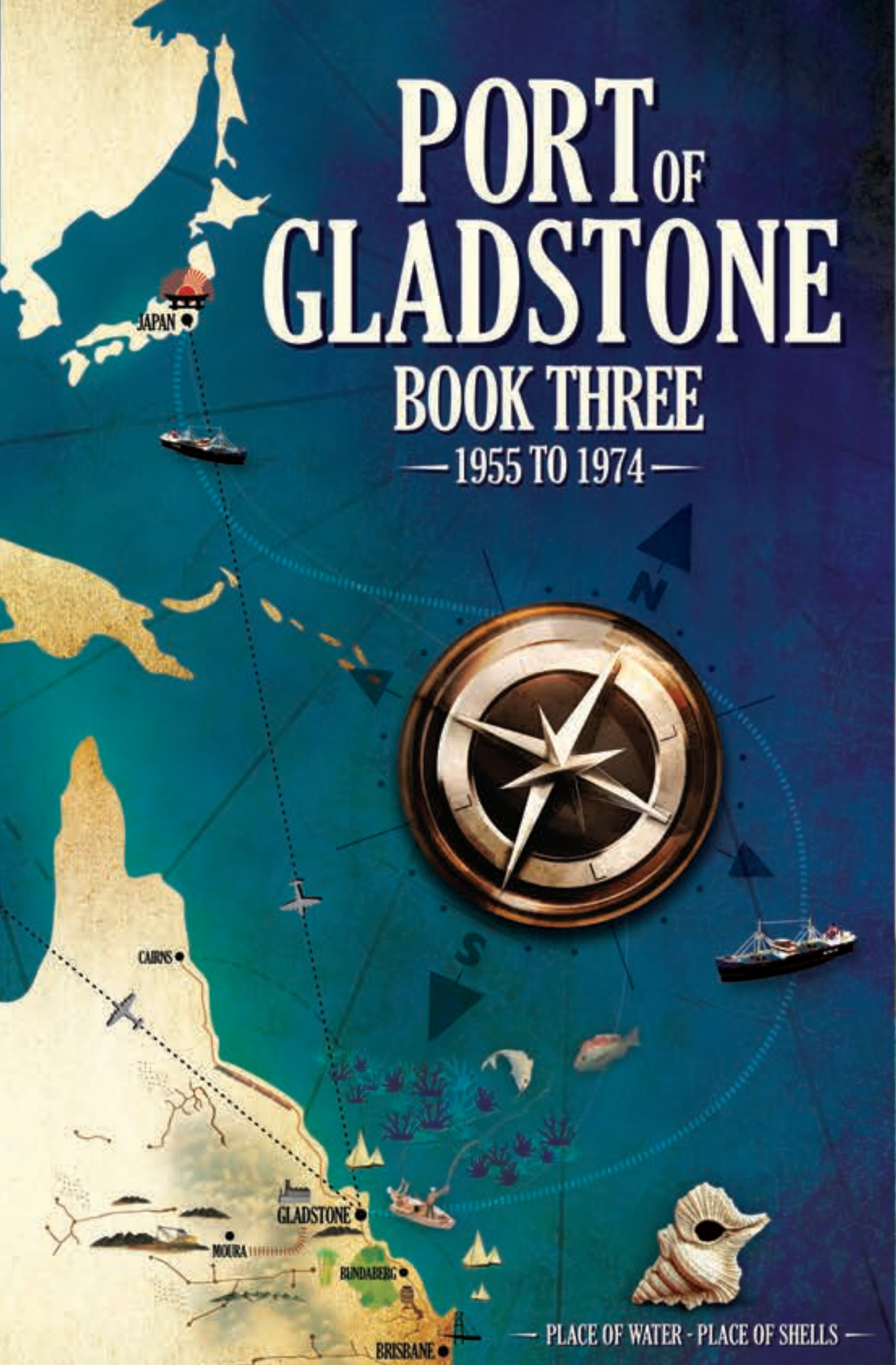


# PORT OF GLADSTONE

## BOOK THREE

— 1955 TO 1974 —



— PLACE OF WATER - PLACE OF SHELLS —



First published in 2013  
by Gladstone Ports Corporation Limited  
PO Box 259  
Gladstone, Qld 4680

