

NUMBER: 195 — MAY 2015



MINDFUL OF THE PAST – FOCUSED ON THE FUTURE

SOCIETY WEBSITE: [www.shirehistory.org](http://www.shirehistory.org).

## **SUTHERLAND SHIRE HISTORICAL SOCIETY**

### **THE SOCIETY**

The SSHS has a proud tradition stretching back more nearly 50 years and is an entirely volunteer and not-for-profit organisation. Over the years the Society has taken on the responsibility of recording and preserving local history so that Shire residents can learn more about our past.

### **WRITING FOR THE *BULLETIN***

Since its beginning, the Society has fostered the skills of local writers and their work is recorded in the *Bulletin* – copies of which can be accessed in Sutherland Shire Library Local Studies room. Members and non-members are invited to submit material for future editions and although we give local history priority, we are happy to accept stories on Australian history generally. We ask that you quote your sources and acknowledge any material used as well as obtaining permission from authors.

The *Bulletin* 'style-guide' is available from the editor: Clive Baker. 13 Veronica Place, Loftus. 2232. [warbookshop@bigpond.com](mailto:warbookshop@bigpond.com). Make sure to include your contact details and/or email address.

### ***BULLETIN***

Copies of this publication are free to all Society members and are also distributed to all Shire council libraries, the Mayor, Shire General Manager, all Councillors, the Royal Australian Historical Society, National Trust of NSW, NSW State Library, National Library of Australia, University of Sydney, University of NSW, State Rail Authority, Australia Post Archives, Sydney Water Board Historical Research Unit and Shire high school libraries.

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### **REGISTRATION**

Apart from the *Bulletin*, other Society publications are registered with the National Library of Australia in accordance with International Standard Serial Numbering and usually have an ISBN number.

## **SUTHERLAND SHIRE HISTORICAL SOCIETY MEETINGS**

Monthly meetings are held on the THIRD Saturday of each month at 1.30 pm (except December) – at Stapleton Centre, 3A Stapleton Avenue, Sutherland (near the library). We welcome visitors to hear our guest speakers, mix with local history enthusiasts and share afternoon tea and a chat.

## **SUTHERLAND SHIRE MUSEUM**

Our museum is located in the School of Arts, 25 East Parade Sutherland (half way between Royal Hotel and the Club on East/ SUS Club) – just north from the pedestrian crossing..

Aside from the Christmas–New Year period, the Museum is open on each Saturday from 9am to 1pm and contains some gems of Shire history and a fine collection of old photographs. For schools and other groups requiring a special tour at other times: contact the Curator, Clive Baker (9521-6515).

**DONATING MATERIAL:** If you have items of historical significance for Sutherland Shire, we welcome their donation to the museum to keep for posterity. If you do not wish to part with items, we would appreciate being permitted to copy documents and photographs. Cash donations and sponsorships assist us to improve the museum and perhaps you can keep the Society in mind when planning your estate.

## **CONTACTING THE SOCIETY**

All correspondence and membership enquiries should be addressed to The Honorary Secretary, Sutherland Shire Historical Society. PO Box 389. Sutherland. NSW. 1499 or [a.badger@optusnet.com.au](mailto:a.badger@optusnet.com.au)

## **THANKS TO SUTHERLAND SHIRE COUNCIL**

The Society is most grateful for the on-going support from Sutherland Council and the professionalism of the Print Room staff, for the production of our *Bulletins*.

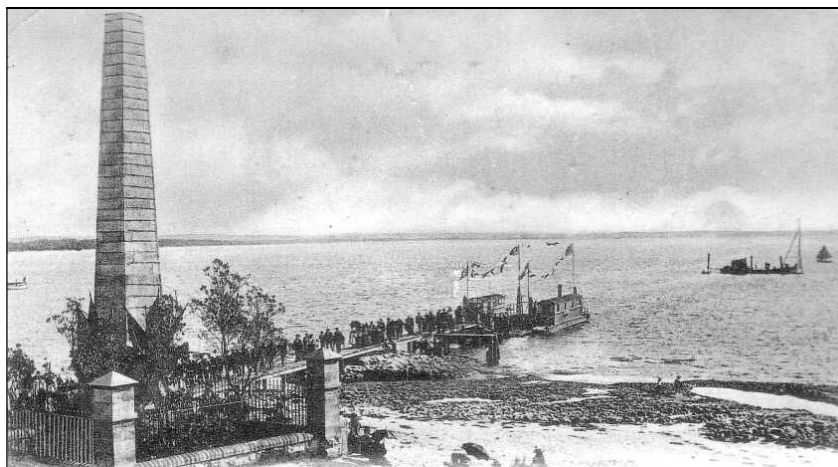


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**Front cover:** The fully-restored spring cart, now on permanent display in the 'Farm Yard' at the Museum.

**Back cover:** The launch of the spring cart with Don Rothnie, Tom Harris and Phil Roffe, standing beside their handywork (top) and spectators watch as Bruce Watt thanks the Menai Men's Shed restorers (bottom).



*Cook's memorial at Kurnell – date unknown.*



## SOCIETY COMMITTEE: 2014-2015 ELECTED MEMBERS

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<b>BOOK REVIEW EDITORS</b>	Merle Kavanagh	9521-1043	Elizabeth Craig 9528-4707
<b>HONORARY SOLICITOR</b>	Michael Solari	<b>AUDITOR</b>	

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<b>PUBLICATIONS COMMITTEE</b>	Bruce Watt	Pauline Curby	Elizabeth Craig



1947

**REMINDER**  
**MEMBERSHIPS ARE DUE FOR RENEWAL ON 1 JULY—(SEE FORM ON PAGE 27)**



# PRESIDENT'S REPORT

BRUCE WATT

When I took the position of *Bulletin* editor in 2005 I read all past editions and gained a good overview of what had been written. Over the years there were so many gems, often written by original Shire pioneers whose memories or knowledge extended back to a different place and time.

Today our stories are written by people, often with better education, with access to much wider sources of information and digital tools for presenting it. It's all part of the rich layering that a local historical society produces.

Unfortunately, unless you owned a complete set of *Bulletins*, this task would be impossible. I have just completed reading them all again, with a view to making more sense of what's been written. In an 'old school' way I re-read each *Bulletin* and manually noted significant articles and allocated them to topics such as a suburb, transportation, industry and so on. Hopefully, the end result will be a series of small booklets that are focused on particular aspects of our history that is easily accessible – original history re-focussed.

This is all made possible by our life member, Daphne Salt who spent 540 hours digitising all past *Bulletins*. This mammoth task enables any of the articles, many originally written on typewriters in different fonts and formats, to be read and copied and digitally moved into files and then further manipulated into readable formats. The original editing task of 'cutting and pasting' was exactly that – cutting out articles and pictures and pasting them onto a page.

Heritage Week was the major event since our last *Bulletin* and is mentioned elsewhere. Special thanks to all of the volunteers who assisted in keeping our museum open all week and the many other activities. This year Heritage Week was launched at the Cronulla School of Arts hosted by Port Hacking Potters Group.

In April 2016, the Sutherland Shire Historical Society will be celebrating its golden anniversary. A commemorative dinner and several other projects are planned. I'm proud to reflect over our record as a social organisation of like-minded people, interested in exploring and visiting historical sites, enjoying stimulating speakers and a friendly chat, producing a variety of published journal items and books and assisting Council and other organisations in interpreting our past.

I believe that the Society is as active and as relevant as it has ever been. Members, George Cotis, Judith

Carrick and myself were recently asked to consult National Parks and Wildlife Service over an historical interpretation of Gogerly's Cottage and Hilltop in the Royal National Park. Hilltop, built in 1912 has been sympathetically restored and is being adaptively reused as holiday accommodation. Gogerly's cottage is the oldest building south of Botany Bay. It has been restored to a point but won't be used for accommodation. Signage to explain its history is to be erected on site.

I and several members attended the annual 'meeting of two cultures' ceremony at Kurnell on 29 April. This year represents the 245th year since Lieutenant James Cook and his crew of the *Endeavour* began a short visit to Botany Bay and first encountered the Aboriginal residents at Kurnell. The 250th celebration in 2020 will be a significant one. A welcome-to-country was delivered by Deanna Shrieber, Chair of the Kurrunulla Aboriginal Corporation. Speakers included Mark Speakman, MP, member for Cronulla and Kent Johns, Mayor, Sutherland Shire Council and patron of the Sutherland Shire Historical Society. The ceremony was concluded by the raising of several flags and an Aboriginal dance performance. The new *Endeavour* made the journey from Sydney Harbour for the day [ see *photographs on page 23* ].

Our congratulations go to Mark Speakman on his recent re-election and elevation to the Ministry. His portfolio is Environment and Heritage and Assistant Minister for Planning. It's hoped that the Minister and the Society will share some discussions leading to some positive local heritage outcomes.

A reminder that our museum is open every Saturday (9 am–1 pm) and is located directly on the western side of Sutherland Station at 25 East Parade. Our deepest thanks and appreciation go to the team of volunteers who make this possible. If you are willing to give up a few hours occasionally to join the roster, contact Clive Baker. On the matter of volunteering, you may be interested but are unsure of how to get more involved. Believe me it is not hard! We have had a very healthy turnover of executive members in recent times. New blood often brings new ideas.

If you have items that may suit the museum's exhibition or if you know of an estate that is being cleared, contact the museum curator or one of the executive. Donations of items and monetary contributions to our Sutherland Shire Acquisition and Restoration (SMART) fund are appreciated.

## COMMITMENT AND HARD WORK

### PAT HANNAN RECOGNISED

Our hardworking Archivist and 'quiet achiever' was recently awarded a Local Achievement Award. Congratulation Pat, you deserve the recognition, as Angela Thomas, explains, "One cannot say Pat has a 'chosen field' as she is an all-rounder, deeply involved with youth development as well as using her considerable expertise with local cultural groups – as the list below shows:



*Barry Collier, Pat Hannan, Angela Thomas, Bruce Watt.*

- 1967-94 Became Cub Leader at West Como
- 1973 Committee member of Sutherland Shire Pipe Band
- 1979 Joined Scouting for Special Purposes
- Started 1st Woniora Road, Cub Pack
- 1982-92 1st Carinya – Children with learning difficulties
- 1994 Retired from paid work
- Became Sutherland District 'Joey' leader
- Helped set up 'Joey' groups
- 2002 Worked at Kurnell Environment Education Centre
- Committee worker at Sutherland Shire Music Club
- Running Youth Awards
- 2005 Joined SSHS in various committee roles
- 2010 Member of the Seniors Activity Unit of SSC
- 2012-15 Archivist and recording work with Sutherland Shire Museum
- 2014-15 Committee member of SSHS and Sutherland Shire Museum

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## LAWRENCE HARGRAVE UPDATE

Pressure is still being applied to the minister to have the new Badgery's Creek airport named after the famous Stanwell Park kite maker and flyer.

Some Hargrave events are coming up that might interest SSHS members:

**22 June:** Submissions close for Hazelhurst photographic competition, Hargrave/flight theme.

**Saturday 4 July:** Formal Centenary Dinner at Stanwell Tops Conference Centre

**Weekend 11-12 July:** HARS Hardgrave Open Weekend.

**Thursday 30 July:** Hargrave photographic completion display and judging until 12 August.

Contact Michael Adams for details: [michael84444@bigpond.com](mailto:michael84444@bigpond.com)

## EDITOR'S SAY

CLIVE BAKER

First an apology for the late inclusion of the review of Bruce Watt's book, *The Shire* which was inadvertently missed in the last edition.

