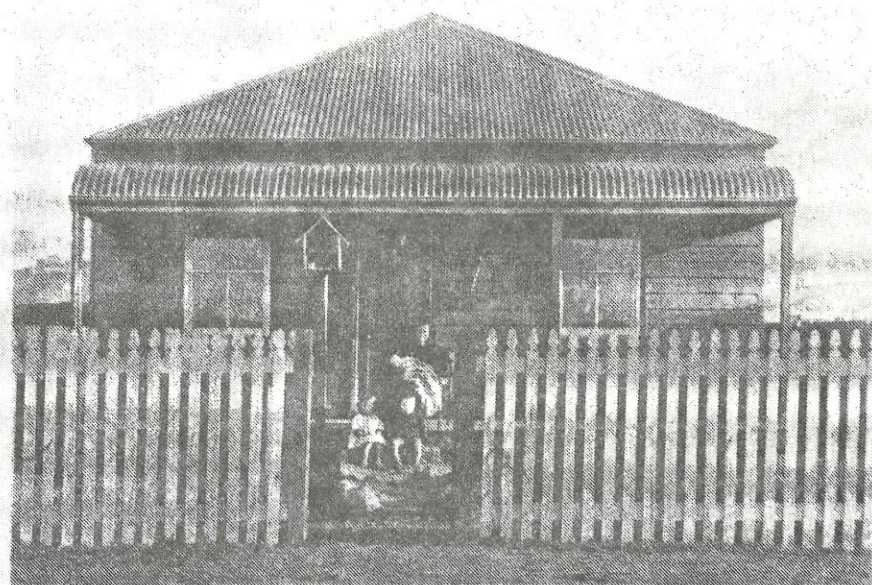




*If I
Remember
Rightly..*



*An Oral History
of Port Kembla*



PREFACE

The enthusiastic response to "Our Memories - Your History" provided the encouragement for embarking on the present book. An oral history has in common with folk history an ability to draw on the memory and collections of the "every-day" women and men of our community. This tireless group of memory hunters who met at the Senior Citizens each week, and the contributors of valuable photos, documents, etc, hope to give to the reader entertaining reading which may provide an insight into an earlier life of Port Kembla.

Our thanks go to T.A.F.E. Outreach's Wayne Davis for providing teaching resources and co-ordinating with Wollongong City Council who have generously been responsible for printing this volume.

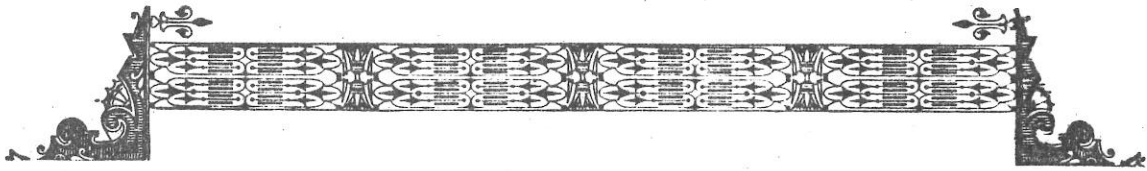
A special thanks to Denise Preston for her patience, knowledge and cheerful effort in helping compile this book of our stories of the early days of Port Kembla. This project has taken her 12 months to complete.

We will all treasure the close bond that she established between us as we re-lived memories of both the good times and hardships we shared and how relatives, friends and fellow citizens provided support to those most in need.



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1. Tom Thumb Lagoon looking South East from Mt St Thomas.
This is where the Inner Harbour is today.
2. A very early photo of the Tom Thumb Lagoon looking toward
Bong Bong Mountain (Mt Kembla).

THE MAIN STREET - WENTWORTH STREET

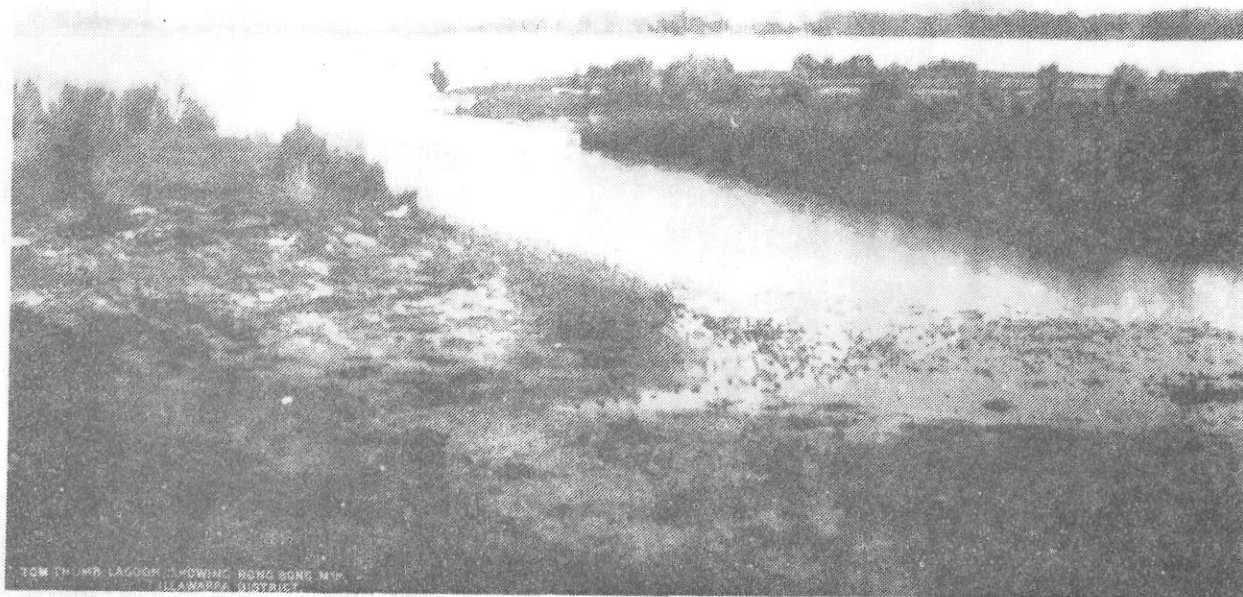
3. Early Port Kembla, 1916 (approximately)
Photo courtesy of Wollongong City Library & Wollongong
Historical Society.
4. Wentworth Street Port Kembla, 1920's.
5. Main Street Port Kembla, 1930's.
6. Wentworth Street being concreted, 1937.
Photo courtesy of Wollongong City Library & Wollongong
Historical Society.
7. Wentworth Street in its "Heydays" about 1957.
Photo courtesy of Wollongong City Library & Wollongong
Historical Society.

HARBOUR VIEWS

8. Tom Laycock, Public Works diver, preparing to enter
the water to inspect the piers for repairs. Note the
heavy lead shoes to hold him on the bottom and the heavy
brass helmet, which was called a "hard hat".
Photo taken by B Christophers in 1925 at No. 4 Jetty
PWD Shed.

16. A young Jean Payne with her workmates from the T.C.F.
18. Family outing, mid 20's, posed around the T Model Ford.
19. Three generations of the Stewart family, Syd, Lionel and Clive have given service to the Volunteer Fire Brigade.
20. Middleton's Store, Port Kembla, 1906
(Reputed to be the first shop.)
21. Anderson's Bus. First bus Wollongong to Port Kembla via Tom Thumb Bridge (Note solid rubber tyres)
22. Impromptu game of cricket on old Port Kembla beach in 1926. Do you know the names of these well known Port Kembla sporting identities:
- Back Row: R. Atkinson, S. Blackwell, B. Lindsay, N. Schuh, E. Brown, S. Lindsay, B. Johnson, W. Watson.
- Front Row: C. Chesher, N. Lindsay, J. Stewart, G. Rodwell, S. Warrington, J. Neaves.

Plate 1.

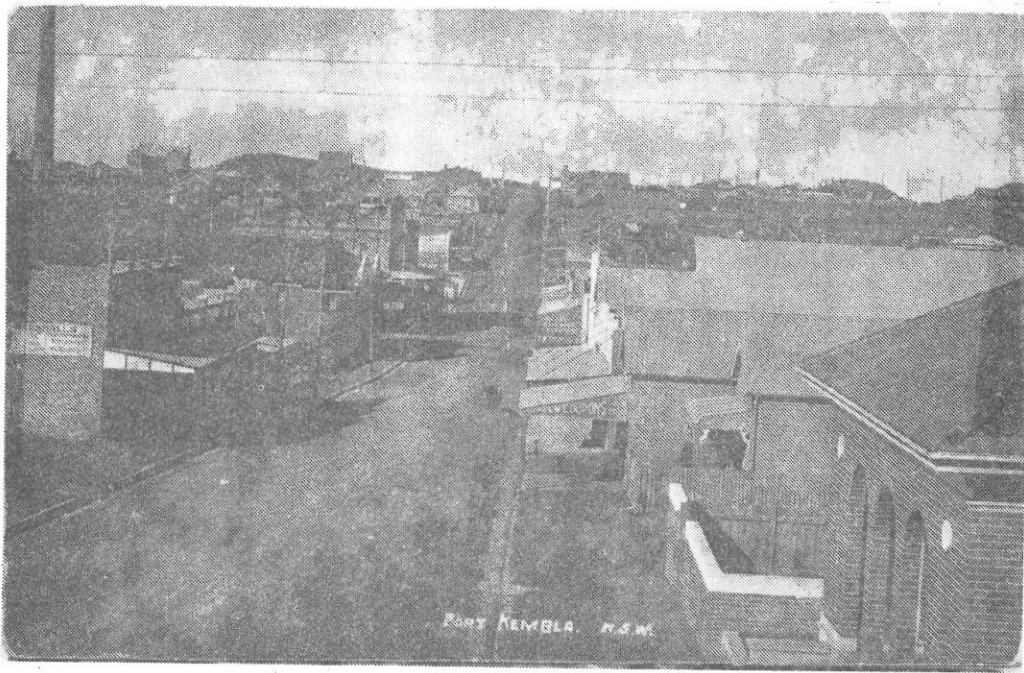


TOM THOMP LAGOON SHOWING RONG RONG MOUNTAIN
ILLANARUA DISTRICT

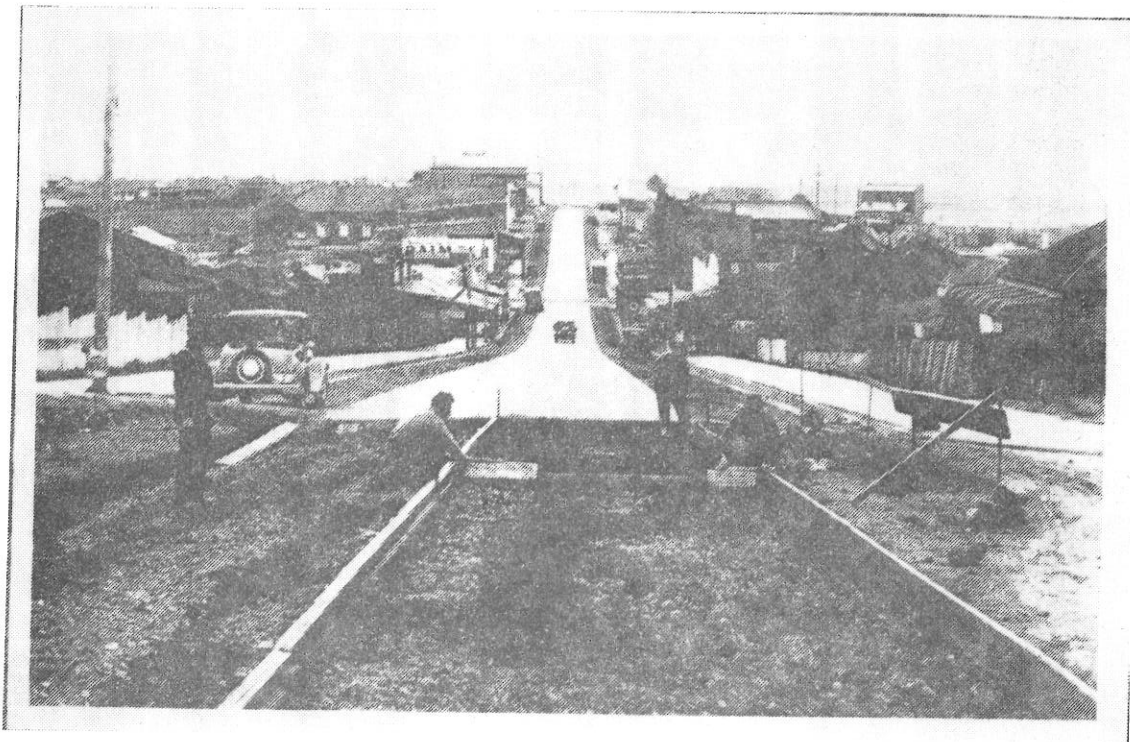
Plate 2.