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Research: Gladstone Ports Corporation  
Creative: Cooper McKenzie Marketing PL

Printed in Australia by Fergies Print and Mail - Brisbane, Australia. This publication has been printed with products and procedures that are accredited by ISO 14001 and ISO 9001. 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.



**Gladstone Ports Corporation**

*Growth, Prosperity, Community.*



# CONTENTS

Welcome to Country	4
Message from GPC	5
Acknowledgements	6
Introduction	7
Gladstone Jetty and Environments October 1955	8,9,10
Gladstone Favourite Views and Town Map	11,12,13
Coal Exports to Japan Begin	14 -15
Japanese Steel Mills Coal Survey Mission	16-21
Barney Point Terminal	22,23
Gladstone to Moura – Short Line Railway	24,25
Our Recreational Harbour	26,27
1964 Harbour Festival	28,29
Clinton Airfield – an Airport for Gladstone	30,31
Parsons Point – Meatworks	32-36
Gladstone – an Industrial Giant	37-41
Port Developments	42-50
Chairmen of the Board	51
English Word Translations	52
Sources	53

30  
29  
28  
27  
26  
25  
24  
23  
22  
21  
20  
19  
18



# WELCOME TO COUNTRY

## Gooreng Gooreng

Wurtyungar!

Barrabee buhrye gamardin thdou yallarm

Nallindo ohwhy waybare yearee dullgim

Goothoo goongoo thungool

Yungoo burrams 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)

## Bailai (Byellee, Byelee)

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 Mazreen Eggmolesse



— A MESSAGE FROM —

# GLADSTONE PORTS CORPORATION



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 6 March 1914, Gladstone Ports Corporation has facilitated trade growth from less than 20,000 ton to an anticipated 100 million tonne by 2014. It has witnessed cargo being loaded onto 600 ton 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 third edition (1955 - 1974) we reflect upon the commencement of Queensland's massive coal trade to Japan and on the birth of Gladstone as a major industrial centre.

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.

Gladstone Ports Corporation invites 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.



Maine Maru loading 11,875 tons of Moore's hard coking coal - Gladstone Jetty, August 1961. Photo courtesy of Thyssen Pty Ltd.



# ACKNOWLEDGEMENTS

Gladstone Ports Corporation (GPC) acknowledges and thanks the Gladstone community for their valued contributions and support for Volume 3 of GPC's History Book series, including the following individuals.