Again the usual pleading for more people to put pen to paper. Amongst our 130-odd members there is probably 8-10,000 years of combined memory and experiences. We need to hear your

stories and those about your life (in the Shire particularly) as there are always, interesting, exciting, amusing and other incidents that interest our readers.

The rejuvenated cart is the main feature of this edition and the Men of Menai deserve top praise for their fantastic effort.

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## MUSEUM REPORT

CLIVE BAKER

The last few weeks have been very busy getting ready for Heritage Week, followed by a seminar and then Anzac Week. Much midnight oil was burned and a great number of people helped make the events possible. First I must thank the loyal week-to-week Supervisors and Guides, some of whom doubled-up to fill gaps where people were ill or had private matters arise.

Amongst the non-regulars, I would like to single out Jim Cutbush who helped (between chemo treatments) with the photo display and David Overett who without help, looked after the Celeste Cottage display for the entire day. We also had first-timers assisting as Guides: Greg Jackson, Pam Forbes, Marie Miller and Johanna Ashburn – you all did a great job and I hope we can call on you again in the future.

Two people joined the permanent 'Museum Team' in recent times: Dorothy Dalyell and John White both proving to be ideal Guides and we are lucky to have them.

### SOME RECENT DONORS

The following people have recently donated items to the Museum or allowed us to copy their collections: Alan Lannan, Anne Steward, George Coulthard

### WORKING PARTIES

Recent furniture moving and other tasks at the Museum were assisted by Greg Knight, Bruce Watt, Bruce Gill (always available for projects), while Pat Hannan and Carol McDonald continue the long job of recording.

### IDENTIFYING THE COLLECTION

There are several items on display in the Museum that are on loan. If any member has given artefacts as a TEMPORARY LOAN will you please contact me to identify your property. We need to know what is a permanent donation and what we need to return later.

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## DEVELOPING A PHILOSOPHY

CLIVE BAKER

When we look at who is a 'Shire person', we are presented with a dilemma – what makes them 'Shire'? In my attempt to come to grips with peoples' status I have come to this conclusion:

**SHIRE BORN:** undoubtedly in the Number One category and little comment is needed.

**LATER RESIDENTS:** without doubt the greatest number of outstanding figures in our local history fit this category. Many came after WW2 and made their mark on our society.

**STRONG CONNECTIONS:** these are the non-residents of the Shire who have made their mark – Cook and Phillip, Hamilton VC (Patron of Miranda RSL) Bill Wentworth (took over the area in 1942), to name a few.

In that category are those buried in Woronora Cemetery. I think we can adopt them as 'being Shire' and to that end, Mustafa Kemal Atatürk's famous words could easily be paraphrased:

*Those that shed their blood and lost their lives ... you are now lying in the soil of a friendly Shire ... There is no difference between the Shire Born and the Outsiders ... to you, the families ... your sons and daughters are now lying in our bosom and are at peace.*

If readers wish to add to this thought, I welcome your opinions to set a future philosophy when we think about who is a 'Sutherland Shirer'.



## SOCIETY NEWS

**TIME TO SIGN ON AGAIN:** Memberships are due soon – see the form on the last page of this *Bulletin*..

### WELCOME TO NEW MEMBERS

We are very pleased to have new people in our midst – we hope your membership is most rewarding:

**Elizabeth Adams** —Kareela  
**David Baker**—Miranda  
**George Cotis**—Port Hacking  
**Judith Leong**—Kareela

### MEMBERSHIP NUMBERS

Members come and go but over the last four years we increased our size by 23-percent:  
 2011–111, 2012–126, 2013–129, 2014–136  
 Not a great increase each year but membership is slowly growing as new people replace those we lose.

### OUR LOSS—THEIR GAIN

No one really thought that Daphne Salt had gone north to retire. She has thrown herself into the Wauchope area history and is working on a book.

Angela writes, “She has made a DVD, attended the banquet, ridden in the Queen's cabriolet etc – in fact Wauchope did not realise it had such an historian until these celebrations occurred”.

### SAD NEWS

We send condolences to our member, Greg Jackson and family, following his mother's death.

### ON SICK REPORT

Joan Morison is not faring well as she battles her illness and we send our support during her ordeal.

Jim Cutbush has made a few appearances at functions during his chemo ordeal but was rushed to hospital when his temperature sky-rocketed – being susceptible to all kinds of infection while his immunity is low. At last report he was out and about – that crisis over.

Doug Archer has been going through a rough time also, with poor health and has had a period in hospital – Doug and Jim later realised they had been in the same hospital at the same time!

Terry McCosker is being seen more regularly as he recovers from his inflection.

To all who are ailing – get well soon.

MONTH		EVENT	SOCIETY ACTIVITIES: 2015
JUNE	6	Museum	Saturday 9 am–1 pm
	13	Historic Walk: Noel Elliot	Redfern-Newtown area by train details 9521-8622 (after 5 June)
	13	Museum	Saturday 9 am–1 pm
	21	Museum	Saturday 9 am–1 pm
	20	Monthly meeting 1.30pm	<b>SPEAKER:</b> David Overett on John Mystery of Illawong.
	27	Museum	Saturday 9 am–1 pm
JULY	4	Museum	Saturday 9 am–1 pm
	11	Museum ‘big day’	Saturday 9 am–1 pm
	18	Museum	Saturday 9 am–1 pm
	18	Monthly meeting 1.30pm	<b>SPEAKER:</b> Julie Evans on Cockatoo Island history
	25	Museum	Saturday 9 am–1 pm
AUGUST	1	Museum	Saturday 9 am–1 pm
	8	Museum	Saturday 9 am–1 pm
	15	Museum	Saturday 9 am–1 pm
	15	Monthly meeting 1.30pm	<b>SPEAKER:</b> Mary Small on the ‘Unknown Soldier’
	22	Museum	Saturday 9 am–1 pm
	29	Museum	Saturday 9 am–1 pm
	?	BUS TRIP	Scottish Theme trip —DETAILS TO BE CONFIRMED

NOTE: Noel Elliot is overseas until 5 June

# HERITAGE WEEK AT THE MUSEUM

BRUCE WATT

Following the official launch of Heritage Week in the Shire at the Cronulla School of Arts on Friday 10 April, the Museum hosted a week of exhibitions.

A highlight of the events on Saturday 11 April was a talk and exhibition of didgeridoo playing by well-known Aboriginal TV presenter, Clarence Slockee. This was to highlight the recent unveiling of our exhibition of Aboriginal items collected from the Western Desert by Margaret Simpson and used in her teaching career.

Clarence is a Bundjalung (Minjingbal clan) man whose country is from the Gold Coast to the Clarence River. He provided an entertaining and educational insight into Aboriginal culture and implements using some items from the museum collection. He explained that the didgeridoo is from north-east Arnhem Land where termites eat the centre out of tree limbs. He also explained the process of selecting the right timber and adding grooves to a boomerang to help its flight characteristics. Various types of boomerangs were used to hunt and to kill. Returning boomerangs would be thrown out in front of animals and, as they circled back, they would cause the prey to turn and run or fly back towards the hunter. Killing boomerangs would be thrown near ground level and were quite lethal.

He explained that the closest musical instrument to the didgeridoo is the bagpipes. However, lacking the reservoir of air that the bagpipes has, the didgeridoo player maintains air flow through circular breathing.

We thank Noel Elliot, who works with Clarence at the Botanical Gardens, for inviting him.



Clarence Slockee with Bruce Watt and demonstrating boomerang usage.

The second major event was the much anticipated official launch of the spring cart which has pride of place in the garden area of the Museum. It was used at Illawong from 1920s–1950s as general farm transport and for taking produce to Sydney markets.

It was in a generally sound though dilapidated state when I was contacted by Don Rothnie who was inquiring if the museum would be interested in it as an old farming estate was being wound up. This required some lateral thinking as it wasn't going to fit undercover in the museum.

Philosophically it has prompted us to burst out of the confines of the traditional museum space into northern garden area. It is now becoming a centrepiece of an expanding exhibition of items reflecting the Shire's rural past.

The cart has been rebuilt from the ground up by a dedicated team from the Menai Men's Shed. It was completely stripped down, repaired and repainted and parts of one wheel had to be remade. A brief history of the cart and the Kerslake family are part of the museum exhibition.

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## SPRING CART

This horse drawn vehicle was manufactured in Sydney around 1920. The addition of leaf springs to the dray style cart provided a more comfortable ride on the poorly made, unsealed roads of the day.

The cart was used from the 1920s through to the 1950s by a pioneering family who operated a market garden at Illawong. Produce, including potatoes, onions, carrots and many other vegetables and flowers were taken daily from Illawong via Lugarno ferry across the Georges River and by road to Paddy's market in the city. Horse drawn vehicles were still in common use in the Shire until the middle of last century.

Replaced by a GMC truck in 1956, the cart was then housed under a lean-to shed. During 2014 the cart underwent extensive restoration by members of Menai Men's Shed, including dismantling, timber and metal restoration, wheel repairs, painting and reassembly. Special thanks to Don Rothnie who instigated the restoration. It is proudly displayed as an important reminder of the Shire's rural past.

### *Trustees, Sutherland Shire Museum*

*Imagine, rising very early to harness the horse and to prepare for the long journey to market. There is no protective cover; your seat is a wooden box and the solid iron wheels jolt over the rutted roads. Yet the unspoiled countryside, the rhythmic clip-clop of the horse and bush sounds provide an idyllic background to a busy but less complicated life.*

Whilst it was a joint effort by members of the Menai Men's Shed, the trustees of the museum would like to thank Don Rothnie, Tom Harris and Phil Roffe for their efforts and their attendance at the launch.

**NOTE:** Cart photographs on the rear cover.

## MISHAP OR MURDER?

BRUCE WATT

Part 1 of this article began in the February edition of the *Bulletin* where it was reported that two police officers were killed in a bushfire at Bottle Forest (Heathcote) in 1845, possibly lit by felons trying to escape capture. The second part of this account expands on the role of the police force at that time, construction of the Illawarra Road and especially the house to which they were taken following their rescue.

### BACKGROUND

Stephen Kirk was burned to death in the fire, while the gallant and courageous Luke Dunn who, in the greatest of Australian traditions 'went back for his mate', lingered for nine days before he finally succumbed, no doubt in extreme agony. The scene of the incident was present-day Heathcote. At the times of their deaths both troopers were seconded soldiers attached to the Mounted Police Force and were stationed at Campbelltown. Kirk was aged 32 years and Dunn was 33.<sup>1</sup>

At the time of this tragedy there were almost a 100 men in the Sydney Police Force and about 32 mounted police stations across NSW. The two police officers killed in this incident were members of the Military Mounted Police, which had been formed in 1825. The first 'constabulary' in the colony were best behaved convicts appointed by Governor Phillip to act as night watchmen. In 1810 Governor Macquarie had replaced the NSW Corps, whose reputation was tainted by its involvement in rum trafficking. These semi-military constables became the first recognisable policemen in Australia. With the crossing of the Blue Mountains in 1813 and the spread of settlers westward and along the coastal areas, the preservation of order in remote districts became increasingly important. In 1825 Governor Brisbane organised a patrol of mounted infantry seconded from the British regular army units garrisoned in NSW. They wore the uniform of the 13th Light Dragoons, which at that time included black helmet, scarlet tunic, white breeches and basil leggings and their arms consisted of sabre, horse pistol and musket. Their main duties were to suppress the cattle thieves, convicts who escaped to the bush country and to protect persons travelling the lonely roads of the settlement.

Disbanded in 1850 it was replaced by a civil mounted police unit. In turn it was absorbed into the new police force which was created on 1 March 1862 by Premier Charles Cowper under the command of Captain John McLerie.

