Sutherland Shire Historical Society Inc Bulletin

NUMBER: 205 — NOVEMBER 2017

Cronulla Surf Life Saving Club members with their Banana Surfboards, Cronulla early1950s
[St George & Sutherland Shire Leader picture gallery]
(See story, page 10)

MINDFUL OF THE PAST – FOCUSED ON THE FUTURE

SOCIETY WEBSITE: www.shirehistory.org

SSHS EXCURSION TO WISEMAN'S FERRY

PHOTOS BY CREO MOORE

'The Pines', an icon of Dural, was built in 1856 by Joseph Roughley and his son, James, who had been transported to Australia for theft in 1817. It remained in the Roughley family until 2002 when before his death Clive Roughley sold it to the Hills Shire Council for $1 so that it would be maintained as a living history of Colonial life. [https://www.thehills.nsw.gov.au]
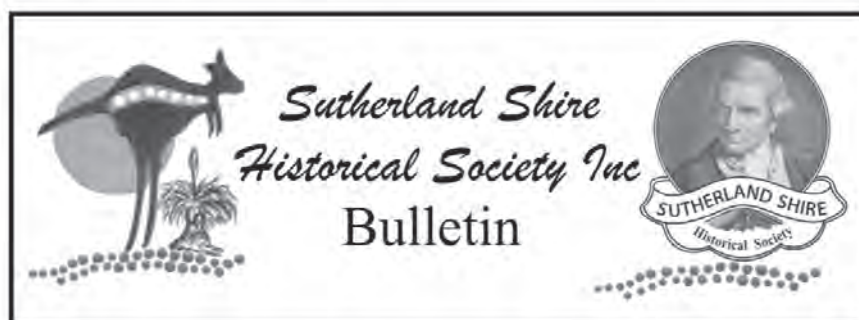

Wiseman's Ferry, a rustic village on the Hawkesbury River, 75 kms north-west of Sydney's CBD. Founded by Solomon Wiseman, a merchant, who had his death sentence commuted to transportation for life after being convicted of theft. He, his wife and two sons arrived Sydney in 1806. In 1817 he received a land grant on the Hawkesbury from Governor Macquarie. Wiseman established a ferry run to service the convicts building the Great North Road from Sydney to the Hunter Valley.[https://en.wikipedia.org]

SSHS excursionists at Wiseman's Ferry

Noel Elliot led another interesting excursion to Wiseman's Ferry in May 2017. They followed the Great Northern Road Convict Trail, stopping at Roughley House, 'The Pines' in Dural. After ambling through the beautiful gardens on the property, they drove on to their destination, Wiseman's Ferry.

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SUTHERLAND SHIRE HISTORICAL SOCIETY

THE SOCIETY
The SSHS has a proud tradition stretching back 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: Elizabeth Craig at elizabeth.craig@y7mail.com or phone 9528 4707.

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, 23 East Parade Sutherland (a short walk north from the pedestrian crossing and corner of Adelong Street).

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, Ian Kolln on 9528 3094 or iankolln@yahoo.com.au.

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 having copies of documents and photographs. Temporary loans for specific periods are also welcome. Cash donations and sponsorship assist us to improve the museum and perhaps you can keep the museum 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

Alternatively, email us at shirehistory@gmail.com

SOCIETY COMMITTEE: 2017-2018

ELECTED MEMBERS

PATRON:	Shire Mayor, Clr Carmelo Pesce		
PRESIDENT	Bruce Watt	9523-5294	watto51@optusnet.com.au
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APPOINTED MEMBERS

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WELFARE OFFICER	Gloria Hans	9589-0251	
HONORARY SOLICITOR	Michael Solari		
HONORARY AUDITOR	Stuart Cole		

SSHS CALENDAR: December 2017- February 2018
(See website: www.shirehistory.org for updates)

DATE	MEETING 1.30pm, 3rd Saturday in month Stapleton Centre	EXCURSION EXCURSION OFFICER Noel Elliot – 9521 8622 **NO EXCURSIONS UNTIL MARCH 2018**
DECEMBER 2017 2		
9		
16	**NO MEETING IN DECEMBER**	
23		
30		
JANUARY 2018 6		
13		
20	**Speaker:** Carol McDonald, speaking on the history of Kurnell and its present day importance to the Shire.	
Fri 26	**AUSTRALIA DAY at Cronulla School of Arts.** Contact Bruce Watt on 0405 493 187 if you are able to help out for part of the day	
27		
FEBRUARY 2018 3		
10		
17	**Speaker:** Lt Col. David Deasey, author of *Australia and the Boer War,* on Australia's involvement in the Boer War.	
24		

MUSEUM
Sutherland Memorial School of Arts, 23 East Pde, Sutherland
OPEN EACH SATURDAY, 9.00 am to 1.00 pm

Please refer to the roster located at the Museum and at meetings,
or phone Noel Elliot on 9521 8622

PRESIDENT'S REPORT

BRUCE WATT

The end of the calendar year looms with its associated festivities and hopes for the New Year. The Society has already begun its new year following our AGM in September. Turnover is healthy and can lead to renewal. We would like to thank our former secretary, George Miller and our website administrator, Andrew Platfoot for their work in their roles. We welcome Ann O'Connor and Creo Moore into these respective roles. Following planning day held in August, we have a full complement of speakers, excursions and events for the coming year.

We are a relatively small organisation competing for recognition so we need to publicise our activities in a way that reaches a wide audience and in an electronic format. We have expanded the role of publicity and electronic communications. Creo Moore is our online administrator (covering website and Facebook), with assistance from John Doherty. We recently commissioned a short 55 second video about the museum which we have posted on our website (www.shirehistory.org). We have had over 12,000 'likes' which shows that it pays to advertise.

Another innovation we have actioned is the purchase of a 'kiosk' or terminal for the museum. When the information is generated, visitors will be able to access various topics on a touchscreen device. Writing, accessing images and inputting this involves a great deal of work. We are fortunate to have so many talented and dedicated members.

Our traditional Christmas party and luncheon is to be held this year on board the ferry 'Gunnamatta' on Saturday, 25th November. The three-hour cruise will depart from the Cronulla wharf and explore the Hacking River. A reminder to members and guests that our November meeting will be the last for the year. We return again in January. We are hopeful of a grant for display cases to better display our exhibits, and we will use the Christmas break to do the changeover.

The centenary of the Great War (World War I) moves on. 1917 dragged on with both sides at a stalemate, bogged down in trench warfare and costly battles that achieved little. Passchendaele (or the third battle of Ypres) in Belgium lasted for 16 weeks from August to November and cost a half a million lives on both sides, including Australian soldiers who won acclaim . It was fought in torrential rain that turned the battle field to the consistency of porridge. More successful and heroic, though overshadowed by the less successful Gallipoli campaign was the Battle of Beersheba. It was fought on October 31 in Palestine against German and Turkish soldiers. The surprise cavalry attack was by British, Australian and New Zealand Light Horsemen. It turned the tide in the Middle East. Equally important in our region is the Kokoda campaign in New Guinea. November marks the 75th anniversary of this battle.

The museum is fortunate to have the Margaret Simpson collection of Aboriginal artefacts. Recently, Ron Simpson donated another very special and rare item. It is one of a pair or kurdaitcha boots (or shoes). These were worn by the kerdaitcha man or medicine man whose power, through 'pointing the bone' could cause the victim to become sick and die. The shoes, made from emu feathers and human hair would leave no tracks.

Thank you to our entire executive who makes our organisation an enjoyable and rewarding experience. Thanks also to our volunteers in the museum and our catering crew. Finally to our members and guests, we thank you for supporting us and giving us a reason for doing what we love.

Have a happy Christmas period with family and friends.

MUSEUM REPORT

IAN KOLLN

A reminder that the Museum will be closed on Saturday 25th November while we have our Christmas Ferry Cruise on Port Hacking.

This month has been busy in the Musuem. A large Holy Bible published in 1872 and recently donated to us, sits appropriately on the Eagle lectern which has been a feature since before my membership of the Society. Jennesse Platfoot advised me that she read the Bible in church on this lectern as a child in the earlier premises of the Church.

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This Eagle lectern was donated to the Society in 1993 by St John the Baptist War Memorial Anglican Church, Sutherland. As a member of the Menai Anglican Church I was very interested to learn at their 35th anniversary service that they (MAC) were formed as a church plant (a new centre for worship) by the Sutherland Congregation, and this has led me to borrow their published 100th Anniversary history (1994) to learn more about the local Anglican Church and its establishment in Sutherland.

Holy Bible on Eagle lectern, SSHS Museum [E. Craig]

On an older matter, we have acquired good quality maps of the European mapping of Australia, featuring the islands in the Indian Ocean, with an explanation of the Voyage and captaincy of the ships which undertook those journeys. These are in books purchased from the Antique Map and Print Room in the QVB.

The most interesting one has all the maps made by Lt and later Capt Cook in his voyages. We will work on a display of this publication to further promote our Cook research collection held in the library.

The touchscreen kiosk, funded by the Community Grant from the IMB bank has been delivered. We are working to finalise the information to place on it. Bruce, Creo, Peter, Elizabeth and I visited Hurstville Museum and Gallery to see how they have utilised a similar kiosk to provide an interactive visitor experience.

We will have a formal event to announce this new display in 2018.

ONLINE ADMINISTRATOR'S REPORT

CREO MOORE

It has been a very busy time with SSHS Facebook and we are getting great feedback - likes and shares - with our new postings. Young Shire videographer, Jordan Martin has created a video for us showcasing our Museum and spectacular views of Sutherland Shire – some taken from a drone. It has been wonderfully successful with over 7,500 viewers. If you haven't seen the video yet, have a look on our SSHS Facebook page (google 'Sutherland Shire Historical Society Facebook). It's well worth viewing, and an effective way to spread the word about our Society and its activities.

Our new website is up and running and has a completely new look and focus. Besides details of events, meetings and other Society goings-on, it contains information about our Museum, including a gallery of photos featuring some of our display – as well as Jordan Martin's wonderful video. It also has links to relevant sites concerning Shire history. The website is a work in progress and we welcome your ideas for content, so please email anything you think would be an interesting or useful addition, or send suggestions to myself or to our assistant administrator, John Doherty (johndoherty55@gmail.com).

The kiosk (an interactive computer) for our museum has arrived, and like the website we have a software program that will enable information to be installed. This is a huge task as we have to develop a suitable format and then source suitable information. It will also be an enormous learning curve as we strive to understand and use the new software. A deputation went to Hurstville Museum & Gallery to check out how they use their kiosk and what their presentations are like, and we are all confident in principle about how we can use it to complement the displays in our Museum - once we are on top of the software.

I thank John Doherty who has agreed to assist with the administration of our Facebook and website, taking an active role in the running of both. I also invite anyone else with an interest in creating material for interactive computers to please contact me (shirehistory@gmail.com). New ideas and thoughts are always welcome.

Our kiosk ready for loading up with images,sound and text to complement our Museum displays.

SSHS MUSEUM LIBRARY

Just as SSHS sends a copy of our quarterly *Bulletin* to other historical societies, so do they send us a copy of their regular magazines and notice of upcoming events. The magazines are stored at the SSHS Museum and you may be interested in perusing them on Saturday mornings when you visit the Museum. There are also a selection of older SSHS *Bulletins* if you have mislaid yours.