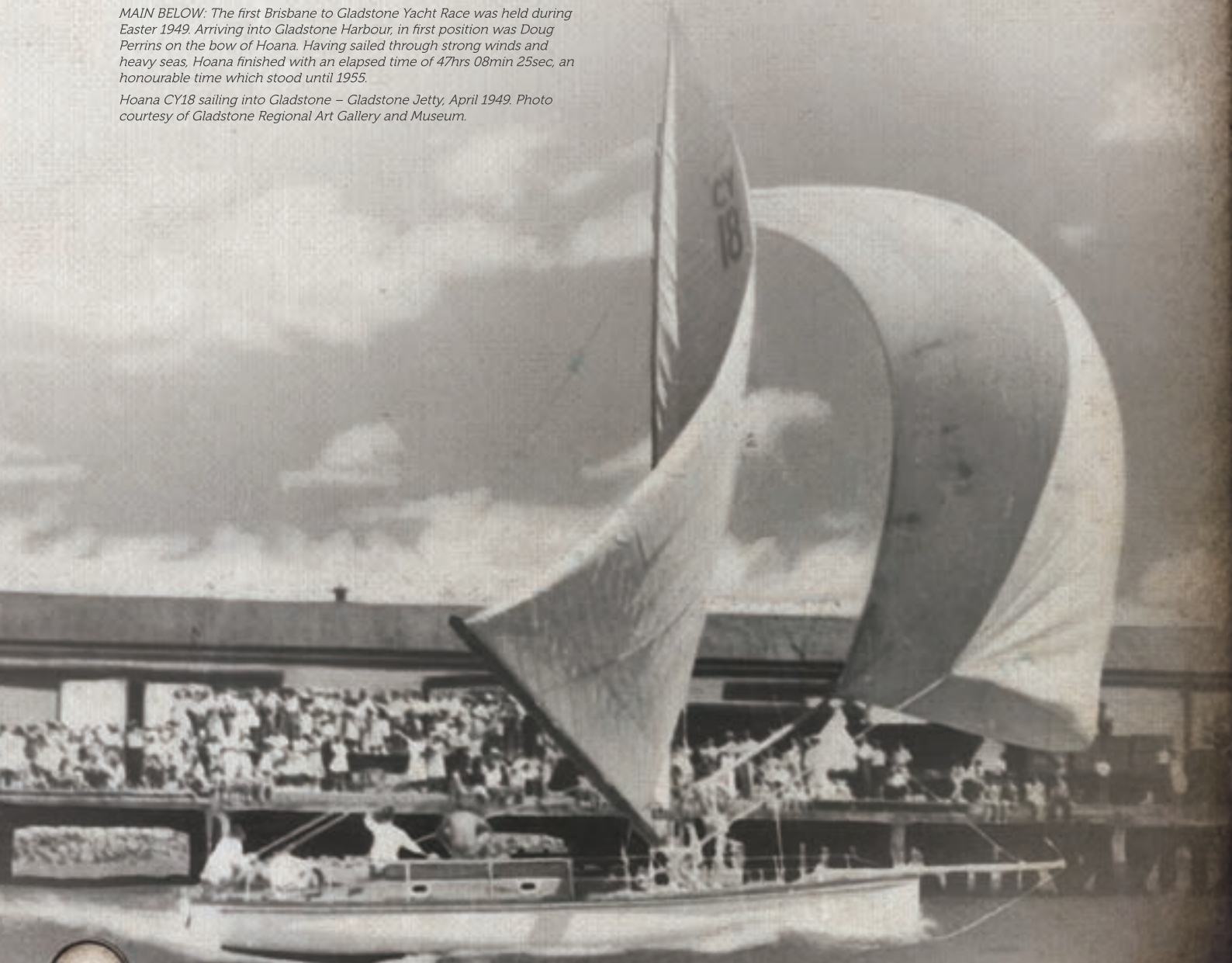
- Elene Anderson
- Paulette Flint
- Harry Gallaher
- Toby Goodman
- Des Hart
- Bruce and Michelle Holmes
- Clint Janson
- Steve Janson
- Rob Kosse
- Lyn Lee
- Neil Mattson
- Beryl Nicholson
- Kerrie Smith
- Norma Tanna
- Kei Tsuji
- Pamela Whitlock

The following businesses and groups are acknowledged for their support and valued contributions.

- Gladstone Regional Art Gallery and Museum
- Mitsui Holdings Pty Ltd
- Queensland Alumina Ltd
- Thiess Pty Ltd
- 'Gladstone Remember When' - Facebook Group

*MAIN BELOW: The first Brisbane to Gladstone Yacht Race was held during Easter 1949. Arriving into Gladstone Harbour, in first position was Doug Perrins on the bow of Hoana. Having sailed through strong winds and heavy seas, Hoana finished with an elapsed time of 47hrs 08min 25sec, an honourable time which stood until 1955.*

*Hoana CY18 sailing into Gladstone - Gladstone Jetty, April 1949. Photo courtesy of Gladstone Regional Art Gallery and Museum.*





# INTRODUCTION

**D**uring the two decades between 1955-1974, the Port of Gladstone was transformed from an aspirational port with a trade of less than a quarter of a million ton, into Queensland's premier multi cargo port with a trade of almost 16 million tonnes. Two events triggered the transformation. In 1957 the Queensland Parliament passed the Commonwealth Aluminium Corporation Pty Ltd Agreement Act 1957 and then in 1958, after much planning, a coal delegation led by Mitsui and Co undertook an epic journey from Japan to the Central Queensland coalfields and the Port of Gladstone.