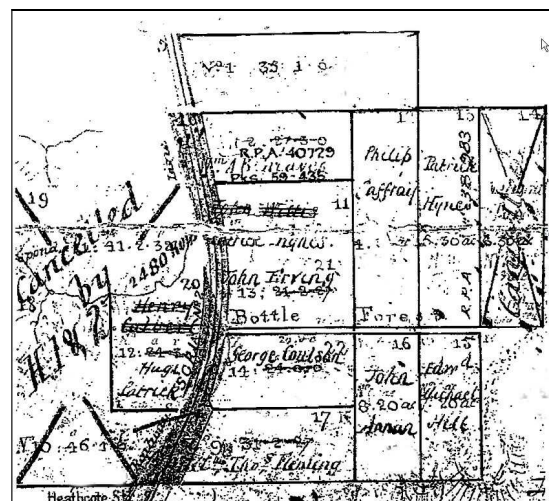
This was in response to the gold rushes, the growing bushranger presence and especially after the riots at Lambing Flat gold field involving miners and the Chinese.

### EARLIEST PRE-SHIRE SETTLEMENT

This is a significant story as it takes place at the first official settlement in today's Shire area. 'The village of Bottle Forest' was gazetted in 1842. It indicates that economic activity, mainly farming and timber getting was already taking place there; possibly for some time.

It is understood that Mr Nicholas' house (mentioned in the SMH report and to where the officers were taken) was at Bottle Forest (Heathcote) though his name does not appear on a map of 1845 which showed the 14 portions and the names of the landholders. It is most likely that he was residing at John Erving's house located on the highway and shown as Portion 13 of the map of Bottle Forest. This was signed by Assistant Surveyor William Wedge Darke in January 1845. Mr Erving (Irving) is noted as being present when Dunn and McAulay were being treated for their burns. Erving's portion 13 was on the eastern side of the road and adjoined Bottle Forest road on the south and north to about (the present) The Avenue.

The 1846 census showed the population of Bottle Forest to consist of 15 adults living in four houses, including shanties and huts made of stone and wood.



The 14 town allotments of Bottle Forest 1845. Erving's allotment in centre. (map ref. Lands Dept. C525690)



### THE 'COTTAGE OF CONTENT'

In 1843 a roomy guesthouse called the 'Cottage of Content' offering 'good accommodation' was built by Mr George Hall, (an 'optimistic investor?') to cater for weary travellers on the new road that was being built by Thomas Mitchell and his son Rodney between Sydney and the Illawarra – Five Islands (now Wollongong) The rudimentary Old Illawarra Road was constructed using chain gang convict labour between 1843 and 1845 and was little more than a bridle track. Due to the difficult route, steep grades and lack of patronage it fell into disuse in the 1850s and the Bottle Forest settlement is reported as being abandoned and derelict by the 1860s.<sup>2</sup>

George Hall applied for land but is not shown as a landholder on the 1845 map. It is almost certain that the 'Cottage of Content' was on Erving's land (Portion 13). In the 1850s another 'Cottage of Content' was built at Liverpool by the Munro brothers who were related to John Erving. (note several spellings of Erving including Irving and Irvine) The Munro's also built the obelisk at Kurnell in 1870 for the centenary of Cook's landing.

There is a description of Erving's cottage in the *St George Call* (1.6.1907 and 8.6.1907) contributed by "One of the old sort" from a series of "Reminiscences of the Sixties".

It stood on 10 acres of cleared land and was of some size. Erving was one of four prominent farmers including McConochie, Annan and Coulson. The farm produced good crops of 'vegetables and green stuff as well as peaches, passion fruit, loquats...'. Bottle Forest was a small agricultural community where 'many a bushel of wheat was grown'. The house had a westerly aspect with about a 60-foot frontage. It was built of timber slabs with lathe and plaster inside. The plaster inside was of an excellent nature. This was understood to have been made from shell lime from George's River with local sand. 'The main entrance was into a large room, looking more like a great hall than otherwise, into which all other rooms led...' 'To the left was the kitchen, with its slab chimney, stoned inside, the opening of which was about eight feet'.

It is likely that the 'Cottage of Content', 'Bottle Forest House' and 'Irvine's Cottage', mentioned in reports were the same and the one to which the

burnt officers were taken. The name 'Cottage of Content' appears to be a popular one for inns dating back centuries. A search indicates that there were such inns located at Wollongong, George Street Sydney, Maitland, Kelso and Liverpool around that time.

### THE ILLAWARRA ROAD

The following extracts are from a book outlining the construction of the road from George's River commenced in 1843:<sup>3</sup>

*The ferry at Lugarno was established in the same year with Charles Rowan as ferryman. The road ran west of the present Princes Highway and linked with it at Heathcote – then Bottle Forest. From there it went south to the top of Bulli Mountain [Westmacott's Pass]. It was not completed for quite a number of years afterwards. It was still undergoing construction in 1856, but not continuously.*

*The Surveyor-General reported in April 1844 that the progress of the convict gang between Bottle Forest Bulli was very rapid. An item in the Sydney Morning Herald of 20th July 1844 stated that the road had been opened to within about two miles of the line down Bulli though apparently it had not actually been made but it had been cleared of timber only.*

*As there was some enquiry for land along the new line, Surveyor Darke was instructed to complete a survey of the Bottle Forest and any other places likely to sell. Little traffic used the road. The press stated that many days and sometimes weeks went by without a single person being seen on the road. In 1847 the punt at Lugarno was wrecked and it was removed in 1848. The Governor, Sir Charles Fitzroy received a petition in 1848 to complete Sir Thomas Mitchell's line of road. In 1849 the punt was again in operation.*

*In 1864 Surveyor S. Parkinson surveyed a new line from George's River at Tom Ugly's Point to Coal Cliff. It was mainly a new road which joined the old road at the Bottle Forest (Heathcote) and descended to the coast at Stanwell Park. It was first called the Sydney Road, then the New Illawarra Road. In 1920 it was renamed Princes Highway...*

#### SOURCES:

1 Beyond Courage' Danny Webster. The Police Association of New South Wales.

2 'Bottle Forest to Heathcote Sutherland Shire's first settlement'. P. Kennedy 1999

3 'Early Roads to Wollongong 1815-1888' K. and M. Marshall, Illawarra Historical Society 1963.

## WHERE LIES THE SS TELEPHONE?

GREG JACKSON, PAM FORBES AND JANE ROOKE

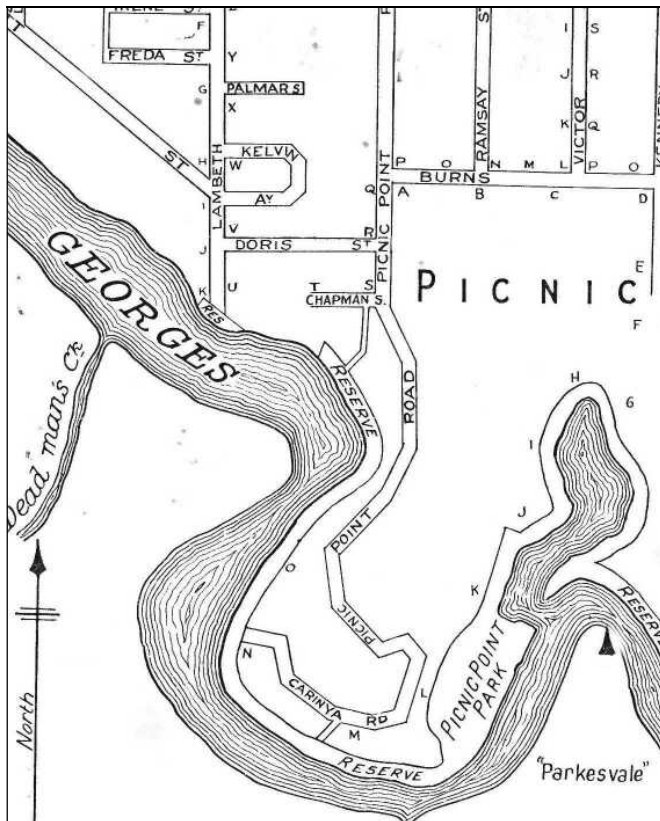
In *Bulletin* number 194, the ferry service history of this vessel was detailed but her final resting place is still a mystery. This article uncovers her probable location and the evidence discovered.

The Australian Register of British Ships (2002) describes the fate of the *Telephone* as 'unknown'. Built in 1878 she was only 34 years old when Parkesvale closed. A well-built and maintained timber ferry should have a far longer life. Photos of the *Telephone* in the early 1900s show an impeccably maintained craft.

### HISTORIC EVIDENCE AT PARKESVALE

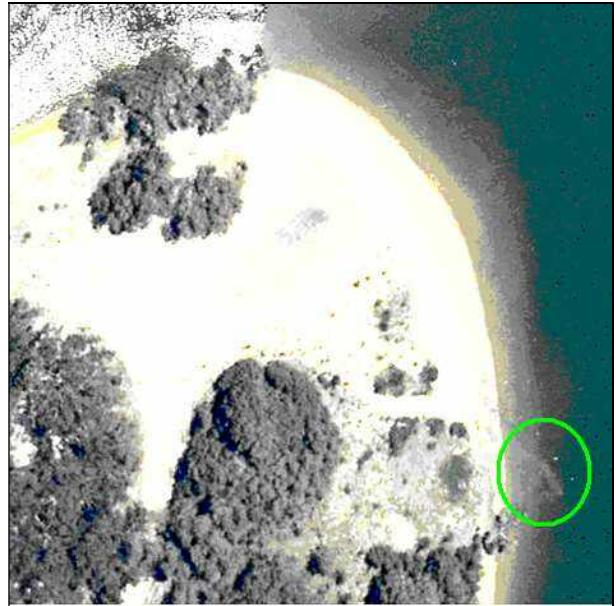
In her book *Sandy Point Secrets*, Singleman (2002) states, "One of the paddle wheelers which had given pleasure to so many ran aground near Parkesvale where it remained as a hazard in the river for many years with its boiler visible at low tide".

No source is given for that statement but as she was a long-time resident of Sandy Point (about 1.3 km upstream from Parkesvale) that may be local oral history. The *Telephone* was never registered at another location (Australian Register of British Ships 2002) so never left the Georges River.

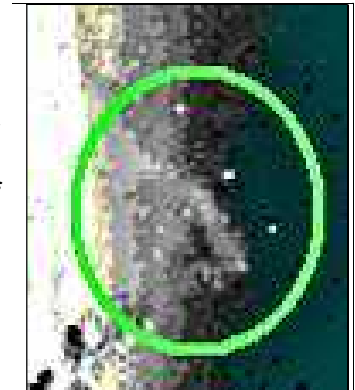


This c1935 map shows Parkesvale and the arrow indicates the likely *Telephone* wreck site.

Parkesvale, her 'home port' is the most likely place for her remains to be located – it can be seen in old aerial photos.



These two 'NearMaps' (2011) images show a possible debris field left after dismantling a ship and/or a wharf



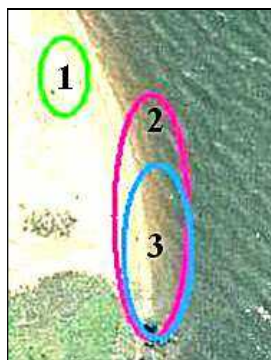
### SEARCHING FOR ARTEFACTS:

The writers were helped in the quest for the *Telephone* by NSW Heritage and Brad Duncan, the Heritage Maritime Archaeologist. He visited the site in November 2012 with a side-scan sonar unit, this was mounted on the author's boat and a search of the river bottom along the eastern side of the peninsula was made. Unfortunately no large objects were found on the riverbed.

