LONDON

AIR CARGO

BANGKOK

Port of Gladstone

1935   1954

BOOK TWO

PLACE OF WATER – PLACE OF SHELLS

HONG KONG

CABIN
1st Class

The rare Kookaburra shells or Biplex pulchellum also known as Gyrineum jacundum, can be found on muddy substrates particularly around the Gladstone region. It is one species of several known as Kookaburra Shells because it resembles a Kookaburra's head when viewing the shell from its side profile. These shells are not found outside the Gladstone latitude except for isolated occurrences.

Contents

Acknowledgements

THANK YOU TO...

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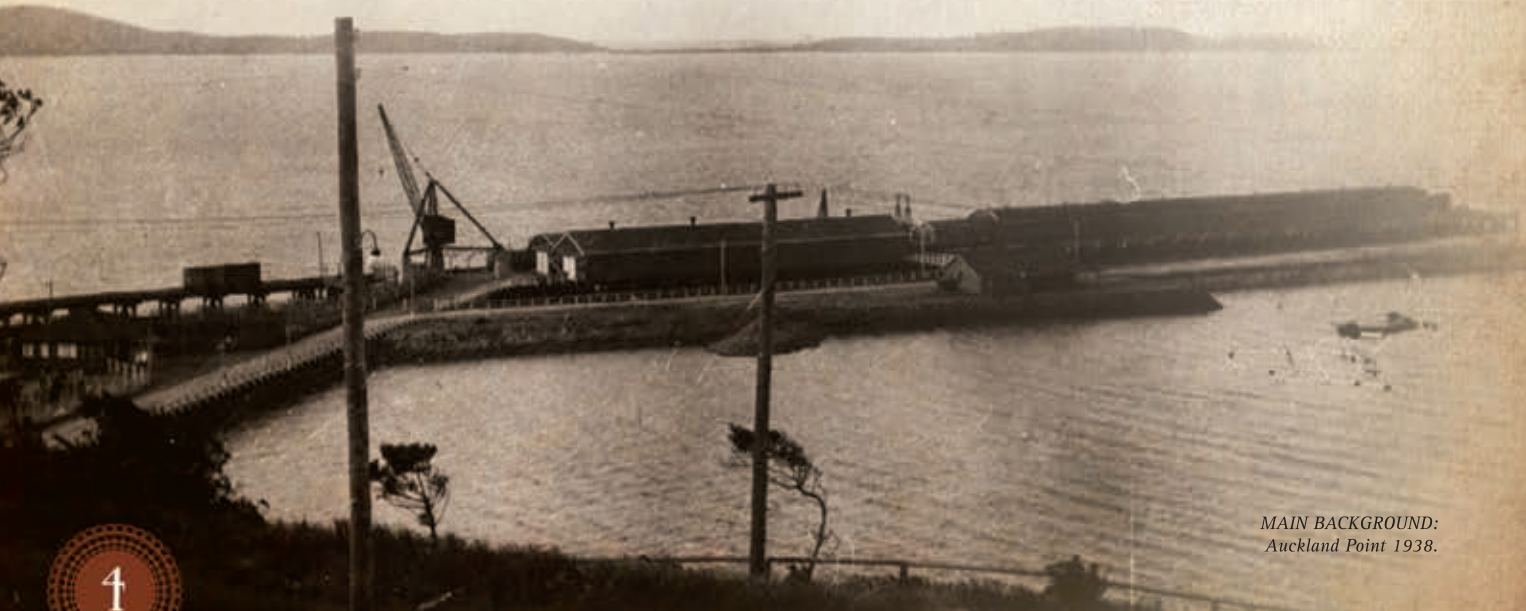
MAIN BACKGROUND:
Auckland Point 1938.

4

Bailai (Byellee, Byele)

Welcome on behalf of my grandmother Bessie Yow-Yeh to our country.

This Yow-Yeh and her family have lived in Gladstone and the surrounding areas such as Kroombit Station, Boyne Valley, Boyne Island, Benaraby and Rocky Glen since before white man came here.

We would like to share some of our stories on country with you.

Country to us means looking after us and us looking after our country.

Our rivers and creeks supply us with food, our mangroves and mudflats are also our food suppliers and we share our country with others.

- Bailai elder Maureen Eggmolesse

Welcome To Country

Gooreng Gooreng

Wunyungar!

Barrarrbee buhrye gamardin thdou yallarm

Nallindo ohwhy waybare yearee dullgim

Goothoo goongoo thungool

Yungoo burrarns wungmerries wubbarn

Wunnee yoongim ngye boogair

Woogoo ngye yumgoo nullindoo buhrye

Welcome to our country!

Creator God is the owner of this land, this place of shells.

This is our home.

It gave us our meat, our bread and our water, before the white men and white women came.

In the past we were left behind and forgotten.

Now we want to walk together and share what the future holds.

- Gooreng Gooreng elder Jacqueline Johnson
(Red flying fox woman)

Message from the Chairman

In 2014 Gladstone Ports Corporation – formerly the Gladstone Harbour Board 1914–1987, the Gladstone Port Authority 1987–2004, and the Central Queensland Ports Authority 2004–2008 – will celebrate its centenary.

To commemorate this important milestone, Gladstone Ports Corporation is publishing a five part series reflecting on each 20 year period of its stewardship of the Port of Gladstone. From the first meeting of the Gladstone Harbour Board held at the old Town Hall on 6th March 1914, Gladstone Ports Corporation has facilitated trade growth from less than 20,000 tonne to an anticipated 100 million tonne by 2014. It has witnessed cargo being loaded onto 600 tonne tramp ships through to 200,000 tonne bulk carriers. This growth has underpinned the economic development of the Gladstone region and is founded on our magnificent deep water harbour.

In this second edition (1935–1954) we reflect on the port developments during the Great Depression, World War Two and the immediate post–war period.

What is evident throughout is the vision and determination of the Gladstone Harbour Board to develop port facilities ahead of demand and to ensure efficient port operations.

I invite you to share this journey with us – a journey founded on hope and vision, sustained by optimism, and marked by success. This achievement has been built on the dedication and hard work of so many associated with Gladstone Ports Corporation and the Gladstone port community.

Ian Brusasco - Chairman AM

Introduction

In 1943, at the height of the Pacific War, there were hundreds of US Navy vessels assembled in Gladstone harbour at any one time.

Tens of thousands of allied troops embarked on these vessels to the major conflicts which turned the tide of World War Two in the Pacific.

The Allied Command quickly recognised the extraordinary qualities of Gladstone harbour, and the port community responded accordingly to this confidence, with Lt. Colonel Hazelwood of the US Army Air Corp stating, "nowhere on the Australian Coast can ships be handled as expeditiously as in Gladstone".

The frenzied port activity during the Pacific War was preceded by the Great Depression and its aftermath, during which the Gladstone Harbour Board demonstrated vision and stoic determination to develop the Port through wharf extensions, restorations and land reclamation.

This struggle was not only rewarded during World War Two but during the immediate post-war period as the Board embarked on its journey to become one of the world's major coal exporting ports. Indeed, in 1954, Gladstone became the first bulk loading coal export port in Queensland.

This period (1935-1954) also had a glamorous interlude between 1938 - 1942 when Gladstone became an "international airport" for the first Sydney to London commercial air routes for British Imperial Airways and Qantas Empire Airways.

It was also the period when two men, at very different stages of their careers, provided strong leadership to the Gladstone Harbour Board during several decades of the post-war period. A youthful and visionary 26 year old Martin Hanson became Chairman in 1949, a position he retained until 1958.

Bill Golding, a mature, successful and pragmatic businessman had been Chairman for three years in the immediate post-war period and would follow Hanson as Chairman for a period of two decades from 1959 - 1979.

These two men ably assisted by Alex Hopper, the energetic Board Secretary, can be credited with laying the foundation in this period for the incredible growth in port trade to follow.

BELOW: Gladstone 1946. Australian Women's Army Service (AWAS) personnel disembarking from the transport ship Marella are met by friends and relatives. This was the first group of AWAS to return home from Lae. Image courtesy Australian War Memorial.

1935 TO 1938

Australia was well and truly in the clutches of the Great Depression...

Infrastructure projects had been delayed or abandoned. The great 1928 Wall Street stock market crash had reduced business confidence and economic activity throughout the world. Many hundreds of thousands of Australians suddenly faced the humiliation of poverty and unemployment. As a result there was increased movement of people to and from country areas in search of work.

Gladstone was not immune to the impact of the Great Depression. However, the town was fortunate in three ways – it had a progressive Harbour Board, it had a natural deep water harbour and it had sufficient trade, and therefore, harbour dues to provide funds and borrowing power to finance the Board's ambitions for growth.

Compared with many of Queensland's other ports, Gladstone had the advantage of being a deep water port. The available water at Low Water Slack Tide (L.W.S.T) was at Auckland Point Jetty 25ft, at Meatworks Wharf 18ft 6in to 23ft 6in and in the channel 24ft.

However, for trade in the Port of Gladstone to grow, the Board required deeper berths, longer and structurally sound wharves and industrial port land.

The Auckland Point wharves built at the entrance to Auckland Inlet required constant dredging, first to obtain and then to maintain sufficient depth in the berths. The Board was also cognisant the wharves needed upgrading to cater for larger and more frequent ships.

IN 1937

The Board sought and obtained a loan of £6,000 and a subsidy of £2,000 to reconstruct the 1909 section of the concrete wharf and also to repair the 1919 section of the concrete wharf and the original timber wharf.

In January 1937, the Platypus II was dispatched from Brisbane to deepen the berthage and approach to the other major wharf structure in Gladstone harbour – the Parsons Point meat wharf. The material proved so hard, that the intended work had to be curtailed somewhat. The approach was dredged to 29ft at low water, but in the berth there resulted a gradually decreasing depth inwards from 29ft to 25ft 6in at the inner end.

ABOVE LEFT TOP TO BOTTOM:
(1) Vessel at Auckland Point Jetty 1939.
(2) Ship docked at Gladstone wharf. Circa 1939. Image courtesy State Library of Qld.
(3) Gladstone Meat Works. Circa 1930s. Image courtesy Jimmy Harris.
ABOVE RIGHT: Vessels moored around Fisheries Wharf at Auckland Creek. Circa 1939. Image courtesy State Library of Qld.

To attract industry, the Board needed to acquire more port land. One means of achieving this was by building a retaining wall from Auckland Point to Barney Point. Such a scheme would enable the reclamation of more than 100 hectares of land to provide industrial port sites whilst facilitating wharves along the entire length.

It was an idea that stirred the heart of many a Gladstonite given the grandeur of the scheme at that time.

However, it was a daunting task given the Board's limited resources and the country being in the throes of the Great Depression.

When the Government introduced a Relief Workers Scheme for the Depression's army of unemployed, the Board quickly applied to have a gang of Intermittent Relief Workers allotted to work on the retaining wall. The proposal was accepted in October 1932, two months after a similar proposal by the Rockhampton Harbour Board was approved. A compressor and air drilling plant were acquired to facilitate quarrying rock for the work.

The relief scheme could not bring such a grandiose scheme to fruition but gradually the wall was extended and more land reclaimed.

In 1936, as the trade in fuel grew this enabled extra tanks to be added for fuel, oil and kerosene. Langdon, Queensland General Manager for Vacuum Oil (now known as Mobil), advised they still had no immediate plans for a bulk depot in Central Queensland and agreed to the site reserved for it being used for extra tanks for the British Imperial Oil Company (now known as Shell). Finalising the decision took nearly the whole of 1936. Vacuum Oil sensed the keenness of the Board and sought extra concessions. The Board, however, remained hard-headed and authorised its Chairman to reopen negotiations with Vacuum Oil and this had the desired effect.

At the same time the Board applied for funds to construct landings at South End on Curtis Island and at Gatcombe Head on Facing Island, the two main islands in the harbour. Both were inhabited as well as being popular for outings. Under the Federal Aid Road Agreement, funds were allocated in 1938 and the landings were completed in 1940.

The relief work funding ended in 1938. The reclamation scheme at Auckland Point was far from complete and the Board resolved to continue work, funding it from loan money. The pace of work was dictated by the need for government approval and the Board's ability to repay.

By this time, Vacuum Oil had decided to build its own installation at Gladstone, although Langdon had to refer the choice of the three possible sites to his head office in New York. Then the war intervened and work did not begin for another 15 years. During this time ships discharging fuel for which Vacuum Oil were agents continued to be handled at the Shell terminal.