The latest magazines to arrive from historical societies include:

The Endeavour, Botany Bay Family History Society Inc, No. 132, Sept. 2017

Trolley Wire, Australia's Tramway Museum Magazine, No. 350, August 2017

Newsletter, Kogarah Historical Society Inc., Vol 9, No. 3 Sept./October 2017

Our History, Magazine of the St George Historical Society Inc., July-Sept. 2017

History, Magazine of the Royal Australian Historical Society, No. 133, Sept. 2017

Placenames Australia, Newsletter of the Australian National Placenames Survey, Sept. 2017

Macleay River Historical Society Journal, No. 209, August 2017

Unlocked, The Sydney Living Museums Gazette, Spring 2016

CAPTURED – Portraits of Crime, 1870-1930

An exhibition by the State Archives and Records Authority of NSW

at the Western Sydney Records Centre

161 O'Connell St., Kingswood

From 8 September 2017 to 28 April 2018

Open Monday to Friday, 9.00am to 5.00pm; Saturdays 10.00am to 4.00pm

The exhibition explores the stories of men, women and children incarcerated in NSW gaols. The exhibition's set of compelling case studies of individuals captured in the criminal justice system as a result of choice or circumstances provides a unique perspective that makes a new contribution to the history of NSW

www.records.nsw.gov.au/archives/exhibitions

FROM THE EDITOR'S DESK

ELIZABETH CRAIG

Once again, thank you to all contributors to this month's issue of the *Bulletin*. It contains a pot pourri of articles – from researched essays to personal histories – all with Shire significance. The cover story – the part played by Cronulla Surf Life Saving Club in the development of surfboards and surfskis (page 10) was submitted by long time Cronulla SLSC member, John Salmon. After coming across our May *Bulletin* featuring the history of rugby league in the Shire, John wrote to us suggesting that his story on the evolution of surfcraft with its Shire perspective might suit the *Bulletin*. I agreed! John is also writing a history of the Sutherland to Surf fun run which he and his wife Kerryn founded in 1972. It will be published in an upcoming *Bulletin*.

Keep your stories rolling in. The wider the range of topics, styles and authors, the more interesting the *Bulletin.*

CHANGES TO SSHS CONSTITUTION

As noted in the August *Bulletin*, there were motions put at the Society's AGM in September to make changes to our Constitution. At the meeting some administrative changes were made to comply with the Department of Fair Trading's Associations Incorporation Act 2016. Others concerned a slight revision to the makeup of the Executive Committee to reflect the Society's changing focus. The two positions of Vice President were abolished and replaced by a Grants Officer and an Online Administrator (covering our Website, Facebook and Society gmail account). The position of Honorary Architect was repealed.

One change which will affect some members is the abolition of the 'Life Subscribers' category, or financial life members. Up until 17 March 2000, members could buy life membership with three years subscription. After that date that category of membership was no longer available, but members who had paid the prescribed fee before the cut-off date remained Life Subscribers and continued to receive the *Bulletin* and other membership benefits such as voting rights.

As of the date of our AGM, 16 September 2017, these Life Subscribers will no longer be considered members unless they pay an annual membership fee and become 'Ordinary Financial Members'. The categories of membership are now:

- Ordinary financial member (currently $30 annual fee)

- Junior financial member (half the Ordinary financial membership fee)

- Honorary Life membership (usually conferred at an AGM for services to the Society)

We appreciate your support of the Society over the years and look forward to your continuing involvement.

If you wish to become an Ordinary financial member, a membership application form can be downloaded from our website, or alternatively, requested from us at shirehistory@gmail.com. After completion of the form, submit it together with your cheque for $30.00 to SSHS at PO Box 389, Sutherland 1499, or hand it in at a meeting. (Electronic banking will be offered in the new year.)

A copy of the updated Constitution is on the Society's website: www.shirehistory.org

EVOLUTION OF SURF CRAFT
The role of Cronulla SLSC in the development of surf boards and surf skis

JOHN SALMON

John Salmon has been a member of Cronulla Surf Life Saving Club since 1949. He was instrumental in the development of the Malibu Surfboard in the 1960s, and in 1972 he and his wife Kerryn founded the Sutherland to Surf fun run[1]. After a faltering start, the fun run has become an iconic annual Shire event with nearly 6000 runners participating this year. John and Kerryn have also initiated many landcare projects and last Australia Day were each awarded an OAM for their services to surf life saving and the environment.

John prepared 'The History and Development of Surf Boards and Surf Skis' for Gary Lester's 100 year history of the Cronulla Surf Life Saving Club.[2] The following is an edited extract from John's history.
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Origins

Surf craft have played an important role in the development of surf life saving. Their initial use was for pleasure, but they soon became an efficient life saving aid and further, as an exciting method of competition.

It is difficult to say when surfing first began, though its origins appear to have started in the Pacific where there is evidence of the tradition starting three or four thousand years ago.

Captain James Cook, in 1778, was the first European to visit the Hawaiian Islands and was the first to see Hawaiians using surfboards. They used all sizes and types, riding prone, kneeling or standing up and moved with ease across the wave, turning and twisting to get the best possible ride.

Cook's log recorded –'*the boldness and address with which I saw them perform these difficult and dangerous manoeuvres was altogether astonishing and is scarcely to be believed'.[3]*

With the increase in worldwide travel, tourists spread the tales of surf riding in Hawaii. The Australian surfer quickly tried to emulate the Hawaiian's skills.

There were several attempts by Australians in the early 1900s to make surfboards and then master them in the surf at two Sydney beaches, Curl Curl and North Steyne. However, no one could manage them in the rough surf, nor was there anyone with the skills to show them how.

All this changed in 1915 when Hawaiian Olympic swimming champion Duke Kahanamoku visited Australia. He designed a surfboard, which was made by a Sydney timber firm, and with it, on 15th January l915 Duke gave an exhibition of riding at Freshwater Beach. For more than an hour he enthralled the large crowd by giving an astonishing display of surfboard riding never before seen in Australia.

Duke Kahanamoku riding the surf at Freshwater, January 1915
[The Globe and Sunday Times War Pictorial, *2 Jan 1915,* p.3]

The Duke gave another display at Dee Why's surf carnival on 6th February 1915. The following day he and his party made an impressive visit to Cronulla. They arrived at Sutherland station by

steam train and were then taken by cars to the Royal National Park for a luncheon at Audley and thence by ferry to Cronulla.

At the conclusion of an exhibition surf carnival arranged for his enjoyment, the Duke gave a display with his surfboard that would long be remembered by the many spectators. Manoeuvring his board across the wave whilst vertical on his head, he made his skilful display look so easy.

Duke Kahanomoku at Cronulla with members of Cronulla Surf Life Saving Club, 6 February 1915
[Warshaw, 'Surfriders', 1997, p.16]

The Duke's feats inspired many to imitate him and so started the evolution of the surfboard's design for surf riding. Its adaptation as a valuable rescue craft and ultimately for racing followed.

Hollow boards
Surfboards up until 1918 were shaped from solid timber and were heavy, cumbersome and difficult to ride. Attempts to create a lighter version were unsuccessful until the 1930s when American Tom Blake patented the first hollow surfboard, designed to compete in the annual surfboard paddling races in Southern California. It was an immediate success both as a racer and for catching unbroken green waves, and was adopted in Australia. Keightly Russell from Palm Beach also built hollow surfboards and pioneered the kneeling position. As a member of the 1939 Australian Surf Lifesaving Team selected to compete in Honolulu, he won the Hawaiian surfboard championship. During the 1940's hollow surfboard design rapidly developed for both wave riding and racing.

Banana Board
A major change occurred in the early 1950's with the design of the 'banana' board, a sleek 16-foot craft with an up turn either end shaped like a flattened banana. It was faster to paddle, easier to control in the surf, better for rescue work and more stable on a wave.

This design was changed in the late 1960's to a hollow moulded fibreglass board complete with a rudder and was last used in surf lifesaving competition in 1987.

Malibu Racing Board, a Cronulla invention
In 1956 when the 'banana' board was at its height in popularity, a visiting team of Americans who competed in the International Surf Carnival at Torquay, Victoria in November 1956, started a change in surfboard development. On their arrival in Australia their first commitment was to attend a special welcoming function at Cronulla SLSC on the 18th November 1956. They brought with them surf boards that varied between 3.5 and 5.0 metres long which were used for both wave riding and racing. An excellent wave was running on Cronulla Point so after formalities a small group of Cronulla members including Barry Regan, John Salmon and Brian Keane took them out to Cronulla Point with their surf boards to enjoy a perfect surf.

The Cronulla members quickly realised that they were witnessing history as the Americans showed a completely new way to surf. Whilst their boards could not match our 'banana' boards for racing their wave riding display started a new era in surf board use and development. Their ease of use and incredible flexibility on a wave caused a surge of popularity among surf club members. This soon spread to the general public. These craft became known as Malibu surfboards.

Cronulla member, Dick O'Donnell was the first Australian to manufacture a copy of the American Malibu board, completing it two weeks after their arrival. It was made from four-inch by one-inch dressed western red cedar, laminated together, shaped with a hand plane and spokeshave, then finished with estapol. Cedar was the lightest material available but it was still far too heavy, so O'Donnell drilled out large hollows across the board to make air pockets to lighten it. The board still didn't perform like the American board so the next design was a hollow timber frame with a plywood decking, a vast improvement.

Balsa wood became available in 1958 and balsa boards coated with fibreglass were manufactured. This improved production and availability. The same year some clubs included in their annual carnival a separate paddle race for these boards. Around 1961 saw polyurethane foam replace balsa and this made the flexibility of design unlimited. Further improvements such as lightness and ease of shaping occurred by using polystyrene in the late 1970's. These boards were designed primarily for wave riding, making them difficult to race.

An achievement by Cronulla SLSC was the design and manufacture in 1961 of the first racing Malibu surfboard in Australia. Club members John Salmon and Ron Cansdell, together with Wanda's Brian Jackson were involved. John conceived the idea and designed the board with all three combining to manufacture it. It was made by joining an extra piece of polyurethane to the end of a wave board 'blank' then working the foam to the desired shape. This type of board is now used exclusively for racing and surf rescue work.

Commercial board manufacturers soon adopted this design and the new boards became readily available. They are much easier to control and they enabled competition to expand to cadet, junior, female and ironman events, and from 1987 became the only boards used in competition at surf carnivals. This type of board is now used exclusively for racing and a modified version for rescue work.

John Salmon with his original racing Malibu surfboard [courtesy: John Salmon]

Surf Ski evolution, a Cronulla involvement
In the mid 20's and early 30's canoes were adapted for use in the surf for pleasure and racing. They came in two sizes for both single and double paddlers. They were difficult to control, would often fill with water and were not an effective life saving aid. These disadvantages prompted the development of a new craft, which resembled a cross between a surfboard and canoe and became known as the surf ski.

A popular belief is that Cronulla members Jack Toyer and Dr John Saxon Crakanthorp pioneered the surf ski in 1933, Jack Toyer taking out a world wide patent on the design. However, whilst the Cronulla members received the recognition and played a big part in the development, the actual origins had a most unlikely beginning in the then small country town of Port Macquarie in about 1912.

According to documented records Harry McLaren is the rightful inventor of the surf ski. As a young teenager Harry enjoyed duck shooting with his uncle in the lakes around Port Macquarie. A canoe was always used to move around the lakes and to conceal them in the reeds. The stability of the canoe was a problem, often tipping over and then proving difficult to right. Harry designed and placed a watertight deck over the canoe to improve its stability. It was now unsinkable prompting

Harry and his mates to also use it to catch the green waves that would roll past the break wall into the mouth of the Hastings River.

The modified canoe proved unstable when the water was roughened by the weather. Harry then took the next step and designed and made a craft that became the first true surf ski. It was made of Karri timber with variable dimensions, six inches deep and eleven foot long. The decking was quarter-inch thick planks with half-inch thick timber sides. It had no foot straps and was propelled by hand held butter pats (used by butter packers to shape butter into saleable amounts) tied to the ski with rope.

By 1919 four of these craft had been built and the owners were becoming more proficient and ventured out into the open surf.

Harry McLaren (2nd from left) and three mates, Port Macquarie, 1919. Note the use of butter pats on their hands to propel the ski, no foot straps and a rope from the ski nose to a belt around their waist (the forerunner to the first 'leg rope'). [surfresearch.com.au]

In the late twenties Harry and his mates built racks on the tray of a Chev ute to transport three skis to the local beaches. Conventional canoe paddles were now being used for propelling the craft.

In 1928, McLaren made a ski for the new Town Clerk of Port Macquarie, Harry Crakanthorp. A year later Crakanthorp's brother John, a prominent Sydney doctor and Cronulla surf lifesaver started making regular visits to see his brother. He was impressed with the versatility and stability of this new craft, compared to the difficult to control canoes used on the Sydney beaches.

John Crakanthorp took measurements of McLaren's ski and in 1933 with Cronulla club mate Jack Toyer constructed an improved shorter version. This craft measured 9 feet long, two feet three inches wide, and six inches deep, had a twelve-inch spring in the keel and came complete with foot straps. This latest craft gained immediate popularity among Sydney surfers.