Some maritime artefacts had been observed on the beach so a search was made in that area at times of exceptionally low tides and the artefact scatter recorded. Items found were divided into three types – each in their own specific area. Because the beach is swept by each new tide, all the small artefacts are ephemeral; a different set appears after every tide cycle.



The location of the different types of artefacts is indicated on the image below.



### 1] BRONZE, BRASS AND GLASS ARTEFACTS

These items consist of a scattering of small ship nails up to 40-mm, wood screws up to 50-mm, machined nuts and bolts up to 10-mm diameter and thin copper wire and heat effected glass. They are in the sand above high water

as well as signs of burnt debris. Significantly no sign of ship fastenings (large peened copper nails, roves or iron nails) have been found in this area. All these finds are consistent with the burning of a ship.

The Pam Forbes' photographs opposite, show some of the items seen on the sand.



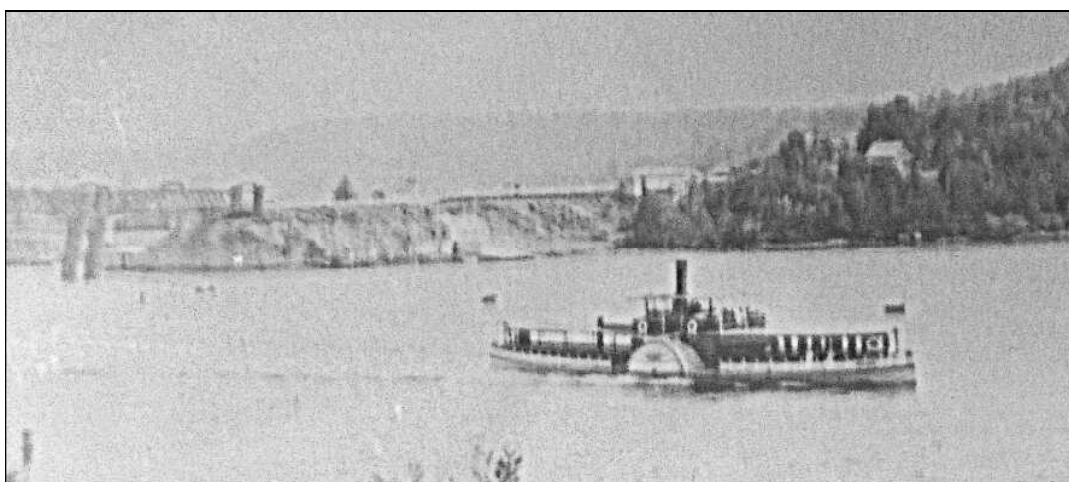
(Both photos: Pam Forbes)

### 2] IRON ARTEFACTS

The iron items found, consist of pieces of bent and smashed cast or wrought iron of between approximately 7 and 25mm thickness, iron machine parts, pulley wheels and machined hex-head bolts.



*An iron pipe with a knurled brass cap – perhaps a filler cap for a fuel tank.*



*Telephone leaving the Como area, date unknown.*





*These images show three of the six, irregularly bent pieces of 7mm iron plate that were found.  
(photos: D. Forbes)*



Both the items below, suggest the dismantling of large machinery at this site.



*A short iron bolt – 25mm diameter with a hex head.  
The fine thread continuing almost to the head suggests a bolt from machinery not a timber fastening.*



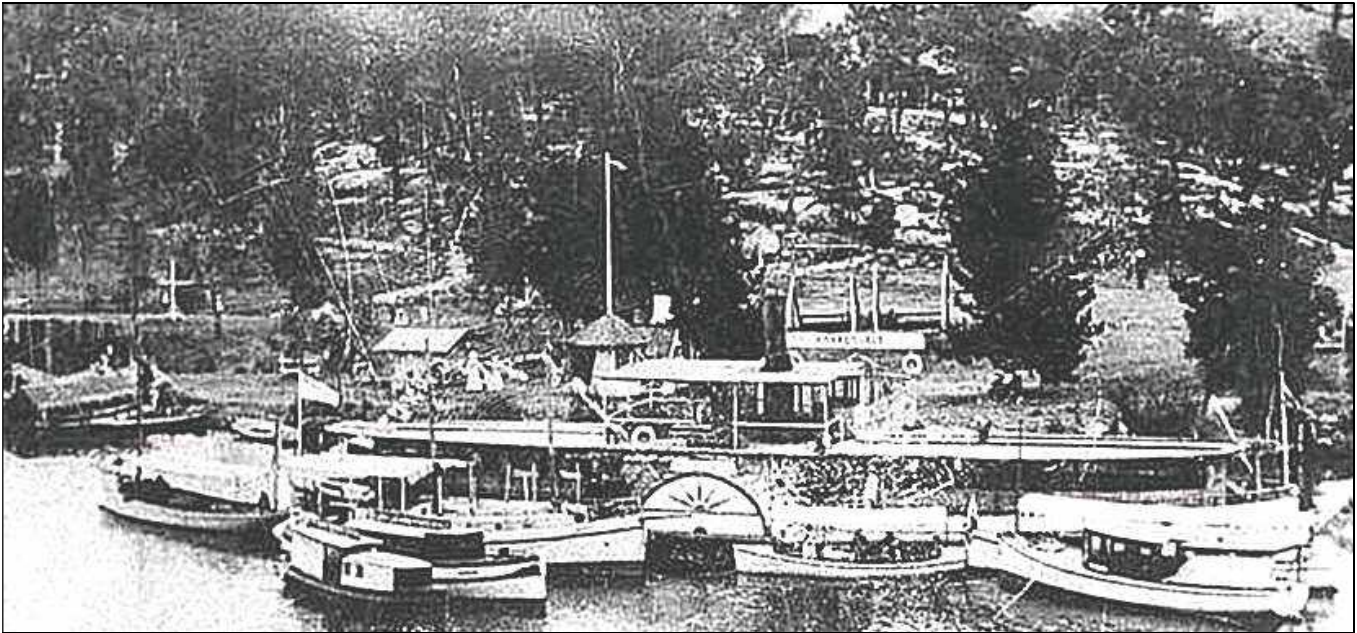
*Here is an iron pulley for a V belt drive and a shaft of approximately 30mm that has been sawn or broken off.*

### 3] **TIMBER REMNANTS**

The remains of over 20 piles, clearly evident in the sand at low tide but have no particular pattern.



*Several 200mm diameter and up to three-metre long logs are seen – possibly remains of the original wharf in the time of the pleasure grounds – the authors' boat Mystra in the background.*



*This c1902 photo shows a high-level wharf and small boatshed (centre left of photo) with a path leading up the hill to buildings just visible on the ridge. This wharf may be for the unloading of goods (food and beverage etc) from the high flat top deck of the Telephone. The piles seen in the sand may be the remains of the wharf and boatshed shown here.*

## WHY DID IT HAPPEN?

The Sandbrook brothers were successful, financially astute businessmen and it is difficult to see why they would allow a valuable, well-built ferry like the *Telephone* to remain idle and deteriorate at Parkesvale. A possible explanation may be due to family. The obituary of their father, John Sandbrook in *The Sydney Morning Herald*, 6 December 1915 states that he resided at Parkesvale for some time until "about seven years ago". However, none of the building remains at Parkesvale suggest residential accommodation. It is possible that John Sandbrook, who would have been about 84 years old when he left Parkesvale, lived on the ferry and this prevented its sale. By the time he left the area, the *Telephone* may have deteriorated to a point where it was beyond moving and as a result was broken up in situ. Parkesvale would not be an ideal place to break up a large ferry with no road access and a long way from scrap metal markets. *The Sydney Morning Herald*, 9 November 1912, carried the following advertisement, "To LIGHTERMEN etc. – Tenders required for Removing 30 tons scrap metal from Parkesvale to Buckle's Wharf [in Blackwattle Bay. Pyrmont], 364 Parramatta Rd...

This is probably the end of the *Telephone* with its machinery and fittings reduced to scrap.

## CONCLUSION

The archaeological evidence at Parkesvale suggests that a large boat with substantial ferrous machinery was dismantled there.

The non-ferrous metal and fused glass finds are consistent with the vessel's destruction by fire.

Fire was a common method of reducing a boat and recovering valuable scrap metal (Richards N. P. 175). The destruction of the boat was very complete with only a small amount of scrap metal remaining on site.

This is consistent with the Sandbrook's reputation as good citizens and the effects of time with any timber remains rotting or being carried away by tides or floods.

## SOURCES:

Australian Register of British Ships Index 2002, *Telephone*, Registration No. 75001

Australian Register of British Ships Index 2002, *Rose*, Registration No. 106187

Richards N., 2008, *The Signatures of Discard*. Gainesville: University Press of Florida. USA

Singleman L 2002 *Sandy Point Secrets*, Parker Pattinson, Narellan, NSW, Australia

Spatial Information Exchange, NSW Department of Land and Property Information (SIX), accessed 13 March 2012, <http://lite.maps.nsw.gov>



## WHERE IS SYLVANBRAE?

GREG KNIGHT

Prior to 1788, Oyster Bay must have been a lush haven for the local Gweagal clan where seafood and shellfish were easily obtained and shelter provided by many sandstone caves. Theirs was the most north-western clan of the Dharawals who lived on land from the southern shores of Botany Bay to Bulli. The Gweagals occupied much of today's Shire area and were distinctive with resin in their hair to give it a mop-like appearance. Their tenure is marked by the many shell middens found in the Oyster Bay and Kareela areas which were uncovered as the land was developed. Oyster Bay was first named on Surveyor William Henry Well's map of 1840 and was generally defined as the area from today's suburb of Oyster Bay around to Kangaroo Point.

By the early 1860s wool merchant, financier and parliamentarian, Englishman Thomas Holt, had acquired some 12,000 acres of land stretching from Botany Bay and Georges River in the north, to Port Hacking in the south and west to the Woronora River and included all the land around Oyster Bay. His intention was to use the area to graze sheep but this failed as most of the herd were killed by dingos and foot-rot. In the 1868 'Sutherland Estate Report' by Robert Cooper Walker, the area where much of Kareela resides was called Paddock 24 and divided into portions called Oyster Bay Portions 1 to 3. Kareela sits in Portion No 3 which he described as:

*...the north-west portion of the main paddock, divided from No 2 by the line of brush fence running down the gully between the two paddocks. All along the Bay from the dividing fence of No 2 round to the split-fence forming the west boundary there is some excellent feeding ground of sandy soil growing kangaroo and other native grasses but the land is very rocky and ascends to a steep hill on top of which is poor barren stony land with a great quantity of rock, with only a few patches of feed ... The timber of No 3 consists of White and Red Gum, Blood Wood, Mahogany, Stringybark and Honeysuckle and has all been well killed except for a few large trees left for shade. It has been scrubbed twice ... the first in 1862 ... and in 1867.*

The area later provided an income from the selling of Ironbark and Blackbutt timber. Holt leased his estate to the Holt-Sutherland Estate Land Company in 1881 just prior to his return to Europe.

It was due in part to Holt's agitating, that the Illawarra railway line was built and, in December 1885, the Hurstville to Sutherland section was opened.

It was 1931 before the new railway station at Jannali opened, giving close transport access to Oyster Bay. Until that time the area was considered "remote".

By 1874 the Georges River had become famous for its oysters but they were in serious danger due to over harvesting. In 1884 an act of Parliament was passed for the preservation of the Sydney Rock Oyster by regulating collection. Albert Emerson was one of the first harvesters of oysters. He employed men in diving suits and South Sea Islanders for the work in the Georges River and Botany Bay. After WW1 oyster leases were made available to returned servicemen in the Georges River and the first commercial oyster farming commenced in the late 1920s in the shallow tidal area of Oyster Bay.