Although the Second World War stopped many of the planned developments, work on the retaining wall continued until it was completed to a point 60 metres beyond the end of the Auckland Point Jetty making an area 30 metres by 27 metres wide available for storage sheds.

Gladstone gained hope from a Government decision in 1940 to appoint a committee to encourage the establishment of secondary industry in Central Queensland. The Board held a special meeting attended by T.L. Williams, the local Member of Parliament, to press for more work on reclamation. Their plans for Gladstone were modest, a plywood and veneer mill making butter boxes, the reopening of the cotton ginnery and a tannery.

'In 1935 the Port Curtis Butter Factory manufactured 12,477,791 pounds of butter.'

(from Bountiful Queensland p27)

The Board also had the foresight in 1940 to prepare plans to convert the railway access to the Jetty into a large balloon loop to reduce shunting. The Railway Department's attitude was negative until the major coal projects of the Utah Development Company in Central Queensland demonstrated the value of the plan.

It was evident throughout the Great Depression up to the commencement of World War Two, the Gladstone Harbour Board showed vision, determination and drive which ensured a sound fuel trade was established.

On a more community minded note, it is interesting to mention the horse feeding yards at Auckland Point were removed in 1938 as they were thought to be creating a fly menace at the Gladstone Hospital. It wasn't until the sewerage dumping grounds were moved further out of town that the real cause of the fly menace was finally resolved!

Gladstone...
AN International Airport

Towards the end of the Great Depression, the port was about to enter a brief but glamorous interlude.

In July 1938 the inaugural British Empire Flying Boat service between London and Australia commenced and Gladstone was on the flight route.

The service was started at the behest of the British Government as a means of providing an airmail postal service throughout the British Empire.

Gladstone was selected to be part of the route because of its strategic harbour.

Squadron Leader A.E. Hempel had landed his Southampton Flying Boat in Gladstone Harbour on 3 July 1935 during his survey of Australia in preparation for the service.

The tourist trade had been slowly growing and when

Gladstone was selected as a flying boat base in 1937, the Harbour Board decided to clean up the Auckland Creek foreshores for which it had been given responsibility nine years earlier. The wharf and old buildings at the end of Goondoon Street were demolished and the Board gained control of a further 80 hectares of foreshores including Water Reserve 108.

Victoria Wharf in Auckland Creek, which had become derelict by 1937, was also removed. The remains of the Howard Smith Wharf – later used by Gladstone Fisheries and Cold Stores Ltd – were demolished.

The whole of the foreshore from Hodge's old building – the site of the old baths – to the

Cattle Wharf was cleared of logs, rubbish, abandoned temporary slips and mangroves. The Cattle Wharf was renamed O'Connell Wharf in memory of Maurice O'Connell.

Marine Parade, which linked Auckland Point Jetty and Auckland Creek, was renamed Flinders Parade by the Town Council in memory of Matthew Flinders.

Moorings for the flying boats were positioned in Auckland Creek in 1937. A small terminal and office were provided for the service which was operated jointly by British Imperial Airways and Australia's Qantas Empire Airways.

'The inaugural flight by RMA Coogee left Singapore on 2 July 1938 returning from Sydney three days later, followed by The Challenger with 13 passengers and piloted by Captain Scotty Allan, landing in Gladstone at 9.35am on Monday 18th July to the great excitement and expectation of the small crowd of locals.'

ABOVE: Imperial Airways Shorts S23 flying boat ADUT Centaurus passing Goondoon St 1937.
MAIN BACKGROUND: ADVE Centurion waits for its Gladstone passengers.

Dalgety and Company were the Gladstone agents and refuelling facilities were provided by laying a pipeline along O'Connell Wharf.

The Board of Civil Aviation appointed G.N. Vivian as control officer, assisted by E.T. Masters, coxswain, and J.D. Hopper, boat hand. Vivian was equipped with flags, spotlight, light pistol and signalling cartridges and a wind indicator was erected on one of the buildings on the Auckland Point Jetty.

The inaugural flight by RMA Coogee left Singapore on 2 July 1938 returning from Sydney three days later, followed by The Challenger with 13 passengers and piloted by Captain Scotty Allan, landing in Gladstone at 9.35am on Monday 18th July, to the great excitement and expectation of the small crowd of locals.

The service operated three times weekly, the fares to London from Gladstone costing £180 ($360), equivalent to a year's wages. Some Gladstone residents found the £5 fare for the two hour trip to Brisbane, landing on the Brisbane River at Pinkenba.

Every Tuesday, Thursday and Saturday the flying boat left Sydney at 7am, making overnight stops at Townsville, Darwin and Surabaya in Java. The aircraft landed at Brisbane, Gladstone, Townsville, Karumba and Groote Eylandt in Australia.

The graceful Empire Flying Boats – the Shorts S23 C Class offered new levels of onboard luxury.

"No pictorial representation that one has seen really gives an idea of the size of the Empire Boat. To say that the inside is 17ft. from the bottom of the hull to the top of the wing will probably not bring home the capacity of the hull much more. The vastness of the craft becomes more obvious when a wander about a smoking room as large as a room in a modern flat and rather higher than some, and then hear a member of the crew walking about above on the upper deck. Then, with that in your mind, consider the fact that there are three more cabins, two of them even bigger and both of them longer and that all of them are being pushed through the air at up to 200 m.p.h.

Then you begin to see what Shorts have achieved."

(Thurstan James describing the Empire Short Class Flying Boats in "The Aeroplane" 1936)

The flying boats carried 15 passengers and a crew of five, as well as $3,000 of mail and cargo.

"There was only one class – first class. Passengers experienced interiors so spacious they could play a game of minigolf or quoits. Cabins could also be converted into sleeping quarters similar to overnight rail journeys."

(Qantas Airways Archive Dept)

However in 1942, after four short years, the Qantas flying boat service ceased to operate.

Following the war, which introduced major technological advances in aircraft technology, the flying boat international service was replaced by land based aircraft.

The continued operation of flying boat services was facilitated when the Department of Civil Aviation provided a bowser and storage tanks on O'Connell Wharf in 1944. The Department was also allowed to construct a slipway in Auckland Creek for its boat.

Post war a Catalina flying boat service, Barrier Reef Airways, was created linking Brisbane, Gladstone and Heron Island in 1947. High fares and the State Air Tax deterred Gladstone residents from patronising it and Barrier Reef Airways depended on tourist traffic to remain viable.

ABOVE: Gladstone crew welcome ADUT Centaurus. Image courtesy Rod Kirby.

AUSTRALIA - ENGLAND   FLYING - BOAT   SERVICES

Miles from Sydney	STOPPING PLACES NIGHT STOPS SHOWN IN CAPITALS			Local Standard Time		Retard Clocks	DAYS OF SERVICE
	SYDNEY	New South Wales	dep.	07.00			
470	Brisbane	Queensland	arr.	10.20			Tuesday, Thursday and Saturday
			dep.	11.05			
747	Gladstone	Queensland	arr.	13.05			
			dep.	13.45			
1181	TOWNSVILLE	Queensland	arr.	16.50			
			dep.	07.00			
1597	Karumba	Queensland	arr.	09.50			Wednesday, Friday and Sunday
			dep.	10.30		30 min.	
1965	Groote Eylandt	N. Australia	arr.	12.35			
			dep.	13.15			
2384	DARWIN	N. Australia	arr.	16.10			
			dep.	06.30		1 hr. 30 min.	
2917	Koepang	Netherland Indies	arr.	08.30			Thursday, Saturday and Monday.
			dep.	09.15			
3272	Bima	Netherland Indies	arr.	11.45			
			dep.	12.30		30 min.	
3701	SOURABAYA	Netherland Indies	arr.	15.00			
			dep	06.00			
4120	Batavia	Netherland Indies	arr.	08.55			Friday, Sunday and Tuesday
			dep.	09.35		10 min.	
4676	Singapore	Malaya	arr.	13.45			
			dep.	15.00			
5067	PENANG	Malaya	arr.	17.40			
			dep.	05.30		20 min.	
5647	Bangkok	Siam	dep.	09.30		30 min.	Saturday, Monday and Wednesday
6018	Rangoon	Burma	dep.	12.25			
6339	Akyab	Burma	dep.	15.15		1 hr.	
6688	CALCUTTA	India	arr.	17.10			
			dep.	06.00			
7145	Allahabad	India	dep.	09.20			Sunday, Tuesday and Thursday
7391	Gwalior	India	dep.	11.45			
7661	Raj Samand	India	dep.	14.25			
8098	KARACHI	India	arr.	17.40			
			dep.	07.00		1 hr. 40 min.	
8838	Dabai	Oman	dep.	11.45		30 min.	Monday, Wednesday and Friday
9138	Bahrein	Off Arabia	dep.	14.00		20 min.	
9483	BASRA	Iraq	arr.	16.30			
			dep.	07.00			
9796	Habbaniyeh	Iraq	dep.	10.00		1 hr.	Tuesday, Thursday and Saturday
10285	Tiberias	Palestine	dep.	13.10			
10638	ALEXANDRIA	Egypt	arr.	15.55			
			dep.	04.45			
11225	Athens	Greece	dep.	09.45		1 hr.	Wednesday, Friday and Sunday
11604	Brindisi	Italy	dep.	12.10			
11924	Rome	Italy	dep.	15.10		1 hr.	
12305	MARSEILLES	France	arr.	18.00			
			dep.	08.00			Thursday, Saturday and Monday
12929	Southampton	England	arr.	12.40			
	LONDON (Waterloo)	England	arr.	Aftn.			

Passengers are accommodated overnight at the following hotels and resthouses:—
TOWNSVILLE, Queen's Hotel. DARWIN, Qantas Empire Airways Resthouse. SOURABAYA, Oranje Hotel. PENANG, Eastern and Oriental Hotel. CALCUTTA, Great Eastern Hotel. KARACHI, Carlton Hotel. BASRA, Airport Hotel. ALEXANDRIA, Hotel Cecil. MARSEILLES, Hotel Splendide. Calls will also be made at Klabat Bay, Netherland Indies; Koh Samui, Siam; Jiwani, Baluchistan; Mirabella, Crete; Macon, France; if inducement offers and circumstances permit. In the event of any such calls being made, then the times of arrival at or departure from subsequent stations will be later than those shown above.

BELOW: Gladstone locals greet the Qantas Empire Flying Boat. Image courtesy Jason Bell.
RIGHT TOP: ADVB Corsair lands in Gladstone.
RIGHT BELOW: ADUT Centaurus in Gladstone.