Both Crakanthorp and Toyer competed successfully for Cronulla during this period. Crakanthorp on the new redesigned ski, and Toyer as a member of the Australian champion senior boat crew of 1933 and 1934.

The advantages of the surf ski compared to the surfboard included the rider being out of the water and thus in less danger of shark attack. The craft was more buoyant and able to be propelled faster with a paddle. It was also more stable, did not fill with water and sink, was easily righted in the water and was more easily managed by lifesavers effecting rescues.

Racing Canoe used in 1930s,Coogee [Lester, 'The Cronulla Story', p.96]

The surf ski design developed rapidly and was being commercially manufactured and marketed by the mid 1930's. The surf ski began to be used in canoe races in 1934 and by 1940 the racing canoe had disappeared. The late 1940's and early 1950's saw dramatic changes in streamlining and weight reduction in both single and double skis, particularly as racing of both craft were now part of the Australian Championships.

Since the introduction in the late 1960's of the moulded hollow fibreglass ski in both single and double models, they have developed into a formidable racing craft. The streamlining continues to this day.

As the emphasis of surf ski design has favoured the racing craft, the late 1970s saw the return of wave skis. Their popularity persists but is limited compared to the popularity of surfboards and racing skis.

From a very isolated beginning in Hawaii these simple surfboards, with Cronulla SLSC involvement have developed into a multitude of craft, including body boards, surf skis, rescue and racing boards. Now they are enjoyed by millions of people across the world's ocean shores.

Promotional picture show slide used by Sutherland Shire Council, c 1920s
[MF000976, SSL collection]

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[1] John Salmon's story of the conception, launch and management of the Sutherland to Surf fun run will be published in a future *Bulletin.*
[2] Gary Lester, *The Cronulla Story: a century of surf life saving vigilance and service,* Playright Publishing, 2007, available from Cronulla Surf Life Saving Club
[3] Captain Cook's log as written by James King, *[http://forum.realsurf.com/forums/viewtopic.php?f=4&t=4956]*

BECAUSE OF THE RAIN I CAME TO LIVE IN THE SHIRE

MARY SMALL

Sylvania resident and SSHS member since the mid-1990s, Mary Small is the author of several children's books, four of them related to war: Simpson and Duffy, The Unknown Australian Soldier, Feathered Soldiers (*with Vashti Farrer*) and Seek (*with Di Burke*). *Her contribution to this month's* Bulletin *was inspired by Ann O'Connor's call in our last edition for Society members to tell their story about coming to live in the Shire.*

During the 1940s while I was at school in England I had two seemingly impossible dreams. 1: To travel across the Atlantic aboard the luxurious *Queen Mary,* and 2: To go to Australia after seeing, at the time, a wonderful movie, *The Overlanders* starring Chips Rafferty on horseback, and the huge cattle drive throughout the outback to avoid the much feared Japanese invasion.

By the mid-1950s, after studying in London, I had qualified as a speech therapist, and was employed by the School Health Service in my home city of Plymouth. Two friends, Bet and Helen, invited me to join them on a proposed two-year working holiday in New Zealand. In my favour were relations on my mother's side of the family who were living in Wellington, a convenient base from which to commence our travels. *RMV Rangitoto* wasn't the *Queen Mary*, but she proved to be a wonderful way to be transported across the world via the Panama Canal.

The three of us survived with *Vera,* an old Vauxhall car, for the first year in the South Island and the second year in the North Island. First working in a clothing factory in Christchurch, then Cadbury's Chocolate Factory at Dunedin, we saved money for a holiday to visit the Franz Josef Glacier on the west coast, one of New Zealand's major tourist destinations. However, when were able to pack up and go it began to rain, and then to rain more heavily as we negotiated the narrow twisting road to our holiday camp destination. Still raining next morning, we decided to stay until it stopped and we could accomplish the walk. By doing so we met with more tourists, among them two sisters, Helen and Beth from Melbourne, who similar to ourselves, were travelling around New Zealand on a working holiday.

Eventually the rain cleared and along with a guide, strong sticks and cameras we did venture on to the glacier. A memorable experience.

On the Franz Josef Glacier, New Zealand in 1958 Mary, crouching on the far right. Her friend Beth is standing on the left [Mary Small]

Throughout our travels Helen and Beth kept in touch with us, but we would never have met them if it hadn't rained! The rest of our time in New Zealand was spent strawberry picking during the Christmas season on both islands, plus orchard work.

Having returned to Plymouth and employed once again as a speech therapist, Beth, who had been holidaying with her family in Europe, came to stay. Making plans to return home she said, 'If you are really serious about coming to Australia you can come back with me.' All that was necessary was a health clearance from Australia House in London and a payment of ten pounds sterling to become a *Ten Pound Pom!* For this free trip I would need to stay for two years with my passport kept in Canberra. This time *P&O Oronsay* sailed to Australia via the Suez Canal.

Beth and I stayed together, first employed in Melbourne, then travelling in her VW Beetle car, coincidentally nicknamed *Small*, around Australia. Much of the road up north was unsealed. This trip is a saga on its own, but eventually we arrived in Perth unscathed! After three years employed in Perth, we returned to Melbourne.

Beth had a school friend called Esther. Esther had discovered while chatting to her hairdresser that the *Dominion Far East Line* offered a free trip on their cargo passenger ships, *George Anson* or *Francis Drake,* travelling from Australia to the Far East for anyone prepared to look after the shop. I put my name down on the waiting list. Eventually it was my turn, and aboard I went on the *George Anson* to sail up the east coast to Manilla, Hong Kong, Yokohama and Guam. There were three other women on board: the purser, the nurse and the hairdresser. Among the officers and Chinese crew was a single second engineer, Leslie James Small, a Queenslander from Maryborough.

We married in Melbourne in 1971, then for two years were based back in my home town of Plymouth. Les, now Chief Engineer employed by Jardine Matheson, spent much of this time away at sea. Occasionally, and for short intervals I went with him, but each time I was the only woman on board and the ports for cargo ships were not safe for me to go ashore alone, particularly in the Persian Gulf. Les was too busy checking the engines to accompany me.

Remember: one of my childhood ambitions was to sail in the *Queen Mary* across the Atlantic? I did sail one winter across a wild and stormy Atlantic in a cargo ship with Les, and it was so rough I was terrified we would sink!

In 1974 Les decided to quit life at sea. With shore employment we lived first in Launceston, then in Melbourne. In 1985 we moved to Sydney. Les's new employment was with WD & HO Wills' cigarette factory based in Kensington. But by some lucky chance he chose to rent accommodation in the Shire, until eventually we found our home in Sylvania. Over time I began to meet like-minded individuals, particularly by discovering University of the Third Age (U3A) - well worth investigating – and then, through a chance meeting with Mina Whybourne, the Sutherland Shire Historical Society secretary.

I'm a great believer in serendipitous occasions and within this story there are three in particular. Firstly: the significant amount of rain that caused the delay to walk on the glacier, therefore meeting Beth and her later invitation to come to Australia. Secondly: through Beth's friend Esther, the chance to travel on a cargo ship where I was destined to meet my husband. Thirdly: Les deciding to live in Sutherland Shire.

I have travelled, not on the original *Queen Mary,* but more recently for seven days on the *Queen Mary 2,* from Fremantle to Sydney.

Post script: One of Mary's books, *Lennie's Ride* (2010) is about a nine-year-old boy who rode his pony, Ginger Mick, solo from Leongatha in Eastern Victoria to Sydney for the official opening of Sydney Harbour Bridge on 19 March 1932. *Lennie's Ride* has become an epic and Village Roadshow are currently creating a movie of his extraordinary story. In October this year Mary was thrilled to witness the unveiling in Leongatha of a life-sized bronze statue of Lennie astride Ginger Mick.

Leongatha Chamber of Commerce

WHEN WAR CAME TO SYDNEY – 31 MARCH 1942.

GARRIOCK DUNCAN

Which anniversaries of World War II should we celebrate?[1] The year 2017, at time of writing (June-July), is not quite half over and already we have experienced two 75th anniversaries – the Fall of Singapore and the Battle of the Coral Sea, both occurring in1942. These two events were at some significant distance from Sydney.

Although war had already come to the Australian mainland, in the form of the initial attack on Darwin about four months earlier that attack had been cloaked in secrecy.[2] In 1942, Darwin was virtually as remote from Sydney as Singapore.[3] The war no doubt seemed distant from daily life. However, any complacency on the part of Sydneysiders was destroyed on the night of 31 May 1942. This was the occasion of the attack by Japanese midget submarines on Sydney Harbour. The impact of the attack was more psychological than military. Indeed, the anniversary passed relatively unacknowledged. There was some media interest[4] and the ABC reported it.[5]

When it comes to submarine warfare in World War II, the winners, i.e. the allied forces, have controlled the narrative. The narrative is exclusively that of the Battle of the Atlantic, when the submarines, i.e. the U-boats, were those of Nazi Germany's Kriegsmarine. However, there was an equally intense submarine warfare in the Pacific. This was waged by allied submarines against the Japanese and is largely unknown.

Indicative of the scale of this warfare is the statistic that one third of New Zealand's POW deaths in World War II were caused by Royal Navy (RN) submarines sinking the Japanese ships, on which New Zealand prisoners of war were being transported.[6] Likewise, Australia's worst wartime maritime disaster was not the sinking of the HMAS *Sydney* by the commerce raider, the *Kormoran*, but the *USS Sturgeon's* sinking of the Japanese transport, the *Montevideo Maru*, carrying the bulk of Australia's army unit, the 'Lark Force' to Japan. There were no survivors.[7]

Montevideo Maru, c.1941 (Wikipedia)

Furthermore, there was a significant submarine base in Fremantle, WA, now essentially the site of the WA Maritime Museum (WAMM).[8] This base operated submarines, from three navies – United States Navy (USN -144), RN (31) and the Royal Netherlands Navy (RNN – 10).[9] The participation of submarines of the RNN probably comes as a surprise to most Australians.[10] However, we should remember that, when sunk, the HMAS *Perth* was part of a scratch naval force, the 'Eastern Strike Force,' comprising ships of the RNN, RN, USN and RAN under the command of Dutch Rear Admiral Karel Doorman, who carried his flag in the light cruise, *De Ruyter*.[11]

Towards the end of WW1, the Kriegsmarine had experimented with large submarines, particularly the U-140 and U-141. These submarines carried a much heavier gun armament than the traditional submarine; they were essentially submersible commerce raiders. In the immediate post war period, both the RN and USN toyed with the idea of pursuing the concept. However, both navies abandoned the concept because of the fear of triggering a submarine arms race.

The French and Japanese navies, though, did continue to experiment with large submarines. The French planned to build large three submarine cruisers, each housing twin 20cm guns in a turret forward of the conning tower. Only the eponymous *Surcouf* was built; its operational history was problematic.[12]


Le Surcouf, c.1935 (Wikipedia)

The Japanese did not develop the submarine cruiser; however, they did develop large submarines.[13] Excepting the *Surcouf*, I-class submarines were larger than the boats of other navies. They weighed in at more than 2900 tons with a crew of 100 or more. They fulfilled a number of roles – some were attack submarines; some carried float planes, i.e submarine aircraft carriers; others carried the A-class midget/mini submarine; others were minelayers; and towards the end of the war, some were converted to cargo

carriers (so called 'milch cows'). At the start of the Pacific War, the Imperial Japanese Navy (IJN) possessed 46 I-class submarines. All told, 27 I-class submarines made 40 war patrols in Australian waters.

