



NUMBER: 224 — AUGUST 2022



The Dock, Audley, a hand tinted postcard photographed between 1900 and 1920

[Source: Howard Stanley Collection]

(See article: 'The Dock at Audley,' by Greg Jackson and Pam Forbes, p.27)

MINDFUL OF THE PAST – FOCUSED ON THE FUTURE

EMAIL: shirehistory@gmail.com; **PHONE:** 0424 600 150 **SSHS WEBSITE:** www.shirehistory.org

FACEBOOK: Sutherland Shire Historical Society

SSHS EXCURSION TO WARUMBUL, RNP

(See Excursion Report, p. 19)



Some of the Warumbul excursionists at the remnants of the seawall [Photo: Creo Moore]

SSHS MUSEUM GRAND OPENING

Saturday, 15 October 2022, 1.30pm

88 Venetia Street, Sylvania

Keep the date free

**After the official opening by Mayor Clr Pesce,
there will be entertainment and finger food**

Guides will be on hand to answer any questions about the exhibits.

*An invitation will be coming soon, with more
details*



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Extra printed copies of the *Bulletin* will be available at meetings for \$5.

East Coast Encounters 1770, 2nd ed., will also be available for sale at meetings for \$30

MEMBERSHIP RENEWALS FOR 2022-2023 ARE NOW OVERDUE

SUTHERLAND SHIRE HISTORICAL SOCIETY

THE SOCIETY

The SSHS has a proud tradition stretching back more than half a century 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 on our website: www.shirehistory.org or at Sutherland Library - Local Studies. 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. Any enquiries contact the Editor: Elizabeth Craig at elizabeth.craig@y7mail.com or phone 0491 096 642.

Digital copies of the *Sutherland Shire Historical Society Inc Bulletin* are emailed to all Society members with online access. Print copies can be purchased at \$5.00 each. Digital copies are also emailed to all Shire council libraries, the Mayor, Shire General Manager, all Councillors, local politicians, the Royal Australian Historical Society, National Trust of NSW, NSW State Library, National Library of Australia, University of Sydney, University of NSW, Shire high school libraries and some local businesses. Issues from September 1966 are also posted on the SSHS website: www.shirehistory.org

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REGISTRATION

SSHS BULLETIN – ISSN 1444-2930 (from February 2000); ISSN 2652-4000 (ONLINE) (from May 2019)

Society publications are registered with the National Library of Australia in accordance with International Standard Serial Numbering and have an ISSN or 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. Due to the COVID-19 concerns, we ask that you register your attendance ahead by email to: shirehistory@gmail.com or phone Creo Moore on 0425 226 405

SUTHERLAND SHIRE MUSEUM

Our new Museum at 88 Venetia Street, Sylvania is now open for visitors. Opening hours are: Tuesdays, 12.00 – 4.00 pm, Thursdays and Saturdays, 9.30am – 1.00pm. Entry is \$5. If you would like to organise a group visit, please contact Museum Manager, Peter Moore: 0427 213 575 or email us at shirehistory@gmail.com.

DONATING MATERIAL: If you have items of historical significance to Sutherland Shire such as artefacts, documents or photographs, that you wish to donate or lend to the Museum, please contact us at shirehistory@gmail.com. While we welcome such items, we have very limited space and have to adhere to our acquisitions policy which dictates what sort of items we can accept. If you do not wish to part with original items, we would welcome copies of documents and photographs. Temporary loans for specific periods for suitable items 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 EXECUTIVE COMMITTEE: 2020-2021

ELECTED MEMBERS

PATRON:	Shire Mayor, Clr Carmelo Pesce		
PRESIDENT	Pauline Curby	0427 527 721	pcurby@iprimus.com.au
VICE PRESIDENT	Elizabeth Craig	0491 096 642	elizabeth.craig@y7mail.com
SECRETARY/PUBLIC OFFICER	Graham Burton	0423 234 127	grahamburton@live.com.au
TREASURER	John Doherty	0402 848 344	johndoherty55@gmail.com
COMMITTEE MEMBERS:	Creo Moore	0425 226 405	creoaus@gmail.com
	Carol McDonald	0403 877 397	jmcdonald@optusnet.com.au
	Deb Burton	0403 625 889	burton.deb@gmail.com

APPOINTED POSITIONS

MUSEUM MANAGER	Peter Moore	0427 213 575	peter_mo@ihug.com.au
BULLETIN EDITOR	Elizabeth Craig	0491 096 642	elizabeth.craig@y7mail.com
BULLETIN PROOF READER	Dawn Emerson	9543 1060	emersondawn939@gmail.com
ONLINE ADMINISTRATOR	Creo Moore	0425 226 405	creoaus@gmail.com
PUBLICATIONS OFFICER	Elizabeth Craig	0491 096 642	elizabeth.craig@y7mail.com
PUBLICITY OFFICER FACEBOOK	Creo Moore	0425 226 405	creoaus@gmail.com
ARCHIVIST	Carol McDonald	0403 877 397	jmcdonald@optusnet.com.au
GRANTS OFFICER	John Doherty	0402 848 344	johndoherty55@gmail.com
EXCURSIONS OFFICERS	Greg Jackson Christine Edney	0450 615 104 0410 141 439	greg.jackson100@gmail.com cmedney@gmail.com
COMMUNITY ENGAGEMENT OFFICER	Bruce Watt	0405 493 187	watto1951@tpg.com.au
HERITAGE WEEK LIAISON OFFICER	Bruce Watt	0405 493 187	watto1951@tpg.com.au
WELFARE OFFICER	Mary Small	9522 9917	marysmall@optusnet.com.au
AFTERNOON TEA	Anne Steward Kate Doherty Florian Camper Deborah Burton		
HONORARY SOLICITOR	Michael Solari		

SSHS CALENDAR: SEPTEMBER - DECEMBER 2022 (See website: www.shirehistory.org for updates)		
SSHS MEETING - normally held at 1.30pm, 3 rd Saturday in the month at the Stapleton Centre, Sutherland		
Sutherland Shire Museum at 88 Venetia St., Sylvania is open: Tuesdays 12.00 – 4.00pm Thursdays and Saturdays, 9.30 am – 1pm		
DATE		
SEPTEMBER 2022	Sat. 17th	56th Annual General Meeting Carol McDonald will show a selection of photos and videos held by SSHS on the history of the Shire
	Wed. 28th	EXCURSION*: Greg Jackson and Pam Forbes will lead an excursion to Parkesvale Pleasure Grounds (1899-c1912). Meet at Sandy Pt Community Car Park at 10am (200 St George Cr.). Walk about 1.2km each way, mostly along fire trail. Advise Greg Jackson if attending: 0450 615 104
OCTOBER 2022	Sat. 15th	OPENING OF SUTHERLAND SHIRE MUSEUM 1.30 pm, 88 Venetia Street, Sylvania Details to follow NO MEETING
	Wed. 19th	EXCURSION*: to Aust. National Maritime Museum. Meet at Sutherland Station for 9.15am train to Central, then light rail to Darling Harbour, ETA 10.15am. Cost \$20/\$32 (depending on numbers). Lunch at ANMM restaurant. Advise Greg Jackson if attending: 0450 615 104.
NOVEMBER 2022	Sat. 19th	GENERAL MEETING SPEAKER: Bruce Howell on 'How the Shire got its Aboriginal place names'.
	Sat. 26th	\$\$\$SSH\$ CHRISTMAS PARTY\$ 11.30am, 88 Venetia Street, Sylvania

***EXCURSIONS:** Please note that for insurance reasons only SSHS members can attend excursions.

56th ANNUAL GENERAL MEETING
SUTHERLAND SHIRE HISTORICAL SOCIETY INC.

THIS NOTICE IS ISSUED ON BEHALF OF THE EXECUTIVE COMMITTEE
MEMBERS ARE ADVISED THAT THE AGM AND ELECTION OF OFFICERS AND
COMMITTEE MEMBERS FOR 2022-2023 WILL BE HELD ON

SATURDAY 17TH SEPTEMBER 2022

COMMENCING AT 1.30pm

STAPLETON CENTRE, 21A STAPLETON STREET SUTHERLAND

.....
1. WELCOME, ACKNOWLEDGEMENT TO COUNTRY AND APOLOGIES

2. ADOPTION OF MINUTES OF THE 2021 AGM AS PUBLISHED IN THE FEBRUARY 2022
BULLETIN.

3. ADOPTION OF ALL ANNUAL REPORTS FOR 2021-2022 FROM THE EXECUTIVE
COMMITTEE AS PUBLISHED IN THE AUGUST 2022 *BULLETIN.*

4. ADOPTION OF THE FINANCIAL REPORT AND BALANCE SHEET FOR 2021-2022 AS
PUBLISHED IN THE AUGUST 2022 *BULLETIN.*

5. ELECTION OF OFFICERS:

PRESIDENT

DEPUTY PRESIDENT

HONORARY SECRETARY/PUBLIC OFFICER

HONORARY TREASURER

COMMITTEE MEMBER 1

COMMITTEE MEMBER 2

COMMITTEE MEMBER 3

8. AGM GENERAL BUSINESS

THIS NOTICE IS GIVEN IN AUGUST 2022

GRAHAM BURTON, SECRETARY

PRESIDENT'S REPORT 2021-2022

PAULINE CURBY



This year work has continued at the Sutherland Shire Museum at Venetia Street, Sylvania Heights. Led by our hard working museum manager Peter Moore, an energetic band of volunteers has worked diligently on a range of tasks both inside and outside in the museum grounds. We have appreciated input from our Museum and Galleries advisor Lynn Collins, a real 'ideas man'. Although his time with us has come to an end, he is keen to attend our grand opening on **Saturday, 15th October** (replacing our meeting). More information to come. Meanwhile save this date!