The village of Oyster Bay was proclaimed in 1933 but it was not until 1973 that the Geographic Names Board named it a suburb. Portion 3 of Oyster Bay headland was natural bushland and pretty much undeveloped, until the mid-1960s.

In 1957 planning began to build a road connecting the Princes Highway at Sylvania Heights to Jannali with a bridge over Oyster Creek. It was initially known as a continuation of Box Road then called the Jannali Access Road. It was finally named Bates Drive after local Jannali builder and Shire Councillor Keith Bates (1953-1968) and opened in May 1962.

On 25 August 1965, Lend Lease Homes ran a four page article in the *St George and Sutherland Shire Leader* advertising the "outstanding" qualities of their four exhibition homes at the Sylvanbrae Estate taking advantage of the "trees, natural vegetation and rocks to create the superb outlook of the estate".

According to the location map in the article, the Sylvanbrae exhibition centre was located in the hook of Bates Drive opposite Alpita Street and roughly where the high voltage electricity tower is today.

The Council at first planned to call the new suburb Sylvanbrae but in December 1965 they chose the name Salisbury after the Council received a letter from Mr A.B. Holt, a descendant of Thomas Holt, recommending that name – the area in England where Thomas Holt had spent most of his time before coming to Australia.

The *Leader* of 31 August 1966 said that Post Master General's Department (PMG) had complained to Council that naming the new suburb Salisbury would "...cause confusion to the department's electronic mail sorting system". They said that there were already 'Salisburys' in Brisbane, Adelaide and Western Australia.



The *Leader* reported on 26 October 1966 that Councillor K.M. Skinner moved a notice of motion asking the council to rescind its decision to use that name. He also moved that the council recommend the name Kallina to the Geographical Names Board instead. The decision was deferred to the following meeting as some councillors said that they should have more than two names to choose from. Councillor Skinner said that aboriginal names should be used because "we are using their land". Councillor Powell said that the Council should have more pride in naming suburbs and that the name Sylvanbrae "left him cold".

The development company Stocks and Holdings Pty Ltd purchased 165 acres of land on the Oyster Bay headland in November 1966 for a reported \$1.25 million. The *Leader* announced on 15 February 1967 that the subdivision would be divided into 700 blocks of land providing housing for 2,500 people and the site is "one of the most valuable in the metropolitan area for homes".

Stocks and Holdings conferred with the council on the conditions for developing the area which included the dedication of part of the land to Council as part of a golf course and the provision of a scenic drive along the foreshore. Also that public reserves along the water front and children's play areas would be provided and that a small shopping centre and a service station would be built on the corner of Bates Drive and Box Road.

Early in 1967, Sutherland Shire Council forwarded the name Kallina to the Geographical Names Board as they felt that Kallina was aboriginal for 'trees and water'. However, anthropologist and authority on Aboriginal names, Professor A. Elkin said that this was incorrect. The Names Board suggested that the name Kalinga would be more appropriate.

The *Leader* of 2 August 1967 said that the Council had submitted the names of Willandra (little creek) and Kareela (south Wind) to the Board as suggestions for the "new waterfront luxury suburb" on the Oyster Bay headland.

On 10 August 1967, the *Leader* reported that the Sutherland Shire Council had given approval to the formation of a golf club and golf course at Salisbury. The nine-hole course would be built on land being reclaimed on the foreshores of Oyster Bay and was opened in September 1970 by Councillor A.T. Gietzelt. The second nine-holes was opened in July 1971 by the NSW Minister for Lands, the Honourable Tom Lewis.

By 25 October 1967 the *Leader* reported that Stocks and Holdings had been forced to remove 21 blocks from the first stage of its multimillion dollar investment on the Oyster Bay headland.

In a letter to the Council, the company said that a low-level sewerage pumping station would have to be built for 21 of the blocks in the first stage of the subdivision and that the cost would be prohibitive. A total of 151 blocks would then be available in the amended first stage. The Council approved the amendment.

By 8 November 1967 it was proclaimed that the Stocks and Holdings Estate had finally been named Kareela and it was officially adopted on 15 December 1967. The Geographic Names Board said that the name was not duplicated elsewhere in Australia and was acceptable to the Post Master General.

The Board had consulted Professor Elkin who confirmed that Kareela meaning 'south wind' and, in the Hunter River vocabulary, was spelt 'Kurrenan'. A Port Stephens vocabulary had the word Kareela as meaning 'drowned', while Kari meant 'fist' and Kari Kari was 'fast – like a southerly'. He doubted that Willandra meant 'little water' or 'creek' as suggested by Council but said that it could have been the name of a creek.



*The boundaries of Kareela suburb, 2015.*

## EARLY STREET NAMING

The *Leader* article went on to say that Stocks and Holdings had adopted an imaginative plan for naming the streets in the subdivision. The overall theme being based on the names of yachts that had won the Sydney Hobart Yacht Race since its inception in 1945. The council had accepted eight names in the first stage of the subdivision – Freya, and Solo Streets, Rival and Solveig Roads, Anitra Avenue, Cadence, Cherana and Christina Places.

Joseph Banks Nature Reserve (off Bates Drive, Kareela) was set aside by the Sutherland Shire Council in 1969 to commemorate Sir Joseph Banks – botanist on Cook's *Endeavour*. The 2.2 hectare reserve is devoted entirely to native plants.

A banner in the *Leader* on 26 November 1969 announced "Kareela Was Once a Billy Goat Region" and attributed to Shire President Arthur Gietzelt who was reported as saying, "...with changing trends, however, young people were seeking this type of land for home building". He was speaking at the official dedication of the new suburb, Sylvan Headland Estate, Kareela. "In post war years most Shire residents wouldn't look at this area – it was known as Billy Goat country" he said. "The Council and the developer had reached common grounds on providing the best facilities for residents." He commended Stocks & Holdings for naming the streets after Sydney Hobart Yacht Race winners.

Mr J.D.M. Dobie, MHR Cook, said "The quality of life and environment you [Stocks & Holdings] will encourage here, Shire residents will welcome. A lot of people were fearful that the land would have been ruined by this development. However the council's code has preserved the trees making the area beautiful." The managing director of Stocks & Holdings, Mr E. Graf, said that few opportunities remained in the Sydney region to open up large residential areas such as Kareela. Plans included a community and shopping centre, a hotel and service station to be completed within 18 months. All blocks were sewered and the development of a marina was intended. A primary school would be completed in 1971 (Actually, Kareela Primary School did not see its first students until 1976).

The Kareela shopping centre opened its doors for the first time in 1977 and Salisbury Golf Club went into receivership and liquidation in March 1977 but by September it was back in operation trading as Kareela Golf and Social Club.

Oyster Bay has suffered from pollution over the years from a variety of domestic and industrial sources. It has also been subject to flooding, especially in 1980 which affected nearby low-lying houses. The creek has been dredged on several occasions to help prevent serious flooding.

The *Leader* of 19 February 1985 reported that Kareela had been awarded Suburb of the Month, in the Keep Australia Beautiful scheme.

## TRANSPORT CHANGES

In April 1977, South Western Coach Lines purchased the Jannali-Como Bus Service and renamed it Kareela Bus Lines. Soon, a regular bus service connected Kareela with the neighbouring suburbs of Jannali, Kirrawee, Oyster Bay, Miranda and Bonnet Bay.

South Western Coach Lines ceased trading in October 1990 and Southtrans took over its operations until, in September 1999, that company was sold to Connex Southtrans. In another change in April 2006, the company was renamed Veolia Transport NSW as part of a global re-branding exercise. In March 2011, Veolia Transport worldwide merged with Transdev, to form Veolia Transdev. As a result, in July 2013, Veolia Transport NSW was renamed Transdev NSW which currently runs the service.

## LOCAL ACTION

The Kareela Precinct Association was established in 2009 primarily as the result of a development application to refurbish the Kareela Shopping Centre and the construction of a new multi-deck car park. Many of Kareela's residents were concerned that the development would change the village nature of the small shopping centre. The anticipated increased vehicle traffic is set to be a challenge for the one road in-and-out of the suburb. The Association provided a Village Notice Board and set up a Bush Care Group at the Siandra Drive Community Land. There are also other SSC Bush Care Groups operating in the Kareela area in Freya Street, Drysdale Street Reserve, Tradewinds Place, Joseph Banks Nature Reserve, Anitra Road Reserve and Kareela Golf Course.



*Kareela shopping centre before the disputed development*

The decision to name Kareela's streets after winners of the iconic Sydney Harbour Yacht race may have been in the minds of the planners at Stocks & Holdings as a marina was planned at Kareela in the early stages of the estate's development but that never eventuated.

# STREET NAMES IN KAREELA.

GREG KNIGHT

## SYDNEY TO HOBART YACHT RACE

This is an annual event run by the Cruising Yacht Club of Australia with the cooperation of the Royal Yacht Club of Tasmania, starting in Sydney Harbour on Boxing Day (26 December). It is arguably one of the world's toughest blue water yacht races.

The race distance is approximately 1,170 kilometres and follows a course down the eastern coast of New South Wales and Victoria, across Bass Strait and south to Tasman Island, across Storm Bay, to the finish line off Battery Point in Hobart.

The race was initially planned as a cruise by Peter Luke and some friends who had formed a club for those who enjoyed cruising as opposed to racing. However, visiting British Royal Navy Officer, Captain John Illingworth, suggested it be made a race and the first event was in 1945.

It is a handicap race and the yacht winning line honours may not be the ultimate race winner. Nevertheless, there's always the glory of being ahead of the rest.

## THE STREETS

Kareela owes its street names to that race and their origins are revealed below:

**Anitra Avenue:** named after *Anitra V* a 38-foot Bermudan double-ended sloop built in 1956, designed by Trygve Halvorsen<sup>1</sup> and skippered by Trygve & Magnus Halvorsen (NSW). It won handicap honours in the 1957 Sydney Hobart Yacht Race and second in 1958 and 1959 and, in 2014, was still sailing in Sydney Harbour. She competed in 13 Sydney–Hobart races.

**Balandra Place:** *Balanadra*, is a 46-foot sloop, built in Tasmania by Jock Muir, finished second in the 1966 Sydney Hobart. She went on to represent Australia in the UK in 1967 Admiral's Cup and was in the winning team (with *Caprice of Huon* and *Mercedes III*). She has completed at least 16 Sydney Hobart races – the last being in 1989.

**Cadence Place:** *Cadence*, a 30-foot Carmen Class yacht, built by Swanson Brothers and designed in Dee Why. *Cadence*, skippered by Jim Mason (NSW), won on handicap the 1966 Sydney Hobart Yacht Race after finishing third the previous year. *Cadence* won the first two Sydney–Mooloolaba Races (1964 & 65) and again in 1974.

**Cherana Place:** the yacht *Cherana*, was designed by Alan Payne (NSW) and skippered by Russ Williams (NSW) and won handicap honours in the 1959 Sydney Hobart race.

**Christina Place:** the cutter *Christina*, designed by Lars Halvorsen (NSW) and skippered by J.R. Bull (NSW) won handicap honours in the 1946 Sydney Hobart race. At one stage moored on the Clarence River, NSW but in 2014, was sailing in Sydney Harbour and is the oldest surviving Sydney Hobart winner.