Although there was little U-boat activity in Australian waters,[14] Japanese submarines ranged the entire Australian coastline. At one point, an I-class submarine was held responsible that there were no survivors from HMAS *Sydney* - i.e. any survivors had been machine-gunned in the water.[15] However, their main operational sector was the east coast, particularly that of NSW.[16]
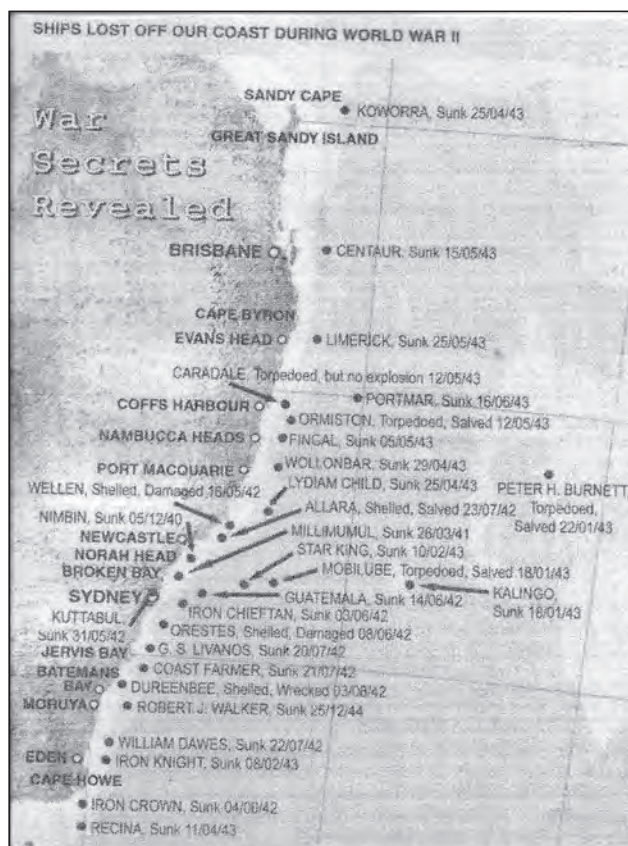
29 vessels attacked by submarines from Sandy Cape, North Queensland to Bass Strait, 1941-1953. (Jim Baker, Cover, *SSHS Bulletin*, August 2003) [17]

Of these 29 vessels, two were sunk in Queensland waters; 20 (including HMAS *Kuttabul*) were sunk in NSW waters. The remaining seven vessels were not sunk but survived their encounter for a variety of reasons. As already stated, only one ship was attacked by a U-boat, the remaining 28 were attacked by Japanese submarines. However, Baker's earliest victim is the *Millimumul,* sunk on 26 March 1941, nearly nine months before the start of the Pacific War in December 1941. A clue to this discrepancy is almost certainly indicated by his statement on the fate of the *Cambridge*, sunk on

11 November 1940, by a mine laid by the *Passat*, a renamed Norwegian prize, the *Storstad*, operating in conjunction with the commerce raider, the *Pinguin*.[18]

In February 1942, I-25, a submarine aircraft carrier, was despatched to Australian waters for aerial surveys of harbours. Flights were conducted on the ports of Sydney, Melbourne and Hobart by I-25's floatplane.[19] These overflights, totally undetected, would bear fruit in May 1942. On 11 May 1942, the 8th Submarine Squadron (Imperial Japanese Navy), comprising I-22, I-24, I-27 and I-28. was ordered to assemble at Truk. Of the two potential targets, Suva and Sydney, the latter was chosen. While I-28 was lost on the way to Truk[20], the remaining three members of the 8th Submarine Squadron, each carrying a midget submarine, joined I-21 and I-29, which each carried a *Glen* floatplane, assembled off Sydney.[21]

On 30 May 1942, I-21 launched its floatplane for a last reconnaissance of Sydney Harbour. The pilot, Lt. Ito, reported seeing a battleship, presumably USS *Chicago*, and 'cruisers', of which one was HMAS *Canberra*. The attack was to be carried out by the three midget submarines.

The submarines involved in the attack were A-class midget submarine.[22] They were about 80 ft. long and weighed 24 tons. They were armed with two 18-inch forward torpedo tubes, and manned by two crew working in very cramped and unpleasant conditions. They were powered solely by batteries, which, at maximum speed, had a life of 55 minutes. At this stage of the war, the A-class midget submarine was essentially an experimental weapon. Such submarines had been involved in the attack on Pearl Harbour with no impact on its outcome. The conventional terminology, which I have followed, is that the midget submarines were given the code letter, *M*, followed by the hull number of the mother submarine. So M-22 (I-22), M-24 (I-24) and M-27 (I-27).

Following the outbreak of war, in January 1942, work had begun on installing an anti-submarine boom to protect Sydney Harbour. From the boom a steel net would be suspended. The boom was to stretch from George's Head on Middle Harbour to Green Point on Inner South Head. To allow surface vessels into the harbour, the boom would be opened. However, the boom was not completed until July 1942. Additionally, magnetic indicator loops were installed. A loop registered each time a vessel passed over it.

At 8.00pm, 31 May 1942, M-27 was registered by one of the loops but became entangled in the net. Harbour defences were slow to react and, before they could, Lt. Chuman, commander of M-27, fired the demolition charges.

By 9.48pm, M-24, commanded by Sub-Lt. Katsushisa Ban, had already slipped into the harbour undetected. Ban was making his way up the harbour to reach a convenient position for an attack on the *Chicago*. Ban, however, had trouble controlling the submarine and at one point the conning tower broached the surface and M-24 was fired upon by the *Chicago* and the Australian corvette, *Geelong*, without effect. Still, Ban managed to fire both torpedoes: one ran aground on Garden Island and failed to explode; the other was responsible for sinking the *Kuttabul*, killing twenty one naval ratings (nineteen RAN; two RN).[23] Ban, then, was able to slip out of the harbour into open water. The wreck of the M-24 was not found till 2006.[24]

Kuttabul Ferry, a former Sydney ferry and showboat before conversion in 1941 for the RAN.
(http://www.environment.nsw.gov.au)

Early in very early hours of 1 June, M-21 was approaching the boom entrance but had trouble keeping submerged and was spotted by the unarmed patrol boat, *Lauriana*, and later attacked by a number of other patrol boats, armed with depth charges. After a series of explosions, M-21 was not seen again. The next morning, RAN divers found the submarine on the bottom of the

harbour, its torpedoes still aboard and its propeller still slowly revolving. The crew was found dead inside from self inflicted gunshot wounds.

After the attack all eight submarines, the three M-class and the five I-class, were to reassemble off Port Hacking to the south of Sydney. But because of their fear of pursuing allied forces discovering the mother submarines, the crews of the midgets had decided it would be a suicide mission. None made the rendezvous.

The attack was conducted with great bravery and daring by the six submariners but luck had not been on their side. The Japanese had little to show for the loss of one I-class submarine and the three midgets, with all their crews.[25] Of the five mother submarines, one, the I-22 departed for New Zealand; the other four were ordered to prey on Australian coastal shipping.[26]

For the next twelve months a bitter naval war was fought largely in NSW waters. Sydney, again, and Newcastle were both attacked on 8 June 1942. The I-24 bombarded Sydney[27], while the I-21 did the same at Newcastle. The attack on Newcastle provided a unique footnote to Australia's military history. Fort Scratchley returned fire, becoming Australia's only coastal battery ever to engage the enemy.[28] In June 1943, the Japanese called off their submarines. This largely unknown war was over.[29]

I have already indicated that, militarily, the raid was essentially a failure, except that it showed that southern Australian cities could no longer rely on their seeming distance from the battlefront for safety. Additionally, the other two 75th anniversaries I mentioned in the beginning have national significance, whereas the midget submarine does not. However, the raid and the subsequent submarine campaign, fought mostly in NSW waters, is an important event of state significance. It deserves more recognition at state level.[30]

[1] This is a revised and extended draft of my note: 'Australian Submarine Heritage', *Sutherland Shire Historical Society Bulletin* (henceforth cited as *SSHSB),* 6(4), November, 2003, 12.

[2] See: T Hall, *Darwin, 1942*, Methuen (Aust.),1980

[3] Another unknown episode is the attack on Roebuck Bay, Broome, on 3 May 1942. See: *SSHSB*, 7(2), May, 2004.no. (iii), 19-21.

[4] T Lennon, 'War on our doorstep as Japanese subs stalked NSW coast in 1942', www.dailytelegraph.com.au/news/war-on-our-doorstep-asjapanese-subs-stalked-nsw-coast-in - 1942/aa8e84418be8704c5d375b32e035b1c6/

[5] S Hawke et al., 'Sydney remembers Japanese submarine attack on harbour 75 years on', www.abc.net/news/2017-05-31/75th-anniversary-of-sydney-harbour/attack/8575976/

[6] S Edge, *No Honour, No Glory*, Collins, 1983.

[7] G. Duncan: 'Australia's Worst Maritime Disaster – the Drowning of Lark Force', *SSHSB*, 10(2), May, 2007, 16-18.

[8] L Cairns, *Freemantle's Secret Fleets*, WAMM, 1995

[9] You can check individual submarines on the following site: www.mm.gov.au/Museum/mhist/sub/freosubs.html/

[10] However, see: www.dutchsubmarines.com/

[11] www.awm.gov.au/visit/exhibitions/alliesinadversity/

[12] http://warfarehistorynetwork'cm/daily/wwii/the-mysterious-disappearance-of-the-bizarre-surcouf/

[13] For the history of Japanese submarines in WWII, see (when saved as a pdf): https://en.wikipedia.org/wiki/Submarines_of_the_Imperial_Japanese_Navy/ , 3-14. The submarines involved in the attack on Sydney Harbour were the B1 Type (9). Unfortunately, the article has a distinct US bias and does not mention the attack on Sydney Harbour.

[14] The only definite patrol was that of U-862, which sank the US ship, *Robert J Walker*, in the period 25-26 December 1944 (J Baker, 'Sinkings and Naval Actions off NSW Coast, WWII', *SSHSB*, 6(3), August, 2003, 20).

[15] See, however: J Ashton, *The Scientific Examination of a Carley Float*, Technical Papers 1, AWM, November, 1993

[16] There is a parallel with the US. German U-boats conducted a sustained attack on shipping, 1942-1943, off the east coast. See the 2015 National Geographic documentary, *Nazi Attack on America*, broadcast on SBS ONE on 4 June this year.

[17] Jim Baker, *Submarine Attacks on Shipping off Sydney Coast* (SSHS Bulletin, August 2003, p.14). Baker's map could be crosschecked with: *Shipwreck Atlas of NSW*, Dept. of Urban Affairs (NSW), 1992.

[18] Baker, 2003, 20.

[19] The Yukosuka E14Y1 Type 1 (allied codename, *Glen*: www.sas1946.com/main/index.php?topical=55334.0/

[20] Whilst running on the surface, the I-28 was attacked and sunk by another submarine, the USS *Tautoga*, on its way to the submarine base at Fremantle.

[21] Principal Sources are: M Gregory, 2012, 'Enemy Submarine Activity off the Australian Coast in WW2', www.mhhv.org.au/?p=1872/ ; J Perrymore, 'Japanese Midget Submarine Attack on Sydney Harbour", www.navy.gov.au/history/feature-histories/japanese-midget-submarine-attack-sydney-harbour/

[22] See the Wikipedia IJN submarines article, 13-14

[23] 'Sinking of HMAS *Kuttabul*', www.environment.nsw.gov.au/M24/raid/kuttabul.htm/

[24] The wreck of M-24 was not discovered till 2006 (Gregory, 2012, 6; D Murphy, 2017, 'Sydney's underwater war grave yields its secret', *The Sydney Morning Herald*, 1 June, p 2

[25] On the raid, see: D Jenkins, *Hitting Home*, Random House, 1992; L Lind, *Toku Tai*, Kangaroo Press, 1992

[26] For the results, see: *SSHSB*, 6(3), August, 2003, 1.

[27] P Dunn, 'Sydney Shelled by a Japanese Submarine On June 8, 1942', 2015, www.ozatwar.com/japsubs/japsshell01.htm/

[28] P Dunn, 'Newcastle, NSW, Shelled by A Japanese Submarine On June 8, 1942', 2015, www.ozatwar.comjapsubs/japsshell03.htm/

[29] F B Walker, Corvettes: *Little Ships for Big Men*, Kingfisher Press, 1995; R Wallace, *The Secret Battle, 1942-1944*, Lamont Publishing, 1995.

[30] 'Commemorating the men of HMAS *Kuttabu*l', http://medalsgonemissing.com/military-medals/commemorating-the-men-of-hmas-kuttabul-75th-anniverary-cruise/

USE OF GAS MASKS IN WAR

ROD MARSDEN

During the Second World War civilian gas masks of the type in this photograph were issued throughout the British Empire, including Australia. This is a charcoal filter type easily mass produced.