ENGLAND - AUSTRALIA   FLYING - BOAT   SERVICES

Miles from Southampton	STOPPING PLACES NIGHT STOPS SHOWN IN CAPITALS			Local Standard Time		Advance Clocks	DAYS OF SERVICE
	London (Waterloo)	England		dep.	19.30		Tuesday, Friday
	SOUTHAMPTON	England		arr.	21.28		and Saturday
	"			dep.	05.00		
624	Marseilles	France		dep.	10.10	1 hr.	Wednesday,
1005	Rome	Italy		dep.	13.15		Saturday and
1325	Brindisi	Italy		dep.	16.00	1 hr.	Sunday
1704	ATHENS	Greece		arr.	19.50		
	"			dep.	04.30		
2291	Alexandria	Egypt		dep.	09.30		Thursday,
2644	Tiberias	Palestine		dep.	12.30	1 hr.	Sunday and
3133	Habbaniyeh	Iraq		dep.	17.10		Monday
3446	BASRA	Iraq		arr.	19.20		
	"			dep.	05.00	20 min.	
3791	Bahrein	Off Arabia		dep.	08.05	30 min.	Friday,
4091	Dabai	Oman		dep.	11.15	1 hr. 40 min.	Monday and
4831	KARACHI	India		arr.	18.50		Tuesday
	"			dep.	05.00		
5268	Raj Samand	India		dep.	08.25		Saturday,
5538	Gwalior	India		dep.	10.50		Tuesday and
5784	Allahabad	India		dep.	13.05		Wednesday
6241	CALCUTTA	India		arr.	16.50		
	"			dep.	05.30	1 hr.	
6590	Akyab	Burma		dep.	09.15		Sunday,
6911	Rangoon	Burma		dep.	12.15	30 min.	Wednesday and
7282	BANGKOK	Siam		arr.	15.30		Thursday
	"			dep.	05.30	20 min.	Monday,
7862	Penang	Malaya		dep.	10.25		Thursday and
8253	SINGAPORE	Malaya		arr.	13.15		Friday
	"			dep.	08.00	10 min.	Tuesday,
8809	Batavia	Netherland Indies		arr.	12.30		Friday and
				dep.	13.10		Saturday
9228	SOURABAYA	Netherland Indies		arr.	16.05		
	"			dep.	05.30	30 min.	
9657	Bima	Netherland Indies		arr.	09.00		Wednesday,
				dep.	09.40		Saturday and
10012	Koepang	Netherland Indies		arr.	12.10		Sunday
				dep.	12.50	1 hr. 30 min.	
10545	DARWIN	N. Australia		arr.	18.10		
	"			dep.	06.00		
10964	Groote Eylandt	N. Australia		arr.	09.00		Thursday,
				dep.	09.40	30 min.	Sunday and
11342	Karumba	Queensland		arr.	12.45		Monday
				dep.	13.25		
11748	TOWNSVILLE	Queensland		arr.	16.20		
	"			dep.	06.30		
12182	Gladstone	Queensland		arr.	09.35		
				dep.	10.15		Friday,
12459	Brisbane	Queensland		arr.	12.15		Monday and
				dep.	12.55		Tuesday
12929	SYDNEY	New South Wales		arr.	16.15		

Passengers are accommodated overnight at the following hotels and resthouses:—
SOUTHAMPTON, South Western Hotel; ATHENS, Grand Hotel Bretagne, BASRA, Airport Hotel; KARACHI, Carlton Hotel; CALCUTTA, Great Eastern Hotel; SINGAPORE, Raffles Hotel; SOURABAYA, Oranje Hotel; DARWIN, Qantas Empire Airways Resthouse; TOWNSVILLE, Queen's Hotel. Calls will also be made at Macon, France; Mirabella, Crete; Jiwani, Baluchistan; Koh Samui, Siam; Klabat Bay, Netherland Indies; if inducement offers and circumstances permit. In the event of any such calls being made, then the times of arrival at or departure from subsequent stations will be later than those shown above.
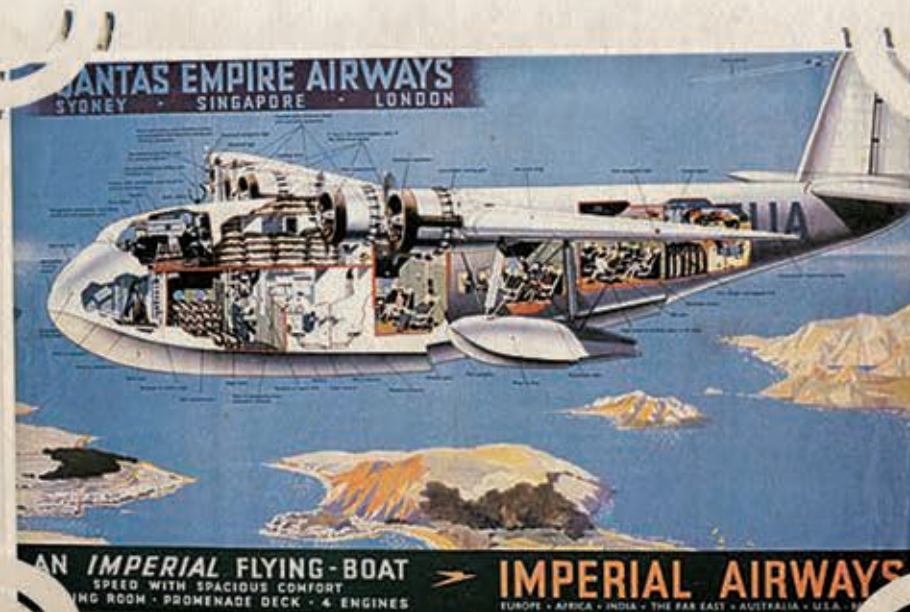
ABOVE: Schematic of Flying Boat.

THE WAR years

ABOVE: The day after war was declared in 1939, men from the Gladstone A Company, 42nd Battalion were put on guard at the Shell Company installations. Leith Knox, Findlay Williams, John Taylor and Charlie Vock. Image courtesy Gladstone Art Gallery and Museum.

LEFT: Gladstone boys at the Yeppoon training camp. Circa 1942. Image courtesy Jimmy Harris.

ABOVE: Goofing it up at the Yeppoon training camp. Circa 1942. Image courtesy Jimmy Harris

Fuel tankers and American Army transports made extensive use of Gladstone, oblivious of the regional rivalries which had resulted in the best Queensland port being starved of trade.

ABOVE: Identity cards for admission to Auckland Point Jetty during the war years. Courtesy Jimmy Harris.

The Courier Mail

AUSTRALIA AT WAR

The Port of Gladstone was about to enter into its busiest period in its short history but it was the lull before the storm.

The commencement of the Second World War in Europe ended most developments in the port. The Board withdrew its application for the extension of the Auckland Point Jetty, correctly forecasting the contraction of coastal shipping as ships were commandeered for the war effort in Europe.

The Board was obliged to appoint watchmen for the jetty but quickly arranged to issue identification cards and dispense with the watchmen.

To counter the loss of trade and revenue, the Board held a conference of interested local bodies which appointed delegates to Brisbane, Sydney and Canberra to lobby for war ships to utilise the port. Nothing was achieved however, as shipping was directed by the British Ministry of War Transport.

The entry of Japan into the war changed the situation dramatically. Queensland began supplying the front line as the United States came to Australia's defence. During 1943 a record 267 vessels called at the Auckland Point Jetty and the port handled hundreds more vessels and convoys which did not berth.

Lt Colonel Hazelwood commented that while he had been told it would take four days to handle ships at Gladstone, the actual average time was 18 hours and the longest stay, 48 hours, had been due to the late arrival of the troop train.

His final compliment: "nowhere on the Australian coast," he wrote, "can ships be handled as expeditiously as in Gladstone".

LEFT: Gladstone women try out the safety masks at Barney Point. Circa 1942. Image courtesy Jim Kiss.
ABOVE: HMAS Manoora – troop netting. Image courtesy Australian War Memorial.
MAIN BACKGROUND: Royal Airforce flying boat called the Far East Squadron. Image courtesy Jason Bell.

LEFT: Voluntary Aid Detachment (V.A.D) and Women's National Emergency League at Gladstone Show Grounds after attending a lecture of the 11th field ambulance. 1942. Image courtesy Gladstone Regional Art Gallery and Museum.

Swifts Australia Co. Ltd., being a meatworks, its employees were protected from being called into the forces. The workforce, which included women, was built up to almost a thousand hands and worked throughout the war years in providing meat for the Allied fighting men.

- Pathway to Progress p.300

A.W.A.S

wants **100's** of Australia's **KEENEST WOMEN** *Urgently*

ANTI-AIRCRAFT DE...
YOUR GREATEST OPPORTUNITY FO...

There's a job for YOU in the A·W·A·S

The Service that is "UNIFORMLY" *smart!*

JOIN THE **A·W·A·S**

AUS...

"Every Sunday we would go down to the baths for a swim and the yanks would be standing there with their hands full of two bobs and they would say "gather round kids" and then they would just throw them out into the baths. That's the old sailing club, where the fountain is now – that used to be the saltwater baths. At each high tide they would pump the water out of the baths and let it go away. Anyway I could only just touch the bottom at the time. But one day I got 15 quid. I used to haul up the coins with my feet and then dad would dive down and pick them up."

- Ray Norris

THANKS! NOW I CAN JOIN MY FIGHTING UNIT ..

RELEASE A MAN ·· JOIN THE —

A.W.A.S

"The office I worked in came down close to the foot path, the ledge of the window was about yeh high and the Americans would come and sit on it and talk to me through the window."

- Esme Martens

TOP: Lancaster aircraft G-George flying over Goondoon Street. 1945.
BOTTOM: Australian warship at Gladstone. Circa 1940s. Image courtesy Jason Bell.

Australian Prime Minister John Curtin ordered the US Forces be free of all harbour charges like the country's own armed forces. American authorities however, accepted full liability to 30 June 1942 and, thereafter, the Commonwealth Government paid all charges under the Lend Lease System. The Board's finances suddenly looked their best for decades, and it wisely set aside the dues received from the Allied Services in a separate fund to pay off arrears of interest to the State Government.

For a portion of the war years - 1943/44 - shipping increased to such an extent the services of an extra pilot had to be employed. By late 1944 this phase passed and shipping returned more or less to normal again.

In 1944, the Board was able to pay off £12,753 in arrears and invest £500 in the second Victory Loan with a further £3,000 placed on fixed deposit in 1945.

American commanders praised the magnificent efforts of Gladstone and its waterside workers who handled immense quantities of cargo with a minimum of facilities. Besides the troops, extra labour came from Bundaberg and Rockhampton.

During the war, O'Connell Wharf became congested and the Royal Australian Navy requested other users be excluded but the Board refused. Another wharf was urgently needed and the Central Wharf, with an earth approach, was built in 1944. Its 12 metre frontage compared favourably with the nine metres of O'Connell Wharf. Friends Ltd agreed to sell a section of their freehold fronting Auckland Creek for access and Swift Australia Co. Ltd. made their pile driving plant available for the job.

The Board constructed two air raid shelters in 1942 and acquired a Coventry Climax trailer fire engine with a large pump making it independent of the town supply. The guards posted at the wharf by the garrison battalion used the wharf's amenities building, and in 1942 a military hut was erected on site to provide them with temporary facilities.

Almost every woman throughout the district seemed to have been involved in some kind of war work – Comforts Fund, Red Cross, CWA camouflage net making, through their own church or institution, or simply by offering hospitality to servicemen. This was particularly so after Japan brought the war to the Pacific Zone at the end of 1941 and American troops were stationed in the town. Auckland Hill and Barney Point were both 'taken over' and there were small camps of depots at the showground, the old cotton ginnery and at Barua, Beecher and Byellee.

"Old Francie Hart who lived over at South End always maintained the Japanese came ashore there in that bay at South End during the war."

– Rod Kirby

CLOCKWISE FROM TOP:

(1) Australian submarine at Gladstone. Circa 1940s. Image courtesy Jason Bell.

(2) Guards Joe Lee and Digger Crowe. Circa 1940. Part of the Gladstone A Company, 42nd Battalion that were put on guard at the Shell Company installations. Image courtesy Gladstone Art Gallery and Museum.

(3) RAAF Flying boat Gladstone. Circa 1940s. Image courtesy Jason Bell.

(4) Gladstone 1946. Stacked luggage belonging to a group of Australian Women's Army (AWAS) service personnel on a hatch of the transport ship Marella. Image courtesy Australian War Memorial.

ABOVE: Gladstone locals taking a break from training at Yeppoon. Circa 1940. Image courtesy Jason Bell.

FAR RIGHT: Australian Women's Army (AWAS) service personnel sitting four to a side during the journey in a mail train to Townsville via Gladstone 1945. Image courtesy Australian War Memorial.

CENTRE: Shell Company Depot Auckland Point 1939. The 42nd Battalion were put on guard at the Shell Depot during the war. Image courtesy Gladstone Regional Art Gallery and Museum.

All US troops stationed in Rockhampton (up to 70,000 at a time) were shipped in and out of the war zone through Gladstone. The main access points for the wharves were at Auckland Point and Port Curtis, to the north east of the main centre of Gladstone.

> "My brother and I had dog tags we had to wear at that time. When the Japaness flew over, the siren used to go and everyone had to run for cover. Some people had air raid shelters. We used to be frightened. We always had to keep those dog tags on. If we died that would be how they could identify us."
>
> – Maureen Eggmolesse

In a report by C.G. Dennis, Chairman of the Gladstone Waterside Workers Committee, he stated that on a Saturday 4 March 1944, US General Cremer, of the US Army's 24th Division, accompanied by Lt Col Hazelwood, Captain Kay and all of the American Forces, addressed the wharf-side workers in Gladstone. He stated he was " ...deeply impressed with the wonderful spirit of cooperation manifested by the Waterside Workers." He explained that the workers had often done jobs to expedite the sailing of ships under conditions which would not be tolerated in peace time and wished to express his gratitude.