**Freya Street:** *Freya* is a timber 39-foot double-enders yacht – a development of *Solvieg*. Built by Swanson Brothers (NSW) she won handicap honours in 1963, 1964 and 1965. She was the most famous of the yachts designed and skippered by Trygve and Magnus Halvorsen. She had a vertical tapered spade rudder and a long, straight keel, and was planked in Oregon and splined (glued) between the planks instead of caulking. Her deck was fibre-glassed plywood, and her spar was a deck-stepped aluminium mast. She had the feeling and speed of a much larger yacht and was very controllable in heavy weather. In 2015 she is sailing in the West Indies.

**Ingrid Road:** *Ingrid*, was a South Australian 38-foot double-ended ketch, designed by Bill Atkin (USA) and skippered by J.S. Taylor, won the 1952 Sydney Hobart on handicap.



*Ingrid in the 1952 race.*

**Kurrewa Place:** *Kurrewa IV* – see Morna Place.

**Mercedes Place:** *Mercedes III*, a 40-foot timber cold-moulded sloop, built in 1966. Designed by Ted Kaufman and Ben Lexen. *Mercedes III* was a member of the winning 1967 Australian Admiral's Cup team (with *Caprice of Huon* and *Balanadra*). She was in the Australian team that finished second in the 1969 Admirals Cup (with *Ragamuffin* and *Koomooloo*). She was in the Sydney–Hobart in 1995 and 1996.

**Moonbi Place:** *Moonbi*, a 35-foot yacht, handicap winner of the 1955 Sydney Hobart race, skippered by H.S. Evans (NSW) and designed by John Aldern (USA).



**Morna Place:** *Morna*, is a 12-metre cutter, designed by William Fife (UK) and built in 1913 by Morrison & Sinclair in Johnsons Bay, Balmain. She took three successive Sydney-Hobart line honours in 1946-47-48 and was skippered Claude Plowman (NSW) in all three races. In 1954 she was brought by the Livingston family and renamed *Kurrewa IV* and again took line honours in four races, 1954-56-57 and 1960. She was runner-up to *Even* in 1955 and *Solo* in 1959. Until 2014 she held the record with seven Sydney-Hobart Line Honours. She was then laid up and left until she was bought by a new owner in 1977. Currently she is in a run-down condition on a swing mooring in Neutral Bay, Sydney.

**Nerida Road:** *Nerida*, a 45-foot gaff-rigged cutter, was designed by Scot Alfred Mylne and built in 1929. Skippered by South Australian Colin Haselgrove she won handicap honours in the 1950 Sydney Hobart race. She was later owned by Sir James Hardy. Recently restored and sailing on Sydney Harbour in 2014 after sinking at her mooring in 2007. She is the third-oldest Sydney-Hobart winner.

**Ondine Place:** Line Honours winner, *Ondine*, was the 1962 Sydney-Hobart, skippered by Huey Long (USA) and designed by Bill Tripp (USA). *Ondine II*, was a 73-foot yacht and 1968 Line Honours winner with the same skipper and designer. *Ondine III* was Line Honours winner in 1974 – skipper: Huey Long.

**Pascha Place:** *Pacha* is a luxury 55-foot sloop, built in Sydney by Camper & Nicolson's in 1969. She has an aluminium hull and teak deck. Owned by CYC's Sir Robert Crichton Brown, then Commodore of the CYC and skippered by Peter Green, she won the 1970 Sydney-Hobart. In recent years she has competed in several Gosford to Lord Howe Island races. Note: the street name is incorrectly spelt.

**Rainbow Place** *Rainbow II* won handicap honours in 1967, the first New Zealand yacht to do so. Skippered by Chris Bouzaid (NZ) and designed by Sparkman & Stephens (USA).

**Rani Place:** *Rani*, was a double-ended 35-foot cutter, designed by Arthur Barber (NSW) and built in Sydney. She was the first Sydney-Hobart line honours and handicap winner in 1945. She was captained by the UK's John Illingsworth and a crew of young Royal Navy officers and local amateurs. *Rani* was the smallest of the nine starters and remains the smallest boat ever to take line honours in the Rolex Sydney-Hobart and one of only six boats to take the line and overall handicap double.

**Ripple Street:** *Ripple* is a 38-foot Huon Pine yacht, designed by A.C. Barber (NSW) and built by Andy Riddell in Middle Harbour in 1937. She won the 1953 Sydney Hobart on handicap, skippered by Ron Hobson (NSW). She continued racing for many years and was recently fully restored in Sydney.

**Rival Street:** *Rival*, the handicap winner of the 1961 Sydney Hobart, skippered by Alby Burgin and N. Rundle (NSW).

**Siandra Drive:** *Siandra*, a 35-foot timber Lion Class sloop, designed by Arthur Robb and built by Ron Swanson in 1956 – the first Middle Harbour Yacht Club craft to enter the Sydney-Hobart. She won both the 1958 and 1960 races with owner/skipper Graham Newland (NSW). The yacht went on to compete successfully in many of the blue-water ocean racing events along the east coast of Australia under various owners. Since retiring from ocean racing she became a cruising yacht and circumnavigated the world in 2005.

**Solo Street:** *Solo*, an Alan Payne (NSW) designed 57-foot steel cutter. She took line honours in the 1958 and 1959 Sydney Hobart and handicap honours in 1956 and 1962. She was skippered by Vic Meyer (NSW) in all races.

**Solveig Crescent:** *Solveig*, a 1950 Huon Pine 36-foot cutter, the hundredth boat built by Halvorsens. She took line honours in 1953, skippered by Trygve and Magnus Halvorsen (NSW) and won on handicap in 1954 skippered by Stan Darling and last seen moored in Hawaii.

**Struen Marie Street:** a 35-foot sloop, *Struen Marie*, was designed by Englishman, Robert Clarke, built 1951 of Huon Pine by Les Steel, builder of a number of famous successful Sydney-Hobart winners. She won handicap honours in 1951, skippered by Tom Williamson (NSW). Now owned by Airlie Beach charter boat operator, Ken Pryor, she is still racing in Queensland.

**Tradewinds Place:** *Tradewinds*, a 43-foot steel cutter, designed and skippered by CYC Commodore Merv Davey. On his third attempt, he won handicap honours in the 1949 race.

**Westward Street:** a 42-foot timber cutter, *Westward*, was built in Tasmania in 1947. Designed by Jock Muir (Tas) she was a fishing cruiser but "*raced well with the fish well sealed and the propeller removed*". Skippered by G.D. Gibson (Tas), she was handicap winner in 1947 and 1948. She later cruised in Queensland and world waters and in 2010 was donated to the Tasmanian Maritime Museum and sails in Hobart.

#### NOTES AND SOURCES:

- 1) Yachting pioneer, Trygve Halvorsen died on 8.11.2014. He and Magnus, were the designers, builders and skippers of many of the yachts commemorated in Kareela.
- 2) Railway (and Tramways) in the Sutherland Shire. Peter Neve. Sutherland Shire Studies #6.
- 3) St George and Sutherland Shire Leader – various dates.
- 4) A Short History of Oyster Bay – Mark Florence. Nov 2001.
- 5) Sutherland Estate Report by Robert Cooper Walker. 14.4. 1896.
- 6) Sylvan Headland: Sydney's Newest Waterside Suburb brochure 1967.

# ODD TALES OF THE SHIRE

JOHN CAMPBELL

## HIGHWAY ROBBERY

On 8 January, 1897 it was reported that there had been a "Highway Robbery" between Waterfall and Helensburgh. Enoch Everingham of Leichhardt had been travelling along the highway about mid-day when he was approached by two men. The first one asked him if he had any money. Of course he replied in the negative. The man then said "we'll see" and grabbed Everingham pinning his arms. He resisted then was threatened to offer no more resistance. The second man took his money, lunch and bag. Sutherland Police were actively investigating the crime. <sup>1</sup>

## SUTHERLAND-COMO ROAD REQUEST

Two MLAs and the President of the Sutherland Progress Association – Richard Croft and A. Kitt from the National Parks Trust et al called upon the Minister of Works in 1899 requesting him to construct a "highway" between the "resorts" of Sutherland and Como. They could see the advantage of giving access for cyclists, picnickers and others to visit these very popular spots. The Minister of Works gave a very political reply stating that other reports were against this highway but he would look into it and get an estimation as to the costs then maybe make a decision. <sup>2</sup>

## COPPER DEPOSIT IN COMO

This 1885 report may fall into the category of 'believe it or not' based on this quote, "Good indications of copper have just been discovered at Como, in the railway cutting." Knowing the area's geology it is highly unlikely that copper was found in Como sandstone.

There were reporter's regularly on site seeking news items and this may have been a good Aussie leg-pull. It could have been the same navvy who 'discovered' the fake fish fossil in the same cutting. <sup>3</sup>

## SHOT FROM A TRAIN – 1913

John Veal was charged at Helensburgh Police Court for "discharging a loaded firearm from a carriage, the property of the Chief Commissioner, near Heathcote, without written authority. Veal was fined 40 shillings and costs."

I wonder where you could actually get written authority to shoot from a moving train – maybe just over 100 years ago one could get a permit for this – who knows? <sup>5</sup>

## WRONG CREDIT GIVEN AT COMO SCHOOL

**COMO—GEORGE'S RIVER.**

March 17.

**BRAVO, THE MEN!**—A correspondent says:—**I wish to correct a mistake in connection with the presentation of toys to the Como public school children. Your report says that the toys were presented to the children by Sydney ladies. I wish to state, in justice to those who so kindly subscribed for them, that there was none given by Sydney ladies; but by the men employed on the railway. Since the toys were merely handed out of their packings by a Sydney lady to each little successful competitor, nothing more.—A NAVYESS.**

*An understandable mistake, 1885. <sup>4</sup>*

1 – SMH, 9 January 1897, p10

2 – SMH, 16 November 1899, p8

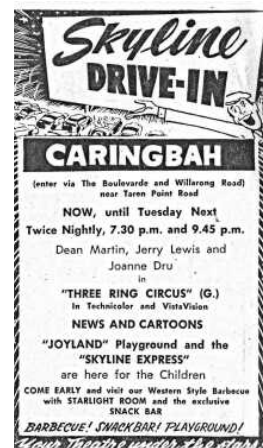
3 - Australian Town and Country Journal, 21 February, 1885, page 15

4 - Australian Town and Country Journal, 21 March 1885, page 15

5 – SMH, 11 December 1913, page 11



Skyline Drive-In, 1980s



## THE JANNALI TOY RESTORATION CENTRE

BASED ON INFORMATION SUPPLIED BY THE CENTRE

This organisation, supported by Sutherland Shire Council, has been in existence since 1974 in premises at 21 Jannali Avenue, Jannali which was formerly Bebarfield's furniture store.

It is in some ways a precursor of the Men's Shed Movement though it is in no way affiliated. The Jannali Toy Restoration Centre (JTRC) has both men and women participating.

Their work involves repairing toys and selling them to the public at affordable prices or giving them away to needy recipients. It provides a place of fellowship and activity for up to 30 older

residents and it recycles toys that would otherwise be thrown away.

They have some 'vintage' type toys that have been restored but are not for sale. Recently the centre loaned some toys to Sutherland Shire Museum.

This was agreed to and several items are now on display in the museum. The items range in age from the early 1900s to the 1950s and represent a much simpler time. The Museum is very appreciative of the generous loan and recommend people come to East Parade and see the toys.



*Some of the JTRC volunteers: L-R: Kevin Gothard, Harry Clarke, Ron Nichols, Ross McLean, Norma Nichols, Pat and Keith Langtip and Graham Johnston.*

*(Photographer: Chris Lane – St George and Sutherland Shire Leader 18 April 2015)*

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### A HORSE REBORN

When a Roebuck rocking horse arrived at JTRC, it was a sad sight, looking as though it had endured a hard life throughout its 50-plus years. It was obvious that there had been many cosmetic episodes which had done little more than emphasise the bumps and bruises. Beneath that battered exterior, however, it was apparent that the years had been well spent bringing joy to countless children.