Lethal gas was used during the First World War but, generally speaking, on combatants rather than civilians. During that time the static nature of the Somme battlefield made it ideal for taking down the enemy with such a horrid weapon. Both sides used it. Provided the wind didn't change, it could have a devastating effect on the other side. If the wind did change it might have a devastating effect on your own people.

The Second World War, however, was a more mobile affair making the use of such horror less ideal. Even so, the possibility of it being used on Australians, both civilians and military, by the Japanese was there. How effective this type of gas mask would have been remains debatable.

THE NAMING OF SUTHERLAND SHIRE

DUNCAN SUTHERLAND

Vice President, Clan Sutherland Society of Australia

In her 1970 book *Bygone Days of Sutherland Shire* Marjorie Hutton Neve wrote:

> *The association of the death of a humble sailor named Forby Sutherland, and the name of the old Parish of Southerland, makes a sentimental appeal; but there is no historical basis or authority for the perpetuation of this myth.*

Hutton Neve observed that the parish was named Southerland in a Governor's proclamation published in *New South Wales Government Gazette* Number 168 dated 27th May 1835. Hutton Neve's observation was based on her assumption that the NSW Surveyor-General Sir Thomas Mitchell wished to refer to the Parish of Southerland as 'the lands to the south'. Mitchell's own hand-drawn map does not support this contention. In fact, the parish's name was changed in the very next gazette, number 169, also dated 27th May, to the Parish of Sutherland. What would motivate the Surveyor-General to require such a change if the prevailing view was that the parish name meant 'the lands to the south'? Clearly the Surveyor-General or the Governor had something else in mind; perhaps Forby Sutherland! One possible explanation is that Hutton Neve had confused the parish of Sutherland with another nearby area proclaimed at the same time: the Hundred of Southend, which contained the parishes of Southend, Eckersly, and Wedderburn.

Hutton Neve, a Sutherland Shire Historical Society historian, made several other surprising omissions from her 'authentic' 1970 historical analysis of Sutherland Shire. First, she neglected to mention that Captain James Cook had named Forby Sutherland's burial place Sutherland Point on his map of Botany Bay. Perhaps as a distractor, and to strengthen her point, Hutton Neve did not reproduce Cook's map of Botany Bay, but rather a much less accurate map drawn by Lt William Bradley, a member of Captain Arthur Philip's First Fleet crew. This second map does not include the name Sutherland Point. Hutton Neve also overlooked the fact that Sutherland Point was used as a navigation mark by early explorers including Captains Arthur Phillip, John Hunter, and George Bass (with surgeon Matthew Flinders).

It seems highly likely that the name Sutherland was given to the shire because of a vast holding of 12,000 acres of land owned by Thomas Holt, which he named Sutherland Estate. Key to this thesis is why Holt used Sutherland's name at all. Certainly Sutherland Parish had been proclaimed in 1835, well before Holt acquired his holdings, and it covered much of the area that would become Holt's estate.

Another Sutherland Shire Historical Society historian John Walker, in his 1970 book *Sutherland Shire 1770-1970* wrote that Sutherland town and Shire assuredly derived their names from the humble seaman Forby Sutherland. In support of his claims, John Walker noted that Captain Cook named Point Sutherland to commemorate Forby's death and burial, and accordingly marked it on the first chart of Botany Bay. John Walker also observed that Captain Arthur Phillip used Point Sutherland as one of his landmarks in 1788, and Captain John Hunter used Point Sutherland as a fixed point when surveying Botany Bay in 1789.

Bruce Watt (2014), also a Sutherland Shire Historical Society historian, observes that Thomas Holt, an ardent admirer of James Cook and his exploits, and a fellow Yorkshireman, was undoubtedly well versed in the legend of Forby Sutherland. The mansion he built as his manorial castle rejoiced in the title 'Sutherland House' and Holt regarded the whole of his land as his Sutherland Estate both because it was situated in the Parish of Sutherland, and because his estate contained Forby's grave. Holt was very much aware of the area's historical significance. He erected a monument to Cook at Kurnell in 1870 and changed the name of his estate from the South Botany Estate to the Sutherland Estate. As further proof, an article published in a Sydney periodical, the *Colonial Monthly*, in November 1869 referred to the fact that Holt had recently bought a large tract of land 'including in its area the grave' (of Forby Sutherland).

As part of her PhD thesis in 1998, Maryanne Larkin, a senior librarian with the Mitchell Library, wrote *Sutherland Shire: a History to 1939*. In this detailed and comprehensive historical review, Larkin makes reference to *Robert Cooper Walker's Sutherland Estate report dated 14 April 1868*. Robert Walker was Thomas Holt's attorney, and managed Holt's affairs while the latter was overseas from 1866 to 1868. Robert Walker's report is important because it provides evidence that links the name Sutherland Shire and Sutherland Township to Forby Sutherland.

As Larkin reveals, Robert Walker stated clearly that Sutherland estate is named after Forby Sutherland. In January 1868 Robert Walker wrote:

> When the holes were sunk for the posts of this yard some years back, part of the skull of a man was found; it is therefore supposed to be the burying place of Sutherland, one of Captain Cook's men who died soon after he arrive here, and after whom the estate is named.

Dr Larkin went on to conclude that there seems to be no firm basis for Marjorie Hutton Neve's claim that the parish name was intended to be spelt Southerland. As earlier stated, this spelling was published in the *New South Wales Government Gazette* number 168 in 1835, and was quickly corrected to Sutherland in the next issue. *Sutherland* was also the spelling on Sir Thomas Mitchell's published map of the County of Cumberland. In the NSW State Library copy, the sheet map showing Sutherland is inscribed and signed by Mitchell: '*Sur Gen's Office, Sydney March 27th 1835, TL Mitchell'*.

In fact, after comprehensive study of the Mitchell's records of the Holt-Sutherland Estate Company, Dr Larkin makes it clear that in 1881, the Holt-Sutherland Company subdivided and offered parcels of land for lease in what is now Sutherland CBD. Dr Larkin cites company correspondence and other documents, including a map, which provide clear evidence that company directors instructed their surveyors to call the new subdivision 'Sutherland'. The position designated by the company directors for the Township of Sutherland was a vacant site where the Illawarra road crossed the proposed Illawarra railway line. The name 'Sutherland Township' was used to advertise land sales by the company in February 1882. Bruce Watt advises that Sutherland Shire Historical Society archives have a copy of the Holt Sutherland Estate 3rd subdivision land sale for township of Sutherland on Monday 6th Feb 1882 by Richardson and Wrench: parcels were being offered for sale as 99 year leases.

Further, five years later, the Intercolonial Investments, Land and Building Company also called the subdivision 'Sutherland Township'.
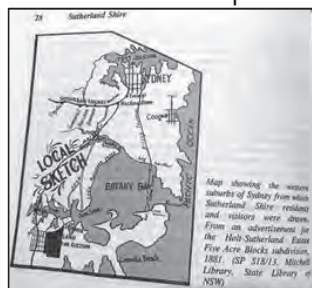
Larkin, Sutherland Shire: a history to 1939, p.28

The Sutherland railway station was built in 1885.

Bruce Watt points out that Holt believed that the skull was from the grave of Forby Sutherland, and instructed his men to replace the soil and to fence in the area. In that year Holt invited Henry Kendall, an Australian poet, to visit him at Kurnell, after which Kendall wrote poems to the memory of both James Cook and Forby Sutherland. (See *Sonnets: Referring to the discovery of Botany Bay by Captain Cook* published in 1863).

Excerpt from *Sutherland's Grave* by Henry Kendall (1863)

> Cross thy breast and bless the silence: lo, the place is holy ground!
> Holy ground forever, stranger! All the quiet silver lights
> Dropping from the starry heavens through the soft Australian nights
> Dropping on those lone grave-grasses - come serene, unbroken, clear,
> Like the love of God the Father, falling, falling, year by year!
> Yea, and like a Voice supernal, there the daily wind doth blow
> In the leaves above the Sailor buried ninety years ago.

Nevertheless, Watt also presents an alternative thesis for the naming of Sutherland Shire. He writes that the Minister for Works in the NSW Parliament for periods between 1868 and 1889 was the Hon. John Sutherland. The MP had agitated strongly for the extension of the rail line to the Illawarra for many years and was mainly responsible for estimating and obtaining government approval for the extension. Watt asserts that Thomas Holt wanted the line to cross the Georges River from Rocky Point to Taren Point and then proceed through his estate. The stumbling block was the high price that the Holt-Sutherland Estate set for the right-of-way.

Eventually an alternative route was established, crossing the Georges River at Como. The land around the site of Sutherland village and station was one of the few parts of the Parish of Sutherland that Holt did not own. Watt asserts that the station was named Sutherland, very likely due to the efforts of the Hon John Sutherland in securing the railway, and the township adopted the name of the station. (No evidence was identified to support this contention). When the first Shire Council was established in 1906 at Sutherland, it became known as the Sutherland Shire Council. So, despite the emotive Forby Sutherland connection, the Parish of Sutherland

and the Holt-Sutherland Estate, Watt suggests that a politician was the more likely reason for the naming of the Sutherland Shire.

Dr Larkin sheds new light on this proposition. She notes that the Intercolonial Company developed the packet of freehold land surrounding Sutherland station. The Intercolonial Company was formed on 1885 by politician Samuel Gray, who bought up the land after he became aware of the proposed route of the Illawarra railway line. Larkin states that the Intercolonial Company has been wrongly credited with founding the township of Sutherland, since the Holt-Sutherland company had already subdivided and named the township and had held successful land sales in 1882.

It seems very clear on these facts that there is a very real possibility that Sutherland Shire was indeed named after Forby Sutherland. Hutton Neve's unequivocal 1970 claim would seem, at least, to be questionable. It certainly sits in contrast with Larkin's historical evidence. One possibility is that the Parish and Township of Sutherland were named after Forby, while the Shire took its name from the man who brought the railway to the Shire, but even that is unlikely.

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Painting the Shire

BRUCE WATT

The Sutherland Shire Historical Society prides itself not only on its advocacy for our recorded history but also on social matters relating to the development of the Shire's character, its people and institutions. Hazelhurst is our regional arts gallery located at Gymea. It has become the centre for many local, national and international exhibitions. As 'Friends of Hazelhurst' we were approached to gauge if we would consider accepting a series of artworks that Hazelhurst was de-accessioning. All 33 paintings were considered by a committee and the decision taken to accept them all.

The artworks are either of local scenes or by local artists. Some of them date from the 1970s or later. Artists include Helena Gibson, Ethel Jagelman, Fay Joseph, Laura Stark, William Golding, Margot Vaughan, Bill Mitchell, Robert Wilson and Otto Kuster. Many of these were award winning works and they represent an important part of the development of the local art scene.

The society's museum includes thousands of images though we are not a gallery in the strict sense. However we possess a few paintings from the very early days of the twentieth century. We would especially like to add to this aspect of our collection. Donations, loans or information about such paintings would be gratefully received.

The Society is planning an exhibition in 2018 highlighting these paintings and others. It is to be called 'Painting the Shire'. Correspondence that may assist with identifying further artworks or about this exhibition would be gratefully received.

TED THE BUTCHER[1]

PAT HANNAN

Walking into Cary's Butcher Shop at Como is like stepping back in time. There are no neatly displayed cuts of meat dotted with parsley sprig — only whole carcasses, a butcher's block and a variety of extremely sharp knives. That way the meat stays fresh, says owner Ted Cary.

Ted is an amazing butcher... nothing is pre-cut. You walk into his cold room and wait for him to cut whatever meat you want. Also, his sausages are gluten free! He is a local legend and always has an amazing story that he will share with you while he prepares your order. The best butcher in the world (in my humble opinion). The Como butcher has no time for in-things. His shop has barely changed since his father, Dawson Carey, opened it in 1926. The pale blue ceiling with its ornamental plasterwork remains, as do the tiles up the wall. The butchers' hooks bearing bolar blade and beef neck, flank and fillet, still hang from the original railings.