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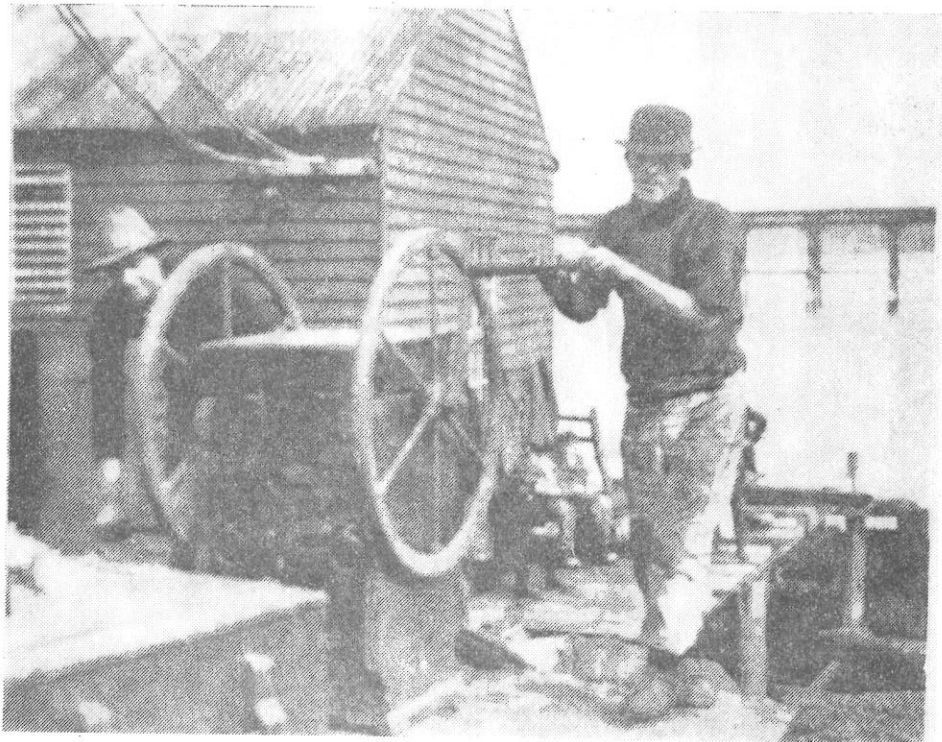


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11.



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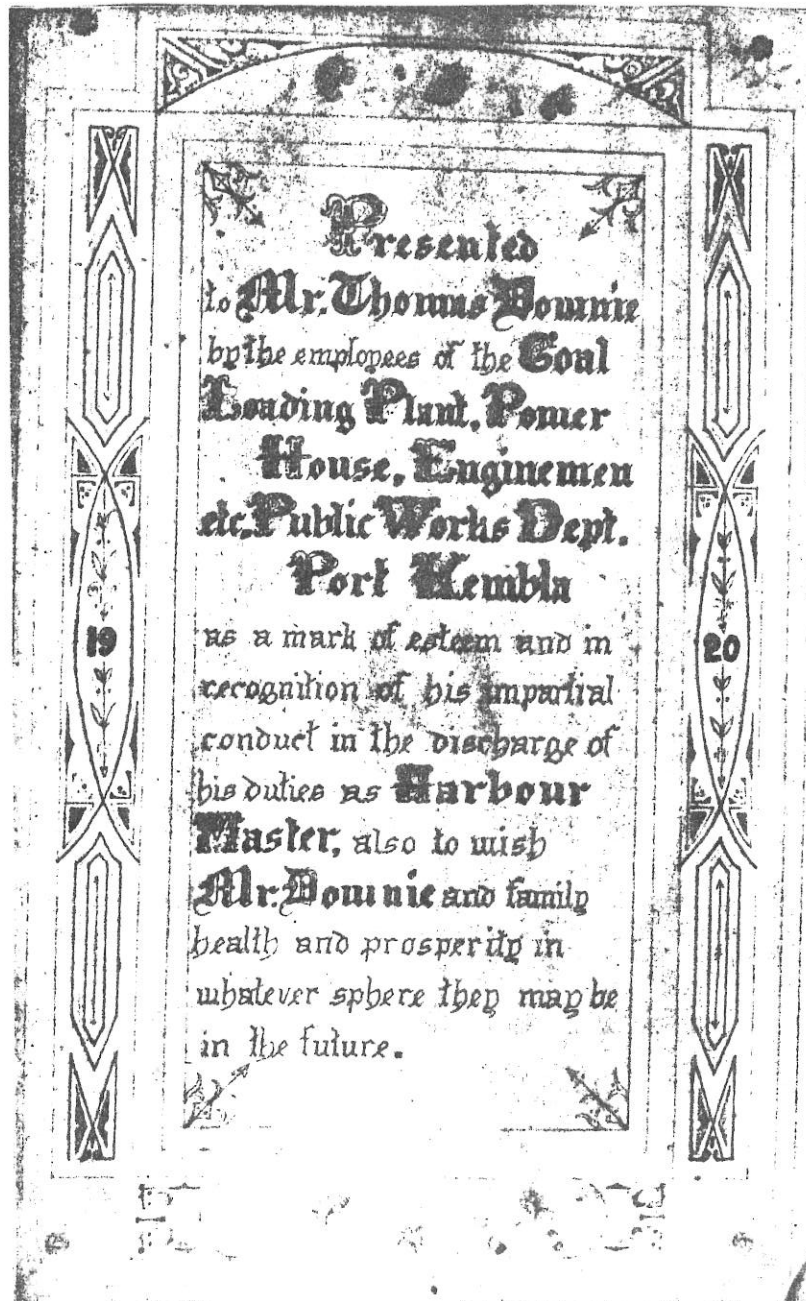
DICK DOWNIE

HARBOUR MASTERS DUTIES

When an oversea's ship required a Pilot my father would get Neil Parnell and Bill Dunn to row out to the ship (or sail when the wind was right) and bring the ship into the achorage or tie up to the wharf.

He was in charge of 5 or 6 men required on the jetty when ships were loading coal.

I was born on the 18th Sept, 1904 in the family home near the original wharf. Granny Caine came from Unanderra, a midwife was required, as there were no hospitals in those days.



The second Post Office as at a boarding house in the main street, it was run by a Miss Hilda Pascoe, it was later transferred to a building still in the Main Street, the Post-masters name was Tom Clarke, years later it was moved to its present site.

TRAINS

The first workmen's train was supplied by the P.W.D. the engine and staff was P.W.D. the engine was stationed Port Kembla.

WORKSHOPS

They would travel light engine to Wollongong and pick up carriages and travel to Thirroul to start. There was one train a day from Thirroul to Port Kembla in the morning and return at night approx 5pm from Port Kembla.

1. The first jetty built at Port Kembla was the Kembla also called Mt Kembla Jetty.
2. The second jetty built was for the Southern Coal Colliery.
3. The first coal was shipped from Kembla jetty in 1853.
4. My father, Captain Thomas Downie was the first Harbour Master at Port Kembla. He came to the Port 1879. The Southern Coal Co Jetty had a hopper so they could store coal awaiting shipment.

Our house was on one side of the jetty and Rieck's on the other side it was years later before No. 4 jetty was built and it was the E.R.S. Co. who built it.

The next jetty built was the A.I.S. jetty years later the Oil berth jetty was built No. 5.

The next jetty was No. 6. Later the Inner Harbour was built.

DOCTORS

The first resident doctor was Dr. Kirkwood. The first doctors were Dr. Harry Lee and Drs. John and William Kerry, they came out from Wollongong each day, they had their surgeries where the Seamans Mission is now.

The two surgeries were about 20ft square. Dr Lee later built a surgery in Military Road, The next doctor to start in Port Kembla was Dr. McKellar his surgery was at the top Wentworth Street, he later sold out to Dr. Luscombe who later transferred his surgery to Fitzwilliam Street, Dr Harper was his partner.

There is a group of doctors now practising from this surgery at the present time.

I was born in Scotland, and in 1914 the family moved to Nottingham where we lived through the war years.

We came to Australia on the S.S. Ballarat's maiden voyage and settled in Wonthaggi in Victoria.

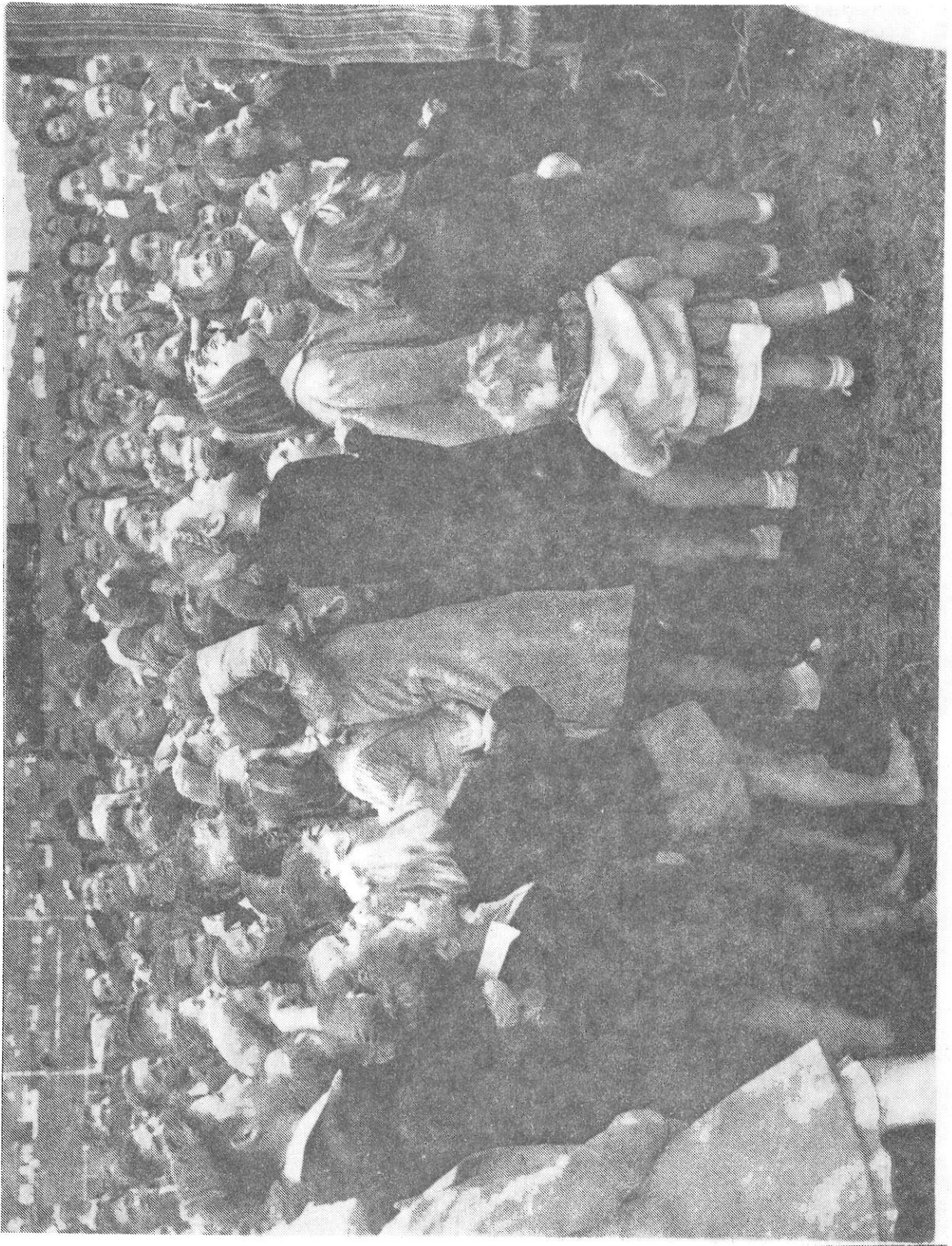
In 1927 we came to the South Coast and lived in Woonona-Bulli where dad worked in the coal-mine. He later got work at Wongawilli and the family moved to a home in Wongawilli.

In 1928 I started nursing at Wollongong District Hospital, when the 8 hour shifts for nursing staff first came in. Previously nurses worked 10 hours shifts.

I worked there for 4 years until I graduated in 1932. I did private nursing until 1939 when the war broke out, and for 5 years I did First Aid at the Ambulance Station at Metal Manufactures Ltd.

I met Dick while he was in Wollongong Hospital with a broken leg, after a football match on Wollongong Showground that was in 1928. We had two children John and Pat.

14.



17.

MY BROTHER JIM

My second brother Jim, he went to work in a local shop, in Taree. When we came down o Port Kembla we worked for a while in the general office at ER & S. He used to go round with a friend called Fred Ellis, who had a model T Ford Lorry and had a carrying business. When business picked up Jim drove for him.

In the meantime, he had a job playing the cornet in the picture theatre orchestra at Thirroul, I think it was the Princess Theatre. From there he got a job playing trumpet at the Crown Theatre in Wollongong which was a better theatre still and he was still playing there, when in 1930 he had a serious motor bike accident. When he recovered enough to play again it was at the period when the silent pictures went out and were replaced with the talkies so there was no more work for him in that line.