It was with a degree of trepidation that the Sutherland Shire Toy Restoration Centre agreed to take on the restoration of this rather sad looking rocking horse.

Inquiries revealed that it dated from the 1960s and was made by the Roebuck Company at Leichhardt. Frederick Roebuck came from a family of rocking horse makers in England and started making them in the back yard of his home in Newtown in the mid-1860s. He eventually moved the business to George Street, Brickfield Hill and, about 1900, moved to Norton Street, Leichhardt where the business was eventually taken over by his sons. During the peak of its operation, Roebuck Rocking Horses employed 30 people and produced up to 2,800 horses a year. The factory eventually closed in 1972 when fibreglass copies became popular.



The JTRC's first task was to strip it bare but the tail and mane had long gone and the leatherwork was beyond redemption. The many layers of paint which the horse had acquired over the years had to be carefully removed because of the likelihood that they were lead based. Dust had to be kept to a minimum and therefore most of the stripping had to be undertaken by hand.

That helped to preserve the anatomy of the original carving. During the stripping process it was noticed that some of the leg joints were not as sound as they once were. Strengthening these joints required them to be injected with new glue. Once done, the joints were built up with super strong filler to avoid a repeat of the problem. The many 'dings and dents' required filling and hours of fine sanding until a good surface was achieved ready for painting.



*Back to basics*



*Three undercoats and four top coats later, the horse was starting to look more like the original.*

Research indicated a variety of decorations had been painted on new rocking horses. Some, including the Roebucks, were not realistic and could even be described as amateurish.

It soon became obvious that the markings on this horse would be best applied by airbrush but no one at the Centre had ever used one.

Calls to various airbrushing experts failed to produce a positive result, so it was necessary to learn this new skill. After a couple of practice sessions, the horse was treated to an airbrush treatment.



Thankfully there is a wide range of skills available amongst Centre members which solved the problem of the leather work and the saddle rug. Specialist restorers supplied the mane and tail as well as the brass work.



With a virtually rebuilt stand, new eyes and a newly carved set of teeth, the horse came together. Those involved with the work, think it is a very satisfactory result.

## GROWING UP IN THE SHIRE

TESSA BLAYNEY

*Tessa is undertaking the Gold, Duke of Edinburgh Award, which includes volunteering for a local group. Our Sutherland Shire Museum has been fortunate to have the very capable Tessa helping out in the office. This article is Tessa's observations of living her 16 years in the Shire:*

The sound of waves crashing on the shore. The sun beating down on the window pane. The sound of birds and nature right next door. The joys of living in the shire!

The Shire is a well-known, special place that many of us are lucky to call home. First and foremost; our popular and tourist attracting beaches. The beaches that come to mind would have to be at Cronulla! Our Cronulla beaches are in a wonderful location, are clean and with many practical and handy facilities close by.

Sometimes I stop and think about all the activities and things I like doing and realise that the Sutherland Shire offers me so much. The Sutherland Shire is home to the Royal National Park which was established in 1879 and it is Australia's first national park. I feel so proud to have such a beautiful, historical and famous national park that is the home for our native flora and fauna. On a Sunday afternoon, when my sister and I were younger, mum and dad would take us down to the Kurnell part of the Royal National Park and we would go for an afternoon walk and a bite to eat. I'm very lucky that I am able to do this as some people do not live in areas where these facilities are available and the Kurnell beach and national park is not far away from me. I also remember jumping from rock to rock to reach Captain Cook's landing point that is marked out by a plaque. I am honoured to live in an area with such historical significance; the landing place of Captain Cook in Kurnell in 1770 where Captain Cook and his crew collected botanical specimens, mapped the area and tried to make contact (unsuccessfully) with the indigenous population.

I like to be active, fit and healthy and enjoy participating in activities and sport. I am lucky that the Sutherland Shire has a lot of activities to offer that are suitable for all ages. There are many local physical activities to choose from. Over the years, I have taken the opportunity to participate in netball, soccer, Oztag, swimming, nippers, gymnastics, athletics and dancing so as to learn the skill and help my fitness. I have a strong passion for dance and have had the chance to participate at any level. The importance about the Shire having many activities available is endless, the opportunity to make many new long life friends, the chance to learn something new and the experiences and memories that come with taking part in a sport as well as keeping socially and physically fit at the same time.

Our schools are very important to the growing up of individuals. We are lucky in the Sutherland Shire to have a broad range of primary and secondary, Catholic and state schools also special care schools. I went to a local Catholic primary school and am now at a Catholic secondary school in the area. The education we receive in the schools is also a key to growing up in this area as we are provided with historical and geographical lessons to be aware and knowledgeable about our past and our environment surrounding us.

To conclude, growing up in the Sutherland Shire so far is incredible! It has given me so many opportunities to make my childhood memorable and worthwhile. Also educating me about our past and history and the importance of our land and how it is all pieced together to form our lives today. We all grow up to be completely different individuals but we may all come from the same area, I believe this to be important as growing up in the Sutherland Shire allows us to have endless life goals and dreams.



# COOK, KURNELL AND THE 145<sup>TH</sup>

CLIVE BAKER

Some SSHS members attended a function at Kurnell on 29 April to commemorate the 145th anniversary of Cook's landing on those shores. Here are some images from that day.



*Endeavour was unfortunately moored too far away to have any significance for the function.*



*Some of the Aboriginal performers for the event  
And a Kamay Park ranger on the left.*



*Old and young listen to the speakers, while sitting in less-than-ideal weather conditions.*



*Local Member of parliament, Speakman, gives his speech, in front of some of the school children.*





# MOSS ON THE RIVER

FRED MOSS

*Fred continues his account of a childhood, growing up on the Woronora River:*

On 3 February 1948, Woronora school became a 'full primary' but it has grown substantially since its modest beginning. The first three school reunions were organised by my mother who spent over 25 years as President of the school P&C Association. I still enjoy reading what she wrote for each event: a reunion paper and a school history paper.

In 1943 it was back to Sutherland for Year Three and I stayed until the end of my schooling. Sutherland Primary School was at that stage segregated with separate classes and playgrounds for the boys and girls.

I well remember that on alighting from the school bus at Sutherland school one morning my cousin Ted Barclay ran behind the bus, was knocked down by a car and suffered a badly broken leg. Fortunately this happened in the roadway right outside the Sutherland doctor who was on the opposite corner to the Sutherland Primary School so he received some prompt medical treatment. This accident happened in the days when there were very few cars on the road.

In 1946 the school bus was running to Sutherland from Prices Avenue so we did not have the daily walk to catch it. The schooling was, I guess, just normal for those days with no outstanding features through primary school.

As mentioned earlier I generally came first or second behind Ian Cox in half-yearly and yearly exams. I was always good at arithmetic and even in those early years I generally attained high marks and even 100-percent in my maths exams. This liking for maths continued right through my schooling and later life.

When in Year Four, I suffered a badly broken right arm while playing 'cocky laura' [ *a running game where children are tackled to the ground* ] in the school playground at lunchtime. I well recall tripping over my cousin Fred and falling on the bitumen. I stood up and looked at my arm and said "look everyone I have got two elbows".

My father was called, (he was home due to night shift) and he arrived to take me to St George District Hospital at Kogarah where my arm was set and plastered. I was under chloroform but remember hearing the doctors talking while they worked. When I had recovered enough it was a matter of catching the train back to Sutherland and it was late at night when we arrived.

There were no taxis around at that time so dad took me to the Sutherland Police Station where I was given a bed in a cell. I was there, until they found a taxi to get us home.

Life at Woronora was an enjoyable time for all the kids. We spent a major part of our playtime after school and at weekends swimming in the river, either at Prince Edward Park near the lifesaving club or at the Prices Flat reserve near the road bridge. The locality varied depending on who was going swimming at the time and at times it was changed just for a change.

In the different seasons the choice of locality depended on the number of jellyfish stingers in the river. At times they were numerous and too thick to swim amongst so we swam in Brown's Creek, the tributary running off the river at the end of the footbridge. The jellyfish did not go into the creek with the tides, generally continuing straight up the river in the current.

As kids we had no swimming aids such as floaties, flippers, boogie boards, surf boards or skis etc. Using our bodies, we covered long distances across or up and down the river etc and generally all became fit and very proficient swimmers without any formal training.

Groups of us often organised cricket and football games. These grew into challenges between 'The Hillbillies' – the kids from upper Prices Avenue: (Moss, Colquhouns, Barclays, Reg Hiron and Barry Linquist - who lived partway down the hill near the school entrance) and the 'Flatties': (Peter and Denis Norman, George Perdrisat, Ron Gill, Laurie Binder, George Pender, Don Hawkins, Ray and Phillip Allen) to name those I still remember.

The contests grew to new teams of Prices Avenue (Hillbillies and Flatties combined) against a Prince Edward Park team across the river: (Ray and Max Ackland, Jim and Peter Wood, Jim and Norm Stahl, Jack and Bert Whitbread, Ken Linquist, Peter Young, Warren Fenton, Ken Johnston) plus others at various times but they escape my current memory.

As you can imagine, unsupervised young hot bloods – representing their different areas – became quite fiery at times. We continued to play for some years and later, there was a combined Woronora team versus Menai.

*Extract from the soon-to-be published memoirs of Fred Moss.*

## WAR NEWS: MAY 1915

### ON THE TURKISH COAST

FROM OUR WAR REPORTER: CLIVE BAKER

Three weeks ago, news was received that thousands of our Australian soldiers stormed ashore on the Turkish coast in the dawn of 25 April.

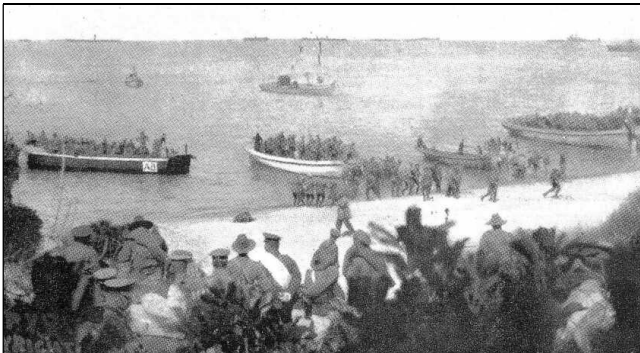


*Before the invasion, the force stopped at Lemnos island where training took place in Mudros harbour. Here tow boats and invasion rowboats are practising.*

The first boats reached the Turkish shoreline around 4.30am. Journalist Charles Bean was in a later wave and, from his ship, recorded what he saw:

*Not a sign yet from the beach. Only that ceaseless knocking, knocking, knocking. Presently a curiously oval object floats past us low in the water. It is a small rowing boat, bottom upwards. That was the first sign we saw.*<sup>1</sup>

It is known that several Shire men were in the invasion but only a little information has yet been received about them all. Quite a few are in the 4th Battalion that landed at about 8 am on the first day.



*Men of the 4th leaving their boats, around 8 am.*

Those from 4th Battalion who were heading for shore, were not ashamed of being scared:

*Many of the men had admitted to their mates that they were fearful of the coming day. Even Captain Jimmy Heane conceded his dread of fear but resolved to conceal it from his men, being intent on showing little sign of his personal emotions.*<sup>2</sup>

By noon the 4th was ashore but had seen little action. The scene before them must have added to their pent-up fears as one man described:

*The bravest thing I ever saw was young fellow crawling down the beach with his hand and half his leg off, refusing to be helped, saying there were plenty who needed it more than he...*<sup>2</sup>

News has been received that Private Gordon Dall of Caringbah, was wounded while fighting with 4th Battalion on 1 May. He suffered a gunshot wound and was sent to a nearby hospital. The severity of his wound means that he will now be returned to a major hospital in Egypt for treatment.