The commercial relations forged by the members of the Japanese delegation with Thiess Bros and the Gladstone Harbour Board (GHB) not only initiated the massive development of Central Queensland's coking coal deposits, they fostered enduring bonds of friendship based on mutual respect.

In relation to the Commonwealth Aluminium Corporation Pty Ltd Agreement Act 1957, Comalco Limited was required to construct an alumina refinery in Queensland as a condition attached to the granting of 85 year leases of the bauxite deposits at Weipa. The announcement on Thursday, 18 April 1963 by Sir Maurice Mawby, Chairman of Comalco, that Gladstone was the chosen site for its £35 million alumina refinery not only confirmed the superior attributes of Gladstone's sheltered deep water harbour, it also ensured its future as a major industrial port.

PORT OF GLADSTONE TRADE DATA		
	1955/56	1974/75
No. of ships	82	430
Imports	59,395 tons	6,633,584 tonnes
Exports	152,484 tons	9,021,451 tonnes
<b>TOTAL TRADE</b>	<b>211,879 tons</b>	<b>15,655,035 tonnes</b>

The energetic pursuit of the new trades by the Gladstone Harbour Board, and its swift response to the requirement of additional port facilities to accommodate the resultant trade growth, led to the extension of the Auckland Point wharf centre from one to three berths and to new wharf facilities at Barney Point and South Trees.

Also during this time the Queensland Government would build a direct rail link from Moura Coal Mine to the port.

The vision, determination and leadership of Martin Hanson, Bill Golding and their Board members, along with administrative skills of Board Secretary, Alex Hopper, set a fine example for the 33 year old Reg Tanna who was appointed Engineer Manager in 1966 and quickly picked up the mantle.