SCHOOL DAYS

In 1919 I was a pupil at Wollongong High School. We were expecting a plane piloted by Harold Hawker. We were in class and heard an aeroplane flying low. The school went mad, everybody emptied out into the school grounds. I used to ride my pushbike in from Port Kembla to school so I went down, got on the bike and raced down to the showground where the plane was due to land.

Well, when the plane actually landed and attempted to taxi along the ground and almost immediately it tipped up, the tail went up into the air and the plane ended up with its tail sticking out towards the sky. The pilot was thrown out of the cockpit and he got up and, started to dust his shoes! Then some other people came round and they got the aeroplane and pulled it down flat. The pilot gave his little speech about the war loans, or rather the "Liverty Loan". I remember he had a leather jacket on and a fur lined cap and one of the things that amazed me, was the fact that some of my very conservative school teachers, lady teachers, were commenting on his beautiful curly hair!

Later I read that what happened was as follows:

When he was coming down, he saw a sulky parked where he was due to land and he had to turn slightly. So he landed on one wheel instead of two and the axle broke. I don't know whether that is true but the propeller was damaged and was eventually replaced. They bought the people down from Sydney to carry out the repairs and then the plane was flown away. The propeller was made of wood and section of the damaged propellor was given to the Wollongong High School. It used to be in the Library there. I went to the school years later, when my children were attending there, to see the school counsellor to enquire how they were progressing. I saw this souvenir there and said to the official "do you know what that is". He did not know, and was surprised to learn where it came from. At that stage apparently the people there had forgotten its origin. If it's still there or not I do not know.

I also remember another, earlier broadcast of Billy Davies, who was then a local State Parliament member, he was speaking on an election rally. Labour stalwarts were on the platform supporting him, and when Davies was running down the opposition we could hear them urging him on. Not very loudly but you could definitely hear his people urging him on. How things change. One of his policies was then "One man one job", and "One man one home"

When radios became cheaper and of a better quality the gramophone was almost made obsolete. Later the gramophone made a remarkable recovery.

The first radios that I listened to were very compact. But I remember a friend bought one and it was, I suppose about 10" deep, a foot wide and about 8" high, fairly small speakers and, as a matter of fact, we might have just had earphones like you had on the early crystal sets.

I heard a broadcast which must have been one of the first of a cricket test match from England. Apparently the broadcast was based on brief messages cabled from England using a code and supplying only basic details. The sports commentator received these short cabled messages, perhaps a six was scored, so he would tap a coconut shell with a pencil and describe how the ball flew high over the fence.

"Oh there is a beautiful shot, its racing away to the boundary"

And then another time, apparently they would run out of cables, and they would have to fill in, put in a blt of bladder- dash! about the cricket match had stopped, rain or something. But I didn't realise this at the time and I thought that we were actually hearing a description of the match directly from England!

The early radios had a speaker mounted on the cabinet. It was a horn type speaker. Later the speaker was fitted inside the cabinet.

In 1937 an astounding thing, I don't know how they did it, was a broadcast from Germany. In those days the Germans were trying to convince the World that she wanted peace with the West and only "living space" from the Communist countries. (This was perhaps re-broadcast from Africa)

I was just listening quietly when a voice said:

"Thank you Mrs So and So, for the message you sent us,
and then a message to this person who lived in
Corrimal or Balgownie.!"

LOVE STORY

Shortly after arriving in Port Kembla in 1919 we lived in Darcy Road (No. 20). Mrs Stewart, a next door neighbour, told me of a local concert being held in the "Old Tech" - a small wooden hall near Downie Bridge. I had just turned 15 years old.

I went to the concert. The hall was full. People sat on forms and the performers sat among the audience. When their names were called and their item announced they simply rose, walked to the end of the hall and performed.

Tom Watson (a gate watchman from ER&S) gave a stirring poem "The Charge of the Light Brigade", I was told he had been a Sergeant Major in the British army in India. He certainly got worked up and roused the audience.

Then Otto Johnson - dressed like a dandy and carrying a walking cane - sang a song about girls - how they pestered him - he had to use the cane "to keep the girls away" (little squeals of disapproval from the girls). But the last line of the song pleased them: "but where would we be today if there weren't any women in the world".

But what intrigued me most was a group of three on the form immediately in front of me - apparently a mother and two young ladies - her daughters. The youngest one gave a recitation - something about bells and a church yard - this did not excite me as much as watching the other two. The mother leaned forward, a worried look on her face, silently mouthing the words apparently hoping this would prevent the recitalist from forgetting them. The other daughter sat up straight, smiling all the time, perfectly confident her sister would not break down.

After the concert I asked someone who they were, "Mrs Jackson and two of her daughters - they have a little shop in the main street". It never crossed my mind that the "smiler" - who was four years older than I - would years later become my wife.

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SPORTS CARNIVAL

mas party yesterday at the home of Mrs. Currey, and spent a happy afternoon. The Christmas cake, which was made and given by Mrs. C. Simpson, was beautifully decorated by Mrs. Pugh.

A presentation was made to Mrs. Lappin, who is leaving the district shortly, in appreciation of her services as secretary for the past two and a half years.

There will be a recess for a few weeks until the holidays are over, but parcels will continue to be sent to men of the fighting forces. Members of the public are reminded that the only means of ascertaining the addresses of these men is through relatives and friends supplying particulars to members of the W.V.S.

CRICKET

Port Kembla easily defeated Wollongong last Saturday at the local ground. Port made 176 and Wollongong could only tally 60 against the Port attack. Rodwell took eight wickets for 36.

SATURDAY'S MATCHES FIRST GRADE

Woonona v Port Kembla, at Woonona. Umpires: Burgess and Johanson.

Army v Keira, at Stuart Park. Umpires: Ackerman and Small.

Wollongong v Waratah, at McCabe Park. Umpires: Mintorn and Brewer.

SECOND GRADE

Keira v Woonona, at Keira. Umpire: Bird.

Lysaghts v Russell Vale, at Coniston. Umpire: Bailey.

Army v Waratah, at Wiseman Park. Umpires: Clowry and Parkinson.

A.I.S.T.O., bye.

No competition fixtures will be played on 26th December or 2nd January, but on the latter date two Association games will be played. The North and South teams in both grades will meet, the former at Stuart Park and the later on the Showground concrete wicket.

Edie Neaves

Family Life

My Mum came down from Lithgow to Atchison Street in Wollongong, and I was born there, and when I was a few weeks old, she came out here to Port Kembla. Well that would be, I was born in 1909, so 1909 she came to Port Kembla, and they lived in the quarters, the ER & S quarters, for a little while until the house was built.

Five children Mum had, and then the Neaves, see we lived next door to each other, my husband and I, and they had 8 children. And when you see that they reared 8 children, often wonder, how'd they get 'em in it.

No my Mother didn't work. During the day Mum worked, wash, iron, cook, clean, that's all she had time for. Them day, to do a wash day, you wouldn't put it in your thing and say it's done, it's on the old wash board and carry them to the old copper out in the yard and bring 'em back again, that's big time. I did a bit of that.

Entertainment

We used to go down and get pippies along the beach and you'd get a sugar bag full in no time, we used to sell them for three pence or four pence a dozen, to the fishermen as they went past and that was our pocket money. And we used to get them so quickly, you can't do that now. Because it would take you all day getting them.

People went swimming down the old surf beach, I had a photo of the old baths, ther was Rita Holmes and Phoebe Holmes, nad my grandma and grandfather and my little brother, all along the edge of it. And I'll tell ou who built that, mainly the scouts, they were in the surf club and they were scouts as well, but Keith Pratt, when they when they were building it, he put his name, K Pratt in the cement, it was ther for years.

Off to Work

I went to school till I was 14. Then I went into Wollongong and learnt up on Shorthand for a couple of years, then went up to Bonds Hosiery Mills after learning all that. I went up to Bond's Hosiery Mills in Sydney, I lived with my grandma for 2 year, worked there. Then come back and worked in the MM and then got married. In MM I worked cotton covering, a driver and a cotton overerer. No I didn't actually use the Shorthand, I didn't like it anyway. So I went to the MM instead and worked among the grease, where I was happy.

We walked to Wollongong. Old Father Dunn died and old Ruby Rogers says "I want to go and have a look". Cause we were all Protestants you know, but that didn't make no difference, she wanted to go and have a look, and of course you know Ruby Rogers, so, of course, we'll come too. So we walked into Wollongong, and we walked into the Church, and everybody blessed us, and we walked around and out again. But, you know, that stuck in my memory, that we walked into Wollongong just for that. We walked of a Sunday afternoon a big mob of us used to walk, and they be in different groups, and they'd be all singing, and we used to walk to Wollongong, turn round and walk home again. We walked home from the Diggers Dance, at the RSL now opposite Bonds, you know, where the , used to have the dance there, and the Southern Cross. Best dances were up at the Scotch dances, up on top of the hill at Warrawong. It's still there, the spring ?? on the floor, underneath the church.

Thompsons had Coomaditchie. His dairy farm was where Commaditchie is, all in that area. And their huse is still there today, although they've renovated it. Hill 60 the Aborigines lived. They moved the, was it in war time I think, I've forgotten. For the army wasn't it, and they shifted us from the old suf beach for the army to go in. And then after the was they gave us our place back again.

When my husband was 13.5 he went onto night shift in the MM, in the Wire mill, 13.5 for night shift. His dad said, "Will you be alright to go over son?" "Yes" he says, and away he went. And the he worked there for about 20 years, then he went onto the jetty for a while and he was on the crane and taking the pilot out to the, the harbourmaster or pilot out to the ships. I think it was the Maritime Service. He was there on a job when a boat, the new captain came in on a boat, and he said I've not been to this harbour before, so Bill said "well follow me and I'll tell you where to drop the shackles, or whatever they call them, Bill stopped, and he signalled for him to drop it there. Anyhow, he took no notice, he thught he knew, so what did he do? He just went on further and bang, straight into the jetty. So then he told Bill after that he said, "Well, in future when I come in, I'll tak enotice of you"

My family life, when I was bringing the children up, was a happy one. All the kids, the Neaves' and the Davis' all got together. We'd play marbles and play skippings and play cricket and football and wrestling and chasings, just like ordinary kids, all boys and girls do the same thing. And our fathers, on the weekends, Bill's dad and my dad, would get down and we'd have this big ring and play big ring marbles. Our dads would play along with us of a weekend.

I never joined anything like the Red Cross or anything. I had three kids and had a full-time job looking after them I think. I was never one of them ladies to get in and, I do more now, round about, than what I used to in them days. Cause them days you stayed at home and you looked after your kids and you cooked and you worked and by the time you got the washing done for the kids and that, well, I think your time was well filled in. It wasn't easy, I don't think it was, now when I look back. Carrying the water out of a drum at the side of the house into the wash tubs and run 'em with the boards, then carry it out and put it in the copper, no, and the old black irons, but everybody had that.

Miller and I went to the opening, we went to the Tech, where Downie's bridge is, we went there first and second class, Miss Bovard was our teacher, then we went from there over to the Power House school.

We couldn't afford a uniform for school, you were lucky to have a dress and you'd wash it out on Sundays to go to Sunday School. I didn't wear shoes, my Mum would put my shoes on to go to school and I would take them off and I'd hide them in the rocks and I'd go to school and come home and put them on before I got home again, I used to hate shoes.

Ambulance Service

When we went to the Tech, first and second class, there was a leanto on that old Tech, the Tech for the the Apprentices, there was a leanto on that, and it was a horsedrawn ambulance, had a canvas over, and a big red thing on the side of it, and anybody got sick, and had to go to Wollongong Hospital, there was no other, and they had to catch the horse out of the paddocks, and harness him up and bring him back and drive him, and if you had appendicitis, God help you, and they used to drive you into Wollongong in that!

World War II

What happened during the war? Soldiers all over the place, they had the search lights on the old surf beach, flying around, then up onto the point. Other than that there wasn't much. And they had a chain across the breakwall, a submarine thing across, and then when Bill had to go out to bring a boat in, they'd drop that, and he'd have to go out in the dark, with no lights or anything, bring the boat in, and then they hooked it back up again. He had a bad job during the war. Well we thought so anyway.

That little jetty that was built on the old surf beach, that was built for the shell grit company. There was a somebody, they got all the little small shareholders, and they put the cement apparatus, whatever it was, over on Monkey Flat, Monkey Flat was over near the Thumb, a lot of the people learning to drive their cars, used to go to Monkey Flat to learn to drive. This shell grit thing was built there and they had the jetty there off the old surf beach to transport it. But it never come to anything. They run broke. But that's what that little jetty was doing there.

Wood and Coal Man

Dad might have been on the jetty then, I know he worked on the ER&S for years and then he went on to the jetties, he was on the cranes and on the pilot boat. Later on Bill went onto the pilot boat, my husband, take the pilot out and the boat would go up and down. I went out with him once. He went right up where it goes up, right up in the air, and then you go down and then you can't see the big stack, when it goes down.