Ted started working there when he was just shy of 15, and quite recently - in his 80s - he was still working six full days a week. 'I was forced into working in the shop; my grandfather had a butcher's shop at Sutherland and he actually died in it,' he said.

When asked, do you have fond memories of the golden age of Como, Ted recalls hearing his dad talk about how different Como was when the shop was built in 1926. 'My dad never worked by times, he worked by the tides,' he explains, 'and boats would sail into the bay from the river.' But in the 1930s, the Sutherland Shire Council reclaimed Scylla Bay for playing fields and tennis courts. George's River users could no longer moor their craft outside the old Como Hotel and pop in for a schooner, or outside the Butcher's so they could grab some chops for tea.

He remembers that there were eight shops along the street, and the railway station was on the other side of the pub. He still lives in the house at the back of the shop where he grew up. Ted's customers are fourth generation family members and many greet him by name. His neighbours, the fruit shop, the mixed businesses, a garage and two hairdressers, deserted the street decades ago.

Ted Carey doesn't do marinades. 'They're only a gimmick to make more money,' he says. If customers want, he'll order in ox-cheek but he doesn't get it. 'That's an in-thing. I don't know why they want it'. There's no pre-cut meat on display either so, as his father did, Carey cuts to order, slicing flank from a slab of belly, some blade from a chunk of shoulder. There's no wagyu, no gourmet sausages, only grass-fed meats and one variety of 'old fashioned butcher's snag' — beef made with rice flour and herbs.

Things got quieter still during the war years. 'When Adolf Hitler came on the scene everything just died,' says Ted. 'I had me jobs to do, counting ration coupons, and I worked a mincer, with no safety guards or anything, worked by leather straps.'

One day around the beginning of the 21st century, to keep health department inspectors happy, the sawdust on the floor was swept up for the last time. A local artist's timber carving hangs on the wall with the words:

> 'Ted Carey: another endangered species. Habitat destruction. No more sawdust.'

'I survive, I don't want the world,' says Carey. 'At my age I can't play golf because my shoulders are gone, I don't want to sit at home in a chair and vegetate, so why not work.'

The work ethic was bred into him. In Carey's first year of high school, a teacher singled him out for his athletic ability and suggested he come in early every day for running training. 'I can't, sir,' the boy told him. 'I've got a milk run to do before I come to school.' Carey's maternal grandfather owned a dairy at 'the top of the hill' with 40 cows. (His paternal grandfather was a butcher and had an 11-hectare pig farm on President Avenue in Sutherland.)

The teacher suggested he stay back in the afternoon. 'I can't, sir: I've got to go and help me Dad in the butcher's shop.' The teacher gave up part of his lunch hour to train him — Carey got second in the mile — but in 1947, before he turned 15, he left school to work with his father, 'Even today when I take a shortcut at something, I feel him breathing down my neck.'

And, over the years, Ted has had customers who have breathed down his neck too. 'The old girls, oh they used to give it to us.' They knew every cut of meat, knew what they wanted, he says.

'My 90-year-olds all want fat meat,' says Ted, remembering one who recently died at the age of 98. 'Her carer came in and got some meat with all the fat off. I get a phone call – "I lived for 90 years I'm not going to eat meat that's dried out like chips, give me some fat on it"'! Ted likes the fat too especially a crisp tail on a lamb chop — but his wife, Pam, keeps a sharp eye on his fat consumption. His health has been good, despite a recent bout of 'bloody pneumonia' that forced him to shutter the shop for 10 days. People tell him all the time that he should give it all up. 'People think I'm over the hill but, as I say, I'm not going to sit down and wait for death.'

And, as some form of signpost to the future, he has his big, square pencil with chipped green paint. He uses it to tally bills on butcher's paper before wrapping meat but it holds meaning beyond the purely functional. Ten years ago or so, a customer asked Carey when he was retiring. When…! He said he didn't know, she went out and bought him a long pencil. 'When you wear that pencil out you can think of retiring,' she said. That pencil is now about half its original length. He rations the lead in it, pushing it from the end rather than sharpening it. 'I don't want to retire too soon,' he says.

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[1] Pat Hannan compiled this story from many sources, 2017

ARCHIBALD ALLARDICE– WOULD-BE LAND BARON

PART II

LAURIE BURGESS

In the August issue we read how Archibald Allardice had set himself up as a man of means in the NSW colony in the mid-19th century, with good social connections and thriving business ventures, as well as substantial parcels of land in what is now Sutherland Shire. He was someone whose name was bound to appear in Shire records, yet he remained largely lost to history. Following is the story of his fall from grace and from influence.

The Fall of the Land Baron and Merchant, Archibald Allardice

How did Archibald Allardice finance his business enterprise, including the two boats he had purchased in 1854, one for use as tender to his saw mill at Duck River in Tasmania? In June 1854, he mortgaged his Sutherland and another property to Thomas Holt and M. B. Murnin to secure an advance of £3500.[1] He later heavily increased the mortgages on those and other properties through other lenders in November 1854, the amount of about £6000 from Thomas S Mort Esq, being one-third of the estimated value of the properties.[2]

The first indication that the company run by Archibald Allardice and his agent Donat Lee was having some difficulties was evident as early as 1 January 1855, when the following notice was published:

> *TO MESSRS. ALLARDICE and LEE. Or to whom this may concern. —Take notice, that the patent wheels and axle trees now in my possession, and upon which I hold a lien of twenty-five pounds nineteen shillings, for work done thereunto, will be sold by public auction, unless my claim be satisfied, within seven days from the date hereof.*
> *Dated this 30th day of December, 1854, William Penny, Blacksmith, Cowper-street, Glebe.[3]*

Things then went downhill rather quickly, with Archibald Allardice becoming financially embarrassed. On 31 May 1855 in the Insolvency Court:

> *Mr Justice Therry accepted the surrender of the following estate, and appointed Mr. Morris to be the official assignee thereof: Archibald Allardice, of George-street, Sydney, merchant. Liabilities, £32,121.12s.4d.*
>
> *Assets, value of real property £30,000. Deficiency £2121.12s.4d.*
>
> *MEMORANDUM APPENDED TO SCHEDULE FILED BY MR. ALLARDICE — This estate is valued, if worked out, at £50,000. It is placed under the protection of the Court to admit of an action raised against it for £10,000 being disposed of, and to prevent unjust preferences to execution creditors. — A. Allardice.[4]*

That led to the adjournment of a few days to the further hearing of the case brought by Messrs. Smith, Campbell and Co. against Archibald Allardice and Donat Lee, charging them with 'having, in the months of February and March last, stolen a quantity of timber, their property.' The case revolved around a cargo of timber that was to be sawn and sold by Allardice, but only a small part was actually sold. The court sat through evidence (often conflicting) from a large number of people, and finally the judge halted the proceedings and dismissed the case.[5] Allardice was later to state that if the whole cargo had been sold his 'proceeds would have been sufficient to save losing the properties placed under the direction of the court, and would have enabled [him] to retire at maturity [his] bills for the . . . cargo.[6]

Archibald Allardice could now attend meetings of creditors. At the first meeting on 12 May 1855, one claim for £6140.8s was proved;[7] second meeting on 16 May , claims amounting

to £8101.10s.3d were proved;[8] and at the third meeting on 19 May, claims amounting to £2150.13s.10d were proved. The official assignee was instructed to attend to certain disbursements, but was *to 'allow insolvent his wearing apparel'.* [9]

Further problems with the supply of timber by Allardice came to light in a court case (Murnin v Dean) on 28 November 1855 concerning cancellation of a promissory note for £300 given to Allardice in advance of the sale of timber.[10]

On 22 April 1856, Archibald Allardice was granted his certificate that all the obligations agreed had been discharged, subject to reading of depositions, and a requirement that he had to pay Court fees.[11] The certificate was confirmed on 26 April.[12]

However he had lost control of his properties. Thomas Holt and M B Murnin 'in exercise of their power of sale, sold approximately 1600 acres of the Sutherland and Holsworthy land to J C Laycock.'[13]

Recovering from Insolvency — only to fail again

One thing that Archibald Allardice had not lost was his appointment as a magistrate. During the next few years he attended the Central Police Court in Sydney and also carried out magistrate's duties in Kempsey, as previously mentioned. The appointment of a new Commission of the Peace for New South Wales raised controversy as to whether the appointments as listed, including 'Allardice, Archibald, Sydney,' had been properly assessed.[14] One group of correspondents to the *Sydney Morning Herald* in July 1857, put it in the following terms:

THE NEW COMMISSION OF THE PEACE.
To the Editor of the Sydney Morning Herald.
SIR,—Will you or any of your readers favour us by stating whether Mr. Archibald Allardice, whose name appears in your issue of to-day in the list of her Majesty's Commission of the Peace, is or is not the same individual who was insolvent a short time back, and whose estate up to this time has not yielded any dividend ?

We are, Sir, your obedient servants,
MACQUARIE-PLACE.
Sydney, 3rd July.

Sydney Morning Herald, 6 July, 1857, p.5

It even received attention in the NSW Parliament in August 1857. In a debate over the suitability of some persons on the list, one member said he was sorry to mention names,

> *... but he found the fifth on the list was Archibald Allardice, who was insolvent two or three years ago under peculiar circumstances. There was, he remembered, a prosecution at the police office which was not very creditable . . .*

[*Speaker*] *He never was out of the commission. Then he ought to have been out. (Cheers). He knew that ages ago Acts of Parliament were passed to prevent persons in needy circumstances from being put in the commission of the peace. A large money qualification was required for the office of magistrate ages ago, and though the act was no longer in force, yet the principle still regulated the mode in which the office was conferred in the mother-country. Few were on the commission unless they were in a good position, and in circumstances that fitted them to judge of the pecuniary matters of their fellow-men. Could it be said that Mr Allardice was a gentleman in that position so as to entitle him to be placed over the heads of others more worthy of the office.* [15]

In a list published in July 1864, the name of 'Allardice, A', was omitted: he had been struck off.[16]

After moving out of insolvency, Allardice was still in the timber trade. His name is mentioned in a small claims court case in February 1857, where the plaintiff advised that 'he was managing a sale of square timber for Mr Allardice.' The defence contended that 'the spars were ordered from Mr Allardice, who was a guarantee for certain rent payments under a lease . . . '[17]

After he was struck off as a magistrate, Archibald Allardice must have decided it was time for a change, and carried on business as a stock, house and land agent, at the premises of Messrs Gilchrist, Watt and Co. in Margaret Street, Sydney, from around November 1863.[18]

Advertisements for his business appeared regularly for the next few years. Amongst the services offered were:

> Sheep and cattle properties for sale;[19]
> Cattle for sale;[20]
> Arrangements for a partnership in a Grain Manufacturing Business;[21]
> Average Stater and Arbitrator in squatting, mercantile, and marine claims;[22]
> Arrangements for advances under squatting security;[23] and
> Merchants' foreign involved accounts investigated and adjusted.[24]

Allardice was still keeping up his social connections. In November 1860,

> ... a formidable array — all esquires to a man, [including Archibald Allardice Esq], formed the Constitutional Association . . . for the purpose of supporting the constitutional interests of the colony at the forthcoming elections.

This was what we would call these days a Lobby Group, as it seemed to have the aim of ensuring that suitable candidates would stand for election, even though the committee of the Association 'do not presume to prescribe any particular political views.'[25]

February 1872 saw an advertisement for another venture: A. Allardice, Esq. Legal Manager pro tem, Bank Chambers, George and King Streets, Sydney, published a prospectus on behalf of the Provisional Directors of the Consolidated Mining Company. Part of the prospectus pointed to this being a speculative operation:

> This company is formed not to mine directly; but its business shall be to buy, obtain the dividends, and, so long as desirable, hold mining stocks or shares in proved, recognised, certain, dividend paying and promising mining properties.[26]

The new company soon came up against new Government regulation of mining leases, which up until that time allowed for occupation of land under the Mining Act, without any need to pay anything until royalties were charged on the coal and other minerals mined. Regulations enacted under the Crown Lands Occupation Act in 'requiring prepayment of rent in advance on all mineral selections — both before survey and previous to the issue of leases,' sent a deputation of gentlemen scurrying off to see the Minister for Lands on 25 October 1873 to represent 'the inconvenience and injustice 'of the regulations. Allardice was part of the delegation and, in trying to convince the Minister to review the prepayment requirements, 'when so many had embarked money for which no return could be had, in consequence of no possession of the land being actually given.'[27]

The Government Gazette of 16 December 1873 noted that mineral leases applied for by Allardice and his partners were ready for delivery, ie. had been approved, and listed:

> Edward Greville, Archd. Allardice, and Francis Sempill for a lease at Kangaloo[la]; and Thomas Rowe, Archd. Allardice and Francis Sempill for a lease at Wangalo.[28]

Archibald Allardice and his various venture partners had obviously decided there was no immediate profit to be obtained from mining and in January 1874, their leases were cancelled because they had not made the required prepayment of rent. Mentioned were the lease at Kangaloola and another to McNab, Robinson, McRae, Lee, Lovett, Allardice, and Semphill, county Argyle, parish Inverary.[29] Possibly there were other leases treated similarly, but he did retain shares in one gold mining company, as noted later.