While there is some fine-tuning to do inside with labels and the arrangement of museum displays, the most urgent task is now the outside exhibits. Signs for these need to be finalised, exhibits re-arranged and structures put in place to ensure the safety of visitors and workers moving around the grounds. These are challenges that we will present to the mayor and a number of interested Sutherland Shire councillors in the coming months.

As mentioned before our overall theme for the museum – 'old but new' – reflects the ancient Dharawal culture of this district in contrast to Sutherland Shire's relatively recent suburbanisation. In the museum we highlight a selection of objects and stories reflecting this old but new history.

Despite the museum keeping us very busy, we have still managed to enjoy a number of excursions. Led by Greg Jackson and Pam Forbes, and on other occasions by Christine

Edney, small groups of members have learnt much from these outings. This year's continuous rain has washed out a couple of excursions but Greg and Christine remain undaunted!

Sutherland Shire Historical Society hosted the launch of the Shire's annual Heritage Festival this year, marking the beginning of a month of activities at a number of local venues. On Friday evening 29 April this event was held at Cronulla RSL where the mayor Councillor Carmelo Pesce formally launched the festival.

Bruce Howell, deputy chair of Sutherland Shire Council Aboriginal Advisory Committee, did an 'Acknowledgement of Country' and chair of the Sutherland Shire Citizens' Heritage Festival Committee Dawn Emerson addressed the gathering. In addition, Society archivist Carol McDonald mounted a display of historical photos highlighting this year's Heritage Festival theme, 'Curiosity'. Despite the success of this evening the executive has decided not to take part in next year's Heritage Festival, but to concentrate our efforts elsewhere. In a year's time we will reconsider this decision.

You may have noticed on this month's *Bulletin* cover, that the Society now has a dedicated phone number, manned on a roster system by committee members. We thank Creo Moore for this initiative, as members and others now have another means of contacting the Society. The number is: 0424 600 150

Thank you to all who have worked hard this year for Sutherland Shire Historical Society. It is refreshing to see such enthusiasm and to welcome new members, many of whom bring innovative ideas to our Society.

SSHS MUSEUM REPORT 2021-2022

PETER MOORE

Although the museum has not been officially opened we are open for business and a steady trickle of visitors are coming through the door. The official opening was to take place when the Holt Organ was fully restored and ready for a recital some time later this year, but unavoidable delays has meant that the restoration will not be completed this year. Instead, we will be having an opening highlighting the Margaret Simpson collection and the *Endeavour* ballast on **Saturday, 15th October** – our usual meeting date. More details to come. When we are able to display the Matson collection of Aboriginal artefacts that were found by Fred Matson in the Port Hacking area we will have another event.

We are currently receiving a steady stream of donations from museum visitors and from friends of the museum. Nearly all our visitors have been impressed with the content and variety of the displays. If any member has not been on a visit to our museum you are really missing out on something special. So please come and have a look at what the museum crew have achieved. Free entry to SSHS members.

When we were first moved to 88 Venetia Street, the museum crew were somewhat overwhelmed by the size of the work in front of them. To make a museum out of a collection that looked like a ship wreck washed up on the beach has been an enormous task. But the museum crew came together, persevered and gradually the layout took shape, and display objects were identified and labelled.

A number of grants have allowed the crew to develop the museum into its current condition. We were most fortunate to receive a grant of \$15,000 from SSC that has allowed us to display and store our Aboriginal collections, and just recently the Federal Government granted us \$4000 to upgrade our computers

and printers. The Holt family have generously underwritten the cost of the restoration of their family organ, which is a prominent part of our display.

There have been several smaller donations made by friends and members of the SSHS, but the greatest donation is the time the museum crew and the SSHS executive committee have put in to bring about this wonderful rebirth of our museum.

All involved have done a great job of work, but I would like to point out the few who have provided inspiration and leadership to get us through our labour of love.

Firstly, there is our president Pauline who has always been there to keep us all heading in the one direction and provide encouragement when required. Secondly, I would like to thank our treasurer John, who was always on the lookout for more treasure (ie funds) as well as doing most of the accessioning. Thirdly, many thanks to Bruce Edney who came on board rather late, but has provided us - and continues to do so - with a first class computer system which he has designed and put together, to accession our historical items.

I would like to thank my crew (museum volunteers) not already mentioned above and in no particular order. The crew of the Good Ship Venetia Steet consisted of Carol McDonald, Graham and Deb Burton, Claudia Dixon, Elizabeth Craig, Cheryl Spencer, Greg Jackson, Christine Edney, Leigh Wallbank, Peggy Annabel, Julie Donno, Hamish MacDonald, Carol Cook, Kevin Curby, Bruce Howell, Kate Doherty and Creo Moore. They all deserve a special thanks from the Society.

Finally, I would like to give special thanks to Museum and Galleries' Lynn Collins for his guidance throughout our ordeal.

SECRETARY'S REPORT 2022

GRAHAM BURTON

The museum has finally become fully established and functional in its new setting at Venetia St. This is due to the many volunteers and also the leadership from Pauline Curby and Peter Moore. Setting up the museum in the new location was achieved through the enthusiastic participation of the many volunteers including the executive committee. Most of the time volunteers had fun while beavering away at a myriad of tasks making the current exhibition and overall presentation of the museum vibrant and entertaining.

The new year brings a Promotions sub-committee led by Elizabeth Craig to focus on increasing our visitor numbers. Covid-19 has presented minor disruption with

some meetings becoming online sessions with some steep learning curves, as well as preventing and suppressing public meetings/history seminars, visitation and other activities. Despite this our membership increased to 108 members from 96 in the previous year. Overall SSHS remains viable and increased visitation to the museum will cement its important role as a valued cultural icon within Sutherland Shire. The society and its museum continually work towards our vision:

To lead, inspire, educate and engage the community through vibrant and entertaining exhibits, programs, publications and events. Our archives and collection serve as a comprehensive and accessible resource for researchers, educators and students.

Vale Noel Elliot

23 January 1934 – 1 July 2022

Most of us have known Noel since 2010 through his various activities within the Sutherland Shire Historical Society.

- He spent his early years in Victoria until he met the love of his life, Dot, and moved to Sydney.
- He loved his sport: soccer, AFL and tennis. In his younger and not so young days he was a goalee and soccer referee, and a very fiery one at that.
- He loved nature and was a volunteer with the Royal Botanic Gardens in Sydney.
- He loved classical music and enjoyed his visits to the City Recital Hall.
- He loved to travel, especially if it involved photography, garden tours and anything to do with steam trains/locomotives.
- He loved history and joined the SSHS on 4 December 2010. He was an avid Museum volunteer and led many day trips for the Society. You really knew when you had a day walking with Noel!
- He loved his friends and made many and he loved his family.

Rest in peace, Noel.

John Doherty

TREASURER'S REPORT 2021-2022

JOHN DOHERTY

The Challenge accepted!

The opening words in my last report were Taking On the Challenge, and I can report the Challenge was accepted.

We started off the 2020-2021 financial year with 93 'financial' members and as at 30 June 2022 we had 108. Not all members are financial and although new membership is growing we urgently need renewals for the 2022-2023 financial year.

At time of writing we have 35 outstanding renewals. Membership subscriptions, donations and fund-raising have been and are very important to our survival.

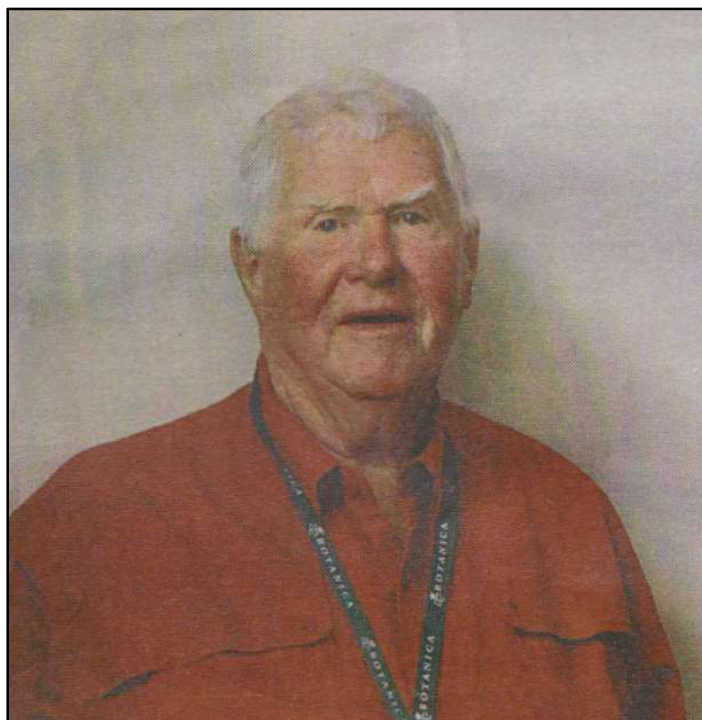
During the year membership fees amounted to \$4,090, donations \$1,160 and fund raising \$443. They are not significant amounts but at least they help pay the bills.

Retained profit at the end of 2021 financial year was \$23,954 - almost \$10,000 down on the

previous year. I am not too worried as we have had a very busy year, and once the Museum is fully operational, we should see a retention of money through donations, sale of books, paintings and pieces of museum paraphernalia.

Our position with grants has slowed down but following on from last year we have a second storage shed, new cabinetry for the Aboriginal room and a complete upgrade in IT equipment and systems.

The Executive is working with the council on new signage and outside under cover protection, amongst other things. The interior of the Museum has been receiving accolades and you should come and make a visit and help promote it. We do not want to lose it when renewal of our lease is due in several years' time. We have to show that it is a working museum, and one that makes us proud.