Lt Col Hazelwood, who had more intimate dealings with the workers and the wharves, also spoke to the men and indicated that in his travels and dealings from Tasmania to New Guinea, he had not achieved better results anywhere than those in Gladstone.

It was obvious the Harbour Board's facilities were equal to the task and were highly spoken of by US Army authorities and the Masters of vessels using the facilities. A large US Army Transport was able to lay alongside the wharves for over 24 hours, and sailed drawing 29' 3". Although tides were favourable, the length of time available to the vessel, which in other ports might have run aground, was attributed to the careful and systematic maintenance dredging of the harbour.

Extreme vigilance was essential as, in addition to American victory ships, convoys of up to 200 would congregate in the harbour about once a month prior to escort through the Torres Strait by the Navy. From time to time goods would be washed ashore from torpedoed ships and there are some stories still circulating of what was found on the beaches around Gladstone.

Three US Divisions had passed through Gladstone by early 1944. The divisions were part of the US 1(1st) Corps Headquarters commanded by Major General Robert L. Eichelberger.

American servicemen began to move out of Gladstone by mid 1944. For reasons of national security, in their two years in the town their presence was never mentioned in The Observer. News of their departure was less veiled, but even so security was paramount and they were identified merely as men of an allied infantry battalion.

In December of the same year, the Board decided to take over control and hiring of all cargo handling gear on the wharf. The old equipment remained in use and it was not for another eight years that the Board agreed to replace the old hand barrows for handling cargo with ones fitted with ball bearings.

For more than two years Gladstone was a potential target for enemy attack. The very real danger of Japanese attack in 1942-43 had placed severe stress on the townspeople. The finest harbour on the Queensland coast was well known to the enemy.

"Dad's brother was a professional fisherman and one day they were out fishing at one of the reefs and they found these 44 gallon drums of aeroplane fuel (av gas) floating around. They pushed them on to a nearby beach and went back later to get them. Fuel was pretty scarce then and because av gas is a lot higher in octane than what trucks are used, they would mix it with power kerosene and then throw half a dozen moth balls in the fuel tank to take the smell away."

– Ray Norris

Troopship Nightpiece

There is a sadness in the ships' lights
and winches, vultures hovering, above holds,
stark gallows, hanging over the oil seas-fires.
Are the hummocks draped above the troop-jammed decks
the folds of a rising theatre curtain?
These festoons the footlights of a new play
and we the first night players?
Or has the sunken city cleft the waves,
emblazoned for its resurrection?
There sounds no tolling of exultant bells,
yet how bright her temples, how vast her silent people!
A mist has brushed over the moon's face,
like a tired woman's hand in the late evening.
Why is there such sadness in the blurring of shiplights,
and the voice of a troopship murmuring in the darkness?

– Val Vallis
Gladstone Poet Laureate

ABOVE LEFT: Australian Naval surveyors on the HMAS Moresby glad to reach land. Gladstone circa 1940s. Image courtesy Brian Norris.

ABOVE RIGHT: Warship Duntroon. Image courtesy Sea Power Centre – Australia.

RIGHT: Warship Echuca. Image courtesy Sea Power Centre – Australia.

FAR RIGHT: Jack Pender, at officer's training school, Liverpool June 1941. Image courtesy Kathy Pender.

KAPUNDA

MILDURA

MANOORA

KARANGI

KOOKABURRA

POST WAR years

After the war, trade conditions in Gladstone gradually returned to normal. Vacuum Oil still held options over 2.1 hectares for a fuel depot.

In 1945 the Board gave Caltex a two year option over 1.6 hectares and in 1949 gave another option to Independent Oil Industries Ltd. Thiess Brothers, who in 1950 were heavily involved in the development of the Callide coalfield, secured the contract for the Caltex reclamation which was the first oil company after Shell to proceed with a bulk terminal. The Board congratulated Thiess on the able and satisfactory manner in which the job was completed.

Immediately after the war ended, the Board applied to the Allied Works Council to release a D7 caterpillar tractor complete with trail builder. It was successful and the unit was a great asset in reclamation and earthmoving work. The Board also hired it to the Town Council and bodies like the meatworks. At a modest charge it also cleared grounds for the Rugby League Club and the Tennis Association.

In 1947 extensive repairs were carried out to the underneath portion of No.2 concrete wharf at Auckland Point Jetty. All broken and cracked concrete on the headstocks, piles and girders was chipped off and the concrete replaced by the Gunite process. The Harbours and Marine Department's equipment was used on the work, and the whole scheme was carried out under the direction and supervision of the Department.

South End Jetty on Curtis Island had been severely damaged in the 1949 cyclone and the Board decided to rebuild the jetty at a more protected site. Work began in 1951 and took three years, delayed through difficulty getting contractors. Adding to the delay was that the head had to be relocated to avoid driving piles into rock.

> "We used to prawn off the wharf. We had dillies and we would catch big fish. Pop caught a monstrous cod and wanted to throw it back because he said no one would believe he caught it."
>
> - George Best

During 1954/55 the bucket dredge Platypus II completed the deepening of the coal loading berth, dredged the berth for the 223ft extension, extended the dredged area for an additional 250ft in preparation for a further extension, and finally removed all clay and other material in preparation for a tanker berth.

TOP: Gladstone Harbour Board member, W.R. Golding Jr looking down from Auckland Hill on excavation of reclaimed land on harbour foreshore 1950. Image courtesy of State Library of Qld.
ABOVE LEFT: (1) A successful fish catch being unloaded at Gladstone harbour. Circa 1940s. Image courtesy Jason Bell.
(2) Foreshore reclamation begins.
LEFT: Searching for kookaburra shells at the Auckland Point reclamation area. Circa 1950s. Image courtesy Jimmy Harris.

Post war the Board sought Government permission to reclaim the foreshores between Willoughby (now Welby) Creek and the baths as part of its plans to enhance the area. After a long gestation period it was granted a Treasury loan in 1948 to build a public slipway at Auckland Creek. The consulting engineers MacDonald Wagner Priddle and Calder were commissioned to prepare plans and specifications for a slipway suitable for craft up to 30 metres long but it was not until 1960 before construction work began.

The years after the war were a time of inflation, and rise and fall clauses became a standard part of most contracts. For one reclamation contract, Earthworks Pty Ltd claimed increased costs of nearly £4,994. The company took out a writ when the Board required the contract to be completed as signed.

After losing in the Supreme Court in December 1952 with a judgement on no-suit, the company appealed to the Full Court and finally the High Court. Its decision in August 1953, also favouring the Board, finally cleared the way for completion of reclamation. The delay was costly, and the reclamation cost £40,000 compared to an estimate of £12,000 in 1948. This meant a large increase in the rental which the Harbour Board had to charge to amortise its investment in the reclamation.

"The finishing line for the Brisbane to Gladstone yacht race used to be at the end of the wharf at Auckland Point. They would fire the shotgun as the boats came across. Everyone would be standing at the end of the wharf to see the boats come through."

– George Best

TOP RIGHT: Onlookers welcome the first of the yachts at the Brisbane to Gladstone yacht race. Circa 1950. Image courtesy Jason Bell.
LEFT: Yachties take a rest after completing the Brisbane to Gladstone yacht race. Circa 1950. Image courtesy Jason Bell.
RIGHT: Auckland Point 1949. D7 Dozer working on the reclamation area.

A series of reclamation jobs for fuel depots and grain facilities were completed by Teitzel Brothers and Thiess Brothers, with spoil being trucked from Auckland Hill and from other quarries around Gladstone. Following a petition from waterfront residents, the Board agreed to water the roads regularly to minimize the dust nuisance.

The Chamber of Commerce was concerned at the gradual destruction of Auckland Hill but the Board insensitively sought control of the hill so it could continue to exploit this convenient source of fill. It offered to level it eventually as a scenic lookout and to dedicate an area of land in South Gladstone as a recreation reserve to compensate for the loss of Auckland Hill. It took a large public meeting in the Town Hall in September 1958 and a motion to end the exploitation.

Completion of the Caltex Oil Terminal was marked on 5 December 1952, with an official opening by Premier Vince Gair. It was the biggest event in Gladstone since the opening of the Shell Terminal.

H.E. Smith, a director of the Vacuum Oil Company, advised the Board its terminal would be completed by June 1956. Again there were delays, but the plans were finally approved in September 1955 only a month short of 20 years since the Company decided to establish a bulk terminal.

In 1953, plans were prepared and tenders called by the Department, on behalf of the Board, for a 223 ft concrete extension to the Auckland Point Jetty. The contract was let to John Howard and Co Ltd., and the work was completed in 1956. By this time the Board had upgraded coal loading facilities for the export of Callide coal. Coal could be loaded into vessels at 300 to 400 tons per hour by a fixed head conveyor system. It was slow by today's standards, but provided a foundation on which to build.

In the year ended 30 June 1951, there were 81 arrivals at the port. The least depth in the entrance channel was 25ft except on the night course on Gatcombe Head leads, where 22ft was recorded at L.W.S.T. The deepest draught vessel to berth at the port up to that time was the fleet tanker Wave Governor early in 1951 drawing 29ft 6in of water. This vessel remained in port for 24 hours. The trade of the port was increasing, with the most important export items being coal and iron pyrites, the latter being shipped for the first recorded time in Queensland.

ABOVE: Auckland Point 1949. Rail siding for coal loading.

Extending the Auckland Point Jetty

CLOCKWISE TOP TO BOTTOM:
(1) Auckland Point 1954 October Pile No 7.
(2) Auckland Point 1954 December.
(3) Auckland Point 1954 December.
(4) Auckland Point 1954 December.
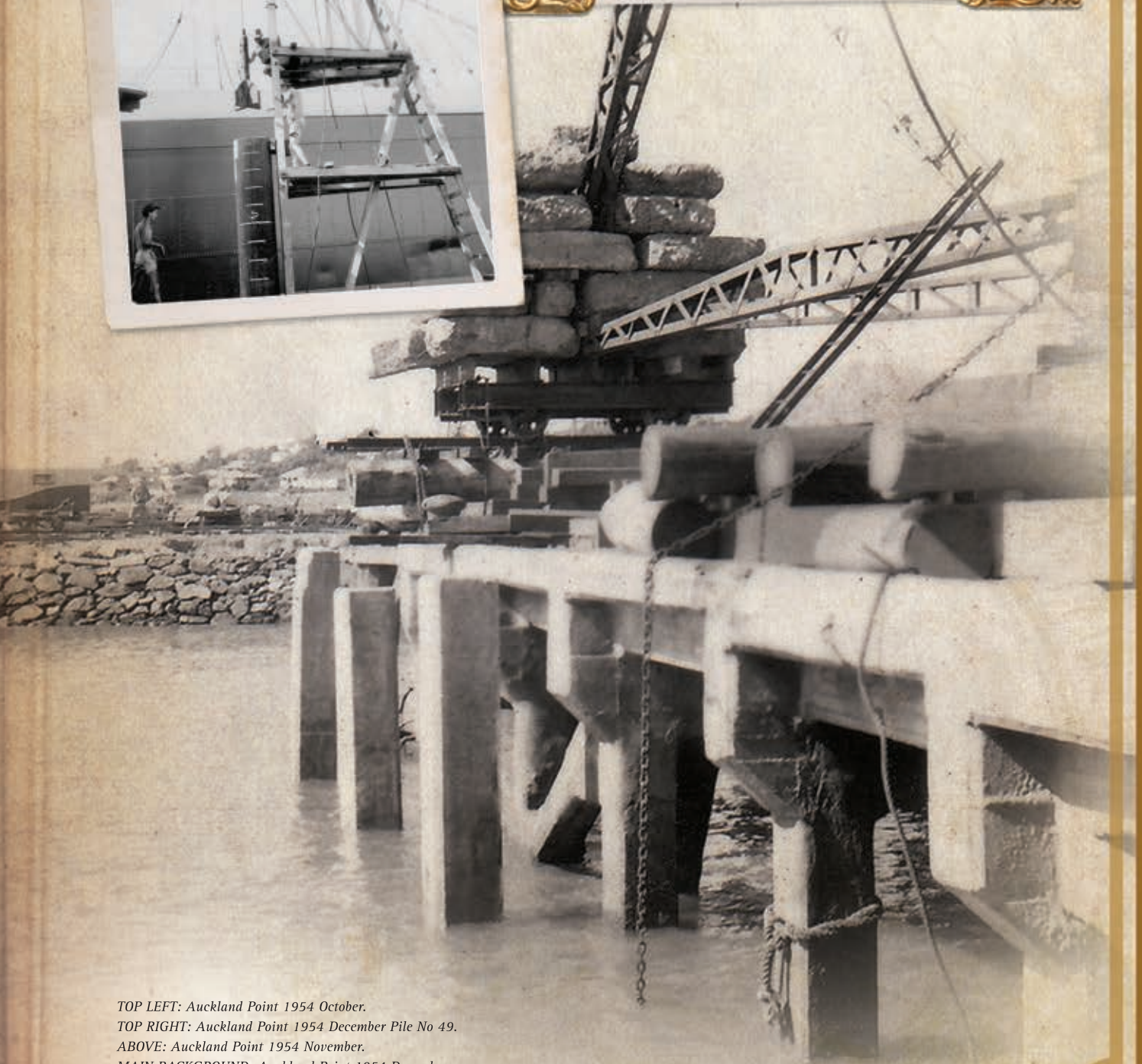
TOP LEFT: *Auckland Point 1954 October.*
TOP RIGHT: *Auckland Point 1954 December Pile No 49.*
ABOVE: *Auckland Point 1954 November.*
MAIN BACKGROUND: *Auckland Point 1954 December.*

THE Grain Industry

When the Harbour Board expressed pleasure at the development of a wheat trade in 1944, it was referring to the import of grain which was all handled in bags. Prior to World War II, little wheat was grown in Queensland north of the Darling Downs.