Over the next few years, Allardice's financial situation again deteriorated. Apparently, he had formed a partnership with a man named Bates and carried on business as a house and land agent in Pitt Street, Sydney, until Bates became mentally deranged and the business failed.[30]

He is mentioned in August 1874 as being sued for unpaid wages to Mary Gardiner, who obtained a judgement of an order for 2s.6d with 2s.10d court costs.[31] In September of the same year he was fined 10s 'for resisting constable Bell in the execution of his duty.[32]

In January 1883, the bailiffs were ordered to move in on the property portfolio he had managed to accumulate, unless he cleared the debt to a certain Ballantyne by noon on 12 February 1883. These properties were heavily mortgaged:[33]

1.   A property at Campbell and Exeter Streets, Surry Hills, 26 feet frontage, 120 feet depth, with one weatherboard and 6 brick houses, had three mortgages dated 24 July 1881, 20 August 1881 and 23 August 1881, and an assignment on 26 July 1882.

2.   A property in Glebe Street near Cowper Street, in Glebe, on which were 2 brick shops and 3 weatherboard houses, mortgaged 26 July 1881 and 23 August 1882, and an assignment on 26 July 1882.

3.   A 99-year leasehold property at Arundel Terrace and Catherine Street, Petersham, on which were two brick and two stone houses, with mortgages 7 February 1882 and 26 July 1882.

4.   A 99-year leasehold property at Walker, Phillip and Bilston Streets, Redfern, on which were a shop and a cottage, mortgaged 21 January 1882.

In March 1883, Archibald Allardice, of Sydney was recorded as insolvent with liabilities of £6752.11s, of which £6502.11s is secured, and assets of £13,025.[34] On 30 March 1883, one debt was proved.[35] At a second meeting on 25 April 1883, another debt was proved.[36]

On 10 July 1883, Archibald Allardice's assets were auctioned off. These were the four properties mentioned above, as well as:[37]

A one-third share in 325 acres 1 rood of Freehold Land, in the parish of Yarrunga, Moss Vale.
400 Shares in the Federal Bank of Australia
6000 Share in the Glen Morrison Gold-mining Company, Walcha, New England.

He received his certificate of release from insolvency on 6 November 1883.[38]

Nothing more is heard from Allardice until on 24 July 1890, when his landlady found him lying on the floor in a distressed manner in his rented premises at No 2, Park Lane, Francis Street, Sydney. He died before a doctor arrived. It was noted in the report that he had been out of employment since his business as a house and land agent had failed after his partner Bates had become mentally deranged.[39]

[1] *Holt H E., 1972, An Energetic Colonist,* The Hawthorn Press Melbourne, p.99
[2] *SMH*, 6.5.1856, p.5
[3] *SMH*, 1.1.1855, p.1
[4] *SMH*, 1.5.1855, p.4
[5] Empire, 8.5.1855, pp.5-6 and SMH, 8.5.1855, p.4
[6] *SMH*, 6.5.1856, p.5
[7] *SMH*, 14.5.1855, p.4
[8] *SMH*, 17.5.1855, p.4
[9] *SMH*, 20.6.1855, p.2
[10] *SMH*, 17.5.1855, p.4
[11] *SMH*, 23.4.1856, p.4
[12] SMH 28.4.1856, p.4
[13] *Holt H E., 1972, An Energetic Colonist,* The Hawthorn Press Melbourne, p.99
[14] *SMH*, 3.7.1857, p.2
[15] *Empire*, 15.8.1857, p.3
[16] *Empire*, 29.7.1864, p.4
[17] *SMH*, 26.2.1857, p.2
[18] *SMH*, 25.11.1863, p.1
[19] *SMH*, 3.9.1864, p.6
[20] *SMH*, 3.9.1864, p.6
[21] *SMH*, 1.10.1864 p.8
[22] *SMH*, 8.10.1864, p.10
[23] *SMH*, 8.10.1864, p.10
[24] *SMH*, 12.3.1870, p.1
[25] *Goulburn Herald*, 5.12.1860, p.4
[26] *Evening News*, 3.2.1872, p.4
[27] *SMH*, 27.9.1873, p.10
[28] *Empire*, 17.12.1873, p.4
[29] *The Goulburn Herald and Chronicle*, 7.1.1874, p.4
[30] *Evening News*, 25.7.1890, p.5
[31] *Empire*, 11.8.1874, p.3
[32] *Empire*, 7.9.1874, p.2
[33] *SMH*, 10.2.1883, p.18, 7.7.1883, p.14
[34] *Freemans Journal*, 3.3.1883, p.10
[35] *Evening News,* 30.3.1883, p.3
[36] *SMH*, 26.4.1883, p.5
[37] *SMH*, 7.7.1883, p.14
[38] *Evening News*, 7.11.1883, p.4
[39] *Evening News,* 25.7.1890, p.5

FORTY THOUSAND HORSEMEN

STEPAHNIE BAILEY

Written for Sutherland Shire Library Series: Local History, Local Stories

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On 31 October 1917, Lieutenant General Sir Harry Chauvel ordered the 4th Australian Light Horse Brigade to charge on Beersheba and into history. Two decades later, this famous assault was re-enacted on the sand-dunes of Cronulla when movie cameras replaced Turkish guns and shot some of the most dramatic sequences for the classic Australian film: Forty Thousand Horsemen.

Late in the afternoon of 31 October 1917, Lieutenant General Sir Henry (Harry) George Chauvel, commander of the Desert Mounted Corps, gave the order which sent the men and horses of the 4th Australian Light Horse Brigade charging into battle and into history. The cavalry-style assault, which saw the fall of Beersheba to the Allies, has gone down as one of the most spectacular and well executed mounted attacks of the First World War. In 1923, historian F.M. Cutlack wrote of the battle:

> No adequate description can be attempted here of that charge – a gallop at uncharted trenches strongly manned, a gallop for two miles under shrapnel before the infantry fire opened, and the last whirlwind race at a suddenly disclosed objective, a double trench system, but mercifully unwired. Captured Germans, speaking of that cavalry charge, made not with swords or lances, but with fixed bayonets, said: 'The Australians are not soldiers; they are madmen.'

Note: all photos are production stills from Charles Chauvel's 'Forty Thousand Horsemen,' 1940[1]

On 1 February 1938, more than two decades after the famous Battle of Beersheba, the brave men of the Australian Light Horse once again took to their saddles, raised their weapons and, with a shout, sent their horses roaring across open country. But unlike the assault in 1917, the charge took place not over the deserts of the Middle East, but the sand dunes of Cronulla; the shooting came not from Turkish guns, but film cameras; and the man giving the orders was not General Sir Harry Chauvel, but his nephew Charles, who was on set capturing key frames for the movie which was to become an Australian classic – *Forty Thousand Horsemen*. Although, on that day in 1938, the film-to-be was not called *Forty Thousand Horsemen*, but had the working title: *Thunder over the Desert*.

Producer and director, Charles Chauvel, had written the film's script – which tells the story of three First World War Australian Light Horsemen engaged in the desert campaigns - in collaboration with well-known Australian historical novelist, E.V. Timms. The pair used as their inspiration books brought back from the war by Charles's father, Major Allan Chauvel, who had served with the Australian Imperial Force in Sinai and Palestine. Despite the pedigree, Charles Chauvel struggled to secure financial backing for the ambitious production. His wife, Elsa, later explained in her 1973 book, *My Life with Charles Chauvel*, that when the director was asked by the

board of Expeditionary Films how much might be required to make the film, Charles replied: 'A pound a horse – forty thousand pounds.' In the end the film actually cost around £30,000, but, at the time, this was still a substantial amount for an Australian film.

Not to be dissuaded, Chauvel hatched upon a plan. He reckoned that if he could film some exceptional footage of one big scene - the dramatic charge on Beersheba - he might be able to create a 'shop window' to show to prospective investors and thereby generate some much-needed financial support. But to do so he would need both men and horses. Fortunately, Chauvel was in luck.

As part of Australia's sesquicentenary celebrations in January 1938, a composite regiment of more than 400 officers and men of the Light Horse had gathered in Sydney for a great military review which was held at Centennial Park. To have that many trained and competent horsemen in one place at one time was almost too good to be true and Chauvel jumped at the opportunity. On 15th January the *Sydney Morning Herald* reported that the Defence Department had agreed to allow the 400 Light Horsemen to take part in Chauvel's re-enactment of the legendary charge on Beersheba. But there was a catch. Chauvel, who had chosen Cronulla's sand dunes as the location for the shoot, had to cover all expenses incurred for bivouacking the men at Gunnamatta. And importantly, he had the Light Horsemen for one night and one day only. If it rained, bad luck.

By dawn on the morning of 1st February 1938, the Light Horsemen were ready and in their saddles awaiting the call to action. Instead they were met with grey clouds and drizzle. For hours, as the rain dripped from their hats, the horsemen waited patiently, not daring to dismount in case the weather cleared and the order was given to charge. After so much preparation and anticipation, the strain on Chauvel must have been colossal. Not only had he organised the Light Horsemen and their charges, but he had engaged 60 local unemployed men to dress and act as Turkish soldiers. Four camera teams had also been secured – two would film the long shots, while the other two would concentrate on capturing close ups of the action. One of the cameramen on the shoot was, in fact, the 'grand old father of the camera', Frank Hurley. In order to increase his chances of filming the most dramatic footage, Hurley insisted that a big hole be dug in the sand with just a few planks and some sandbags placed over it for protection. In her book, Elsa Chauvel recounted Hurley's words to Chauvel: 'Just leave a hole for the camera lens – I want to get down into that pit…Then I want you to send the lot over me as I want to see their bellies.' If this wasn't enough pressure, an audience of 1000 people had turned up to watch the impending spectacle from the adjoining hills! But first they needed sunshine.

Finally, after what must have seemed like forever, the clouds began to break and the sun beamed down on Cronulla. 'All right – ACTION', shouted Chauvel.

'Everyone knew what was expected of him, and went to it,' wrote Elsa Chauvel, 'The horses ploughed, stumbled and flung themselves down the sand dunes, at times their rumps almost buried in the sand.' One of the most memorable shots was captured when Sergeant Cecil Marsh, galloping at the head of a troop, was thrown from his horse when its hoofs stumbled in the soft sand and he crash-landed right in front of Hurley's camera. Marsh and two other injured horsemen received treatment at Randwick Military Hospital. Despite these casualties, the day was a success. Chauvel had his 'shop window' and he could now go about the process of seeking the finance needed to complete the film. Indeed, £15,000 was later guaranteed by the NSW State Government. In April 1938, Chauvel wrote to Sutherland Shire Council to express his sincere appreciation for their cooperation with shoot at Cronulla. 'Without such assistance,' the letter stated, 'it would not have been possible to make this production.' But there was still a long way to go before the film was up on the silver screen.