Vale Noel Elliot

23 January 1934 – 1 July 2022

**Treasurer's Report
John Doherty**

**Sutherland Shire Historical Society Inc
Profit and Loss year ending 30 June 2022**

	FY 2022	FY 2021
Income		
Advertising	\$	\$
Donations	\$ 1160.45	\$ 540.10
Grants	\$ 19000.00	\$ 5000.00
Book sales:-	\$	\$
ECE 1770	\$ 1763.75	\$ 5337.70
Kareela	\$ 141.00	\$ 294.20
Other	\$ 139.00	\$ 176.00
Subscriptions	\$ 4090.00	\$ 3405.00
Heritage Festival	\$ 440.00	\$
Miscellaneous	\$ 468.05	\$ 295.75
Bulletin	\$ 645.00	\$ 890.00
Paintings	\$	\$
Interest received - St. Geo.	\$	\$ -
Interest received - IMB (Fixed Deposit)	\$ 10.71	\$ 112.44
Christmas Party 2020	\$	1008.00
Fund Raising	\$ 442.50	2930.20
	<u>\$ 28300.46</u>	<u>\$ 19989.39</u>
Expenses		
Bank Fees	\$ 684.00	\$ 114.00
Book Exp - ECE 1770	\$ 3340.00	\$ 0.00
Bulletin & postage	\$ 1293.60	\$ 2142.00
Shed #2	\$ 3795.00	\$ 3469.00
General Exp	\$ 953.36	\$ 351.27
Insurance	\$ 933.88	\$ 377.60
Subscriptions	\$ 0.00	\$ 215.00
Museum Exp	\$ 4201.44	\$ 913.34
Hall hire	\$ 344.10	\$ 745.00
Heritage Festival	\$ 430.00	\$
Stationery & Postage	\$ 547.44	\$ 432.25
Website / Fbook/Kiosk exps	\$ 316.80	\$ 4429.35
Newsletter,printing,etc	\$ 340.78	\$
Paintings	\$ 400.00	\$
Equipment Purchases re Volunteer Grant	\$ 4100.45	\$
Cabinetry Purchases re Community Grant	\$ 16432.90	\$
Christmas Party 2020	\$	\$ 1008.00
	<u>\$ 38113.75</u>	<u>\$ 14196.81</u>
Net Operating Profit(Loss)	\$ -9813.29	\$ 5792.58
Retained profits at the beginning of Financial year	\$ 33767.28	\$ 27974.70
RETAINED PROFIT AT THE END OF FINANCIAL YEAR 2022	<u>\$ 23953.99</u>	<u>\$ 33767.28</u>

25/07/2022

SUTHERLAND SHIRE HISTORICAL SOCIETY INC
ABN 17 083 299 572
BALANCE SHEET
AS AT 30th JUNE, 2022

CURRENT ASSETS	2022	2021
St George Term Deposit	\$	\$
IMB Term Deposit 200855539	\$ 5123.15	\$ 5112.44
IMB Everyday Unlimited 2007983933	\$ 18680.84	\$ 28504.84
Petty Cash	\$ 150.00	\$ 150.00
	<u>\$ 23953.99</u>	<u>\$ 33767.28</u>
Less: Liabilities, Unpresented Cheque	0.00	0.00
	<u>\$ 23953.99</u>	<u>\$ 33767.28</u>
EQUITY		
Retained Earnings	\$ 33767.28	\$ 27974.70
Current Year Earnings	\$ -9813.29	\$ 5792.58
Balance as at 30 June 2022	<u>\$ 23953.99</u>	<u>\$ 33767.28</u>

DECLARATION

The Management Committee declared that the association is not a reporting entity and this is a special purpose financial report.

The Committee of the association declares that:

1. the financial statements as set out on pages 1 & 2 present fairly the association's financial position as at 30th June, 2022 and its performance for the year ended on that date.

2 in the Committee's opinion there are reasonable grounds to believe that the association will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Committee.

President:

Pauline Curby
Pauline Curby

Assistant Treasurer

Creo Moore
Creo Moore

Date: 30/7/2022

Date: 25/7/2022

25/07/2022

FROM THE EDITOR'S DESK

ELIZABETH CRAIG

The August *Bulletin* is always dominated by AGM related reports, and this is no exception. Hence, this issue is a bit longer than normal to fit in some great articles.

I was particularly excited to receive a response to my plea in the May issue for more information on Captain Robert Ryall, founder of the Cronulla-Bundeena ferry service. (See p.13)

We've had a series of interesting excursions, all generating reports that I think you'll find interesting, and may even inspire you to join us for future ones.

We are revamping our website, and the updated version will include a page for research articles that are too long to include in the *Bulletin*. This is a great solution to

making such well researched local history articles – with information often not found elsewhere – available to all.

You will see that SSHS has acquired a dedicated phone number: 0424 600 150, so you now have another means of contacting the Society's committee members, who will take it in turns to man the phone.

Thank you to all contributors to the *Bulletin* over the past year. I am really proud of the articles produced by our members. They are well researched and professionally referenced, making them invaluable, unique contributions to our recorded history.

I look forward to working with you all again next year. See you also at the AGM in September!

Letter to the Editor

The May *Bulletin* included, 'A Castle in the Shire', by Greg Jackson and Pam Forbes. The castle was built in 1942 by Lester Sinclair (who published under the name John Mystery). The property was closed in 1953. The authors mention that some of the sculptures, including three witches, were not completed. SSHS member, Dawn Emerson, who lives nearby, explains why.

Dear Editor,

... Chapoff [the sculptor] had a superstitious belief that if he finished the witches they would come to life and be let loose on the community. So he would not finish them, despite being urged to do so. There is also a 'princess' or a mermaid close to the water, and the Bible had carved into its cover, 'Love ye one another'. The property has since been subdivided, so that different residents own the sculptures. The dragon stretches across three properties, if I remember. Sadly, by the late 1980s the sculptures were eroding with the weather.

Dawn Emerson

CAPTAIN ROBERT RYALL

FOUNDER OF THE CRONULLA-BUNDEENA FERRY SERVICE

Follow up from article in May 2022

ELIZABETH CRAIG

In the last Bulletin, we published an article by Christine Edney on Captain Robert Ryall and the history of the Cronulla-Bundeena Ferry Service he founded in 1915¹. Captain Ryall was obviously a significant figure in the shaping of our Shire, and he deserves more attention, but personal details on the man himself were sparse. However, a plea for help to SSHS members in the May Bulletin's 'From the Editor's Desk' hit gold! Bundeena resident, Helen Vogt, responded. She unearthed some material from local media on Captain Ryall – and most excitingly – some details giving us an insight into the man, written by Launa Partlett, RNP Honorary Ranger in about the early 1980s.² More information was found in 'The Bundeena Book', 1980.³

Captain Robert R. Ryall, was born in Plymouth, UK in 1875⁴, but lived in Scotland for some time. As we learned in the last *Bulletin*, he embarked on a maritime career from 1891. Health issues led him to seek a warmer climate and he sailed to Sydney in 1903. In 1904 Ryall bought two blocks of land next to Bundeena House in the first subdivision sale. He built a cottage on one of the blocks, although he never lived there.⁵

Ryall continued his seafaring life until 1913 when ill health forced him to give it up. He began the ferry service in 1915 while living at Marrickville, and commuted each day to ferry a handful of travellers between Cronulla and Bundeena in a 20-foot launch, the *Myambra*. Later, he and his wife and son moved to a waterfront in Gunnamatta Bay, where he moored his boats.

In 1921 Ryall and his son, Eric launched the *Macquarie*, and by the 1930s had added the *GyMEA* and the *Audley* to the service.⁴ The *Curranulla* was introduced in 1939 and the *Bundeena* in 1946, just before the Ryalls sold the ferry service to Cliff Mallam in 1947.

Launa Partlett describes Ryall:

The Captain was a serious man, not talkative, had a dry sense of humour, smoked a pipe and wore his Captain's cap regularly. On special occasions he wore a navy-blue coat with brass buttons in keeping with naval procedure, and before World War II his staff wore a white uniform. Mrs Ryall was also very quiet. Their son Eric married Hedley Marks' sister of Bundeena.

Contributors to the *Bundeena Book* tell of their experiences with Captain Ryall. Mrs Berenice Forster, who moved to Bundeena in 1932 wrote:

The boats were kept in excellent order, maintained by Captain Ryall's son, Eric, and Eric's brother-in-law, Hedley Marks. But except in bad weather, it was nearly always Captain Ryall alone at the helm.... The fare was 1/3 return.⁶

Mrs Louise Constable first bought land in Bundeena in 1938.⁷

In those days the launch run by Mr Ryall used to run about three or four times a week, and [he would] even run the campers out to the back along Jibbon, and land them by boat to the shore. ... Launches even ran Friday nights 8.30pm and 10.30pm, ... a great help to the people who were building, and coming over for the weekend.

Cyril Johnston joined the ferries in 1946, working as a skipper and deckhand for nine years.⁸

The old Captain had been a full time sailing skipper and reminded me of (no disrespect intended) *Popeye the Sailor Man* ... he always had a pipe in his mouth – but he could sure handle a boat, and one word from him and there wouldn't be a sound out of the school kids.