I think I had the three of the kids during the depression. We managed. Where the golf course is now Dad had that on lease, that was Bakerswood. They used to have to chop the trees, and we women and girls, we would have to go stack the chords of wood. And then, whatever they got out of that well they shared and that is how we lived through the depression. My father only leased it, I think it was O'Donnell that owned it, and he said to dad "Put a price on it then and you can have it" and dad said "Whatever would I do with swamp lands like that, it would be no good to me". And look at it today!

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be Sunday. That wasn't enough time to come home. I'd come home in the school holidays. You were up there the term and then you'd have time off to come home in the school holidays. I think we got paid for some time in the holidays, I can't remember. Then I came home to Port, oh no I came home for a while and then I went back to an aunty in Sydney and was keeping house for her until I got asked to chop the wood with 4 boys sitting around the corner watching me, so I decided I was coming home. Then I met my husband. Going to Church, in the choir, went with him for about 5 years, then we got married and went to Narooma to live. We had a bookshop at one time down there next to the Pub. Married in 1934.

We came home, it would have been about 1936 I think and we've lived in Port ever since. When we first went away the Steelworks had only just started to be built then. The sandhills were still there, we had wonderful times in the sandhills when we were kids. A little boy was drowned in the sandhills, at Koomaditchie there was 2 lagoons there, and one had the sandhills straight into it and he went from school Ray Mills it was and he slipped into it and couldn't get out, and then Doug Shannon he dived in and brought him out, but he was drowned. They were steep, the sandhills. A little boy was buried in the sandhills. A cave in. They were very steep in the early days. That was the girl McClusky that was buried over there.

I noticed Port was starting to grow when I came back in 1936. Then I started to grow with it too. More land sold and that. That hill was all sandhills when we first went up there. One time we had a sand storm, it just completely covered our front fence over, right to the front door. And the Council come and cleaned it off the path but had had to clean the rest off. We just shovelled some of it out onto the footpath, they had to clear their footpath then.

Port Kembla Main Street 1930

The thing I remember most about the shop was a beautiful soda fountain, it was marble and made lovely soda drinks with flavouring and ice cream. There were not many ships in the town and what were there were between the Great Eastern, now the Steelworks Hotel and a quarter of the way up the hill, then there were mostly houses to the top of Wentworth Street. There were also two shops, Andersons General Store and a small confectionary and fruit shop and a wooden barber shop.

Back to the main street: There were two hotels and a picture show "The Empire" which was a big hall made of tin with a few scattered shops. The post office was mid way in the street opposite Lindsay's Hotel. There was a big gutter in Allen Street with a small wooden bridge across it, and when it rained the hotel and buildings on the eastern side would flood and they almost always had to drain the cellars in the hotel.

We were a busy Port and any ships which came to Port had their crews come ashore in national dress. The islanders would only be clad in a cloth wrapped around them, and most times spoke very little English.

When Hoskins started to build the steelworks, we had men coming from miles around looking for work and setting up a big humpy camp in Flinders Street around the oil storage area of today. The only way to Wollongong was across Tom Thumb Lagoon over a wooden bridge. The lagoon was a beautiful spot with lovely white sand until Hoskins started draining silt and such into it and discoloured the sand.

Telephone Cable Factory

I went to work at the TCF when I was fifteen I had to put my age up, you had to be sixteen. There was a boom, they employed a lot of girls. We used to lap paper around wire. The wire was threaded through a dyre and over to a spool on the front of the machine as it went through the dyre there was a plate that spun around the wire if the paper broke or the wire tangled we would have to repair or unravel the wire. It was standing work, 40 hours a week. The day started at 7.30 am

I worked for nine months, then work slackened off. That's when I went to work at the hotel as a waitress. They would have people come in for meals, but, mostly regulars were boarders in the hotel. Then I went to work at a guest house at Windang. The guest house was owned by Barnes and Clark. They had people who would holiday at Windang from Sydney and other places it was a lovely spot. There was no bridge across the lake you could only cross the lake by rowing over! Mr Clark had rowing boats for his guests to row round in. There was no road to the lake only a pony track that went on the edge of the beach and to the back of the present day golf course. Mr Clark had a Ford, he used to pick up his guests from Wollongong railway and pick up the mail. The lake was beautiful and very restful for a holiday. Then the TCF started to employ girls again so I went back there till I married, then I never worked again. It was the custom that when you married you just stayed home. You stepped aside for the young ones to go to work. When married you were happy to keep house and look after your family, you did not mind it, you mostly enjoyed doing it. You were lucky to have a home!

My Husband Darby Payne

My husband was a local boy named Arnold Payne, better known at Darby. You asked if he was interested in politics. He was active in the ALP and in the Trade Unions. He was a member of the ALP from around 15 years of age as he had joined the Young Labor; they were active running dances, concerts and such, and he was a member until he passed away. He was also a Life Member of the Wharf Labourers Union. He saw a lot of changes, mostly through fighting for better working conditions on the waterfront and the changes that came from their struggles. Back then you were never sure you would have work every day, you had to attend a Pick-Up Centre and it depended on the shipping and who was employing you. If you had no job there was no appearance money like they get today, and as far as the Government was concerned you had a job, even if you got no pay, so you did not get any relief. That's the kind of thing they had to fight for and their first win was when they received twelve shillings Appearance Money, that made such a difference to our living standard.

1938 Strike

I can remember the pig iron strike when Menzies wanted to sell our pig iron to Japan and the wharf labourers refused to man the loading of ships, because they said we would get it all back in bombs, bullets etc.

There was no work in the Port so the wharfies had to organise their own relief. They had gangs of men to go fishing, another to go shooting for rabbits and they had an old truck which they drove to Robertson to get vegetables which they issued out to their members.

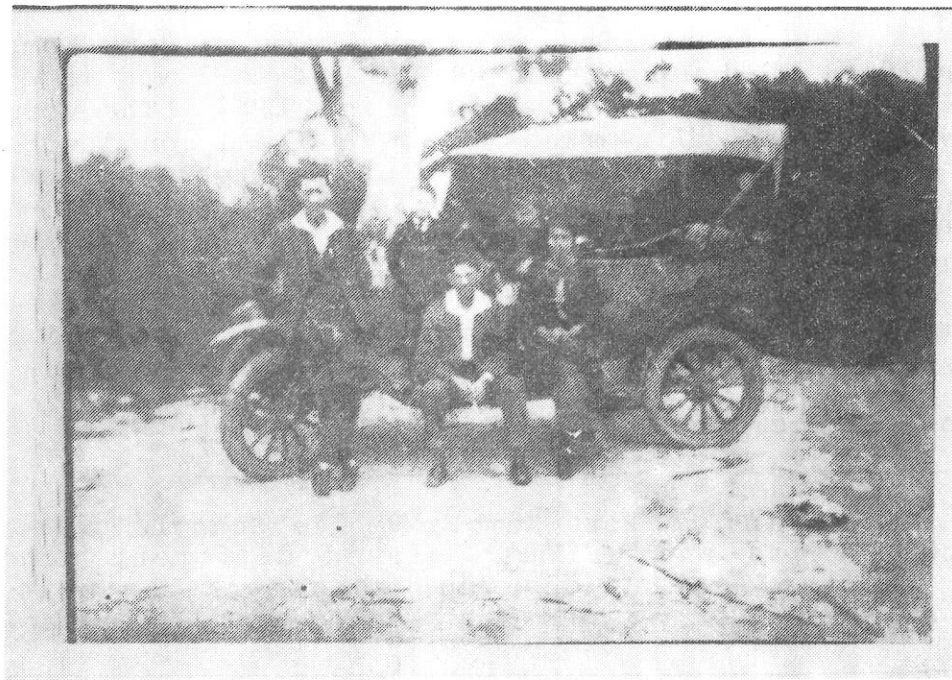
The Blacksmith Shop

We had a blacksmith shop in the lane behind the picture show, it was run by Charlie Anderson, brother to Johny Anderson, who had the bus run to Wollongong.

I remember the beautiful sand hills, they were high as mountains and looked like the Sahara Desert to me. We were something of an island; the sea skirting on the east as we jutted out to sea and the lake on our south-western side. There was no bridge across the lake and mostly bush between us and the lake. Our surf beach was behind the MM works, not the surf beach of today which was thought to be unsafe.

We had the MM works and the ER & S and Australian Fertilizers in the town and when things began to improve the MM started to get busy and that was where I got some work. I was what they called a paper lapper for around 9 months, which was good. We made cables for telephones - you worked a forty hour week for around One Pound Ten Shillings. Then they slackened off again and reduced their numbers and I was unlucky to be put off. I got work at a guest house at Windang. It was owned by Barnes and Clark and it was a very lovely, quiet spot for a holiday. There was no bridge and you had to row across the lake, and no road to Windang, just a pony track around behind Shellharbour Road on the edge of the sand. Mr Clark had an old "T" Model which he would drive to Wollongong Railway and pick up any guests he had arriving. People came from Sydney and the surrounds, mostly business people and doctors. He would pick up supplies and the mail and papers for the few people who lived at the Lake. Things started to pick up again and I got work at the TCF (MM) again and worked

18.



19.



45.

Castings were carted from David Bros foundry in Wollongong to ER & S, Fertilizers and MM. These castings were loaded by man labour, if it was extra heavy they were loaded by hand crane.

I also carted the gold from ER & S to the Wollongong railway. For these I had an escort that consisted of two elderly employees from ER & S. One man sat on the back of the lorry with the gold and a 32 Winchester rifle and the other sat in the cabin with me. I had a colt revolver which was huge. It wouldn't fit in my pocket, so I kept it on the seat beside me. We never had to use them, and I've never fired a shot out of a revolver in my life.

There was a firing range down here but I was never asked to go to practice. I don't think the men escorting me ever practiced either, as it wasn't unusual for one of them to say to me would I mind putting a shot in their gun, they couldn't load it.

Overseas Mail Contract

I had the contract with the Post Office to remove the overseas mail from the boats as they came in. There were a lot of boats came into Port in those days and from our front verandah in Military Road, with a pair of binoculars I'd watch for them to fly the red and yellow mail flag. One ship was called "Nauru Chief". This ship ran between ocean Island and Port Kembla and mainly carried phosphate. I got to know a lot of the officers and crew on these boats. The crew were mainly Chinese and they were always looking for fishing hooks and things. I'd take hooks down for them and they would bring me back coconuts, bananas and things like that from the islands. Then there was the French ships from New Caledonia. They used to cart coal to the nickel mines. I got to know one officer there who graduated to Captain, and he was a Frenchman. The ship's name was "Cagou". I said one day about rabbits, he said "Oh I like rabbits". I said "I'll bring you some down". Well the next time the ship was coming in I was notified by the post that she was coming in and had a lot of mail on board and so I'd gone out the week previous and got all these rabbits and had them in the fridge, dressed for him. When I went down he said, I said "There's the rabbits for you". He said "Oh, no, no, no, I wanted them alive". Making as though they were scratching and I said "You want them alive?" He said "Yeah, I want them alive to take back to New Caledonia". I said "Oh, I can't do that". He said "Yes, you be right, you be right, you bring them down I fix them". So the next time they came in I took him down about 10 rabbits, live ones to take back to New Caledonia. Any why he wanted that was his father-in-law had an estate that was an island, it was about 5 or 6 miles around the island and it was a way off the mainland, and he put these rabbits on the island. Well within 3 months he said to me "Ooh, very wild". He meant, you know, the burrows he was making, very very wild see, he said "Plenty, plenty when I go home I take my gun and I got out and I

Then, less than a week later, we came down over the hill again and here's another one sitting right in the middle of the road, it had taken the block and got to the centre of the road, but it didn't get right over in the gully, it wasn't going as fast as the last one.

Great Gold Robbery

At the ER & S works during the electrolytic refining of copper in the tank house a sludge - or a slime containing impurities was separated from the pure copper. This tank house slime was very rich in gold and silver. The precious metals were recovered in the Silver Mill. During World War II there was an employee involved in getting the slime out of the tankhouse and what they said in the paper was that he used to, on night shift or afternoon shift he would put an old rubber bike tube around his waist and fill it up with the slime and tie it and bring it out that way. But he was only the go between, the brains behind the whole thing was another fellow who had a gold mine at Bathurst, or somewhere in the country, and he used to mix the slime with his sample and he'd send it to Sydney to have it assayed. I'm not quite sure whether it was Carrington's or Harrington's in Sydney. How they came to get on to him was that, there was an assay fellow who was employed by the ER & S many years ago, as a matter of fact he was our next door neighbour in Darcy Road, his name was Horrie Gale, and he was working for this firm in Sydney and when he got the sample, it was just a million to one on chance that he analysed that sample, and he found traces of blue stone in it. He said straight away, there's only one place in NSW that manufactures blue stone that was where he once worked at ER & S. So he got on to the ER & S and told them what he'd found so naturally they just traced it back to the gold mine and traced it back here to their employee and they watched him and caught him, that's how it was done.