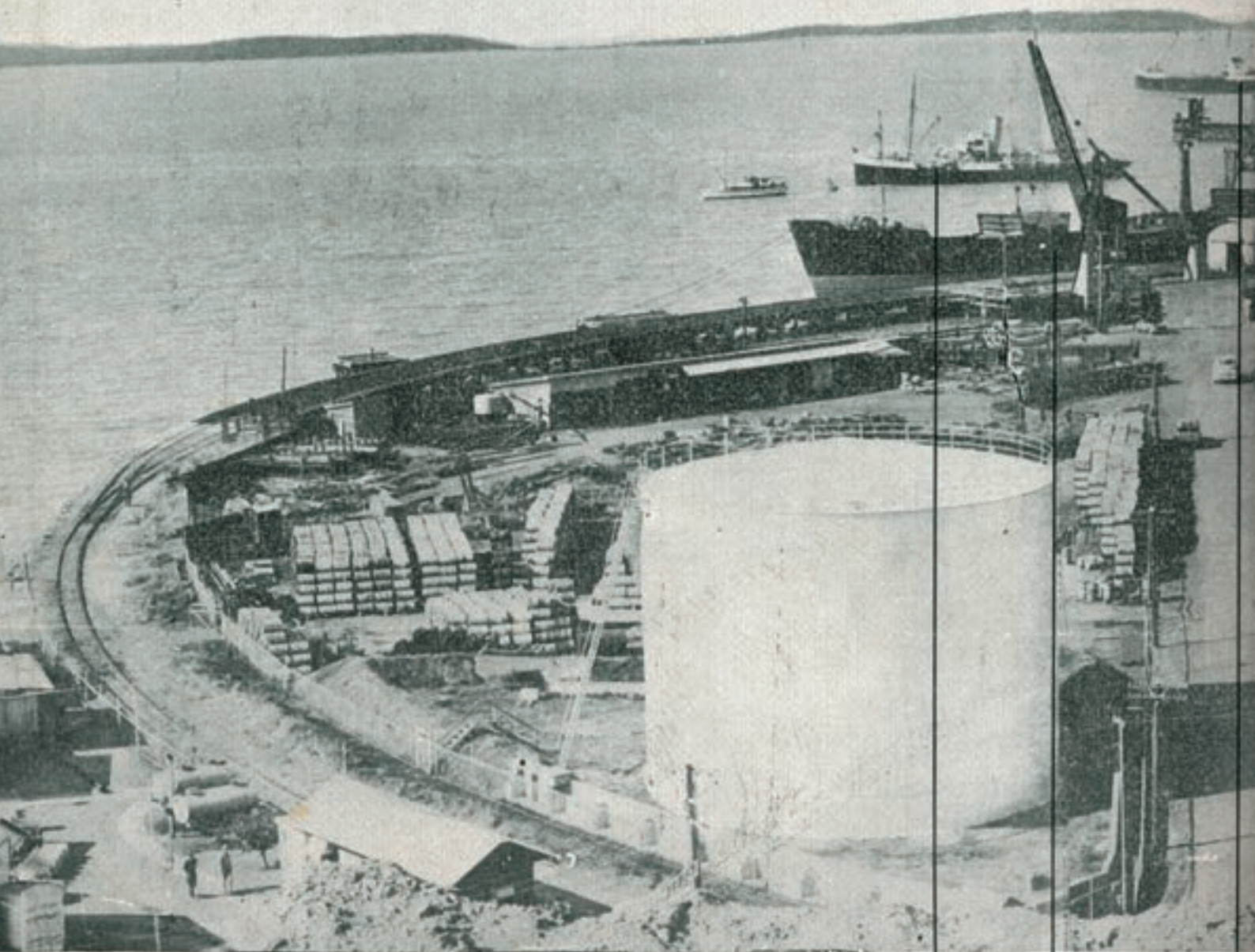
As the port grew so did the town of Gladstone. The failing meat works town became an industrial city. The population more than doubled as workers and their families arrived from all around Australia and from overseas. An airport was established. Multi-national corporations descended on Gladstone establishing strong commercial ties with the region. The town was sewerred, a reliable water supply was installed and recreational use of the harbour flourished.

## GLADSTONE HAD INDEED BECOME A PORT CITY TO THE WORLD.



MAIN: February 1964 - Auckland Point Terminal, (L-R) K. Lee (GHB Acting Secretary), A. Greasley (GHB Board Member) and W. Golding (GHB Chairman). Dozer Operator, W. Turner.