In 1945, thirty years after Captain Ryall began the ferry service, he retired. The community rallied together and put on a grand send off for him. Two locals, Alf Ella and Mrs Peter Jackson organised a testimonial fund, well supported by the community, and a successful public function was held in the Bonnie Vale Hall on Saturday evening, 17 March 1945. Shire President, Councillor Leslie Sandow was invited to preside at the official presentation to Captain Ryall.⁹

Launa Partlett writes:¹⁰

Some 250 weekenders, residents and visitors were present that evening ... , and thoroughly enjoyed the proceedings – including the official presentation and a night's entertainment - including dancing. Amongst the principal guests were Captain and Mrs Ryall, Councillors Sandow and Hagger and their wives, Mr and Mrs George Feldwick (proprietors of Bonnie Vale Hotel and Hall), Mr Bone, President of Bundeena RSL and 'AILA' (?) sub-branch. Mr Alf Ella was called upon to make the presentation, and in the course of his remarks, referred to numerous incidents of local interest in connection with the career of Captain Ryall as pioneer of the Cronulla-Bundeena ferry service.

...

[After the speeches] Captain Ryall was presented with a gold watch, inscribed as follows: 'Presented to Robert Lyall as a mark of esteem from the people of Bundeena, March 1945, and in appreciation of 30 years' service.' ... Mrs Ryall was presented with a beautiful cut glass fruit stand and Pyrex entrée dish set in a silver stand. The Captain then sang, '*I'm forever blowing bubbles*'. The evening was brought to a close by the guests singing '*The Maori Farewell*', as they waved goodbye to their dearly loved friend.

The *Propeller* (24 October 1935, p.2) wrote about Captain Ryall's 'Cronulla launch service':

The Cronulla launch service has long been associated with the development of the district and its popularity as a tourist resort. More than ninety per cent of the homes and weekend cottages of Bundeena were made from building materials shipped across the port in Captain Ryall's boats. More particularly has the service brought visitors, both international and interstate, into a closer contact with the scenic beauties of the National Park and Port Hacking River.

¹ SSHS Bulletin, May 2022, p.8-10

² Launa Partlett's biography of Captain Robert Ryall was published in an undated local newsletter, Bundeena People which ran for about nine years in the 1980s/90s. Launa Partlett died at some time during the late 1990s [telephone conversation between the author and Helen Vogt, 3 August 2022].

³ The *Bundeena Book*, by the Bundeena Book Committee, 1980

⁴ *Bundeena Book*, p.42; 'New Ferry Boat Launched,' *The Propeller*, 28 December 1921

⁴ 'Ferry Master's Retirement, *Propeller*, 3 July 1947

⁵ This contradicts information in the May *Bulletin* which said Ryall did live in Bundeena (p.8)

⁶ Mrs Berenice Forster, who moved to Bundeena in 1932 (*The Bundeena Book*, p.41)

⁷ *The Bundeena Book*, p.47

⁸ *The Bundeena Book*, p.51

⁹ Launa Partlett's biography of Ryall

¹⁰ *Bundeena People Newsletter* (undated)

REPLICATING THREE CENTURIES OF AUSTRALIA'S MARITIME HISTORY:

PT.2 – THE 18TH CENTURY

GARRIOCK DUNCAN

Editor's note: In the May 2022 Bulletin, we published Part I of Garriock Duncan's two-part series on the 16th and 17th century Australian maritime history. Here is Part II, covering the 18th century.

Significant changes had occurred between these two periods. In the earlier one what we would term 'armed private vessels' acted on behalf of the emerging European states. In this context, it is significant to note that the *Batavia* carried 24 iron cannons. While both HMB *Endeavour* and HMAV *Bounty* were ships of His Majesty, their origins were coastal colliers, which required significant modifications. These included the fitting of munitions, before undertaking their new roles.

However, there is one purpose built 18th century British naval vessel which still survives, in a manner of speaking, in Australian waters. HMS *Pandora*, a 24-gun frigate, was sent to retrieve the *Bounty* and bring to justice the mutineers who had seized the ship and set Captain Bligh adrift. On 28 August 1791, while returning to England, the *Pandora* ran aground on a submerged reef in Pandora Entrance, in north Queensland waters. Initially, the pumps held the flooding at bay. However, the next day - 29 August 1791 - the *Pandora* suddenly sank in 30m of water, coming to rest upright on the sandy bottom where it remains to this day.¹

I. HMB *Endeavour*.

The original plan was to build a replica of the *Endeavour* in time for her to visit New Zealand on the 200th anniversary of Cook's arrival, i.e. in 1969. HMB *Endeavour* had begun life as the Whitby collier, the *Earl of Pembroke*. However, significant modifications were required to fit HMB *Endeavour* for her new role, particularly the addition of a mess deck.²

Fortunately, the plans of HMB *Endeavour*, i.e. the modified *Earl of Pembroke*, still exist at the Deptford Royal Dock on the Thames.³ The cost of a new *Endeavour* was - somewhat naively - estimated to be AU\$600 thousand. A trust was formed but the project came to nought.⁴ In 1987, the Trustees of the Australian National Maritime Museum (ANMM) proposed the building of a full scale replica of the *Endeavour* as the centerpiece of their floating collection. Eventually, the mission was undertaken by Bond Corporation as a bicentennial gift to the nation and a holding company, Endeavour Replica Ltd, was established to oversee the actual construction in Fremantle.⁵ Numerous financial difficulties, initially the collapse of Bond Corporation, delayed completion of the project until 1994. In contrast to the optimism of 1969, the final cost of the project was \$17 million and the annual cost of running the ship was \$2.4 million.

The *Endeavour* was launched on 9 December 1993. Fitting out and sea trials then took place and the *Endeavour* was finally commissioned on 16 April 1994. Six months were then spent operating out of Fremantle. The *Endeavour* left for Sydney on 2 October 1994, arriving in Sydney at the ANMM for the first time on 18 December 1994. During this visit, I was able to board the *Endeavour*. The *Visitors' Guide* available in 1995 was highly informative. It gave descriptions and specifications for nine vantage points and features on the ship: the foredeck; the galley, the mess deck tables, the mess deck hammocks; the midi-mates' mess and officers' deck; the marines, servants and young boys' quarters; the officers' mess and gentlemen's cabins; the great cabin and the quarter deck.



Endeavour replica in the Whitsundays, July 1995
[Photo courtesy: E. Duyker]

Endeavour departed Sydney in April 1995 to replicate the voyage of HMB *Endeavour* up the east coast of Australia two hundred and twenty five years earlier.⁶ Thereafter, following visits to other Australian ports, *Endeavour* again left Australia for European waters on 16 October 1996. She was to remain in European waters for some years. The plan had been to run the ship as a sailing museum but a repetition of financial difficulties forced the ship to return to Australia about a year early. At this stage, the Federal Minister of the Arts stepped in and oversaw the transfer of ownership of the vessel to the Commonwealth on the proviso that it would be permanently moored at the ANMM in Darling Harbour - this had in fact, been the intent in 1969. The *Endeavour* returned to Sydney on Saturday, 3 June 2000.

More cruises followed and the *Endeavour* returned to Sydney in 2005. It was to make a commemorative visit to Botany Bay before returning to Port Jackson. Unfortunately, the *Endeavour* ran aground in Botany Bay and the event was cancelled.⁷ The *Endeavour*, however, made a more successful return to Botany Bay in 2007, for the Kurnell Festival of that year.⁸ *Endeavour* was due to return to Kurnell in 2020 for the 250th anniversary of Cook's landing at Kurnell. As part of the celebrations, the Federal Government intended the vessel to retrace Cook's circumnavigation of Australia (sic).⁹ All 2020 activities were cancelled because of Covid restrictions. *Endeavour's* permanent berth continues to be the ANMM in Darling Harbour. She continues to do regular coastal trips – bookings are available – but is also available for less strenuous activities, such as cocktail parties on the quarterdeck or a private dinner in the Great Cabin.¹⁰ And, if you wish to see the *Endeavour* for yourself but do not want to pay admission fee, checkout Youtube.

II. HMAV *Bounty*.

My last vessel has no real connection with the *discovery* of Australia. However, Bligh does have connections. He served under Cook aboard the *Resolution* during Cook's third voyage.

More. Significantly, Bligh has a direct link with Sydney in that he was Governor of New South Wales from 1806 till 1808, when famously deposed by the so called Rum Rebellion.

Like the *Endeavour*, the HMAV *Bounty* had a previous life, also as a collier, the *Bethia*. The conversion to admiralty standards was carried out in the same naval dockyard, Deptford, as was the conversion of HMB *Endeavour*. The *Bethia* became HMAV ('His Majesty's Armed Vessel') *Bounty*. The *Bounty*'s original plans survive in the Greenwich Maritime Museum.

In 1787, Bligh was appointed to the command of HMAV *Bounty*. His mission was to collect bread fruit plants, which, it was hoped at the time, would prove to be a suitable food for the slaves in the West Indies. Unfortunately, his mission was circumvented by the famous mutiny. HMAV *Bounty* was to disappear into the expanse of the Pacific. Bligh was set adrift in a small cutter with eighteen loyal members of the crew; he was able to complete the world's longest open boat voyage and bring his crew safely to Timor.¹¹

The story of the mutiny has generated three major film versions: *The Mutiny on the Bounty*, 1935 (directed by F Lloyd, starring Charles Laughton [Bligh] and Clarke Gable [Christian]); *The Mutiny on the Bounty*, 1964 (directed by L Milestone, starring Trevor Howard [Bligh] and Marlon Brando [Christian]); *The Bounty*, 1984 (directed by R Donaldson, starring Anthony Hopkins [Bligh] and Mel Gibson ([Christian])). Apparently in 1935, there were still sufficient sailing ships for one to play the part of HMAV *Bounty*. Not so by 1960, for *Bounty* I was then built to be followed by *Bounty* II in 1978/9.¹² *Bounty* I was lost on 29 October 2012 during Hurricane Sandy.¹³



HMAV *Bounty* II, [Garriock Duncan,
[library.puc.edu]

Bounty II, was built in 1978/9 for the 1984 movie at a cost of US\$5 million. Her three masts reach a height of 35 metres with 18 km of rope and can carry up to nineteen sails, giving her an impressive 900 sq. metres of canvas. She has an overall length of 42 metres and a displacement of 400 tonnes. This last figure is puzzling since the displacement of HMAV *Bounty* was 205 tonnes. Like the replica *Duyfken* and the *Endeavour*, *Bounty* II had to conform to modern safety standards and this meant a metal hull, explaining some of the

discrepancy in the displacement. However, unlike the other four replicas so far discussed, *Bounty* II's main purpose was not to be a full scale exact replica, but rather a floating film set which could double as a replica. This was also the case with *Bounty* I, built for the 1962 film. To carry out its cinematic function, *Bounty* II was one third larger than HMAV *Bounty*. Perhaps, this is the reason for the discrepancy in displacement.