Gladstone was importing lower grades of wheat and oats from the southern states for use as poultry and stock feed, and the Harbour Board acted as distributing agent for the Australian Wheat Board. The Board offered reduced dues to encourage the unsuccessful bid to establish a stock and grain feed mill in Central Queensland in 1945.

The Board also encouraged the export of other food crops amenable to bulk handling. Two members of the Board visited Mount Larcom in 1948 to discuss with R.M. Nothling the possible handling of local peanut shipments through Gladstone. When six months later, The Queensland Peanut Board inquired about the trade, the Harbour Board had to admit it had no wharf storage available in which a cargo could be stockpiled.

Food shortages in Britain during the war and consequent rationing in both Britain and Australia stimulated a determination to increase production. This policy, combined with subsidies, created huge food mountains in Europe. Such a result was not considered in 1948 when the British and Queensland Labor Governments joined to form the Queensland-British Food Corporation, with Britain contributing three-quarters of the capital. This enterprise decided to turn the pastoral country of the Central Highlands into a large grain producing area. Despite postwar shortages, a large fleet of tractors and machinery was assembled, the envy of individual farmers who had to cope with perpetual shortages.

However, adverse seasons, unsound farming practices and a distant bureaucratic administration made failure inevitable. This failure proved an opportunity as it resulted in the subdivision of large areas of land suitable for agriculture and the sale of huge amounts of farm machinery at bargain prices. Those who criticised the Corporation had the stimulus and opportunity to prove they could do better, and they did. The ground had been prepared.

RIGHT TOP TO BOTTOM:
(1) Auckland Point 1954. Personnel loading grain.
(2) Auckland Point 1954. Grain loading.
(3) Auckland Point 1954. Sorghum stacks.

The Food Corporation, being export oriented, wanted both deep water and extensive grain handling facilities. It selected Gladstone rather than the mud flats surrounding Port Alma. The first shipment by the Corporation through Gladstone, 3,000 tons of grain sorghum from Peak Downs, was loaded in June 1949. The Board provided free storage while the cargo was assembled, but in the absence of suitable facilities the handling was far from satisfactory.

Sir Leslie Plummer, chairman of The Food Corporation, visited Queensland in 1950 to inspect operations but most of the negotiations were conducted with his deputy Sir John Kemp, who was also Queensland's Coordinator-General. The Board commissioned Crossle and Cameron to draw up plans for a conveyor belt to operate in conjunction with the planned coal conveyor, and invited Kemp to Gladstone to discuss its implementation. Nothing materialised and the Board found the Corporation taking advantage of its free storage and directing shipping through other ports. The Board complained to Kemp of the 'raw deal' it had received and requested better treatment in the future. The Works Committee chaired by Golding, resolved storage be limited to 500 tons and if not shipped within three months, storage rates were to be charged for the whole period.

With the demise of the Food Corporation, the Queensland Grain Sorghum Pool was established as a voluntary body to market the crop.

The Milling Association selected Gladstone to handle all sorghum grown north of Gayndah, an estimated 20,000 tons annually. An area between the Vacuum Fuel Depot and the jetty branch railway was levelled in mid 1953 for a sorghum dump, large enough to stack 30,000 grain bags. This arrangement was inconvenient especially as the Vacuum Oil Company refused to allow its private rail siding to be used for unloading grain. The first of the new season's sorghum began arriving from the Callide Valley in January 1954 and the primitive facilities proved inadequate during the wet season.

Following inspection of sites with the new manager of Sorghum Pool, an agreement was drawn up between the Milling Association and the Board in 1954 providing for reclamation and leasing of a hectare of land for grain facilities. The Pool paid for its own private railway siding, and Teitzel Brothers' reclamation contract was extended to include this area.

Meanwhile, Bunge Australia Limited took over the management of the sorghum pool for the Association. A storage shed was quickly erected and by June 1955 over 7,000 tons were awaiting shipment.

MAIN BACKGROUND: Auckland Point 1954. Loading bags of grain.

BELOW CLOCKWISE:
(1) Auckland Point 1954. Grain loading.
(2) Auckland Point 1954. Grain loading with truck.
(3) Auckland Point 1954.
Loading bagged grain onto foreshore stockpile.
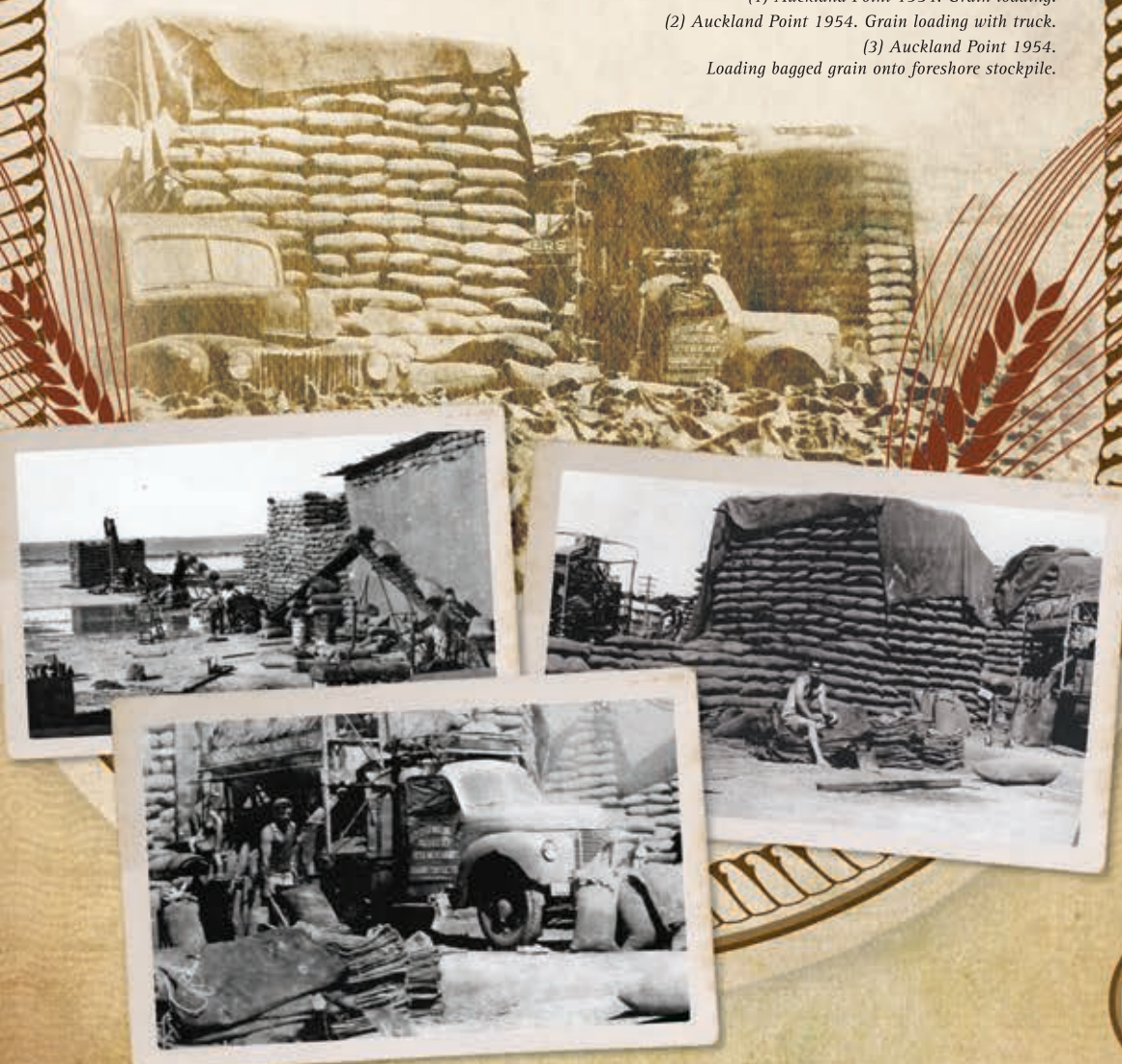
CALLIDE COAL

> *A dream of more than half a century that the Port of Gladstone would one day be an exporter of coal was realised when development of the coal deposits at Callide began...*

THE Early Days...

Although an 1887 Port Curtis District map indicates "a seam of coal 18 feet thick hereabouts" between Callide and Rainbow Creeks, there is no official report of the discovery of Callide's "Black Diamonds" as the press called it until June 1890 when gold prospectors Otty, Dunn and Petersen struck a seam of coal in a gully five miles from the old Callide homestead.

In 1899 the Callide Coal Syndicate Ltd was formed under Chairman Sir Richard Sankey, to finance the construction of a 100 km steam tramway to Gladstone. Following lengthy parliamentary debate, the Callide Railway Bill authorising the construction of a line to the coalfield was passed but the line never eventuated.

By 1907 interest in the coalfield had waned and for the next three decades the coal lay almost forgotten by a world embroiled in two world wars, apart from a brief interlude when coal was shipped out to New Zealand in 1927.

LEFT: Auckland Point 1936. 15 tonne electric crane loading coal.
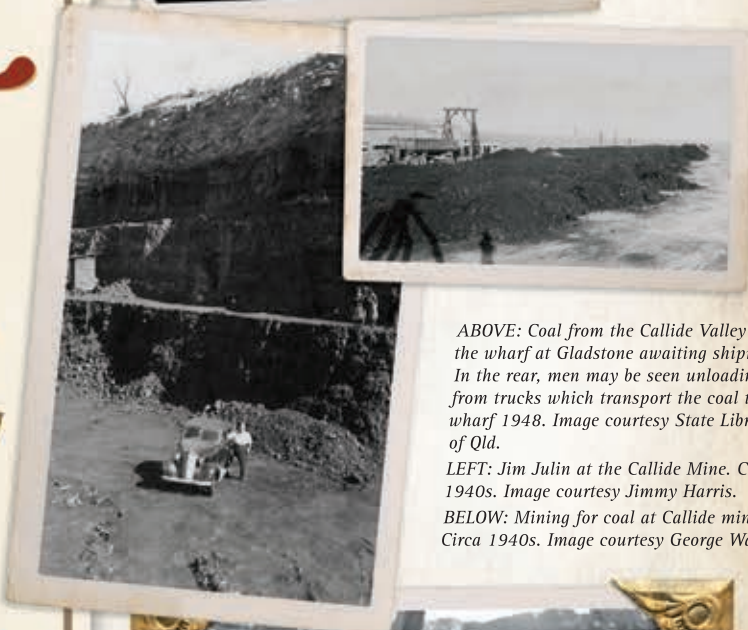
ABOVE: Coal from the Callide Valley on the wharf at Gladstone awaiting shipment. In the rear, men may be seen unloading from trucks which transport the coal to the wharf 1948. Image courtesy State Library of Qld.