The whereabouts of another of our local men is a mystery. Corporal William Cliffe of Port Hacking Road, Caringbah has disappeared. He was on a night trench raid against the Turks on 8 May:

*...within 10 yards of the enemy trenches, Fanning [ Cliffe's officer ] realised that he only had about half of his party with him, the others having become waylaid in the darkness ... deducing that the Turkish trenches were held in strength, Fanning ordered his men ... to quietly retrace their steps back to their own lines.*<sup>2</sup>

While this was happening, Alan Campbell, a mate of William Cliffe was struck in the head by a bullet. Latest reports received, tell of William going back for him, picking up the injured man and then heading back to his own trench. Neither man has been seen since. We await more news.

In the 20 days since the landing there has been fierce fighting to capture the ridge lines and cut across the straits that are the Dardanelles.

Correspondent Bean wrote of one clash of arms:

*...choruses of "Allah, Allah" were heard ... and charging Turks came dimly into view. In some parts they were deliberately allowed to advance until very close and then the Australians opened a terrible fire ... everywhere the attacking lines withdrew under this fusillade.*<sup>3</sup>

Despite small victories and the tenacity of the Diggers, many are concerned that this campaign is already doomed, as little advance is being made.

#### SOURCES:

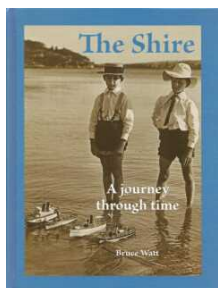
1 Fewster (ed) *Gallipoli Correspondent*. A&U. Sydney. 1983.

2 Austin. *The Fighting Fourth*. Slouch Hat Books. Vic. 2007.

3 Bean. *Anzac to Amiens*. AWM. 1961.

## BOOK REVIEW

ELIZABETH CRAIG



### ***The Shire: a journey through time***

Bruce Watt  
Sydney 2014

Bruce Watt has lived in Shire all of his adult life and has been collecting items, stories and images of local history for years. He is a former high school history teacher and has taught in several Shire schools. He is also a long time member (and now President) of the Sutherland Shire Historical Society, editing the Society's quarterly *Bulletin* for eight years and in 2013 leading the 'makeover' and relaunch of the Sutherland Shire Museum. Bruce's interest in the Shire's local history is deep and personal, and on his retirement from teaching, his quest was to turn his piles of research notes, maps and photographs into something useful. *The Shire: a journey through time* is the result.

In the first chapter of *The Shire*, Bruce writes in eloquent prose that his intention was not to write a traditional history of the Sutherland Shire, but to convey an understanding of the personality of the Shire through its history. He does this by putting our physical landscape and our human history in the wider context of state, national and world events, and examining how the mix produced the unique character of the Shire, 'warts and all'.

*The Shire: a journey through time* is an attractive, 264 page hard-cover book on high quality semi-gloss paper. Its front cover bears an evocative sepia photograph taken at Christmas in 1903 of two boys with their toy boats on the shores of the Port Hacking River. The book is well-illustrated with colour, sepia and black and white photos throughout – some of them previously unpublished – and a good sprinkling of maps to support the text. It has a reasonable index and nearly five pages of bibliography.

*The Shire* is a chronological history, beginning with our geological history, through Aboriginal occupation, to European settlement, World Wars and post-war development.

To put Sutherland Shire's history in the broader context of world history, each chapter contains layers of events, geopolitics and aspirations of the time which are linked with – or were the background to – developments in the Sutherland Shire. Bruce likens this format to a series of Russian nesting dolls. For instance, in Chapter 5 we see how British expansionism and social dysfunction following the Industrial Revolution led to Captain Cook discovering Botany Bay. In the same chapter we are treated to a biography of Cook and the politics which led to his appointment as expedition leader. We also learn of the life and death of Forby Sutherland, the first white man to be buried on Botany Bay. Many of the details of Sutherland's life are not included in most histories of the landing at Botany Bay. And did you ever wonder what happened to Cook's ship, *Endeavour*? It's there too, in Chapter 5. An insight into Shire culture is contained in the chapter's sub-title: 'Every place has its origin story. The Shire embraces the Captain Cook legend.'

Later chapters on more recent history cover shorter time frames, and while written in the same layered format, also list significant events in the Shire in a year by year chronology. In Chapter 15, for example, covering 2000 – 2014, amongst the listings are the 2000 Olympic Games, the 2005 Cronulla riots and in 2013 the Shire's Local Environment Plan which calls for increased density in housing against strong community opposition.

We are all familiar with much of the history recorded in *The Shire*, and as Bruce acknowledges it certainly is not a comprehensive history covering every suburb. But what the book does do, is draw together threads which as a whole, impact on our Shire identity. It is not an academic publication, and there are no footnotes, but *The Shire: a journey through time*, certainly captures the personality of the place for me.

Cost: \$45 and available from:  
[14theshire@gmail.com](mailto:14theshire@gmail.com)



# SUTHERLAND SHIRE HISTORICAL SOCIETY

MEMBERSHIP APPLICATION FOR YEAR ENDING: **30 JUNE 2017**

The membership year commences on 1 July each year and ends on 30 June the following year.

**NEW MEMBERS:** please complete this form and mail to our Treasurer (address below) together with your membership fee:

**RENEWALS:** so that we can update and check our records, those renewing are asked to please complete this form in full and give it to our Treasurer (or mail to address below) together with your membership fee.

(NB: Failure to renew by 30 September each year will result in a lapse of membership. Receipts may be collected from the Treasurer at monthly meetings or, if you wish to have your receipt mailed to you, please include a stamped and self-addressed envelope with your renewal form).

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## SUTHERLAND SHIRE HISTORICAL SOCIETY

**NEW MEMBER** (please tick) ☐    —or—    **RENEWING MEMBERSHIP** (please tick) ☐

<b>FAMILY NAME</b>			
*			
<b>GIVEN NAMES:</b>			
*			
<b>NUMBER and STREET:</b>			
*			
<b>SUBURB and CODE:</b>			
*			
<b>HOME TELEPHONE:</b>		<b>MOBILE:</b>	
*			
<b>EMAIL:</b>			

Enclosed is my cheque/ money order for **\$30**

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Mail to:  
Treasurer, Sutherland Shire Historical Society,  
PO Box 389, Sutherland. NSW. 1499

or  
Hand it in at a monthly meeting

## Everybody A Volunteer.

**MEN AND WOMEN -- OLD AND YOUNG --  
CITY AND COUNTRY !**

You are requested to enrol your name as a member of the Recruiting Committee in your district. To do so fill in this :-

To the Hon. Donald Mackinnon,  
Director-General of Recruiting.

I volunteer to be a member of the Recruiting Committee in my District.

Name.....

Address.....

EVERY man or woman answering this call will do a service to the Empire. What you will be asked to do:-1st, Attend a meeting in your district; 2nd, Inform the chairman of the district committee how you can help to win the war; 3rd, work heartily to obtain recruits. You are wanted because you really can help to forward your name is the best possible effort you can be called upon to make; your name as a volunteer on the local recruiting committee will be of the greatest value. Do not be the judge of your own value—we know your value—that is why we call on you. Do not tell anybody, "I don't think this is any good," because you are wrong. Do not say, "What's the good of my sending my name; I am already helping." That's the soundest reason for sending your name; you will not be asked to do too much, but you are asked not to fail to forward your name quickly.

1915

★  
Big Davy Jones, who just now owns  
The navy's longest list of 'phones  
Once used to be a lonely boy,  
Because the gals just seemed too coy.

★  
When from the ship he was away  
He went to lectures 'til one day  
He asked a mate to tell him straight:  
How come he couldn't get a date?

★  
"Why look old man," his pal began,  
"Like that, you'll never have a fan,  
See, Dave, your beard just won't behave—  
You need a good Palmolive shave."

★  
So in Dave's locker can be seen  
A tube of grand Palmolive Cream!  
And now when Davy steps ashore  
He has his choice of gals galore!

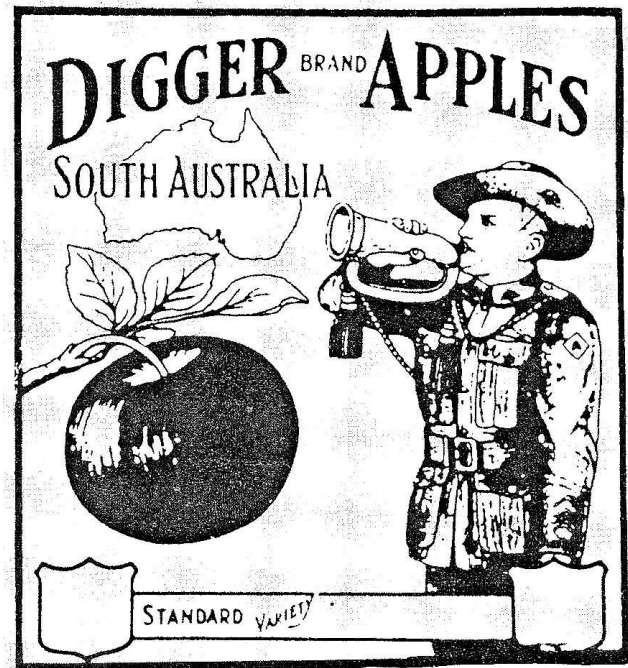
**IF YOU WANT PERFECT SHAVES . . .  
USE PALMOLIVE SHAVING CREAM**

PALMOLIVE is a shaving cream that gives you everything! Its moist, rich, creamy lather wilts whiskers like lightning . . . helps the razor ease them off . . . gives you the finest, smoothest shave you've ever had. And here's an extra benefit! Made with Olive and Palm Oils, nature's finest skin conditioners, Palmolive Shaving Cream leaves the skin soft, smooth . . . healthier-looking. So remember—the next time you buy shaving cream, be sure to ask for PALMOLIVE — made with Olive Oil!

MADE WITH OLIVE OIL

1/201

1942



POST-WW1

## VACANCIES in the R.A.A.F. now for

**UNLIMITED NUMBER:** W/T Operators—20 w.p.m. (18-50); W/T Trainees (Ground duties) (18-28); Electrical Fitters, Turners (18-50) also Labourers (18-45).

**LIMITED VACANCIES:** Trainee W/T Operators (Flying duties) (18-30); Guards (18-45); Mechanical Trainees (18-35); Messmen, Mess Stewards (35-50).

**Women's Auxiliary Australian Air Force:** W/T Operators (Ground duties) 20 w.p.m. (18-40); W/T Trainees—15 w.p.m. (18-28); Cooks, Trainee Cooks (18-40).

A limited number of Drill Instructors, Telephone Operators, and Motor Transport Drivers (18-40), are required.

Clerical Duties. Large number required. Typing necessary, shorthand an advantage.

Apply personally or by letter to R.A.A.F. RECRUITING CENTRE, CORNER PALMER AND PLUNKETT STREETS, WOOLLOOMOOLOO, OR OLD TECHNICAL COLLEGE, HUNTER STREET, NEWCASTLE, Or to R.A.A.F. Recruiting Committee in Your Town.

There is a Battle Station for you in the

# ORAAF

1942



## THE SPRING CART RESURRECTION



*Above and below: the cart in its original condition before the Menai Men's' Shed began their'magic'.*



*The frame of the cart after it was totally dismantled and one of the wheels in the process of repair.*