Bounty II began her working life in 1984 as a film and charter vessel. She was intended to be the flagship of the Australian Bicentennial First Fleet Re-enactment Voyage in 1988. However, the role went to the *Soren Larsen*. After some years, *Bounty* II returned to Sydney in 1991, to a berth in Campbells Cove, from which she conducted daily tourist voyages, i.e.

The Bounty Cruise, around Sydney Harbour. These cruises were not always conducted under sail. *Bounty II* continued in this function until 2005 when she was withdrawn from service. She was briefly moored at Wharf 7 near the ANMM before she departed for New Zealand to engage in adventure travel in the islands of Polynesia. This venture apparently was not successful, for in 2009 *Bounty II* was sold to HKR International Limited, Hong Kong. The ship was based in Discovery Bay on Lantau Island, from which she was again involved in the hospitality industry until 2017. In that year *Bounty II* was withdrawn from service and decommissioned. The company has not indicated the current status of the vessel.¹⁴

¹ P Gesner 1991, *Pandora: an Archaeological Perspective*, Queensland Museum; L Marden, 1985, "Wreck of HMS Pandora", *National Geographic*, October, 423-45.

² For these changes, see: A Macarthur 1997, *His Majesty's Bark, Endeavour*, Angus & Robertson, 33-43.

³ For plan, see: R Parkin 1999, *HM Bark Endeavour*, Megunyah Press. The subtitle indicates the range of the publication: *her place in history: with an account of her construction, crew and equipment and a narrative of her voyage on the east coast of New Holland in the year, 1770*.

⁴ 1770-1970, *Voyage into History*, the HMS Endeavour Trust - Australia, n.d

⁵ For the official commemorative publication, see: A Macarthur, *Endeavour*, HM Bark Endeavour Foundation., n.d.

⁶ For an idea of life onboard, see: E Duyker 2020, "Under Sail and Under Stars", *SSHS Bulletin*, 217, November 9-13 (subtitled: *Aboard the Endeavour replica*, 24-28 July 1995).

⁷ B Connolly 2005 and K Barton, "Endeavour doesn't quite make it home", *The Leader*, Tuesday, 19 April, 3; D D McNicoll 2005, "Endeavour homecoming hits a sandy snag", *Australian*, Monday, 18 April, 3.

⁸ The festival was held on the weekend of April, 27-28. Cook's original landing took place on 29 April: M O'Brien 2007, "Endeavour ceremony a nod to history", *The St George and Sutherland Shire Leader*, Tuesday, 1 May, 20.

⁹ For an outline of the intended voyage, see: www.pm.gov.au/sites/default/files/media/anmm-endeavour-circumnavigation.pdf/

¹⁰ www.sea.museum/whats-on/vessels/hmb-endeavour/

¹¹ See: C Alexander, *The Bounty*, HarperCollins, 2003; C Dennis, *Mutiny on the Bounty*, State Library of NSW, 1991; *Mr Bligh's Bad Language*, CUP, 1992. For a collection of documents relating to the mutiny, see: W Bligh and E Christian, *The Bounty Mutiny*, Penguin Classics, 2001.

¹² [https://en.wikipedia.org/wiki/Bounty_\(1978_ship\)#:~:text=For%20the%20filming%20of%20The,conform%20to%20the%20original%20Bounty.](https://en.wikipedia.org/wiki/Bounty_(1978_ship)#:~:text=For%20the%20filming%20of%20The,conform%20to%20the%20original%20Bounty.)

¹³ I Shapira 2012, 'One dead and one missing as the Bounty goes to a watery grave', *Sydney Morning Herald*, Wednesday, October 31, p.7.

¹⁴ www.thebounty.com.hk/icms2/template?series=221/

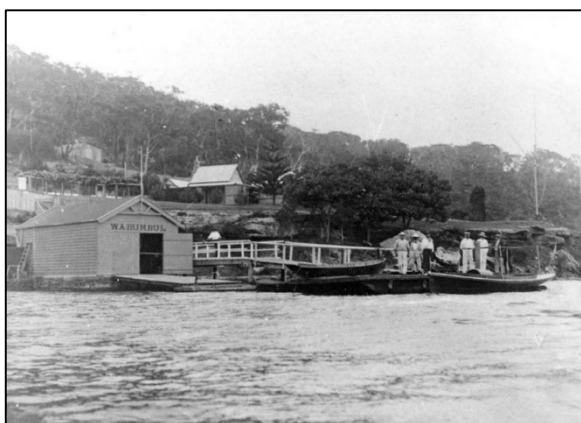
EXCURSION REPORT

WARUMBUL, ROYAL NATIONAL PARK, 8TH JUNE 2022

GREG JACKSON

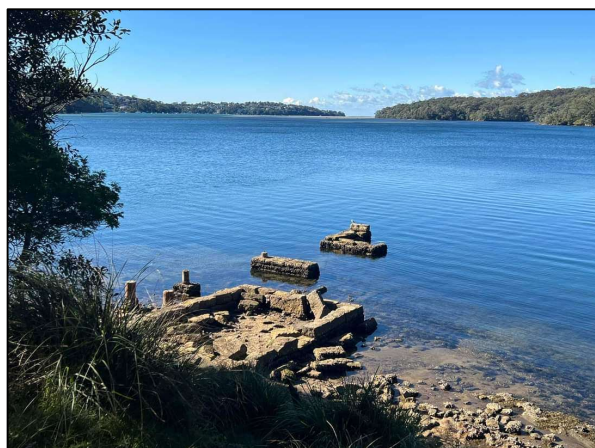
Fourteen intrepid SSHS members gathered at Warumbul in unusually fine weather for this excursion led by archaeologists Pam Forbes and Greg Jackson.

Warumbul, and the river front land north, was freehold land purchased before the dedication of the park in 1879, and although useless for agriculture, its scenery attracted wealthy holiday makers who built a variety of cottages on the river, starting with Charles Gogerly in 1847. The park trustees built a guest house - initially only two rooms - as an angler's lodge in 1891 and the sea baths in 1895. The guest house was expanded in 1902 and by 1900 Warumbul had a post office (moved to Lilli Pilli in 1901) and a telephone. The guesthouse was destroyed by fire in 1925 and never rebuilt. Other private dwellings were built nearby with some of these becoming a complex of Anglican youth camps and conference centres.



On the excursion we saw remnants of some of these dwellings and the boatshed (left). A visit to Gogerly's cottage had been arranged. This is possibly the oldest house in the Sutherland Shire, but due to ongoing work it was not possible to inspect the interior. We are looking forward to the next archaeological excursion to the old Parkesvale Pleasure Grounds.

Commercial Boatshed and wharf, 1905 [Source: SLLS collection]



Remains of the boatshed



Excursionists enjoying morning tea

[Photos: Creo Moore]

THE GALLIPOLI LEGEND: A REAPPRAISAL

DAVID MARTIN

Dr David Martin is a Sydney-based military historian who has had a longstanding interest in the First World War and what it meant to Australians. David was guest speaker at the SSHS general meeting in July 2022. His topic was: The Gallipoli Legend: a Reappraisal.

David argues that one of the purposes of historical research is to investigate the authenticity, or otherwise, of myths and legends – especially those upon which nations have come to depend on to inspire their populations.

The following abbreviated transcript of a public lecture of the same title by David for the Military History Society of NSW in April 2022 ¹, examines the reporting of the landing of Australian soldiers at Gallipoli in April 1915 by war correspondents Charles Bean and Ellis Ashmead Bartlett.

The transcript of the lecture will be published in full on SSHS website's 'Research Page' when the website has been revamped over the coming months.

Editor

It was back in 1921 that the book which became the standard reference for those interested in the Gallipoli landing of 25 April 1915 was published: *The Story of Anzac* written by Charles Bean – the first of the 12-volume *Official History of Australia in the War of 1914-18*. One hundred years later it is time for the subject of this standard reference work to be re-investigated – and perhaps for Bean's interpretation to be revised, especially as the Turkish archives have now become available to Australian historians. At least some revision of the established, popular understanding that emanated from Australia's Official War Historian Charles Bean's work was only to be expected.

Not everyone agrees. A review of the History curriculum taught in our schools recommended in April 2021 that Australian students be introduced to 'the different historical interpretations and contested debates about the nature and significance of the Anzac legend'. Federal government ministers argued strongly against it: 'Anzac Day should not be a contested idea. It is the most sacred day in the Australian calendar'.² Raising questions about what happened at Anzac Cove back on 25 April 1915 was seen to be un-Australian: it denigrates the bravery and sacrifice of all those who have served overseas since, fighting for our nation.

Who was Charles Bean?

Australian born Charles Bean (1879-1968), acquired an interest in British military history from his father and from Clifton College, the school he attended after his family relocated to the UK in 1891. The school then had a reputation for preparing students for entry into Britain's armed forces: its old boys included Field Marshals Haig and Birdwood. At Oxford Charles studied Classical Greece – Homer and the Trojan Wars - which conditioned him to view military conflict in terms of the deeds of 'great hearted men' (and this would later influence him greatly in writing the *Official History*).

