Engineer of the Year. We will also be announcing the **Young Professional Engineer of the Year Award,** so come along and show your support for the two finalists – **Erin Driscoll (GHD)** and **Aaron Brimfield (Van Ek Contracting).** Thanks to our local sponsor GHD, and national partners Hatch, Connell Wagner, Coffey Geotechnics and American Express.

Science and Engineering Challenge

The heats of the **Science and Engineering Challenge** have come and gone, and Young Engineers Tasmanian Committee members made it out to 12 schools state-wide prior to the challenge to talk to students about engineering and give them some tips. Thanks also to the members who volunteered on the day and provided supervision for the many exciting activities. Whilst somewhat exhausting, it is also very rewarding and the students seemed to enjoy themselves. I think it is a fantastic initiative as it lets young people explore science and engineering through totally hands on activities without getting bogged down in any of the theory – it's all about learning for themselves the how's and why's, and the do's and don'ts!

Hope to see you all at Gen^{2}X… Connecting in a Virtual World!

Jess Andrewartha, GradIEAust
jessica.andrewartha@utas.edu.au
Chair - Young Engineers Tasmania

Engineers Australia invites applications for the Rod McGee Medal 2008

The Medal recognises and encourages civil engineering students to engage in career opportunities in public works engineering.

The prize includes an engraved medallion and a $2,000 cheque.

Full information and rules are available on the Engineers Australia website:
www.engineersaustralia.org.au

Meet your Young Engineers Tasmania Committee… introducing Sandra Thaow, GradIEAust

Sandra graduated from the University of Tasmania in 2005 with a Bachelor of Computer Systems Engineering.

She started working at Aurora Energy as a graduate engineer where she worked on projects such as the Hobart Eastern Shore Development Plan and Aurora Energy's Bush Fire Mitigation Program. In November 2007, she took on the role of System Performance Technical Analyst, where her main responsibilities are analysing the performance of the distribution network and developing analytical processes and systems.

Sandra has been a Committee member of YET for the last two years. During that time she has enjoyed being involved with the diverse range of activities that Young Engineers offer and the opportunities to meet other young engineers.

Outside of engineering, Sandra spends most Saturdays at Salamanca Market helping with her family's market garden stall and enjoys spending her free time reading, cooking and catching up with friends.

Young Engineers and Young Professionals Network Tasmania present

SPEED NETORKING

SPEED NETWORKING

ENGINEERS AUSTRALIA
Young Engineers

YPNT
YOUNG PROFESSIONALS NETWORK TASMANIA

Why SPEED NETWORKING...?

- *Tips on how to network more easily and effectively;*
- *A relaxed, friendly atmosphere that allows you to meet new people;*
- *An opportunity to chat with a diverse group of members from local industries, both young and senior;*

What happens...

FREE ***drinks*** *and* ***nibbles*** *with time to* ***mingle***

*Organised 3 minute slots to '****power talk*** *with &* ***listen*** *to' your colleagues.*

Bring your business cards

Lucky door prizes

This is an ALL AGES event—senior members are encouraged to attend!

WEDNESDAY 17th SEPTEMBER 2008
5.30pm to 8.00pm
gpo Cameron st Launceston
IT'S FREE - just RSVP!

RSVP: ..... *YES we DO need you to do this please!*

Email your details to the lovely Catherine Reading **no later** than close of business **Wednesday, 3rd September 2008**
CReading@engineersaustralia.org.au

SPEED NETWORKING
SPEED NETWORKING

CALENDAR 2008

AUGUST

Thursday 7 - NATSPEC - 2 Courses - Specification Writing Seminar (8.30am) & Specification Word Processing & Production Seminar (11.00am) - Salamanca Inn, 10 Gladstone Street, Hobart - Cost per course is $88.00 - Contact Catherine Reading 6234 2228 or *creading@engineersaustralia.org.au* for a registration form

Tuesday 12 - Electrical - SITE VISIT - Residential Lift Company - 5.30 for 6.00pm - 13 Athleen Avenue, Lenah Valley - **NUMBERS LIMITED TO 20 - RSVP ESSENTIAL** - Contact Catherine Reading 6234 2228 or *creading@engineersaustralia.org.au* (Refer to this page)

SEPTEMBER

Tuesday 9 - Electrical - SITE VISIT - Currawong Engineering Pty Ltd - (1/84 Browns Road, Kingston) - 5.30 for 6.00pm - RSVP Essential - Contact Catherine Reading 6234 2228 or *creading@engineersaustralia.org.au*

Wednesday 17 - Joint Young Engineers & YPNT - LAUNCESTON - SPEED NETWORKING - 5.30pm to 8.00pm - GPO Café, Cameron Street - **FREE -** RSVP to Catherine Reading 6234 2228 or *creading@engineersaustralia.org.au* (Refer to page 11)

Thursday 25 - Heritage - The Early History of the Public Works Department (Later DMR) Plant Division between 1940 and early 1980 - Fred Lakin - 7.30pm - Royal Engineers Building, 2 Davey Street, Hobart - Contact Catherine Reading 6234 2228 or *creading@engineersaustralia.org.au* (Refer to page 9)

Tuesday 30 - Geomechanics - The Basic Theories of Soil Mechanics - John Atkinson - 5.30 for 6.00pm - Royal Engineers Building, 2 Davey Street, Hobart - Contact Andrew Ezzy 6221 3740 or *AREzzy@skm.com.au*

CELM 2008 NATIONAL CONFERENCE
10 - 12 SEPTEMBER
PERTH, WESTERN AUSTRALIA

A registration brochure and form can be downloaded via the Conference Website, www.celm2008.com/registration or alternatively, online registration is available.

For any queries, please contact the CELM 2008 Conference Secretariat:

T: +61 8 9389 1488 E: lexie@eecw.com.au

ELECTRICAL BRANCH MEETING

SITE VISIT TO THE RESIDENTIAL LIFT COMPANY

DATE: Tuesday, 12 August 2008

TIME: 5.30 for 6.00pm

PLACE: 13 Athleen Avenue, Lenah Valley (corner of Bealey Avenue)

The Residential Lift Company in Tasmania has developed an innovative, economical, unobtrusive domestic lift, which is easy to install and has comprehensive safety features.

Speakers from the company will outline the electrical, mechanical and structural features of the lift.

Members will be able to view a working example of the lift in a domestic situation.

NUMBERS LIMITED TO 20 ONLY

RVSP ESSENTIAL BY: 7 AUGUST 2008

Catherine Reading 6234 2228 or creading@engineersaustralia.org.au

THIS MEETING WARRANTS 1.5HRS CPD