During 1939, Chauvel and his film crew travelled to the Warrumbungle Ranges, Orange and Broadmeadows in Victoria, to record a series of action shots which would later be pieced together like a rather elaborate jig-saw puzzle. By early 1940, Chauvel was back in Sydney with a new production company – Famous Feature Films – and a new name for his film – *Forty Thousand Horsemen*. What he didn't yet have, was a cast. Indeed, the *Sydney Morning Herald* reported on 23 April 1940, that it had taken Chauvel six months to find his leading lady, Betty Bryant (who played Juliet Rouget), and three months to fill the chief male parts. Grant Taylor was cast as 'Red' Gallagher, the Light Horse star, with the other principal actors to include 'Jim Barton, who will be Slab Rafferty, and Pat Twohill, who will be Larry Bourke.' Fans of the film will note that the newspaper did not get this information quite right. There is no character in *Forty Thousand Horsemen* called 'Slab Rafferty' and, therefore, he is certainly not played by Jim Barton. In actual fact, there is a *character* in the film named 'Jim', and although the actor who played him went on to become one of Australia's most best loved and easily recognised actors, in 1940, he was virtually unknown.

The actor born John William Pilbean Goffage, first acquired the screen name, 'Slab O'Flaherty', after Charles Chauvel decided that a mouthful like 'Pilbean Goffage' in no way suited the larrikin character he was cast to play in *Forty Thousand Horsemen.* Mrs Pilbean Goffage, however, would not hear of becoming 'Mrs Slab O'Flaherty' and so 'Slab' was substituted with 'Chips' after a childhood nickname which stemmed from the actor's long and lanky physique. According to the *Mercury* newspaper (13 April 1946) when Chauvel asked what name he had chosen, 'Chips' answered: "O'Flaherty or some rafferty name like that." And so, Chips Rafferty – and a star – was born.

With the actors cast, it was finally time for Chauvel to shoot the theatrical storyline of *Forty Thousand Horsemen*. A Mr Eric Thompson was tasked with designing the interior sets which were built and filmed at Cinesound Studios at Bondi Junction, whilst a Mr George Kenyon had the unenviable job of creating the outdoor settings for the film. Bare Island in Botany Bay, which had been fortified against an anticipated Russian attack in the late 1800s, was used for some exterior scenes, and Cronulla's sand dunes were once again chosen as a fitting substitute for the vast deserts of the Middle East – although this may seem an unlikely option today.

Cronulla Beach circa 1920-1940 showing the sand hills beginning at what is now Elouera Beach.

To fully appreciate how truly massive the sand dunes at North Cronulla were in the early 1940s, it is worth viewing aerial maps of the Sutherland Shire over time through Shire Maps. You can zoom in on specific locations in the Shire – including Cronulla Beach – and, by clicking on the *Aerials* button in the top-right of the screen, jump back in time to see what the Shire looked like from above at different periods since 1930. In some cases the changes are incredibly striking. In 1989, local environmentalist, Bernie Clarke, who had played an extra in *Forty Thousand Horsemen*, recalled to the *Sydney Morning Herald* how he remembered the steep dunes back in 1940: 'In those days they were towering sand dunes, they were unique … those hills reached the sky.' (Chauvel returned to Cronulla with Chips Rafferty in 1943 to film *The Rats of Tobruk*. Scenes from the 1985 movie, *Mad Max: Beyond Thunderdome*, were also shot amongst the sprawling dunes). Nevertheless, it took more than great quantities of sand to transform the dunes at Cronulla into a Middle Eastern desert.

It took many weeks of work to create the convincing First World War setting at Cronulla. Key to the illusion was a faithful reconstruction of the Sinai Desert village of El Arish. The site comprised minarets, a mosque, native market-places, wells, adobe huts and an imposing arch between two towers which formed the main entrance to the village. As the film set was exposed to strong winds, which moved the sand dunes around throughout the day, all buildings had to be soundly braced to withstand the weather. In addition to the large structures, an extensive list of props and costume pieces, which included domestic utensils, Spandau machine-guns, rifles, helmets for Turkish and British troops, and fruit and vegetables for the market sellers, had to either be sourced or produced locally. Even the issue of animals had to be dealt with. 25 camels, 50 donkeys, 30 goats, fowls and even a monkey were brought in to add to the desert atmosphere. Acquiring the camels proved particularly problematic. About a dozen of the creatures were purchased in Alice Springs and then undertook the long trek to Sydney. When Chauvel felt he needed still more camels, he sent two of his staff to Hungerford (near the Queensland border) to buy some extras. On their arrival the men found that due to a coal strike, camels were very much in demand and the price for each animal had escalated from £8 to £25.

If acquiring all the necessary props, building materials, costumes, animals and, of course, cast and crew was difficult, the process of actually shifting everything and everyone onto the film set must have been a nightmare. As the *Sunday Times* reported on 30 June 1940:

> To get to the location is a problem. It can be either reached by taking a ferry across Botany Bay (from La Perouse to Kurnell) and then riding four miles down a bridle track; or by way of Cronulla, and then seven miles over a treacherous sand road. Location trucks have been continuously embedded along the latter, and shovels and heaps of rushes have been left along it at convenient intervals for the shovelling out process.

It's little wonder, then, that the cast and crew of *Forty Thousand Horsemen* set up camp on the film set, just over the dunes where it was more protected from the wind by the small trees and shrubs. Chauvel and his wife, Elsa, who worked as the film's continuity and script expert, had a 'modern' caravan equipped with electricity and radio. Another caravan was provided for the three male leads, and the rest of the company lived in spacious tents. Only the female star, Betty Bryant, stayed in town. The camp-dwellers ate their meals in a dining tent with a long wooden table which was served by a cook and his wife. Wells were sunk to supply washing water, whilst drinking water was hauled in from Cronulla. By all

accounts it was a most congenial film set, although the sand did get everywhere and drift into everything, causing no end of consternation. 'I don't know how they managed it in the last war,' actor Pat Twohill complained, 'but I don't seem to be able to keep the sand out of my gun, even when I am cleaning it every five minutes.'

On 14 July 1940, the military once again featured in the filming when members of the 1st Light Horse (Machine Gun) Regiment were directed to ride over the ridges of the dunes and into the 'village' of El Arish. Hundreds of hikers had caught the ferry across Botany Bay to survey the action and many, no doubt, would have returned time and again to watch the bomb blasts, yellow smoke and exciting battle scenes play out before them. By mid-September, however, with the exception of a few atmospheric sequences, all the camerawork for *Forty Thousand Horsemen* had been completed and Chauvel and his post-production team began the mammoth job of pulling all the pieces of the film together, ready for distribution.

Prior to its premiere on Boxing Day 1940 at the Mayfair Theatre in Sydney, a special preview screening of *Forty Thousand Horsemen* was shown on 17 December at Hoyts, Bondi Road Theatre. Those in the audience included members of the press, the NSW Cabinet, and many former leaders and men of the Australian Light Horse who had served in the First World War. Almost everyone who saw the film that day was overwhelmingly impressed. Everyone, that is, except the one person who could do the most damage to how the film was received not only in Australia, but around the world – the Commonwealth Film Censor, Mr W. Creswell O'Reilly.

O'Reilly held that 'scenes showing horses falling during the Beersheba charge were too gruesome and the romantic sequence was too daring' and therefore had to be cut before the film could be exported to the United States. Chauvel was outraged. Fortunately, during the film shoot, he'd had the good sense to arrange for an RSPCA officer – who conveniently lived at Cronulla – to regularly visit the set. Thus, Chauvel was able to establish that all horses used in the making of *Forty Thousand Horsemen* were well cared for, and that none had been hurt during filming. The order for censorship deletions was overthrown.

Although Chauvel could not have predicted it back in February 1938 when he first shot those magnificent images of men and horses charging across the sand dunes at Cronulla, the timing for the release of *Forty Thousand Horsemen* was grimly topical. By December 1940 Australia was once again at war and had sent - and for several years would continue to send – many of its young men to fight and die on foreign soil.

Sources:

Sydney Morning Herald articles

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- *Charge scenes in film,* 20 December 1940, p.9.
- *Cuts in film restored,* 21 December 1940, p.13.
- *Film reviews,* 30 December 1940, p.2.
- *Sands are running out for Kurnell,* 8 July 1989, p.2.

Books

- *My Life with Charles Chauvel* by Elsa Chauvel
- *The Australian Imperial Force in Sinai and Palestine,* 1914-1918 by H.S. Gullett
- *Frank Hurley : a photographer's life* by Alasdair McGregor

Other Sources

- Australian War Memorial website articles: *Forty Thousand Horsemen* and *The charge of the 4th Light Horse Brigade at Beersheba*

[1] Photo Credit

Most of the photographs that illustrate this article are provided courtesy of the Mitchell Library, State Library of NSW. If you would like to see more of these images, 210 film and production still photographs of *Forty Thousand Horsemen*, including images taken on set at Cronulla, can be accessed through the State Library of NSW website.

Advertisement for the film *Forty Thousand Horsemen* in S.C.A.M., 19 April 1941

BOOK REVIEW

MERLE KAVANAGH
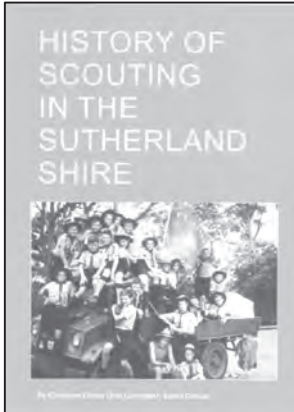
History of Scouting in the Sutherland Shire, by Christine Edney (2nd Caringbah Scout Group), 2017

Description: 194 pages, including 23 chapters and two appendices plus source list; laminated soft cover.

Cost: $25.00 or two for $45.00

Available from: Sutherland Shire Museum on Saturday mornings (23 East Parade, Sutherland, western side of Sutherland Railway Station) or contact Christine Edney directly on: cmedney@gmail.com or 9524 7061.

One can only be impressed by this very large collection of Scouting history in the Sutherland Shire. Accompanied by many photographs, both colour and black and white, it is a fitting tribute to all who participated in Lord Baden Powell's wonderful idea of a 'club' for boys, which we know was swiftly copied by the girls, for whom 'Guiding' was created.

This book is arranged in district chapters, with several combining a collection of adjoining suburbs, e.g. Jannali, Como, Oyster Bay, Flat Rock. The Chapter list does not include page numbers, but it is fairly simple to locate the chapter you are seeking by its number.

Like myself, some people might find their own name or that of someone known to them mentioned, giving assistance to Leaders, or serving in some role, when such Scouting experience had almost become lost in memory. Unfortunately, there is no complete index to names in this book which could lead to the area concerned, so it would be wise to check the area around where you or the person lived.

Apart from the details given in the suburb chapters, there are chapters on Combined Mobs, including Joeys, Venturers and Rover Crews, plus Extension Scouting for those with some disability. Other Scouting ventures are given their own space, e.g. Kirrawee Gang Show and Boree Regatta. Another chapter reports on campsites, including Engadine, Heathcote, Camp Couttes (Waterfall), Gooyong and Bundeena. Still another lists groups in districts, giving history of any changes. The final groupings give Kings and Queens Scouts and Baden Powell Awards over an impressive number of pages. BRAVO!

Then, finally the sources used for this study not only list publications but also people who contributed their memories. Congratulations to Christine Edney on an important local history ... 'Well Done!' as the Brownies would say!

SSHS Excursion to Sydney Bus Museum

REPORT and PHOTOS by CREO MOORE

On Saturday, 2nd September, 27 members of SSHS met at Sutherland train station at 9:00 for a trip to Sydney Bus Museum, located at Leichhardt in the old tram depot. Our first stop was QVB for coffee. Afterwards we were met by an original green double-decker bus to take us to the Museum. We all had to climb on board fairly quickly as city traffic can be chaotic. On the way to the Museum via Anzac Bridge and Drummoyne, our bus certainly attracted a lot of attention.

Our guide and museum stalwart, Roy was a font of knowledge and able to answer all our questions. We learned how buses have helped the city of Sydney become the metropolis it is today. All types of buses were on display, including those used for transporting troops in WW2, buses used for the Royal visit, buses from the UK .... The history of the Bus Museum is fantastic.

Afterwards we were taken by bus to the Sydney Rowing Club at Abbottsford for lunch - an excellent way to finish the day.

AROUND THE SHIRE

Gymea Lily Festival, 29 October 2017 [Elizabeth Craig]

The Bonnet Cave in 1883 [SSL]

..... and in suburbia in 2017 [Carol McDonald]