LEFT: Jim Julin at the Callide Mine. Circa 1940s. Image courtesy Jimmy Harris.

BELOW: Mining for coal at Callide mine. Circa 1940s. Image courtesy George Walker.

RIGHT: Callide Mine. Circa 1940s. Image courtesy Jimmy Harris.

BELOW: Remains of a coal truck that crashed on the Biloela Road. Circa 1940s. Image courtesy George Walker.

LEFT: George Walker's custom built side tipper truck bringing coal to Gladstone. Circa 1940s. Image courtesy George Walker.
BELOW: (1) Trucks on the Biloela Road bringing coal to Gladstone. Circa 1940s. Image courtesy George Walker.
(2) A truck crash on the Biloela Road. Circa 1940s. Image courtesy George Walker.
(3) Auckland Point 1952. Coal hoppers being unloaded.
(4) Shovelling for coal. Circa 1950s.

World War Two sparked a renewed interest in the field after chronic fuel shortages led to further research on the distillation of oil and gas from coal. During the war, coal production in New South Wales had been expanded by open cut mining and both Callide and Blair Athol were ideally suited to such methods.

Geological reports conservatively estimating the Callide field held over 50 million tons of coal grabbed the attention of Brisbane accountant Lawrence Neill. He was particularly interested in its potential as an open cut venture since the construction of the first reliable road link to Port Curtis and the railway to Biloela via Rockhampton. In 1944 Neill secured three mineral oil prospecting leases. These allowed him to test for coal but not for it to be exploited. One month later he introduced Thiess Brothers to Callide coal when he contracted them to strip the overburden. Bert Thiess began work near the old No 1 shaft and in four days exposed the seam.

In 1945 Neill relinquished his original lease and acquired coal mining leases 83 and 85 covering 460 acres including the old numbers 2 and 3 mine shafts.

A Brisbane based syndicate Julin, Wood and Parnell had initially joined forces with Neill to develop Neill's original three mining leases. It was a short lived joint venture with numerous disputes and court proceedings that came to an end when the syndicate took up separate coal mining leases.

In April 1945, the Queensland Government approved the building of a rail loop line and turning fork at Biloela to handle coal trucked to it from Callide. The siding did not materialise until 1948 when the Government also built an access road to the mine.

That same year Neill transferred his leases to Callide Open Cut Collieries N.L, a company set up by Jim Julin, which began operations with just seven men.

That first year they struggled to produce 402 tons valued at only $528 (by today's value).

Although hostilities ended in August 1945, coal shortages intensified as a war-ravaged world turned to civilian production. Blair Athol, with its 30 metre thick seam of steaming coal was the glamour field, but the Gladstone Harbour Board offered co-operation in the development of both it and Callide.

ABOVE: Coal truck leaving the Callide Mine. Circa 1940s. Image courtesy George Walker.
RIGHT: Mining for coal at Callide. Circa 1940s. Image courtesy Jimmy Harris.

The Central Queensland Advancement League called a conference to discuss development of Blair Athol coal and its export through existing ports.

At the same time, Gladstone representatives accompanied Transport Minister Walsh on a visit to Biloela over the direct road, anxious to develop links with the Callide Valley.

The Blair Athol companies formed a joint deputation to Walsh in 1946 asking that Blair Athol be developed before any new fields such as Callide. Despite their run down condition following the war, Walsh assured the companies the railways could handle any coal they could produce. The Queensland Government agreed to regrade the Clermont railway and work began in 1948.

The Government decided to investigate the development of both Blair Athol and Callide and in 1947 appointed the State Mining Engineer, I.W. Morley, the Inspector of Coal Mines, T. Platt, the Chief Engineer of Harbours and Marine, C.M. Calder and the Chief Mechanical Engineer of the Queensland Railways, V. Hall, as a committee to investigate. Their report gave priority to the development of Blair Athol.

The economic exploitation of Callide coal required a railway to Gladstone, but the Callide Valley's only rail line, built in the 1920s, joined it to Rockhampton

The problems of transport during the war had convinced most Australians of the need for standardization of railway gauges. Premier Hanlon took a negative attitude typical of Queensland politics, fearing Queensland industry would suffer. Gladstone Harbour Board had no such fears. It saw the scheme as facilitating the development of Queensland industry and pushed for a standard gauge line from Gladstone to the Callide and extending south west through Theodore, Roma and Dirranbandi to link up with the railways of western New South Wales; much of the interior would then have Gladstone as its closest port.

In December the Government reached an agreement with the Electric Supply Corporation (Overseas) Ltd of London for the development of Blair Athol with a standard gauge railway to the coast.

That year Neill and Julin invited Les Thiess, head of the Thiess family company, to the Callide site to discuss large scale excavation work. Thiess had the machinery and expertise to develop the fledgling mine. Callide Open Cut Collieries' first shipment was 2,000 tons to the Brisbane City Council in August 1948, and four months later it supplied Callide's first overseas order of 2,800 tons for Noumea. A convoy of small trucks took three weeks to deliver the coal to Auckland Point where it was manually unloaded.

Lobbying FOR THE Development of Callide Coal

In 1944 Neill and Brisbane surveyor Clem Jones, sought the support of Biloela's Progress Association, Gladstone's Harbour Board and Development League, the Gladstone Observer and other bodies to tap the enormous wealth waiting to be unearthed, and a strenuous campaign to develop the Callide deposits began.

C.W.Macfarlan, editor of The Observer, published an open letter to Acting Prime Minister and local Federal member of Parliament Frank Forde in December of the same year praising him for his promise to have Callide investigated and stressing the vital role of coal in the defence effort.

ABOVE LEFT TO RIGHT: (1) Auckland Point 1947. Loading coal into rail wagons.
(2) Coal from the Callide Valley being loaded for overseas shipment onto the cargo ship Barossa. 1948. Image courtesy State Library of Qld.
(3) Auckland Point 1950s. Tween decker vessel manual trimming carried out by shifting coal via cane baskets into corners of ship's hold.

In 1917, James Burrows, newly elected Member of Parliament for Port Curtis used his maiden speech to pressure the Transport Commission to permit road haulage along the little used defence road. Production could have increased from 800 tons per month to 280 per day if the plans to have 10 ton diesel lorries hauling 20 ton capacity trailers were authorised.

Callide coal was in strong demand but political rivalries nearly ended the scheme before it began. Victoria had only meagre supplies of black coal and pending extensive development of its brown coal resources, was desperate for coal. It reportedly offered the Queensland Government rail locomotives to bring coal from Callide. However, its traditional supplier New South Wales, made it clear at the Premier's Conference in August 1948, that if Victoria bought Queensland coal it could expect to lose some of its supply from New South Wales.

Thiess Brothers were keen to develop Queensland's huge coal resources, however the state government was fearful of shortages with its underground mines unable to meet demand. They were not taking risks to oblige a Victorian Government. Jim Burrows vainly urged his parliamentary colleagues to establish a separate ministry to control coal resources so developments like Callide were not 'humbugged' by divided control.

Active preparations were then underway for the first Callide export, 2,800 tons to Noumea in late October 1948, all of it hauled in five and six ton trucks. When the Queensland Government refused the Victorian Government request for a coal contract on Empire Day 1949, Golding called it Black Tuesday.

And so began two frustrating years of bureaucratic manoeuvring as dignitaries of all persuasions visited the mine site before Victoria's Premier McDonald finally signed a contract for Callide coal.

"We came to Gladstone in August 1949 from Bundaberg to pull coal for the Callide Mine to Gladstone. We came to Barney Point in the caravan. There were little huts and tents and caravans everywhere – where the caravan park is now. You couldn't get a house to rent, so you just had to put a tent up or a little hut or a caravan or whatever you had. There were showers and toilets and everything there for us. Milk and ice for the ice boxes would be delivered to us for five shillings a week. Not many people had a fridge. There were no lights, just lanterns. I put the hut up and put electricity in it later. We were in a tent first. We were there from 1949 to 1955."

– George Walker

TOP RIGHT: Auckland Point 1945. Endloaders recovering coal.
ABOVE LEFT: Coal in hoppers waiting to be unloaded, 1950. Image courtesy State Library of Qld.
ABOVE RIGHT: Hopper of coal on a crane being transferred to a ship at Gladstone wharves, 1948. Image courtesy State Library of Qld.
RIGHT ABOVE: Auckland Point December 1948. Loading Callide coal from stockpile for transfer to ship.
RIGHT BELOW: Overstepping the mark. H class wagons at Auckland Point. Circa 1940s. Image courtesy Jimmy Harris.

It was in January 1949 that the Queensland Cabinet finally announced approval for the export of 5,000 tons of Callide coal to Hong Kong and 2,000 tons to China.

When Les Thiess secured an agreement to operate Neill's mine on a royalty basis in 1949 the campaign to develop Callide intensified.

Thiess gained a valuable ally in the Harbour Board, which sought to channel all Central Queensland coal through its port. Their persistent lobbying saw Callide opened as Queensland's first open-cut coal mine, and the allocation of £100,000 from the Queensland Government for a reliable gravel by-pass around the range that would shorten the route to the Port of Gladstone by ten miles.

Hopes for the Callide were raised with the appointment in 1950 of a joint State Federal Committee with representatives of railways, State and Commonwealth Coal Boards and the Department of National Development to coordinate its development.

Meanwhile Thiess Brothers wanted to develop the overseas market. Cec Thiess and E. Barr, the company's general manager, visited Gladstone in June 1952 hoping to finalise coal sales to Asia. Pakistan ordered 30,000 tons but although its steaming qualities were admirable, the price was too high and the trade ended.

Politics continued to muddy the issue right through the early 1950s and in May 1954 a debate was held between Jim Burrows, the State member and George Pearce his Federal Country Party counterpart. Burrows accused the Federal government of subsidizing overseas coal owners to undercut Callide, delaying the sending of ships and refusing aid for the railways, and promoting the production of uneconomic New South Wales coal.

In the midst of all this political uncertainty the Port of Gladstone's coal loader was finally completed. The official opening on 18 December 1954 with a luncheon and cruise of the harbour had to be abandoned before the event, when no ship could be guaranteed as a result of industrial action by the Seaman's Union. The Board cancelled the event rather than risk being held to ridicule by its detractors.

As such there was never an official opening of the first coal bulk loader for Queensland!

BELOW: Auckland Point 1954. Receiving hopper fed from conveyor to wharf.

"On the wharf they had a little four wheeler trailer with a small bin (the bins they used to pull on the railway lines). They would load that up with an end loader and a little tractor, and pull it over to the wharf and the fellows would hook a hook on it and they would take it over the hold on the boat and knock the pin out and drop it in and it would come back again.

It used to take a week to load a 7,000 ton river class boat."

– George Walker

TOP RIGHT TO BOTTOM:
(1) Auckland Point 1954. Fixed head bulk loader.
(2) Coal hopper unloading into the ship's hold at Gladstone wharves, 1948. Image courtesy State Library of Qld.
(3) Auckland Point 1954. Loading coal onto stockpile.
(4) Auckland Point 1954. Loading coal.

Transporting Callide Coal

Despite political commitments as early as the 1890s for a rail line from the Callide coal deposits to the Gladstone port, very little progress was made.

The first haulier, Ted Dickenson, using Neill's tractor and a borrowed pull-grader had scraped an access link through scrub to the Biloela Road that Council had upgraded. But it was not designed for prolonged heavy traffic.

With the renewed demand for coal after the war, lobbying continued unabated for a rail link with a Callide to Gladstone rail committee formed in Gladstone, Hanson and Breslin representing the Harbour Board.

The Railway Department was desperate for steaming coal after the war and reportedly offered to buy 2,500 tons of Callide coal per week from Neill, but the rack railway could only handle 1,000 tons besides the regular traffic. The road to Gladstone was only 125 kilometres compared to 20 by road and 270 by rail via Rockhampton.

The state government baulked at the major investment needed to link Callide and Gladstone by rail.

However, in 1949 it approved £100,000 for the construction of a 22 kilometre gravel road linking Callide mine with the Gladstone to Biloela Road to save 20km of carting.

Events moved rapidly once Thiess Brothers secured the contract let by partners Neill, Julin, Wood and Parnell to remove the overburden at Callide. A road permit was granted and production was increased in response to interstate and overseas demand.