"There was a reason for him putting it in the bicycle tube because this copper was treated by sulphuric acid and blue stone, so forth, just to break it down, and it was an acid that would burn you, and that's why he had to put it in a rubber tube and put it around his waist so it wouldn't leak through and burn him".

One of the employees jobs was to clean that out of the bottom of these slurry tanks, it used to sink to the bottom, and that's how he used to get on to it.

Setting Up Home

When I was working with Dad I got ten shillings a week wages and Mum paid for my cloths that was pretty good money then. I spent it mainly going to the movies (I even had some left over to bank). There were dances several times a week at the RSL Memorial Hall and the old band hall, and also in Wollongong at the Southern Cross Hall, but I wasn't a very good dancer.

Accidents

Compare this account of an accident just 40 years ago to stories of micro-surgery of today.

Norm Herald, A New Zealander or Pacific Islander was a flash fella in his young days. He'd had his teeth drilled out and replaced with gold, the teeth had not decayed at all he was just lairizing. He had a big Harley Davidson motorbike and my brother had a BSA and they used to go riding together. This particular day they were going to Sydney to visit my grandmother and Gordon waited at Bulli Pass and when Norm hadn't arrived Gordon turned back.

At the hill at North Wollongong; the roads were gravel in those days, Norm had skidded and gone under a car coming in the opposite direction and got his arm caught. The car dragged him along the road and his arm was that mangled they had to take his arm off. He had the 1st Harley with twin headlights.

Fish Story

In our young days we didn't have that much to do on Saturday or Sundays and part of my life was going over to Hill 60 when the mullet were running. On top Hill 60 a couple of 100 feet high up the fisherman would have a lookout and he'd see the mullet coming and they'd take off in a boat and pull the net around them. There were times when they'd catch more fish than they could handle and anybody around the area would come and help them. It was nothing for them to pull in 20-30 tonne of fish and they all had to be manhandled from the beach up to the top of the hill. It was steep sandhills (no roads). We used to go down and help pull the nets in and then they'd put the fish in boxes and carry them to the top of the hill and put them into a shed. Then they had to get them into the Sydney markets, no refridgerated trucks or anything like that. But I have seen them catch so many they'd have to bury them. But anybody who used to go down and help them would get 2 or 3 big mullets.

Once the westerly winds come mullet leave the lake and start travelling north.

I took one truckload (1937-38) a load of 4 tonnes salmon, no tarpaulins no ice just loaded on the back of the trucks, and I raced down the markets with it, and no buyers at all and I'm stuck in the markets with a truckload of salmon on a hot day!

Fortunately a chap come in from Pecks paste and said yes I'll buy it and I think he gave them 2d a pound for it. And then I had to take it out to there factory at Rosebury. All for 2d a lb.

Changes

Those sandhills at Hill 60 were 100' high they used to be our sport running up and down those sandhills. The sandhills - when they decided to build the flat products and that was on Western side of Tom Thumb lagoon and it was all swamp land so it had to be filled in. There were enormous sandhills on Southern side Cowper Street - from Cowper Street to Windang inland to Coomaditchie lagoon. Nothing like they are today.

A trucking company named Gleasons from Wingham came down with big yellow MAC trucks and they carted sand from there night and day for months. And they've never come back again! 20 ton a load!

BILL KING

In 1913 my grandfather Walter Butteworth came to Port Kembla seeking work at the recently formed E.R. & S Company. My grandmother and my mother remained in Sydney where we lived. Grandfather was fortunate in getting a job with the ERS, but as houses were few and far between his wife and daughter (later my mother) were not able to join him. Grandfather obtained lodgings in a company boarding house in Military Road. In 1915 he managed to rent a house at the top of Wentworth Street (actually Fourth Avenue) next to where the Masonic Hall stands today, so in 1915 my Grandmother and his daughter joined him in Port Kembla. My mother by this time was 15 years of age being born in 1900, so was old enough to go to work, and help with the expenses of running a home. She was lucky to have a relative a Mr George Simon who owned a general store in Wentworth Street next to where Lees General Agency was.

My Father Thomas King came to Port Kembla towards the end of the first World War as he had a brother working here, whom my mother already knew, so a friendship developed and in 1918 my mother and father were married in Wollongong Methodist Church. Prior to my parents wedding my grandfather then purchased one of the houses from the Dapto Smelters which had ceased operation at Kanahooka and having purchased a block of land in Wentworth Street just above Fitzwilliams Street he then moved the house from Kanahooka to Port Kembla. It would have indeed been a big job as the trucks of that day were only small and mobile cranes unheard of, but shift it he did and he and grandmother spent the rest of their days there till their demise in 1960.

I was the first born in 1919 later there were three sisters Joyce, Ivy and Mavis and two other brothers Ray and Walter. I was born at my grandmothers home and Nurse Peterson was the midwife as she only lived on the other side of the road in Wentworth Street. Nurse Peterson later opened a private maternity hospital in Fitzwilliams Street which she operated for a number of years, it is now used by several Doctors as a surgery. Dr Luscombe later opened a surgery on the other corner.

I started school at Port Kembla Public school in 1924. It was a reasonably new school then, as it was built in 1916. The headmaster was Mr Mathews, and some of the teachers that I can recall were Mr Barton, Mrs Burnett, Miss Faulkner, Miss Bloomfield and a Miss Bovard who was a member of one of Illwarra's Pioneering family. Her sister opened a shop opposite the school and when Miss Bovard retired she used to assist in the shop, there was also a Miss Badger who used to run another shop next to the school for many years until it was pulled down to make way for a new Primary School on the site.

There was also another large lagoon in the sand hills to the east of Coomaditchie which was mainly surrounded by sand hills and was occasionally filled by very high or very rough seas. It was stated by some of the old aborigines that the entrance of the lake used to come through that area into where Coomaditchie is and run into Kully Bay at Kemblawarra.

DEPRESSION SOUP KITCHEN

In the late twenties I remember some local charity establishing a soup kitchen almost opposite the E.R.S. gates in Military Road in an old butchers shop, and free soup was available to the needy and to the large number of unemployed men of the area going from Industry to Industry seeking work, and there were also plenty of needy people in the area who really depended on these "hand outs"

A fruit and vegetable cart operated by a chap name Hazelton would make a weekly trip from Wollongong to serve his regular customers from house to house, my mother was one of his regular customers, as was my grandmother also. He operated this run for many years so he must have made a living out of it.

BLACKBERRY PICKING AND EASY PICKINGS

In an effort to make some pocket money we decided to make some money picking black berries as there were plenty of these growing around the district but the best ones grew along the side of the mountains about Mt Keira and Mt Kembla so those that were fortunate to have a bike or could borrow one set off with our billies to make our fortune at Mt Kembla! There we also found what we called "the professionals". They were the people who made a full time job of it. We found out that the buyers from the jam factories came to buy the berries twice a week from the pickers and they would leave them kerosene tins or honey tins with a lid on it to seal. You were paid 6/- or 60 cents for a 20 litre tin of black berries and I can tell you it takes a lot of berries to fill a tin. Some of the "smarties" would often put a rock in to help fill the tin, but it would most likely be discovered by the buyer when he lifted the tin as he would notice the weight, so he would turn the tin upside down and the rock would work its way to the bottom. He would quickly turn the tin over, lift the tin and put his hand in to check for rocks. Another luck was to take a meat mincer with you, and as there were several old orchards over Kembla and Cordeaux way, and quite a lot of old apple and pear trees growing in the area. Well the apple and pears are ready the same time as the black berries, so the thing to do was to pick a bag or two of apple and pears and mince them up and mix some with the berries, and so fill the tins faster. It was not regarded as cheating as it was pointed out that jam was often sold as black berry and apple so we were just helping along the production line and also giving us more pocket money!

When it was time for a bath we would have to heat a copper (large boiler) containing 16 gallons of water ladle it into a bath and top it off with cold water and quite often my brothers and sisters using the same water with a little extra hot water added. The bathrooms were mostly outside the house in a separate shed which was also used as a laundry.

Raincoats were a luxury and could only be had for those who could afford them, so a good substitute was a potato or wheat bag with the corner tucked in and placed over the head and shoulders to keep the rain off.

An old chap with a horse and cart used to make a living by going into the bush, (which was only past Primbee or Berkeley) and cutting down small sapplings (about 3 or 4 metres with a fork or two on them) and hawking them around the town selling them as "clothes props". They were used to prop up the clothes lines, which were wire lines stretched between posts in the back yard. The idea was to keep the washing off the ground and to catch the wind for quick drying. Quite often the prop would slip and mum would have to rewash the clothes or sheets that got dirt on them. The clothes props were priced about 2/- or 2/6 each.

Quite a number of people in Port owned their own cow. These cows were mainly kept tethered or in paddocks near where they lived and the cow would have to be milked twice a day by some member of the family by hand. The benefit of owning a cow was that you had plenty of milk and if you owned an Alfa Laval milk seperator you also had plenty of butter. Although at times home made butter left a lot to be desired, as it often tasted rancid, it was ideal for cooking cakes etc.

A PLACE IN MY HEART

I moved to Port Kembla in October 1921 arriving by train at the Railway Station which was about a mile from the main street. We had previously lived at Murrumburrah, in the south west of N.S.W. and my father managed a department of a big General Store. There seemed to be no chance of my father advancing any higher in this business so he bought a general store at Port Kembla with a residence attached to one side of the business. There were five children in the family at this time and we travelled with our mother to Sydney where we changed trains to come down the coast to Port Kembla. My father had gone ahead earlier to prepare for our arrival. As I climbed down the steps of the train onto the ground I can remember a little girl riding a white pony in a paddock nearby and the sight of the big chimney used by the E.R.S. used in smelting the copper. We had to walk from the station to our new home which was situated up the top end of Wentworth Street near the present Commonwealth Bank.

The store sold a wide range of goods besides groceries. We sold work boots and shoes, drapery, clothing, hardware and other bric-a-brac that the previous owners Tom O'Brien had left. I was seven at the time of our arrival and I can remember selling cups and saucers for 4 pence and glass chimneys for kerosene lamps and strips of leather for shoe repairs. Most food lines came in bulk and were kept in bins running along the walls of the shop. Sugar, Flour, Rice, salt were weighed, as required by the customer and Bacon came in sides and had to be boned and then sliced by a small hand slicer. Dried Fruit was a particular worry as it was not chemically treated and would become infested with grubs etc. If not watched carefully. The sultanas would be tipped into bins and washed with golden syrup and water to make them look fresher and cleaner. Dates came in big blocks and had to be cut off as needed. A lot of Prunes were sold and these came in wooden boxes, later they were packed in tins by were still very sticky to handle Butter and Cheese came in blocks and butter had to be cut with a fine wire strung between two pegs. This was a messy job so it was usually done at night and the weight had to be as correct as possible the first time. Cheese was wrapped in a cheesecloth and the blocks weighed about 14 pounds and cheese was cut as needed. All this made hard work as the counters had to be scrubbed down every week with soap and hot water and the wooden floors were also scrubbed every month.

There were few other stores in Port Kembla. Fairley's and Shipps and a Co-operative store in Military Road sold lines

very strict and discipline was a top priority in getting us ready for life. The strap was used for any misdeamenour and we would be kept back after school if our work wasn't finished or we were being punished, and then we would have to walk home. In the school holidays the boys would go fishing or gather pippies for bait on the Seven Mile Beach. Nobody ever went swimming there as there were supposed to be sharks lurking about. All surfing was done at the M M beach where the Surf Club was and there were tidal baths at the end of the beach. We would sometimes have a dip in Salty Creek which was a good clean hole in those times, out near the Jetty. The Tom Thumb Lagoon was also another popular place where you could catch fish and at low tide the sand would be covered with soldier crabs, which were a grey blue colour and they would disappear into the sand as you walked towards them. The sand hills behind the Seven Mile Beach were also another popular place for kids to play. This beach later became the main surfing beach. The Tom Thumb Lagoon also vanished as later the Inner Harbour was built. Everyone loved to gather mushrooms in paddocks nearby. The edge of the town would have been Thompson's farm at Coomaditchy and the Quarry at the end of Allen street.

The principal works in Port Kembla were the E.R.S. where copper was treated and also silver and gold extracted from the ore. A lot of E.R.S. employees had moved from Mount Morgan in Queensland where the copper was mined. The Metal Manufacturers and Australian Fertilisers were closeby. The Public Works was another big employer. They managed the wharves and were also building both breakwaters having a work force getting stone from the Quarry. A new quarry was opened in Horne Street. The public works also had a number of small steam locomotives engines who had their own rail system round the Port. These engines brought the coal trucks from the yards at North Port Kembla and fed them to the Coal jetty. The coal was then fed into a continuous belt which fed the coal to the ships. This was a busy time as the ships were using coal as fuel and others were taking coal for export. This work employed a large number of men who were known as Wharfies and they often had to work round the clock to fill the ships. There was Mt Lyell Coke Works, which had been at Port for some years. A Brickworks was situated near the station and it had a crusher which made a lot of dust and caused a lot of extra work when it was windy as it blew in the front of the shop.