On 7 December 1904, 25-year-old Charles Bean returned to Australia with a law degree, and a belief that British civilisation was being threatened by moral decay infesting its cities – a condition which had also been transferred to Australia. 'The Australian in the city lives with those things,

and in those conditions...'. Thankfully, life in the Australian 'Bush' was 'producing a man of immense value ... The Australian from the country ... possesses the vigour and nerve which are the hall-mark of a young civilisation'.³

Bean developed these observations into a proposition which had military implications:

The Australian is always fighting something. In the bush it is drought, fires, un-broken horses, wild cattle, ... All this fighting ..., fierce as any warfare, has made the Australian as fine a fighting man as exists ... He would be quite ready to ride into any valley of death if he realised the reason why ...⁴

The original version of the Anzac legend as presented by Bean was about Australian troops being so good because of their 'Bush' backgrounds. This was despite the fact that, even back then, Australia was one of the most urbanised countries in the world. Only about 17 percent of the AIF actually came from the 'Bush'.⁵

In January 1908, Bean became a reporter for the *Sydney Morning Herald*; and, after the outbreak of war in September 1914 he was appointed Australia's official war correspondent – in which capacity he travelled overseas with the AIF, as an honorary captain.

Charles Bean is universally acknowledged as the one with whom the Anzac legend began, as laid out in the early pages of *The Story of Anzac*. But the basic idea for the legend had been formulated by Bean years before the war. It is to be found in a series of eight articles he submitted to the *Sydney Morning Herald* which appeared in mid-1907 as 'Australia Revisited' by 'C.W.' – extracted from a book he had written (*The Impressions of a New Chum*), but could not get published.



Charles Bean, 1924, portrait by George Lambert, [AWM]

The men of the AIF who left Australia in November 1914 were described by military historian Professor Jeffrey Grey as 'probably the worst-trained' to ever leave these shores. Plus, as Bean was told by the Anzac commander Birdwood's chief-of-staff,⁶ the training the men received at Egypt's Mena Camp over the next four months did not help. It was aimed chiefly at wearing them out so they would be less of a nuisance in Cairo in the evenings! Most of the troops who hit the beach at Anzac Cove on 25 April were raw and inexperienced, as were their commanders.

The AIF's Major-General Bridges was having such trouble controlling some of his men, that in December 1914 he prevailed on Bean to write a newspaper article explaining why some members of the AIF were being shipped home in disgrace. With the dateline 'Cairo 29 December 1914', the story appeared in Australian newspapers from 22 January 1915. It began: 'It is idle to contend that the Australian is at present making quite the impression which Australians hope he will make'. Though not a particularly damning report, it created anxiety back in Australia exactly at the time the public was wanting to hear how well their AIF was performing. By March 1915 the troops in Egypt had learned of these reports and Bean was subjected to loud, sarcastic and intimidating comments as he walked through the AIF camp at Mena.

This experience affected Bean's interactions with the men and conditioned how he would write about them in his press reports and, later, in the *Official History*. In 1918, returning to the March 1915 section of his diary, he inserted: 'I had heard threats that as soon as we got into the fighting,

I should be shot'. And in a diary entry of 8 May 1918, he referred to 'the unpopularity which I gained at Mena [that] made me ... shrink from ... the men', stopping him from getting to know 'the life of the soldiers'. Having previously committed to telling the 'unvarnished truth', following the March 1915 Mena episode his main purpose became to publicise the AIF's 'positive virtues'. He never again wrote critically of the men of the AIF.

After a violent riot on 2 April in Cairo's 'red light' district involving Australian troops, he did not file a newspaper report on it. Three days later, on 5 April, Bean confided in his diary that his job as Australia's official war correspondent was partly propaganda work for the AIF, aimed at building morale at home. In his diary of 26 September he wrote: '... the tender Australian public ... only tolerates flattery'. And in a memo to AIF headquarters, Bean wrote that: he was seeking to present 'scenes that will stir Australian pride – which is what the nation I represent wants to hear'.

Charles Bean went ashore at 9:30am during the 25 April 1915 Gallipoli landing (which had commenced five hours earlier in pitch darkness, and was largely complete by that time). Those he spoke to that day would have found it extremely difficult to provide him with a clear explanation of how 'the landing' had progressed early that morning – nearly all being raw troops who had just been immersed in 'the fog of war' for the very first time. Before going ashore himself, Bean had written in his diary: 'Of course, it means going under shell-fire and probably rifle fire, but it also means *gaining the confidence of the men* and seeing what I could never afterwards see'.

Bean presented 'the landing' as a supremely heroic event. From the *Official History*, it appears the Anzacs were fired upon by at least six machine-guns. In his newspaper report, Bean explained that, after making it ashore, the Anzacs faced 'hills rising immediately from the sea to a height of 600 feet' which they set about climbing despite the considerable presence of enemy troops:

It is impossible to say exactly how many of the enemy were holding this particular portion of the coast; perhaps there were five hundred to a thousand ... [T]he feat which will go down in history is that first Sunday's fighting when three Australian Brigades stormed, in the face of a heavy fire, tier after tier of cliffs and mountains, ...

Who was Ellis Ashmead-Bartlett?

Bean's fellow war correspondent, Englishman Ellis Ashmead-Bartlett (the Public School-educated son of a conservative MP, who had served in the British Army during the Boer War) was even more fulsome with his praise in the newspaper report he wrote:

There has been no finer feat in this war than this sudden landing in the dark and storming the heights ... These raw colonial troops in these desperate hours proved worthy to fight side by side with the heroes of Mons, the Aisne, Ypres, and Neuve Chapelle [engagements, fought by the British on the Western Front in 1914-15].



Ellis Ashmead-Bartlett
1909, by G.C. Beresford,
[<https://www.npg.org.uk/>]

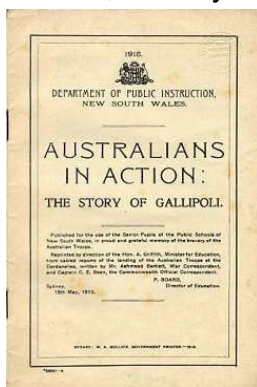
When it came to explaining the superlative achievement of what Ashmead-Bartlett described as 'these raw colonial troops', in the *Official History* Bean reverted to the 'Bush' analogy he had formulated some years before the war: '... the Australian soldier differed very little from the Australian who at home rides the station boundaries every week-day ...

And according to Bean's *Official History*, the comradeship which he posited characterised relations within the AIF could also be traced back to the 'Bush' where 'a man should at all times, and at any cost stand by his mate. ... The strongest bond in the [AIF] was that between a man and his mate.

It was the newspaper report of the 25 April landing on Gallipoli by Ellis Ashmead-Bartlett that was published first in Australia, thirteen days after 'the landing', on 8 May. Ordinary Australians could not have been prouder: their proxies, the Anzacs, had passed for them the test of nationhood - for a country that had only come into existence on 1 January 1901.

The following Saturday, on 15 May, Australian newspapers carried the report of 'the landing' written by Charles Bean, thus (apparently) verifying Ashmead-Bartlett's report. By 8 June, the troops themselves on Gallipoli were receiving copies of Ashmead-Bartlett's report sent through the mail from Australia. What they read would have thrilled them – it left no doubt they had achieved 'hero' status. In correspondence at the time, British General Sir Archibald Murray referred to the Anzacs' 'enormous conceit in themselves'.

The potency of the legend can be gauged from the impact it made on voluntary AIF enlistments. Prior to reports of 'the landing' appearing, only 6,250 had volunteered Australia-wide in April 1915. Enlistments then rose to 10,536 in May to a peak of 36,575 in July, and as the reports' impact wore off, steadily declined until the end of 1916, with very few enlisting during 1917 and 1918.



On 18 May 1915 the NSW Minister for Education had the newspaper articles by Ashmead-Bartlett and Bean reproduced in a pamphlet entitled *Australians in Action: The Story of Gallipoli*, and distributed to schools for the teaching of pupils, 'in proud and grateful memory of the bravery of the Australian troops'. It has been said that journalism is the first rough draft of history. These two newspaper articles became the undisputed, definitive historical version of the 25 April landing. They would make a life-long impression on a generation of Australian children.

For many years the popular understanding of 'the landing' based largely upon those two newspaper reports, complemented by the narrative provided by the *Official History*, went unchallenged. However, recent historical research putting Bean's interpretation under the microscope, has revealed a decidedly different account of what transpired on 25 April 1915.

Accounts of the landing in the Ottoman archives

Documents in the Ottoman archives⁷ indicate it was 7.40am – three hours *after* the initial Anzac landing that the Turkish 27th *Machinegun Company* (with its four machineguns) arrived to be positioned on the Third Ridge some distance from the landing site. It now appears that the only machineguns that were being fired as the Anzacs hit the beach were by members of the British Navy providing cover as rowing boats carrying the 'first wave' of Anzacs were towed to shore. Turkish defenders only had the support of a single artillery piece in the early stages of 'the landing'.

Research in the Ottoman archives also suggests that the Anzac landing was facilitated by the overbearing German General Otto Liman von Sanders. The Turks placed him in command of their Gallipoli Peninsula's defences, and after a brief tour of inspection on 31 March, he issued orders reducing coastal defences to a skeleton force, opting to hold most of his assets some hours' march from the Aegean coast. If the original Turkish defensive arrangements had remained in place, the Anzacs would have encountered murderous fire before ever setting foot ashore.