Hauling coal to Gladstone was entrusted to owner-drivers and dozens of trucks large and small arrived in 1949 to commence the endless shuttle from mine to coast, the State's biggest peace time road transport movement to that time. Trucks were modified to carry the heaviest possible loads. The road was too steep on the downhill and the turn off sharp, so there were many accidents of which one was fatal.

The bulk of Callide coal, 1,000 tons per week, was railed south to Brisbane, its 8% ash content comparing very favourably with up to 38% of West Moreton coal. It was landed in Brisbane for £5 15s a ton ($11.32 per tonne).

The road haulers received equal to $2.95 a tonne, mining and loading costing equal to $2.36 per tonne.

Despite rising costs, the cartage rate set in 1948 was not raised until 1951 and many carters left. The road deteriorated rapidly; bituminizing the range section using part of the £100 million International Bank loan granted to Australia was a palliative but no substitute for a direct railway.

However it was at a cost to some Gladstonites.

Residents of Flinders Parade were long suffering in tolerating the dust menace, but to improve matters the loading site was moved and a new railway siding built in 1949. One thousand tons were received daily by the end of the year, hauled 135km by 150 trucks. For each ton the Government received five shillings in road maintenance tax, although the truck drivers saw little evidence of it being spent on the road.

LEFT TO RIGHT: Construction of conveyor system 1952 - 1954. Images courtesy George Young collection, Gladstone Regional Art Gallery and Museum.

The Port Prepares for Coal

The Gladstone Harbour Board was keen to facilitate coal exports and to develop the necessary infrastructure.

The Harbour Board had joined in the deputation to Mines Minister Gair, but its application in September 1946 for a £25,000 loan to erect 4,000 ton coal storage bins on the side of Auckland Hill was deferred.

That decision caused the Harbour Board to rethink investing in expensive coal handling equipment when the Government seemed determined to bypass Gladstone.

In 1948, Golding as Chairman, Hanson and the Secretary Alex Hopper went to Brisbane as a deputation to the Premier to ascertain the Board's future in coal. Reassurance came in the form of a £12,000 loan for coal storage bins. Plans for sidings and an unloading ramp to enable road hauled coal to be railed south from Gladstone were received in the same year. To accelerate the project the Board sought permission to dispense with tendering formalities.

Golding and Hopper went south to inspect coal handling facilities at Brisbane, Sydney, Newcastle and Melbourne. On their advice the Board in August 1948 abandoned the coal bin scheme and commissioned consulting engineers A.F. MacDonald, Wagner, Priddle and C.M. Calder – now known as MacDonald Wagner – in conjunction with Malcolm Moore P/L to prepare plans of a modern coal conveyor system.

It was a courageous decision as there were no firm contracts and the long term future of coal exports remained problematic.

The Board took the tenders for the coal loading facility to Brisbane to ask the Premier Vince Gair for the required £100,000 loan. It was granted and in September 1949 the £73,000 tender of Malcolm Moore P/L in Melbourne was accepted.

To meet immediate needs, the Board acquired a third end loader, and weighbridge and steam cleaning plant for the equipment were added to the plant. Reluctantly the Board had to advise Nixon Smiths that the Board had no area to stockpile Blair Athol coal although it hoped to be able to handle large quantities once the new loader was completed.

"You can imagine trying to get the coal off in cold water (all the water we had at the time). You would need someone standing behind you with a deck broom to get it off your back. One bloke who was single used to have his shower and walk past our tent with coal all down his back."

– George Walker

Two years later another Malcolm Moore end loader and a second-hand North Wester model 75 Crawler mounted Shovel were obtained. Just to handle Callide coal.

Meanwhile, the Board purchased a front-end loader to facilitate recovery of coal from the stockpile. Unfortunately, Callide Open Cut Collieries Ltd had no one to supervise the unloading of coal at Gladstone and it was dumped without regard to quality.

The Harbour Board drew the company's attention to the resulting loss in November 1948 and it agreed to pay the Board sixpence a ton ($0.05 per tonne) to supervise the stockpile. Thiess later reneged on payment and offered only one penny per ton but the Board was convinced its charge was reasonable and offered to submit the case to arbitration.

The primitive loading facilities at Gladstone were slow and expensive. The Board had bought a temporary conveyor but it failed and was discarded. As an alternative it scavenged old car yards for heavy duty assemblies which could carry the 10 ton railway hoppers to operate in conjunction with the steam crane being hired from the Rockhampton Harbour Board for use at the stockpile.

The stockpile continued to grow and when it reached 4,300 tons at the end of March 1949, carting from Callide had to stop. There was nowhere to store the coal.

The SS Colon finally berthed at Auckland Point on 10 May and loading began at 50 tons per hour with the jetty floodlit for the evening. Carting resumed and loading was completed at the end of the week. By the end of 1949, 29,891 tons had been shipped while 47,167 tons had been railed south – mainly to generate power in Brisbane – leaving 8,829 tons on the stockpile. To compete in Victoria and to justify the £100,000 coal loader, costs had to be reduced and quality improved. The Harbour Board agreed to reduce its handling charge at the stockpile by one shilling a ton provided Thiess also reduced its margin.

Even though conditions were hot and dusty, loading rates steadily improved with 5,000 tons loaded on the Bundaleer in two hours under three days in May in 1952. The first of the bigger River Class-appropriately named the River Fitzroy - arrived in June to load 8,000 tons of Callide coal for Melbourne after the Board had dredged the berth to prove to Federal Government officials that it was adequate.

Work on the new loading plant proceeded slowly. The plans were approved but it was noted construction of the head of the loader would practically halt loading by the old 15 ton crane and a new site was proposed.

By November 1951 Malcolm Moore Pty Ltd were getting anxious for a decision and the Board decided to revert to the old site. Closure of the crane berth to permit erection of the shuttle conveyor was limited to a fortnight in June 1954. The task began immediately after one of the River Class vessels sailed, to minimize interruptions.

The system was completed in 1954 at a cost equivalent to $500,000 today.

The components of the system were as follows:

1. Receival:
Underground pit with the conveyor extending to 20 feet above ground level. Pit designed for road and rail traffic.

2. Stockpiling:
Coal spread over storage area by a drag scraper of five cubic yards capacity, powered by a 125hp winch and operating with an electrically driven tail car running on a curved rail around the stockpile area.

3. Shiploading:
Fixed head loader located on a strengthened portion of the 1908 wharf and connected by conveyor to an underground hopper. This hopper was located immediately below the outlet of the receival conveyor so coal could be conveyed directly from the rail or road to the ship.

During shiploading the action of the drag scraper was reversed and coal was drawn from the stockpile to the shiploading hopper. The shiploader was equipped with a shuttle conveyor and telescopic delivery chute.

With the shuttle conveyor fully extended, the centre of the telescopic chute was 40 feet from the wharf face. All belts were 36 inches wide and maximum conveyor incline was 18 degrees. Designed loading rate was 300 tons per hour minimum. Stockpile capacity was 10,000 tons.

The first bulk coal loading terminal in Queensland was ready.

However during the first shipment of coal the reclaim drag scraper repeatedly broke down disrupting operations.

Bill Turner, a Harbour Board employee with a clear mechanical bent advised Hopper a bulldozer would do the job. Hopper refused to let him try reclaiming with a dozer fearing it would sink into the coal stockpile.

However after a full day of frustration with the drag scraper, Hopper gave the all clear for Bill to give it a go.

Thus commenced the Gladstone tradition of using bulldozers on coal stockpiles, all thanks to Bill Turner.

The fact that the first eight vessels took on 55,992 tons of Callide coal at an average net loading rate of 342 tons per hour prompted the note in the 1955 Annual Report.

"The Board is very pleased with the installation, and optimistic that it will fulfil all bulk loading requirements of Central Queensland."

THE FIRST 50 YEAR PLAN

The State of Queensland

To build port for 50 yrs.

GLADSTONE, Sunday.— Gladstone Harbour Board has planned to cover port development for the next 50 years, according to its chairman (Mr. M. Hanson).

Mr. Hanson said to-day that work would start soon on extra 225 feet length of wharfage space in the port.

"A 1½-mile-wide shipping channel leading to the wharves has never been dredged," said Mr Hanson. "Our objective is to build wharves across a mile of water to Barney Point and reclaim all land behind it.

British tanker, Wave Governor, sailed in and out of Gladstone about a fortnight ago drawing 29ft 6in. She did this entirely without tugs. Five oil companies will be established in Gladstone."

Mr Hanson said coal loading equipment which would be installed in 12 months' time would handle 5000 tons of coal in 36 hours. Normally this took about five days. Guaranteed rate of loading would be 300 tons an hour, but actual rate was expected to be much faster. Equipment would cost more than £100,000. About 12,000 to 15,000 bags of sorghum from Peak Downs project would probably go through Gladstone wharves this season.

Port Statistics
1936 – 1946

1936
- 152 vessels
- Imports 21,421 tonnes, exports 47,790 tonnes
- No cotton exported

Auckland Point
- Shell Company leased additional area of land for the erection of large tanks to store fuel oil and kerosene

1937
- 152 vessels
- Imports 22,597 tonnes, exports 41,806 tonnes

Auckland Point
- Work commenced on repairs to wharf
- Shell Company expanded for bulk kerosene & fuel oil

Reclamation
- Retaining wall behind Auckland Point Jetty progressing
- Reclamation of Portion 93 (1 acre) was completed, adjacent to new horse yards

Dredging
- Jetty berth dredged to a depth of 27ft L.W.S.T

Auckland Inlet
- Auckland Creek foreshores cleaned & old buildings & Victoria Wharf demolished

1938
- 164 vessels
- Imports 29,486, exports 60,045 tonnes

Auckland Point
- Wharf – reconstruction of original concrete section
- Modern office facilities constructed at a cost of £848 between the two approaches to the Jetty

General
- Horse feeding yards removed due to health reasons (suspected case of fly menace at hospital)

1939
- 155 vessels
- Imports 3,089 tonnes, exports 53,242 tonnes
- Wool for England to go through Brisbane

Auckland Point
- Wharf – reconstruction to concrete section continues
- Construction of meal rooms and showers for employees and waterside workers at a cost of £363

Auckland Inlet
- Construction of an all-tide dinghy landing

General
- World War II commences

1940
- 121 vessels
- Imports 27,620 tonnes, exports 77,449 tonnes
- Sugar packed in sacks loaded into ships (52,400 tonnes)

Auckland Point
- Reconstruction of concrete section continues

1941
- 88 vessels
- Imports 19,928 tonnes, exports 33,755 tonnes
- Sugar exports practically ceased
- Decrease in import and export trade due to war-time disturbances
- Losses of trade and earnings have a serious affect on the economic life and prosperity of the town

Auckland Point
- Reconstruction of timber wharf (new rail lines, deck reinforced concrete)

Reclamation
- Retaining wall behind Auckland Point Jetty completed

1942
- 95 vessels
- Imports 41,136 tonnes, exports 26,409 tonnes

Reclamation
- Further reclamation on area behind Auckland Point Jetty. Soil from excavation for Shell Company tanks area

1943
- 267 vessels (all time record)
- Imports 56,630 tonnes (record), exports 36,185 tonnes
- Many hundreds more vessels called at the port for convoy purposes, but did not berth

Reclamation
- Additional area available for Shell Company – removal of portion of Auckland Point

1944
- 224 vessels
- Imports 45,618 tonnes, exports 62,223 tonnes
- Rockhampton chosen instead of Gladstone as wool centre for Central Qld

Auckland Inlet
- Construction continues of Central Wharf

General
- Gladstone population 5,000

1945
- No figures recorded
- World War II ends

1946
- 136 vessels
- Imports 32,050 tonnes, exports 17,225 tonnes
- No resumption of wool or sugar shipments as per pre-war years

Auckland Point
- Wharf – repairs to No. 2 concrete wharf

Reclamation
- Extensive foreshore reclamation carried out

Port Statistics
1947 – 1951

1947
- 70 vessels
- Imports 33,595 tonnes, exports 22,659 tonnes

General
- Queensland Harbour Boards Association formed in Mackay

1948
- 71 vessels
- Imports 33,595 tonnes, exports 22,659 tonnes

Auckland Point
- Coal – trial shipment of Callide coal (2,500 tonnes) transported from Callide by trucks (83 miles) to Noumea on the SS Cape Tarifa
- Coal from Thiess Brothers Callide mine shipped to Melbourne (hauled by road and stockpiled on reclaimed land behind Auckland Point Jetty). Front-end loaders used to load the bottom dump coal hoppers then shunted to the wharf and lifted by electric crane at a rate of 2,000 tonnes per day