As there was only one Harbour it often became crowded with boats waiting outside the harbour to be filled with coal. During a storm one ship was blown onto the northern breakwater and another the "woodarran" was blown onto the beach near the coal jetty after the wind caught it side on.

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to somewhere else. The Port Kembla Swimming Baths as they stand today were also another Relief Work Project, and as the main street they stand strong and are proof of the hard work these men had to endure.

About 1933-34 conditions started to ease and things slowly improved. In the shop the dole business started to ease, but we still had trouble getting our money from the Chief Secretary's Office. They could not or would not pay on time and it was very hard for us to survive. Fairley's started to build a new shop and a new Post Office was built on the opposite corner. Joe Ryan moved into the Old Post Office and started a Boot and Shoe Repair Shop that traded well for many years. Peggy Jack had the shop next door for Hairdressing, Mrs Souten had her Drapery and Alan Souten had the Mercery. A Printery was started in the old Co-op building in Military road and under the management of Jack Tighe the Port Kembla Bulletin was published and was a very popular local paper. Mr Knight built two shops on the corner of Allen Street and Wentworth Street. Peter Drew started his restaurant in one shop and A.J. Roper had Mercery in the other. Alan Moore built his chemist shop in the main street, moving over from Darcy Road where Johnny Loo and his family grew vegetables. About that time we bought a small block of land from W.Waters down the bottom of the street and built a much bigger shop with premises off the back and on the top. We moved to these new premises in 1937 and continued to trade until 1979 when I retired at the age of 65. The Bank of New South Wales bought the corner block and the Commercial Hotel was built on the opposite corner. Bob Tripp built the Black Cat Milk Bar alongside Nash's shop. Dion's built a Frock Shop where the Pie shop is now. The Bridge over Lake Illawarra was built opening a whole new area that hadn't previously been accessible to people. More traffic started to come through the town and brought new business to all the shops. The harbour was always busy with boats coming and going with coal and also boats arriving from the islands bringing in Phosphate, Nickle and ore also brought new trade to the shops. The seamen wanted tobacco and cigarettes and when they were paid off they bought gifts for their families and would buy suitcases to take all their belongings home in. The island men particularly liked brightly coloured cloth and would often buy the whole roll of some that caught their eye. We also sold alot of men's work boots which sold for 12/6 and sandshoes which were 4/3d. Canned peaches sold for 9 pence a tin. Because the new shop was bigger we had to buy more stock and money was still a problem for us. As more specialiity shops were opening we decided to discontinue some lines and concentrate mainly on grocery items and produce.

The traders in the main street were all starting to unite as

coastline are magnificent and mean so much to me. To see the mountains reflected in the lake on a winter's morning is something very special and holds a place deep in my heart.

John Philpot.

Throughout many years the Central Illawarra Council and Fred Finch has striven to improve the welfare and conditions under which the people lived. This has been wonderfully recorded by way of the inclusion of many extracts from papers both from Sydney and Illawarra in one huge leather bound volume of 281 pages, and a large hard covered thick volume of 248 pages in the other. All this was due to the foresight of Fred Finch who had his secretary cut these out, paste them, and date them, in a meticulous fashion each day. These two volumes covered the years 1937 to 1974. What a tremendous contribution to the Historical Records of this District.

Fred Finch was also a devoted family man. He married Hilda Simon at the Methodist Church Port Kembla on June 16, 1922 and they lived the remainder of their lives in Port Kembla and in 1972 celebrated their Golden Wedding.

Fred and his brother a bricklayer by trade built their family home in Wentworth Street. Fred passed away on 21 April, 1975 his wife Hilda predeceased him.

His family, Fred and Ann (Woolgoolga) Bill and Laurel (Marshall Mount) and Rose (Warrawong) (His son Arthur passed away on July the 20, 1987) and their families, revere his memory.

SIMON FAMILY

George Simon, was one of 10 sons and three daughters born to Morgan and Margaret Simon (Nee Deer) who migrated from Wales in 1873.

The family first settled at Frogmore near Boorowa N.S.W. and worked a copper and gold mine there between 1874 and 1886, while raising their large family. The Simon children attended the Frogmore Public School which was a wattle and dark building with bark roof and was opened on 1st Nov 1875. The family moved on to other mining districts at Cobar, Broken Hill, and Lithgow, where George Simon lost his wife Alice on Dec 10th 1889. His two daughters and one son lived with their father until 1908 when he married Ettie Tandy. The Simon family came to Port Kembla and lived in Darcy Road until about 1915 when they bought a house in Wentworth St next to Lee's General Agency. George Simon worked as a Foreman on the wire bar furnace at Electricity Refining Smelting Company and used to take a shift of men down the southern end of M.M. beach where they built the first swimming baths in Port Kembla laying the concrete below the water level, even though it had to be low tide. He sold the property in Wentworth Street in 1923, taking his family to Queensland and then to New Zealand. However he returned to Port Kembla in the following year and bought a house in Fifth Avenue. In 1928 he built a shop on the front of the house and ran a small mixed business for many years.

In 1929 a tent city was built at Port Kembla on the southern side of Coomaditchie Lagoon to house the many unemployed families who had come here to look for work. Water was connected to the mains on Cowper Street and run to the camp for the Amenity block, and to supply drinking water for the camp. Regular handouts of vegetables meat and bread were made and very few of the men were able to find work at the Port Kembla industries.

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The Sunday School had an enrolment of around 140-150 children, and the Christian Endeavour and Young Peoples Club and fellowships played their part in giving the young people entertainment. The Ladies Aid Society combined with the Sunday School to put on the Sunday School Picnic an event looked forward to each year by both organisations. These Picnics were held for many years in the vicinity of Thompsons Farm where the Kemblawarra Tennis Courts now stand.

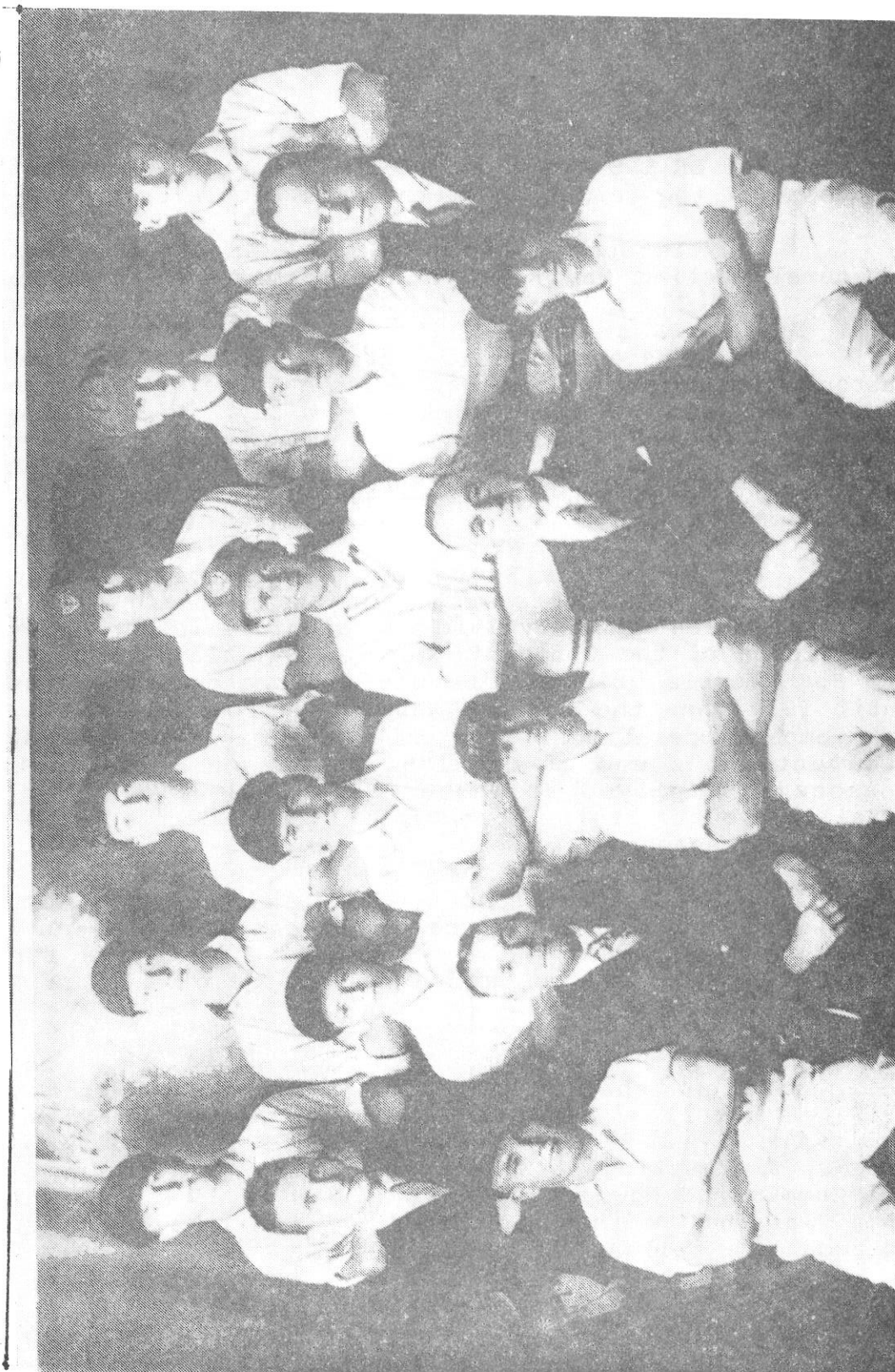
It was about the middle 1930's that two new organisations started to flourish the Methodist Girls Comradeship and the Methodist Order of Knights each had approx. 25 members in the Port Kembla Church. The Order of Knights was founded in Hurtsville on October 4, 1914 and spread throughout NSW and then to every state in the Commonwealth.

Over the years many of the OK's and MGC's arranged concerts, picnics, hikes, etc and formed lasting friendships, and in fact no less than 10 couples from the two organisation have married and still live in the South Coast area.

ATHLETICS CARNIVALS

Some very fine athletic jousts were held on the South Coast, with teams from Corrimal, Wollongong, West Wollongong, Nowra, Berry and Port Kembla taking part. It was from these carnivals that a South Coast team would represent against other districts at the Annual Joust held at Newington College Grounds. Besides athletic's matches, were played in Soccer, rugby league table tennis, and boxing tournaments between the South Coast Courts of the Order of Knights.

A state Cricket Competition was also held on the 30 December, 1938, and two South Coast players Ken McDowell and Morgan Simon were selected in the NSW team which defeated Victoria and Queensland to win the competition Ken scored a brilliant century in the final game and Morgan won the bowling average for the NSW team.



Herb Mills, who was equally at home as an opening batsman, as well as a bowler, continued with taking more than 80 wickets in a season and scoring 5 centuries in a season. He also showed his administrative ability being Treasurer of the Club from 1923 to 1930 and President from 1933 to 1947.

Interest in the Club grew over the years and in the 1919/20 season the Club entered a team in 2nd grade for the first time, and it was not until the 1927/28 season that it won its first 2nd grade Premiership.

Today's Club Treasurers would cringe when they saw Umpire fees for those early days - ranging from 2/9 to 8/3 a game, and players subscriptions as late as the 1939/40 season stood at 11/6 per season.

In 1928 Port Kembla struck its first Club colours of maroon and gold, which were later changed to Black and White - colours more symbolic of Port Kembla. The advent of clubs being formed in the Kemblawarra and Berkeley areas saw the name change from Port Kembla Cricket Club to Port Kembla District Cricket Club on 23 July 1936.

Some outstanding cricketers captained Port Kembla over the years, such as Jack Petfield, Dave Matthews, Herb Mills, Dr Noel Kirkwood, Charlie Brewer, Dud West, Gordon Rodwell, George Beckett, Max Hanna, Ken McDowell, Morgan Simon, Graham Waghorn, Barry Bates, Doug Barker, John Hunter, John Sweeney, Bruce Weissell, Ian Leishman, Keith Hughes, Garry Boyall and Peter Van Geest.

IDCA 1st Grade Premierships

The Club won its first Premiership in 1915/16. Competitions were suspended during the 1st World War and Port Kembla returned to the winning list in 1921/22, 1922/23, 1923/24, 1930/31, 1936/37, 1939/40 followed by 4 straight wins in 1941/42, 1942/43, 1943/44 and 1944/45.

We had to wait till 1967/68 to record our next victory, when a young team led by John Hunter bought us back to the winning list. Further victories were recorded in 1971/72, 1979/80, 1980/81, 1981/82 and 1984/85.