And early on the morning of 25 April, von Sanders interpreted reports of an imminent Anzac landing as Allied deception, and no orders were issued to move Turkish reserves to Anzac Cove. He believed the real landing was to be 50kms to the north, near Bulair. That is where he headed and remained for two days, waiting for a landing which never eventuated. The eventual Turkish response depended on officers such as Lieut-Col Mustafa Kemal disregarding orders. Even so, his 57th Regiment was not able to engage with the Anzacs until 5½ hours after the initial landing.

Central to the revised understanding of what happened on 25 April 1915, reflecting intensive research of the topic, is a highly acclaimed, seminal work by a retired Australian Army Brigadier, Chris Roberts. *The Landing at Anzac 1915* (2013)⁸ is the product of 35 years of research and reflection, and makes some incisive use of recently available Turkish resources.

Roberts explains that after interviewing several veterans of the landing during 1978-1980 and his research for an Army Staff College paper it was evident ‘... that [Charles Bean’s] *Official History* had flaws in its narrative and analyses ... Myths cloud perceptions and judgements, and for soldiers they can lead to bad lessons being drawn from them. They also cloud our national perceptions...’

A startling product of Roberts’ research is his finding that the Anzacs had the advantage of ‘an overwhelming superiority of 50:1 at the point of landing’ at around 4:30am and over the coming hours. This puts what happened that morning in a very different light from what has been popularly believed.

According to Roberts, this is what transpired on 25 April 1915:

- 4:30am: in pitch darkness, the 1500-strong Anzac ‘covering force’ began landing
- Until Turkish reinforcements began arriving around 10am, there were ‘no more than 140’ Turkish defenders in the general vicinity - who were overwhelmingly outnumbered ... and attacked at their weakest point, the intersection between the Turks’ two defending platoons
- Turkish artillery fire was only sporadic - not concentrated and effective until c.11am
- The Anzac ‘first wave’ suffered ‘minimal casualties’: ‘perhaps 10 or at most 20’ were killed according to Professor Peter Stanley.
- 5am: Most of the ‘first wave’ were occupying the plateau above the cove
- 6am: Over 4000 Anzacs had landed; by 8am about 8000 were ashore – with a handful of small parties having moved over the First Ridge and beyond
- Some Turkish defenders had been overrun, captured or killed; others were ordered to withdraw – being in ‘full retreat’ inland
- Yet around 6:30am the Anzac’s advance ‘covering force’ was ordered by its commander Colonel Ewan Sinclair-MacLagan to ‘halt and dig in along Second Ridge’ – this defensive order ‘handed the initiative’ to the Turks
- By about 7:30am movement inland had effectively ceased, and by mid-morning a *static* Anzac front line existed, just 900 metres inland from the beach (with the Anzac’s strategic objective, Mal Tepe, still a further 4kms away)
- 10am: Arriving Turkish troops had ‘seized Third Ridge in force’
- 2pm: About 12,000 Anzacs were ashore, facing some 5000 Turks
- From 11:30am the Turks had been counterattacking
- 2:30pm: A full-scale infantry battle was being fought, until c.6:00pm -> heavy casualties
- By 8pm it was clear to senior Anzac officers their landing had been contained by the Turks – the consensus being: evacuation was needed, to avoid being overrun the next day

The decision was not made to evacuate, but to 'dig in'. And within a week the situation at Anzac Cove degenerated into static trench warfare. Both sides were intent on strengthening their defences, with trenches being constructed within close proximity to each other. Across 239 days there would be minimal change – with the Anzacs attacking the Turks on just five of those days. Firepower was all-important: the combined infantry and artillery firepower of either side could defeat any major attack – but it was insufficient to dominate and defeat their opponent. The Anzacs had insufficient artillery to do so, and the Turks insufficient shells. Eventually, with no prospect of victory, with casualties accumulating and winter closing in, and reports that their opponents would soon be receiving heavy artillery and abundant supplies of shells, the Anzacs were evacuated from the Gallipoli Peninsula, on the night of 19/20 December 1915.



A photograph taken by *The Age's* Philip Schuler, at Anzac Cove on 25 April 1915

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¹ The Gallipoli Legend: a Reappraisal, <https://whatson.cityofsydney.nsw.gov.au/events/public-lecture-the-gallipoli-legend-a-reappraisal> 2 April 2022

² Speech by the Commonwealth Education Minister, Alan Tudge, October 2022, <https://www.wsws.org/en/articles/2021/09/15/tudg-s15.html>

³ *Sydney Morning Herald*, 6 July 1907

⁴ *Sydney Morning Herald*, 22 June 1907

⁵ Graham Wilson, Australian military historian and author – who delighted in his self-appointed role as AIF myth buster. He estimated only about 17percent of AIF soldiers were from the bush.

⁶ Anzac Commander William Birdwood's chief of staff was Cyril Brudenell White.

⁷ Professor Mesut Uyar, a retired Turkish Colonel, conducted extensive research in the Turkish archives

⁸ Chris Roberts's *The Landing at Anzac 1915* was published in 2013 by the Australian Army History Unit

CHAU CHAK MUSEUM, SYDNEY UNIVERSITY – 7th July 2022

Trains, rains, dentists and accidents ... just some of the reasons the numbers dropped from 12 to four for our excursion on Thursday 7th July to see the Gweagal spears at the Chau Chak Museum at Sydney University.¹ These spears were three of the 40-50 spears that Captain Cook and the *Endeavour* crew took to England from the Botany Bay area. They were on display temporarily at the museum until 10th July.



After moving the outing from Wednesday 6th to Thursday 7th to avoid the train strike, we met at Sutherland Station and travelled in via train and bus. We had no train/bus problems and if anything they were less crowded than usual – all the talk of problems appeared to have scared travellers off.

We had a quick walk around the Main Quad whilst waiting for the last member to arrive and then went to the museum which is in a new purpose-built building between the Main Quad building and Victoria Park. The Museum is very spacious and contains a great variety of items and artworks many of which came from the old Macleay and Nicholson Museums. However, I think our Museum's signage is better as we had to ask where the spears were!

After about two hours at the museum we walked to Redfern station through the University and Darlington looking at some of the historic buildings on our route including the former Darlington Public School and several hotels and former hotels.

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THE DOCK AT AUDLEY

GREG JACKSON AND PAM FORBES

*The **Howard Stanley Collection** is a collection of around 90 black and white photographs of the Royal National Park taken between 1885 and 1975. The originals are held at the Royal National Park office. A digital copy is held at the Sutherland Shire Historical Society Museum, Venetia Street, Sylvania. Some taken of the dock at Audley appear here, alongside modern images of the same area.*

Howard James Stanley was a career public servant, starting as a junior clerk in the Police Department around 1930, moving to Department of Lands in July 1963 where he was appointed Administrator of Parks and Reserves. He retired as Assistant Director, National Parks and Wildlife Service in July 1971.¹

A series of images from the Howard Stanley collection will be published in the Bulletin from time to time, alongside recent photos of the same scene, in a 'Then and Now' format.

This industrial site at Audley is obviously designed for the slipping of small boats for repair and was presumably leased to a local boat builder by the park trustees for that purpose. **Image 1** shows an untidy industrial landscape with a channel leading to a slipway and an undercover area. When describing the Audley settlement in 1902 the Official National Park Guide notes:



'A slip and shed for hauling and repairing boats and steam launches, boat-houses, carpenter's shop, smithies, stables and other necessary conveniences are erected within the confines of the settlement.'²

Image 1: *The Dock, Audley, looking down the Hacking towards Cronulla* photographed in 1885³
[Stanley Collection]

Image 2 shows the same scene in 2021 with no longer any apparent evidence of this industrial enterprise. A well grassed picnic area and carpark now occupy this area and the whole area has been filled in and raised well above water level. [Photo by Greg Jackson, 2021]



Image 3 This postcard (which also appears on the front cover) shows another photo of the Audley dock at a later date than in **Image 1**, and from a different angle, with the causeway and shed in the background. In this image the site is now looking far less industrial with a well grassed area above water level. The covered area for boat repair is still evident and a floating wharf for passengers disembarking from boats can be seen.



Image 3: *The Dock Audley, a hand tinted postcard photographed between 1900 and 1920 [Stanley Collection]*

This area, just downstream from the causeway, is now known as 'Bus Stop Flat Picnic Area' and is shown on this modern map.

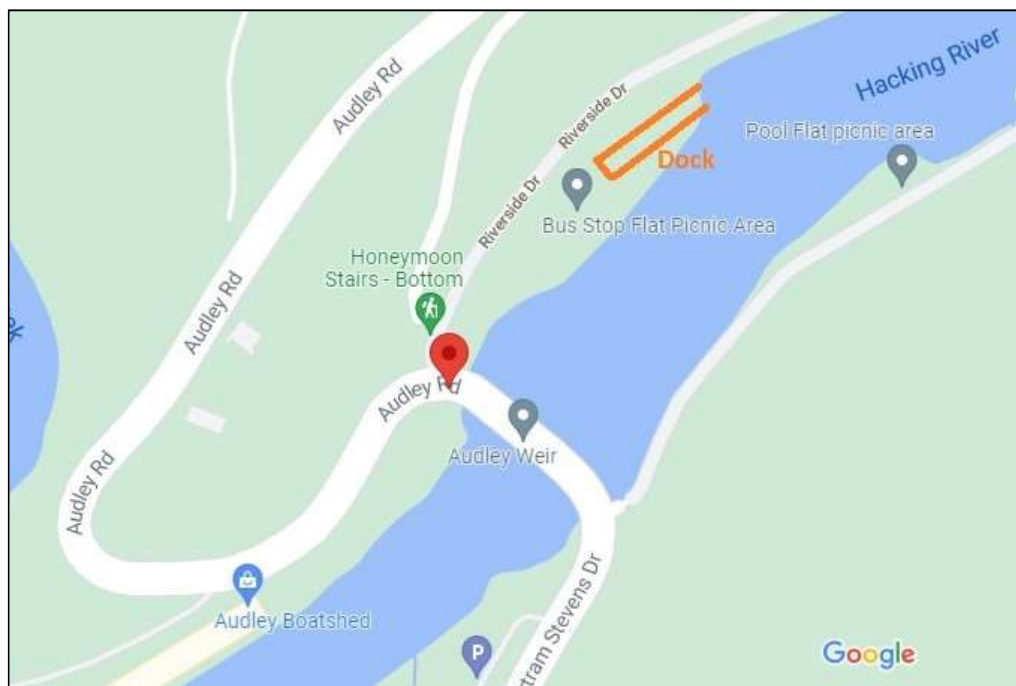


Image 4. *The approximate location of the dock is outlined in red on a modern map.*

Archaeology at the Dock:

There is some archaeological evidence from the dock still in existence. **Image 5** shows some light steel rails, used for slipways, lying against the north-eastern retaining wall and **Image 6** shows a substantial wooden sleeper from the slipway, probably still in situ, in the water beside the retaining wall.