General
- South End Jetty (middle section) washed away due to high tide and accompanying strong winds

1949
- 87 vessels
- Imports 36,399 tonnes, exports 57,189 tonnes

Auckland Point
- Shipment of Callide coal (3,646 tonnes) on MV Colon 17th May
- Tenders called for the installation of modern coal storage and loading facilities capable of loading up to 300tph. Contracted to Malcolm Moore Pty Ltd
- First shipment of grain sorghum (handled in bags) from Peak Downs (3,000 tonnes) to the United Kingdom on MV Paringa

General
- Cyclone struck town with extensive damage estimated at £4,500 (South End Jetty destroyed)
- First Brisbane to Gladstone yacht race

1950
- 69 vessels
- Imports 35,235 tonnes, exports 51,156 tonnes

Auckland Point
- Loan granted for 225ft extension of jetty (concrete section – 1,000ft)
- Installation of 30 tonne weighbridge for the weighing of Callide coal
- Purchase of pile driving punt
- Amenities room provided for waterside workers
- Callide coal shipments to Victoria, Tasmania, Brisbane and North Queensland

Reclamation
- Area on the foreshore of Auckland Creek for leasing to the Port Curtis Sailing Club
- Five acres of foreshore near the Auckland Point Jetty for Caltex Oil Company for the import and storage of bulk petroleum products
- Six acres for the Vacuum Oil Company for waterside terminal
- Foreshore of Auckland Creek for the Queensland Fish Board
- Another area developed at Auckland Point for the storage of coal pending shipment or railing

General
- Board's office relocated to a more suitable location (Flinders Parade)
- Severe drought in Queensland affected shipments of butter, cheese and frozen meat

1951
- 89 vessels
- Imports 47,254 tonnes, exports 109,092 tonnes
- Increased tonnage due to the import of petroleum products and the export of pyrites, bunker and cargo coal

Auckland Point
- Contract signed with Thiess Brothers (Qld) Pty Ltd and the Victorian Government for Callide coal (76,740 tonnes shipped)
- Purchase of North West Model 25 shovel to augment coal loading operations
- Shipment of pyrites from Mt Morgan to Japan (3,082 tonnes). Pyrites needed for manufacture of sulphuric acid & fertilisers
- Shipments of grain sorghum from Peak Downs ceased

Reclamation
- Began construction of retaining bund wall from shore to end of existing bund wall behind the Jetty

General
- South End Jetty commencement of construction
- Construction commenced for new workshop adjoining office at Flinders Parade
- Severe drought in Queensland continues

BELOW: Auckland Point July 23 1948. MV Ceramic the largest vessel to date to load at Gladstone.

Port Statistics
1952 – 1954

1952
- 93 vessels
- Imports 55,818 tonnes, exports 256,259 tonnes

Auckland Point
- Blair Athol and Callide coal exports increased during the year
- Installation of third mobile shovel for loading operations
- Caltex Oil (Australia) tanks and buildings completed and officially opened 5th December
- First shipment of Caltex petroleum products by MV Caltex Saigon during December

Reclamation
- Reclamation of eight acres for Shell Company and Purr Pull Oil Company
- Retaining wall constructed to provide additional rail and road access to jetty

General
- Workshop's construction completed adjacent to administration building (Flinders Parade)

1953
- 90 Vessels
- Imports 36,717 tonnes, exports 136,444 tonnes

Auckland Point
- Commencement of 225ft reinforced concrete extension to wharf. Contractors J Howard and Co Ltd
- Coal loading system – 15ft electric crane and ships' gear load three tonne hoppers at 2,000 tonnes per day

Dredging
- Dredging commenced for a berth depth of 30ft and 34ft at eastern end to allow for extensions

Reclamation
- 15 acres of foreshore completed. Vacuum Oil Company to lease six acres, Shell Company to lease five acres and the Purr Pull Company to lease four acres
- Two acres for permanent storage of grain sorghum facilities by the Queensland Cooperative Milling Association

General
- South End Jetty completed. This replaced the one commenced in 1939, and destroyed in the cyclone of March 1949
- Gladstone celebrated its centenary
- Gladstone population 7,000

1954
- 82 vessels
- Imports 63,983 tonnes, exports 178,032 tonnes
- New cargo molasses shipped from the port

Auckland Point
- Wharf – 225ft extension to jetty 50% completed
- Completion (December 1954) of modern coal handling and loading plant with a loading rate of 350tph. Fixed head loader installed with shuttle conveyor and telescopic delivery chute, and a stockpile capacity of 10,000 tonnes created
- Swan Valley first ship to take coal loaded under new system
- A feeder conveyor for grain to link up with coal loader
- Grain Sorghum Pool erects large modern storage shed with 7,000 tonne storage on reclaimed area leased from the Board and awaits first shipment of grain sorghum

Dredging
- Auckland Point dredging to berth depth of 34ft eastern and 30ft western completed

Services
- Reclaimed area at Auckland Creek for use by Pilot following relocation of Pilot Station from Gatcombe Head to Gladstone. Pilot Gibson became Harbour Master

ABOVE LEFT: Auckland Point July 23 1948. MV Ceramic the largest vessel to date to load at Gladstone.
ABOVE RIGHT: Loading ship from Gladstone Meatworks. 1939.
RIGHT: Auckland Point 1940s. Mayor Jack O'Malley with the first consignment of grain.

CHAIRMEN OF THE BOARD
SINCE ITS INCEPTION IN 1914

Mr W N Kingdon - 1914	1935 - Mr E W Crow
Mr T Morgan - 1916	1936 - Mr W J Prizeman
Mr I S Crow - 1917	1937 - Mr A W Drewe
Mr W J Prizeman - 1918	1938 - Mr W J Prizeman
Mr J H Kessell - 1919	1939 - Mr W J Prizeman
Mr I S Crow - 1920	1940 - Mr W J Prizeman
Mr I S Crow - 1921	1941 - Mr W J Prizeman
Mr J H Kessell - 1922	1942 - Mr A W Drewe
Mr I S Crow - 1923	1943 - Mr C W B Macfarlan
Mr G G Dennis - 1924	1944 - Mr C W B Macfarlan
Mr G G Dennis - 1925	1945 - Mr A W Drewe
Mr G G Dennis - 1926	1946 - Mr W R Golding
Mr I S Crow - 1927	1947 - Mr W R Golding
Mr I S Crow - 1928	1948 - Mr W R Golding
Mr A E Easterby - 1929	1949 - Mr M Hanson
Mr A W Drewe - 1930	1950 - Mr M Hanson
Mr A W Drewe - 1931	1951 - Mr M Hanson
Mr A W Drewe - 1932	1952 - Mr M Hanson
Mr A W Drewe - 1933	1953 - Mr M Hanson
Mr A W Drewe - 1934	1954 - Mr M Hanson

LEFT TO RIGHT: Messrs Hopper (Secretary of Gladstone Harbour Board) Evans, Slater (from Victoria), Hanson(Chairman of the Gladstone Harbour Board), Cam (from Victoria), Burrows MLA, and O'Malley (Gladstone Mayor) at Auckland Point Jetty 1949. Image courtesy State Library of Qld

Bailai (Byellee, Byele) – English Word Lists

English	Bailai	English	Bailai	English	Bailai
A baby	Wondoo	Father	Meegan	Sister-elder	Darwar
A black woman	Wooroo	Fire	Boowi	Sister-younger	Koondoolan
A blackfella	Kingkel	Fish	Goodna	Skin	Korral
A white man	Koowin	Fly	Moolum	Sleep	Yeengan
A young man	Wondool	Foot	Didna	Snake	Darm
An old man	Darl	Grass	Bowan	Stone	Dargin
An old woman	Barbooran	Hand	Mooloom	Sun	Kine
Bark	Kooka	Head	Karun	Teeth	Puta
Beard	Yan	Hill	Biapa	The Blacks	Booma
Black duck	Goonanga	Hungry	Tooloorin	Thigh	Karl
Blood	Koomi	Kangaroo	My	Three	Koorel
Boomerang	Darga	Laughing jackass	Toonee	Thunder	Broomgi
Breasts	Doolgool	Moon	Elam	Tomahawk	Mareway
Brother-elder	Marm	Mosquito	Boowan	Tongue	Dalmin
Brother-younger	Weegool	Mother	Yaya	Track of a foot	Eli
Camp	Koonim	Mouth	Tonka	Two	Booli
Crayfish	Didbee	Native companion	Goolonga	War-spear	Kiam
Crow	Toonwell	No	Wondo	Water	Koonga
Ear	Bidna	Nose	Piree	White cockatoo	Keegoom
Egg	Booroom	One	Webben	Wild dog	Meeree
Emu	Nurin	Opussum	Koommonka	Wind	Beeyan
Excrement	Koodna	Pelican	Parangool	Wood duck	Goochang
Eye	Mill	Rain	Bonoo	Yes	Kooal
Father	Koolkin	Shield	Koomar		

Gooreng Gooreng – English word Lists

English	Gooreng	English	Gooreng	English	Gooreng
Axe/stone	Dukkeel	Fish hawk	Gillan	Owl	Nyarla
Beach	Balarm	Fish/general	Gooral	Oyster	Deewah
Blossom	Yarra	Fishing net	Boonjilli	Parrot	Goothouthah
Boat/canoe	Goondool	Flame	Boree	Pebble	Wellair
Boomerang	Bugarn	Flying fox	Barung/Bulgwoyn	Pelican	Gooloolagum
Boy	Dubarl	Forest/bush	Guparl	Pigeon	Wonarlum
Bream/boney	Goonyill	Frog	Ghunghunbil	Place of shells	Yallarm
Brown hawk	Kalloom	Galah	Toolah	Platypus	Dunbye
Butterfly	Yulehlah	Grass	Baan	Plumtree	Noosgoom
Campsite/home	Waybear	Gumtree	Yarrandjee	Possum	Dillarl
Catfish	Gineegooral	Honey	Kubbye	Prawn	Ghukn
Cave	Dukkeelwaybere	Horse	Yarraman	Pretty face wallaby	Kooraweena
Children	Duppeel	Ice/frost	Nghitoon	River	Kooroon
Cloud/rain	Boonoo	Ironbark	Jhoongee	Salmon	Chillbine
Corroboree/dance	Nureegoo	Island	Dhoogoon	Sand	Balarm
Crab	Ghukn	Kangaroo rat	Bye	Scrub	Guparl
Crane	Gurkinyooloom	Kangaroo	Booroo	Sea hawk	Takoko
Creator/God	Barrarbee	Koala	Ghoolar	Sea Oak	Yurimblah
Creek	Durargoon	Kookaburra	Ghukoonghn	Sea	Whoolghn
Crocodile	Garrarbee	Leaf	Gillair	Silver jewfish	Bunda
Crow	Wongwong	Lightning	Deil	Smoke	Boolim
Day	Ngheeree	Lizard/gecko	Ghymarhl	Snake	Wungye
Dingo	Mirree Gurrum	Magpie	Ghooloo	South	Yingore
Dove	Wonarlum	Meat	Guthoo/Jarm	Stars	Toongoongool
Duck	Nurar	Milk	Marm	Stone	Dukkeel
Dust	Boonim	Money	Dukkeel	Stormbird	Darlaren
Eaglehawk	Goolyair	Moon	Narnooloom	Sun	Ghinmine
Earth/soil/dirt	Thdou	Mountain	Woondoo	Sunrise	Ghinmine wobarn
East	Goondoo	Mt Larcom	Pyeelee	Sunset	Ghinmine ghunmarn
Eel	Yinbol	Mud	Dareraregair	Thunder	Booroomgar
Egg	Dile	Mullet	Goorool	Turkey	Wuggoon
Emu	Morben	Mussel	Mumoy	Turtle	Millbee
Figtree	Boolarbee	Night	Nyoolmin	Wind	Baarne
Figtree	Bularbi	Noon	Ghinmineburye		
Fire	Ngorn/nyorn	North	Dhurye		

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KARACHI

ALEXANDRIA

GPC

ROME

CALCUTTA

ATHENS

Marseilles

QANTAS

AUSTRALIA'S OVERSEAS AIRLINE