Port Kembla in 1922/23, 1943/44 and 1984/85 recorded undefeated victories - a feat not often achieved in cricket.

The Club had a long spell between 1945 and 1969 when it failed to win a premiership but one must realize that in 1950, Port Kembla lost half its boundary to the newly formed Cringila Club - later Warrawong - now Berkeley. A Junior development programme started in 1960 saw an upsurge in interest in cricket in the town and the success of the 1967/68 team which included 7 teenagers from this programme was proof positive that the club had found the answer to its problem. The teenagers in the 1967/68 team were Gordon and Bob Grivas, Gary Masters, Keith Barker, Gary Boyall, Len Brown and Robert Dunn.

Gordon Rodwell

Regarded as Port Kembla's and Illawarra's best ever Captain. He commenced his career with the Club in 1928 as vice Captain of the 2nd grade team which won the Competition that year with Gordon topping the batting ave. The following year he was selected in 1st grade and remained in the top eleven till his retirement in 1946. he captained the 1st eleven from 1938 to 1946. He first repped for Illawarra in 1930 and was a consistent member of the District team till 1946 being Captain from 1939 to 1946 without missing a match. Gordon has many memorable moments playing for his Club. In 1940 he scored 103 runs of Ports total of 143 which included a last wicket partnership of 60 runs in which his partner failed to score a run.

His 9 wickets for 37 against Wollongong (the 1st wicket was a run out) and his 142 runs against Coniston which included 36 runs in 1 over (4 x 6's and 2 x 4's and 2 x 2's) were excellent club efforts.

However his best ever bowling performance was against Jack Chegwyn's eleven in 1942 - taking 5/4 which included 3 Australian and 2 NSW players such as Sid Barnes, J Singleton and R Robinson.

On the administration side, he was Secretary of the Club for 3 years, President of the Illawarra DCA for 9 years, Illawarra Selector for 10 years and a selector for Southern Districts which selected teams to play visiting International Teams, as well as many other delegated positions. He was also an umpire for 30 years. Is a life member of PKDCC, Illawarra DCA and Port Kembla Leagues Club and President of that Club for 14 years.

Max Hanna

A batting wizard who scored a total of 5383 runs at an average of approx 43 his highest score being 215 not out.

During his representative career, besides repping for his district he captained Southern NSW against India in 1947/48, England in 1950/51 and against West Indies in 1951/52.

Had he lived in one of the weaker States or gained a break when at his peak in his own State, he would have certainly gone on to higher honours in the game.

Frank Jones

Where Max Hanna was known as the batting wizard, Frank was known as the demon bowler. He repped for Illawarra, and Southern NSW against England in 1946/47. He took 292 wickets in 1st grade for Port kembla.

Barry Bates

Barry joined the 1st grade team at the age of 15 years and became an Illawarra Representative at the age of 16 years, capturing 5/26 in his first Rep match against Moss Vale Association. He later on, like his team mate Doug Barker, took over the reins of Captaincy of both Illawarra and Illawarra Council teams.

He was selected in the NSW Colts team at 18 years of age, and again at 19, and from the Colts team he progressed to the NSW Sheffield Shield side. He played for his State on 150 occasions over a period of 4 seasons. He joined the Canterbury-Bankstown Club in 1961 for a couple of seasons, but returned to Port Kembla and captained the 1st eleven. Barry's best performance in Illawarra cricket was 9 for 69 against Corrimal.

George Beckett

George was another great cricketer for the club. He was a fluent stroke maker, who many claim was Port's best ever batsman. His 195 on the turf at Stuart Park was regarded by many as the best innings seen in Illawarra.

Reg Grayson

One of the great bowlers for Port Kembla, took 9 wickets (9/81) in an innings to have taken 80 wickets in a season. In the history of this great Cricket Club there were so many others, such as Charlie Brewer who was Secretary for 11 years, a first class allrounder who captained Port and was still playing for the first eleven when his son Dick joined him in the top grade. Charlie was also a great worker for the Juniors in the Club.

Another to carve a niche in the Hall of Fame was an Aboriginal by the name of Alf Cummins, a speed merchant who played in the early days of the club, and bowled barefooted and is reported to have broken many a stump. The most important wicket Cummins ever captured was that of the immortal Victor Trumper.

A special mention to Frank Mossman who playing 2nd grade for his club against Dapto in 1946/47 took all 10 wickets for 43 and was at full count. Keith Hughes Port's allrounder of the 80's took 10/38 in a 1st grade game against Balgownie in the 1980/81 season to equal Frank's effort of 10 wkts in an innings.

Over the years many other good cricketers played for the club such as Eric Doc Poidevin who is said to have averaged 2 centuries a season for his club and whose highest score was 187 for Illawarra against Shoalhaven.

Keith Barker and Bob Grivas were the stars in the final - with Port out for 148, the last Wollongong wicket fell in the last over 7 runs short of Ports total. Keith Barker took 7/45 and Bob Grivas 3/49.

Port has won 5 further Premierships since 1967/68 and in one of these 1984/85 the team was undefeated. The Club has also played in many Semi Finals and Finals during this period - Captains of these teams have been Bruce Weissel, Ian "Doc" Leishman and Gary Boyall. As in other eras there have been some good players during this period, and some outstanding performances.

John Hunter

Who played in the 1950's returned to the game in 1967/68 to guide a team of mainly teenagers to a Premiershiup win. In his 3 years as a Captain he won a Premiership and was a finalist and a Semi Finalist in the other 2.

Ian "Doc" Leishman

Captained Port Kembla from 1973 to 1983 and Captained the team in their 3 consecutive Premiership wins from 1979/80 to 1981/82. He gave great service to Port Kembla and no doubt considers his 3 premierships the most memorable in his career.

Gary Boyall

A former Port Kembla Junior took over the Captaincy of the Club after Ian Leishman and Captained the undefeated Premiership team in 1984/85 which scored the highest total ever in Illawarra in the final, of 567 runs.

Bruce Weissel

Who Captained the 1971/72 Premiership side was a former Country Captain on 7 occasions against city. His experience played a great part in the clubs victory in 1971/72, and his partnership of 130 runs with John Sweeney played a major part in the win.

Gary Masters

A former Port Kembla Junior entered Grade cricket at the age of 15 in 1964/65. He represented Country V City on two occasions and was Captain of the Illawarra Colts. He was later appointed Captain of the Illawarra Senior side and the following year captained Illawarra Council - at the time of his appointment was the youngest ever captain of these two Senior Rep Teams.

Len Brown

The hardest hitter of the ball in the history of the club, who could forget the remarkable innings when he scored 133 runs (11 x 6's and 10 x 4's) against Thirroul in 1981/82. At a time when Port were struggling at 4 for 45. He and Keith Hughes (63 n/o) had a partnership of 182 runs - an unforgettable innings of controlled aggression. Other good performances came from Peter Wilson 103 NO V Dapto in the Prudential Cup - Ian Stephens 124 V Berkeley - and John LeRoux 6 for 13 against Dapto. There were so many others who played their part such as John Sweeney, Lubi Dimitrovski, Phill Dowdell, David Grant, Graeme Morrissey, John Byo, Terry Doyle and Greg Harvey.

Of course there was also a young veteran named MORGAN SIMON who finally retired as a player in 1976/77 at the age of 60 years. He first played the game in 1931/32 with the Central Illawarra Council team, joining Port the following year. He played 1st grade for Port from 1948 to 1963 and then played 2nd Grade till his retirement. He has just completed 30 years as President of the Club and to this one can add 3 other years as Secretary or Treasurer. In 1968 he was awarded Life Membership in the Club, an award richly deserved.

Wal Smith

Another stalwart of the Club was throughout a long career with Port, a second grade and first grade player being a member of the 1967/68 Premiership team - he put back into the Club some of the joy he gained from cricket as a junior team coach and as Secretary for a total of 12 years between 1974/75 to 1985/86.

A Cricket Club cannot survive without financial support, and the Port Kembla Leagues Club for its continued support over many years. It is also very grateful to the support given them by Brambles Industrial Services whose incentive scheme played a big part in Premiership successes.

In conclusion, an apology is extended for any omissions or errors. They were not intended, but consideration must be given for the fact that records are not as readily available as one would like.

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Extract from the "Anglers Guide" 1942(?)

My grandmother's vivid recollections of the disaster was the unloading of the coffins off the train from Sydney to be transferred to the train to the foot of Mt Kembla for the bodies that were brought to the surface. My grandparents later moved to Dapto gate house, he then worked on the railway as a fettler, grandmother with the help of her children to operate the opening and closing of the railway gates when each train was due.

I was born at the railway gate house in Bong Bong Street, Dapto in 1922 and spent most of my early years there except some time spent in Sydney where my father managed a Hotel in George Street, Sydney. In 1932 my parents decided to open a second hand clothing store in Port Kembla opposite the Old Theatre as times were hard and there was very little money about. What money was to be had went on food and rent and what was left over was not squandered on new clothes, my mother and father used to go to the Auction Sales in Sydney to buy all the old clothes, shoes, blankets and linen they could get and bring them to Port Kembla. These were washed in petrol to clean them, as these were the days before dry cleaning was available. Shirts blankets linen etc. were boiled in a 60 litre copper and washed till they were clean and then ironed and ironed with an old flat iron, heated on an old fuel stove. Mum would have up to 6 irons on the stove at a time. Electric irons were something new then and they cost money and worst still they used electricity which also cost money and anything that cost money was avoided for even though they worked up to 16 to 18 hours a day seven days a week there was never any money left after paying rent, electricity, petrol, fares to and from Sydney to the auctions etc. We were not alone in our effort to survive in those times, as I would say that all the business people we knew in Port Kembla just managed to exist. We never went hungry but my parents had to watch every penny, to make ends meet and keep a roof over our heads.

In those prewar days we had no television and very few people had radios and I remember having to go to Venardos Cafe and buying a lime soda in a glass for (one penny) 1 cent and to be allowed to listen to the broadcast of the cricket from England. This was the era of Don Bradman, O'Reilly Kippase and that dreaded man Harold Larwood, the bodyline bowler. Of course there was football of a Saturday afternoon played on the old ground behind Military and Darcy Road. If you were lucky enough to live in one of these houses that backed onto the football ground, you got in free of charge. I remember the ground had almost as much slag on it as it had grass. Arch rivals in those days were Mount Kembla, who had some very staunch supporters in wives and girl friends and they had a practice of carrying an umbrella even on fine days and behold the person who was silly enough to criticize a Mount Kembla player in ear shot of one of these women supporters, because before you knew it you would be clonked or hooked by a brolly handle! Most old timers will remember the name of Ernie Rixon, Nana James, the Payne family, the Hazeltons the Beazleys, the Giles's Mulally, Mulligans and many more too

to the unfortunate men who would be on the "Hill" looking for work and possibly had been there all day and would stay there till the next pick up next day! My "wages" were (2/-) or 20 cents per day and I could eat any pies left over. Not bad for only six hours work.

Prawning was also a great pastime. We made a lamp out of a syrup tin with a handle on it and a rope wick inside of a pipe soldered to the lid, filled with Kero it served as a good lamp. We lived near Fairleys shop which meant a two mile walk to the Lake before you started prawning and a two mile walk home after, with lamp net and Prawns. My father would have the fuel stove going and we would cook the prawns before going to bed and then get up early to go to school in Wollongong, catching the 8.15am train from Port Kembla Railway Station. Also about this time, my father opened another shop in Wollongong this time selling used furniture. Today it would have been called an antique shop. When necessary my brother and I had to help him with deliveries of furniture. We had owned a 1927 Vauxhall car for some years so he had to cut half the body off it to convert it into a truck. It was really a lovely car the whole body being made of Aluminium, so there was no fear of rust. I still remember the Original number plate, it was NSW 173694.

Things were still pretty tough and money very scarce as it was 1936 and we really had not come out of the depression as yet, Hoskins Bros. had moved their Steelworks from Lithgow to Cringila which had created quite a few jobs but a lot of the old employees who worked at the Lithgow plant transferred to Kembla with him. The Steelworks also brought changes to the area as they developed and expanded, I can remember a dairy farm on top of a hill where the coke ovens batteries are today the farm being owned by the O'Donnell family.

About this time, 1935, I got a job at J H Lindsays Butcher shop, my first real job. My duties were to start at 5.30am, go to the old quarry and bring 4 horses to the butcher shop yard and feed them, go into the shop and help make up about 60 orders for delivery to customers (this was a daily routine as houses did not have fridges those days) I then harnessed my own horse up and went out to deliver orders to customers with Boss belowing at us "to make sure you collect every penny". Upon my return to the shop I'd have a quick lunch and then start to make sausages - about 30 kilos daily with the Boss once again telling at you in no uncertain terms "to make sure they go 6 to the LB". After cleaning and washing the mincer and sausage machine you would most likely finish about 5.00pm.