Image 5: *Lengths of steel rail from the slipway against the retaining wall* [photo G. Jackson]



Image 6: *Remains of a wooden sleeper visible at low tide beside the retaining wall (this photo has been filtered to improve the visibility of the sleeper)* [Photo G. Jackson]

Image 1 and **Image 3**, photographed at least 15 years apart, suggest that this dock had a reasonably long life and was at least partially successful.

Along with commercial logging of park timber, this ship repair enterprise was an attempt by the trustees to raise much needed revenue for the park. Today, we would view these fund-raising activities as being at odds to the ideals of a national park but in the case of the dock at Audley it appears that the park was not adversely affected.



Audley Docks, 1886 [From the Howard Stanley Collection]

¹ Government Gazette of the State of New South Wales, 27 June 1930, 22 November 1963, 15 April 1965, 8 December 1967

² *Official Guide to the National Park of New South Wales*, Page 18, Published by Authority of the Trustees, 1902 (reprinted facsimile, published 2013 by Sydney University Press)

³ Howard Stanley Collection, Image No. 5

THE MAD MAX AEROPLANE

TERRY MCCOSKER

Reprinted from *SSHS Bulletin*, May 2007, p.18-19

Editor's note: Terry McCosker has been a SSHS member since the 1980s, and many will remember his wit and knowledge as coach driver and guide when he joined the Excursions Committee in 1994, later becoming Excursions Officer.

Terry wrote an article about his experience with the Mad Max Aeroplane for the Bulletin in May 2007. With filming currently taking place at Kurnell for a new Mad Max movie, 'Furiosa', it seemed a good idea to reprint a shortened version of Terry's article.



I saw all the Mad Max films and was fascinated by the strange looking aircraft used in the third film, 'Beyond Thunderdome.'. At the time I had no idea that I would be very much involved with it some months later. I had a private pilot's license and flew regularly from a club at Hoxton Park. Another pilot who also flew from the same club was called Neal.

Neal was a test pilot for Transavia, a company at Seven Hills who manufactured crop dusting aircraft called 'Air Truck', and later, 'Sky Farmer'. The first time I saw Neal fly one of this type of aircraft into Hoxton Park I recognized it as the Mad Max plane, although it looked much better in its original colours of white and orange. ... Neal's job included testing these aircraft prior to sale. ... When Neal was satisfied that they complied with regulations they would be sold. ...

One day, Neal asked me to meet him at Bankstown where he took me to a hanger on the airport grounds. Inside was the roughest looking aircraft I had ever seen. I recognized it as a 'Sky Farmer', but it was much older so it was really an 'Air Truck.'

I could not believe that it would fly in such a condition until Neal told me it was the Mad Max plane from *Beyond Thunderdome*. Kennedy Miller had paid a commercial artist a large sum of money to paint it in dark, rusty colours to make it look as though it had been rebuilt from scrap. The artist had done a good job. Neal then said that Kennedy Miller wanted to sell it and he had advised them that they would have a much better chance of doing so if it was flying. I was offered the job of flying it anywhere I liked, as long as I carried a 'For Sale' sign and displayed it wherever I landed. As far as fuel was concerned I just had to send Kennedy Miller the bills. I leapt at the offer.

As the aircraft had been standing for some months there were squeaking noises when the propeller was turned by hand so the first thing I had to do was squirt oil into the spark plug holes and keep turning the propeller until the noise stopped. Doesn't sound like much, but it took me three hours of turning to get rid of the noises. I then attempted to start the motor and it fired straight away so I took it out for a circuit at Bankstown and it flew beautifully. For about two years I flew the Mad Max plane to air shows and country airports. People who saw it were, like me, unable to believe it could fly. It was a pity that because of copyright laws it could not be advertised at air shows as the Mad Max plane, as it would have been a draw card, but everybody recognized it anyway.

One morning, I was contacted and told that the plane had been sold and I was asked if I could fly it to Tamworth that day. As luck would have it I was not working and said that I could. The next phone call was a little more challenging. Due to the same copyright laws it could not be sold as it was, recognizable as the Mad Max plane, and could I paint it. I quoted \$100 to make it unrecognizable. This was accepted so with a 9-inch roller and a can of white plastic paint I made it unrecognizable as the Mad Max plane, and almost unrecognizable as an aircraft. All of this took me into the afternoon which meant that I was starting to run out of time to get to Tamworth before last light. I knew that because of the small fuel tanks I would have to refuel at Cessnock, so off I went.

The flight to Cessnock was uneventful. There is a flying school at Cessnock Airfield which caters for Asian pilot training, and as I was refuelling a class came out for a break. They were stunned to think this ugly, unusual aircraft had actually flown in and was going further on. They were all over it, but I couldn't stay and took off for Tamworth.

As the air craft had no navigational aids except for a compass, I had planned to follow the railway line to avoid getting lost. About half an hour out of Tamworth, the air traffic controller there contacted me and suggested that I fly a more direct route due to the time remaining before last light. When I informed him of my lack of navigation aids, he agreed that my original plan was the safest, so I continued on following the railway. I knew that at a small town called Duri, I was to turn left 90 degrees and that would take me to Tamworth airport.

Just before reaching Duri, I was again contacted to see if I could see Tamworth or the airfield. I answered in the negative. The air traffic controller then said 'We have put the rotating beacons on, can you see them?' Again I replied in the negative. By this time it was getting late and I was looking west towards the setting sun. They then said. 'Don't worry, we can see you and we will tell you when to turn left. When you do you will be on a six-mile final for the airport'.

I turned when directed but flew a couple of miles before I saw the airport. I continued in and landed safely. The purchaser met me and put me on a commercial flight back to Sydney. It was a sad day for me to realize that that was my last flight in the Mad Max plane but I had plenty of happy memories. It was even sadder to hear about three months later that a crop dusting pilot had crashed the plane near Tamworth and killed himself, closing the chapter on the Mad Max plane forever.



The desert atmosphere of Kurnell's sand dunes made an ideal location for the filming of the Mad Max movie, Thunderdome in 1985. [Source: NFSA website]

CARSS PARK MUSEUM

SSHS EXCURSION - 4 AUGUST 2022

ELIZABETH CRAIG

Ten SSHS members made our way around the back of Carss Park last Tuesday, and up the bush-lined road to the Museum. Carss Park cottage sat at the top of the forested hill overlooking the bay. What a glorious setting!. The house was built by William Carss, a master cabinetmaker from Scotland.



Carss Cottage [Photo: F. Camper]

William Carss died in 1878 and was buried in the grounds of Carss cottage. He had willed the cottage and its acreage to his unmarried daughter, Mary. She lived there with her single brother, James and a family servant, Amelia Claggert, welcoming visitors such as picnickers as long as they did no damage.

In 1897 Mary made a will giving James and their married sister, Annie lifetime tenancy of Carss Cottage, and after their deaths the property was to go to the Sailors Home. Mary's and James' health deteriorated, and they were cared for by Amelia. Mary died in October 1916, and James who had dementia, died five months later in March 1917. (Annie had died in 1915.) Five days before his death James had married their faithful servant, Amelia. However, the property was transferred to the Sailor's Home as bequeathed by Mary, and Amelia did not live there, although she acquired all the furniture.

Kogarah Historical Society members treated us to a lovely morning tea in the cottage and we viewed their exhibits with great interest. To my mind, the displays were quite intimate. They told stories of Kogarah residents, thus revealing the area's social history. A most enjoyable morning.

Our guide, Kogarah Historical Society's Beverley Earnshaw took us on a tour of the beautiful grounds, while telling us the story of William Carss. He and his wife, Helen (Turnbull) arrived in Sydney in 1831 where he worked as a cabinetmaker and joiner. William, Helen and their five children sailed to Melbourne for work in 1840, returning to Sydney in 1851, becoming a hotel licensee. Helen died in 1853, and she and two of their children were buried at Devonshire Street Cemetery.

William and his remaining children moved to Ashfield, and after retiring, he bought a country estate of 199 acres at Kogarah Bay, and in 1865 built a five-room stone cottage on what is now Carss Point. It is now the oldest house in the Kogarah municipality. Its exterior walls are 45cm thick, and interior walls 23cms.



William Carss' grave at Carss Park. [Photo; E. Craig]

IMAGES FROM THE MUSEUM

Allambie House from Audley Picnic Flat



*Allambie House (then known as 'The Rest')
photographed from Audley Picnic Flat in about 1929.*
[Photo from the Howard Stanley Collection, Image No. RNP071]



The same scene in 2021. This boatshed was not built until 1938 [Photo: Greg Jackson]