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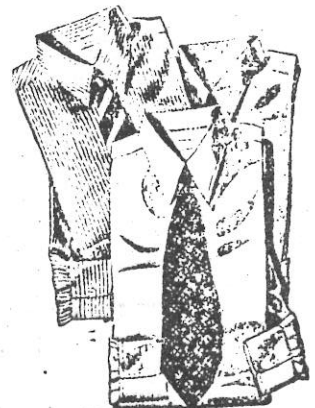
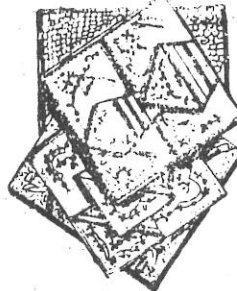
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Extract from Port Kembla Bulletin - Dec 16, 1942.

1 X 4oz tin denver tobacco (cheap brand)	1/10 1/2
2 packets rice zig zag papers	3
1 dozen boxes matches (vestas)	4 1/2
7 saveloys (large)	7
1/4 lb of bushells blue lavel tea	6 1/2
Bacon bones	6
onions (about 2lb)	6
7lb of potatoes	6
1lb split peas	1 1/2
broken bisucits	6
or Kerosene for lamp (1 quart) each 2 weeks	6
(extra 5 pence would be spent on some luxury)	<u>6..3</u>

After some time on the delivery truck I was transfered to the grocery shop. Customers, who would come into the shop and sit down on chairs provided by Arnotts the biscuit people, would then ask us for individual items, such as one pound of butter. You would walk and slide along the shiny sawdust covered floor to the smallgoods section down one end of the shop, come back wrap it in brown paper, to be then asked for a pound of bacon, back again to smallgoods room and on arriving back and wrapping same. You would then be asked for 4lb of sugar which was kept at other end of the counter (30 metres) walk, slide down again. Potatoes, onions and kero were all kept out in the shed out in back yard which meant you had about another 30 (yards) metres to go to get them. When order was completed a docket had to be made out for cash (yellow) white for credit. For credit you had to know that they were good credit customers and Fairley's had a great many of these (in fact when they closed down in later years there was many thousands of dollars that were never recovered).

If they paid by cash you wrote out a yellow docket, you collected the money and put the docket or duplicate along with money in a wooden cup. This you screwed onto a two wheeled carrier which was sitting on a taut steel wire runner, which was spring loaded. By pulling a cord that was attached to a spring it stretched the spring and released the cup causing it to shoot across the wire to the cashier in the office about 25 metres away, where she would stamp the docket paid and include the change if any and repeat the loading process. There were three girls in the office Betty Smith, Jean Douglas, Miss Potts and Ms Bessant was the Manager of the store. In the hardware section Ray Spencer and Bing or Kevin Livermore, the Drapery Clarie Rath, later Rod Conroy, in the Haberdashery or material and ladies ware Norma Brennan, Valerie Watson, Stella Booth are a few I can recall, all told there were about 20 employees working there. In those days pretty well everything came in bulk, sugar, dates sultanas, salt, flour, side of bacon which meant cutting all the ribs bones out and slicing it before selling it. Cheese also came in bulk and had to be cut to each customers requirements, all biscuits had to be bagged and weighed and boss Billy Little always telling us not to eat the Monte Carlos or the iced vo vos and only to eat broken ones! So it was an unspoken rule to see that at least one biscuit was

middle made out of the same material bags and galvanised iron and dirt floor. Their daily order was mostly 6 shanks mutton and 6 necks of mutton from which they made 4 gallons (18 litres) of soup! That and bread fried in dripping was as nourishing a meal as many could get for the money they had.

A friend of mine, a Mr Syd Mitchell told me that he was taking one of the Hoskin brothers through Flinders Street one day. Hoskins was shocked at the condition that these people were living under. He managed to have a lot of the old offices and shed transferred from Lithgow and have them erected as houses in an area which was to be called "Steelhaven" for any of his employees living in Flinders Street. While he didn't solve the total problem it was a start. This area is still known as "Steelhaven" and it now houses the AIS garage where I worked for 23 years first as a driver and graduating to a Supervisor, a position I held when I retired in 1982.

It was not till Mr Spooner (minister for works) built a settlement known as "Spooneville" located in Five Islands Road (opposite AIS apprentice Training centre) in the late 30's that Flinders Street was cleaned out. Spoonerville houses were only supposed to be temporary and were made of timber with an iron roof, sides were made of weatherboard up to 1 metre and canvas the rest of the way up. Later on the canvas was replaced by weatherboard to make it a little warmer in the winter but in summer they were sweat boxes. People lived in these till they could afford to move elsewhere or try to buy or rent the commission houses that had started to be built in the Northcliffe drive - Stuart Road and Lee Street estates.

The Steelworks were starting to expand by this time which meant more jobs, more money, but several long strikes crippled the workers once again one strike lasting about 16 weeks, about the only good that came out of this strike was it cleaned the rabbits out of this area, as people had rabbits on their menus several times a week, and fish as often as possible.

The baths or the olympic pool as it was called was completed in 1937 it was also a Spooner project and the baths together with the new surf beach meant the end of the old M.M beach. I, like thousands of other young lads from the district were at the baths for the official opening by all the local VIPs and Mr Spooner. I recall the near riot in the water when they started throwing in handfulls of pennies into the water. It amazes me that some of the kids weren't drowned, I must mention one chap who worked on the baths his name was "tiny" Midmen so called because he was about 6ft 8in. tall, a gentle giant. Apart from a lot of other concrete work he did, all the cement rendering in the shape of shell around the front and side of the baths you would have had to see him do it, to appreciate the amount of work it took and dedication to his art. One advantage "Tiny" had was he rarely needed scaffolding as he could reach up to almost 3 metres, (9 feet) being so tall.

porridge, bread fried in dripping and another great fillere was dumplings which was really only a scone mixture fried in dripping to which treacle or syrup was added or the same scone mixture cooked on top of a stew, sometimes soggy but filling and above all plenty of calories and cheap.

We were just getting over that strike and the Steelworks were getting a few export orders and in 1938 Japan had arranged to purchase a large order of pigiron (cast iron) and arrangements were made to have it delivered to Japan, a cargo ship named the "Dalfram" arrived at Port Kembla to transport the Iron to Japan, the local waterside workers were not in favour of the pigiron being exported to Japan as they felt that Japan was preparing for war and that the iron would come back to us in the form of bombs and bullets and they (the union) would not load it, the Prime Minister at the time was Mr Bob Menzies (later Sir Robert) and he was adamant that the iron would be shipped, it was this issue that had him tagged "Pig Iron Bob", which was to be with him for the rest of his life. The strike later for some weeks and of course it affected Port Kembla badly as there were quite a number of "wharfies" as they were referred to, living in Port Kembla, as well as Wollongong, and once again the unions rallied and collected cabbages, swedes, potatoes, rabbits, fish and often local bakers donating bread.

It was only a matter of another 12 months when Mr Robert Menzies the Prime Minister informed us on a Sunday night at 8.00pm in 1939 over the radio that "England had declared War on Germany and therefore Australia was also at war with Germany", actually the war took some time before it started to affect us in Australia.

In 1940, I went to work at the ER & S in the tank house and after a while I managed to get a job in the stripper section, it was a type of contract work where you had a set amount of work to do each day and it benefited the company to have the job completed as fast as possible. My mate Bill Fahey and I used to start at 7.30am and work flat out for 45 minutes start again at 8.30am till 9.15 am then another rest and a wash for 15 minutes off again 9.30am till 10.15am go and have a shower and knock off and go home for which we were paid 8 hours plus bonus, now before you start saying what a great job this must have been let me tell you what the job entailed. Firstly you had to wear all flannel clothes, shirts, trousers, leggings, aprons and glove plus woolen socks and rubber boots as you were working over tanks containing a mixture of bluestone and sulphuric acid and water and it was heated to about 120 degree Fah. (46 celcius) and I was required to lift and handle copper sheets weighing about 35 kilos, each sheet had to be lifted off a rack stand it on the floor then lift it on to a table grease one side turn it over and grease the other side, when completed I then had to lift it into another rack where we would later return them to the tanks with the aid of an overhead crane, all told I would have to lift and handle about 700 sheets and as they were approx. 1 metre X 1 metre and about 8mm thick they were also

Commonwealth of Australia
1949
TEA and BUTTER N A 239407
RATION CARD
Name MARY JANE DAVIES
Address NO 172 WENTWORTH
PORT KEMBLA
Holder's name and address must be inserted
immediately upon receipt of card
If this Card is found it
must be returned at once
to the Deputy Director of
Rationing, Sydney

BUTTER
60

Commonwealth of Australia
1949
TEA and BUTTER N A 239406
RATION CARD
Name Benjamin John Davies
Address NO 172 Wentworth St
Port Kembla
Holder's name and address must be inserted
immediately upon receipt of card
If this Card is found it
must be returned at once
to the Deputy Director of
Rationing, Sydney

BUTTER
60

When the Japanese came into the war and made their way down through Malaya and into New Guinea was when we realised the realities of war, as what actual troops we had were mostly overseas either in the middle east, Malaya, Borneo Burma when Singapore was captured and Boreo fell we lost most of our best troops and as the Japs invaded New Guinea it looked as if Australia was next, so those that had not volunteered were called up for service, unless of course you were employed in what was classified as a reserved occupation or essential service which was required for war production and as Port Kembla industries were thus classified it meant there were thousands who were refused leave to join up. I had volunteered for the Air Force sometime prior to this but had been rejected medically unfit on a account of deafness. With the Japs approaching Australia all goods and foods were rationed, we were only allowed 4 gallons of petrol a month 18 litres which could only be purchased with ration tickets, as with butter and tea.

SCOUTERS DOWN THE YEARS Cont'd

1939	Miss Flora Macdonald S.G. Howard Frank Senior Miss Dulcie Marshall	Cubmaster Assistant Cubmaster Assistant Scoutmaster Assistant Cubmaster (Mrs W.S. Clausen)
1940	Mrs Una Olson Bill Scarborough Harles Penno Miss Jean Halcrow Miss Peggy Smith	Assistant Cubmaster Scoutmaster Assistant Scoutmaster Assistant Cubmaster Assistant Cubmaster
1941	Miss Jean Cornish	Assistant Cubmaster
1942	Alan Proleta Victor Knight Hartley Butson Miss Hazel Gaudin	Assistant Scoutmaster Assistant Scoutmaster Scoutmaster Cubmaster
1943	Denis Senior Ray Wells Miss Mae Purcivall	Scoutmaster Assistant Scoutmaster Assistant Cubmaster (Mrs Rus Gillen)
1944	Peter Smith Ernie Heward H.J. "Lal" Budgen	Assistant Scoutmaster Scoutmaster Scoutmaster
1945	Ralph Wood Miss Norma Bengson Pat Mahady George Miller Fred Paul Peter Clarkson Miss Val Watson Miss Corrie Cormie	Scoutmaster Assistant Cubmaster Assistant Scoutmaster Cubmaster Assistant Cubmaster Assistant Scoutmaster Assistant Cubmaster (Mrs O Beazley) Assistant Cubmaster (Mrs Simpson)

1946	Ted Ellis Miss Kath Cormie Miss Gwen Steel	Assistant Scoutmaster Assistant Cubmaster Assistant Cubmaster
1948	Horace Fleming Jack Elliott	Assistant Scoutmaster Cubmaster
1949	Jack Crockett	Scoutmaster
1950	Jack Thirlby Geof Meldrum	Assistant Scoutmaster Senior Scout Leader
1951	Charlie Bennett Nat Heward Mrs M Walker	Cubmaster Assistant Scoutmaster Assistant Cubmaster
1952	Daryl Shaw G W Gibson Ken Crux Miss Sandra Foley Vic Puckeridge Alec Day	Group Scoutmaster Assistant Cubmaster Assistant Scoutmaster Assistant Cubmaster Assistant Cubmaster Scoutmaster
1953	Peter Rieck	Assistant Scoutmaster
1954	Don McIntosh Jack Harris Ron Green Miss H. D. Johnstone	Assistant Scoutmaster Assistant Scoutmaster Assistant Cubmaster Assistant Cubmaster
1958	J. A. Chatterton Mrs Bern Vischer	Group Scoutmaster Cubmaster
1959	Mrs. Daph Davies	Assistant Cubmaster
1960	Keith Hawkey Dick Skamp	Scoutmaster (Active) Group Scoutmaster
1962	Allan Roberts	Assistant Scoutmaster (Active)
1963	Mrs Joyce Roberts Mrs Joy Turner Mrs Linda Jenkin Bob Turner Wal Powell	Cubmaster (Active) Assistant Cubmaster (Active) Assistant Cubmaster Assistant Scoutmaster Assistant Scoutmaster (Active)
1966	Ross Gilbert Harold Ford Miss Mary Murray Miss Waveney Loughlin	Assistant Cubmaster Assistant Scoutmaster (Active) Assistant Cubmaster (Active) Assistant Cubmaster (Active)
1967	Jack Webb	Assistant Scoutmaster (Active)