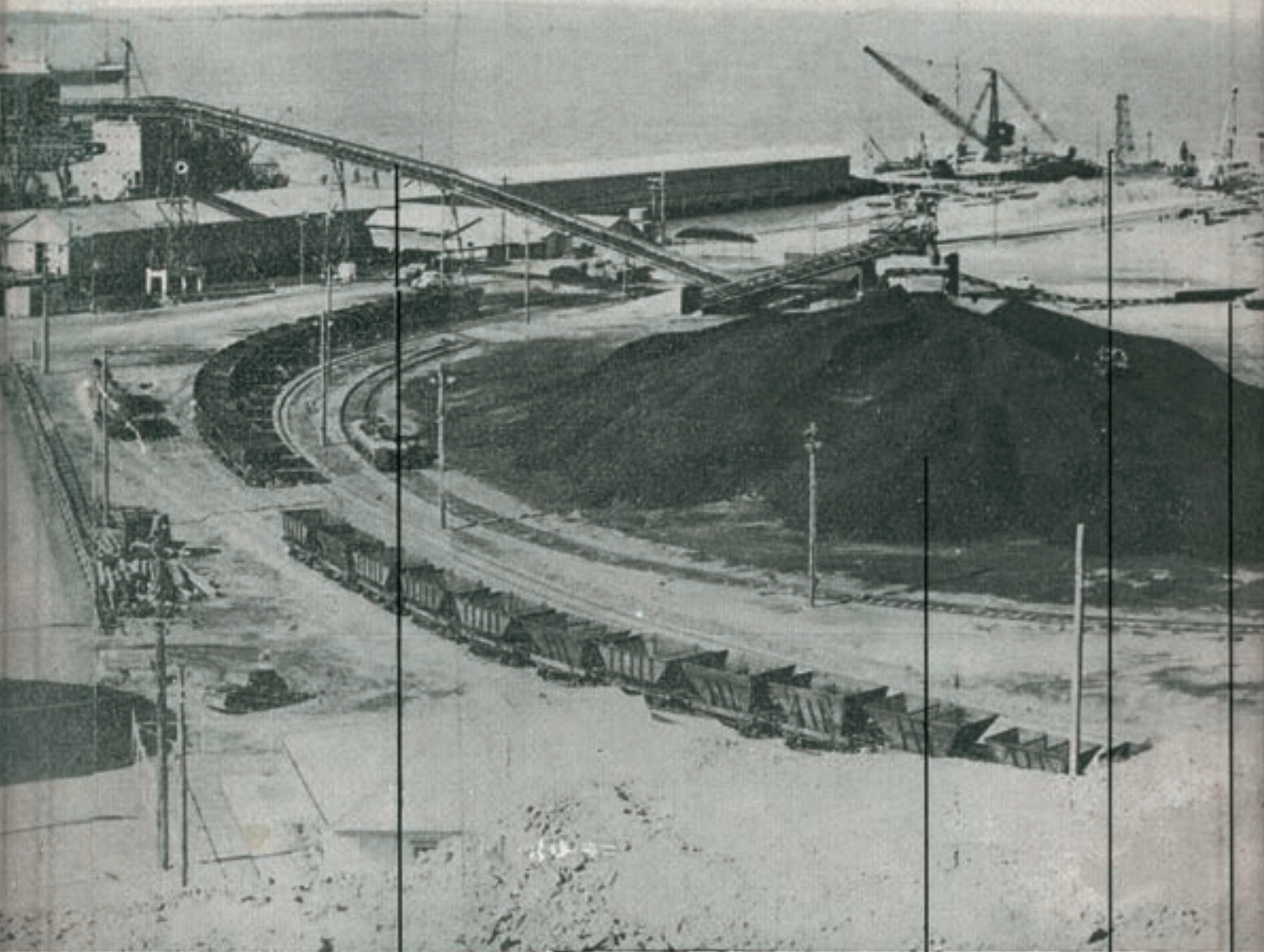
# AUCKLAND POINT JETTY 1955

Q.G.S. "JOHN OXLEY"

S.S. PHILIPPI  
LOADED 4328  
SORGHUM AND  
CATTLE

S.S. INYULA  
LOADING 6990 TONS CATTLE  
COAL





NE MELCHANT  
TONS GRAIN  
D 309 FEAD OF  
TTLE.

DE

CONVEYOR BELT SCHEME

GRAIN S

223Ft JETTY EXTENS  
BEING CONSTRUCT

COAL STOCKPILE





**CALTEX COMPANY,  
WATERSIDE INSTALLATION**

**PYRITES  
STORAGE  
AREA**

**ORGHUM LOADING  
BELT**

**ION  
ED**



**THE JETTY, SLACKSTONE, Q'LAND**





GOONDOON STREET, GLADSTONE, Q.



AUCKLAND CREEK, GLADSTONE, Q.



HARBOUR FRONT INSTALLATIONS, GLADSTONE, Q.



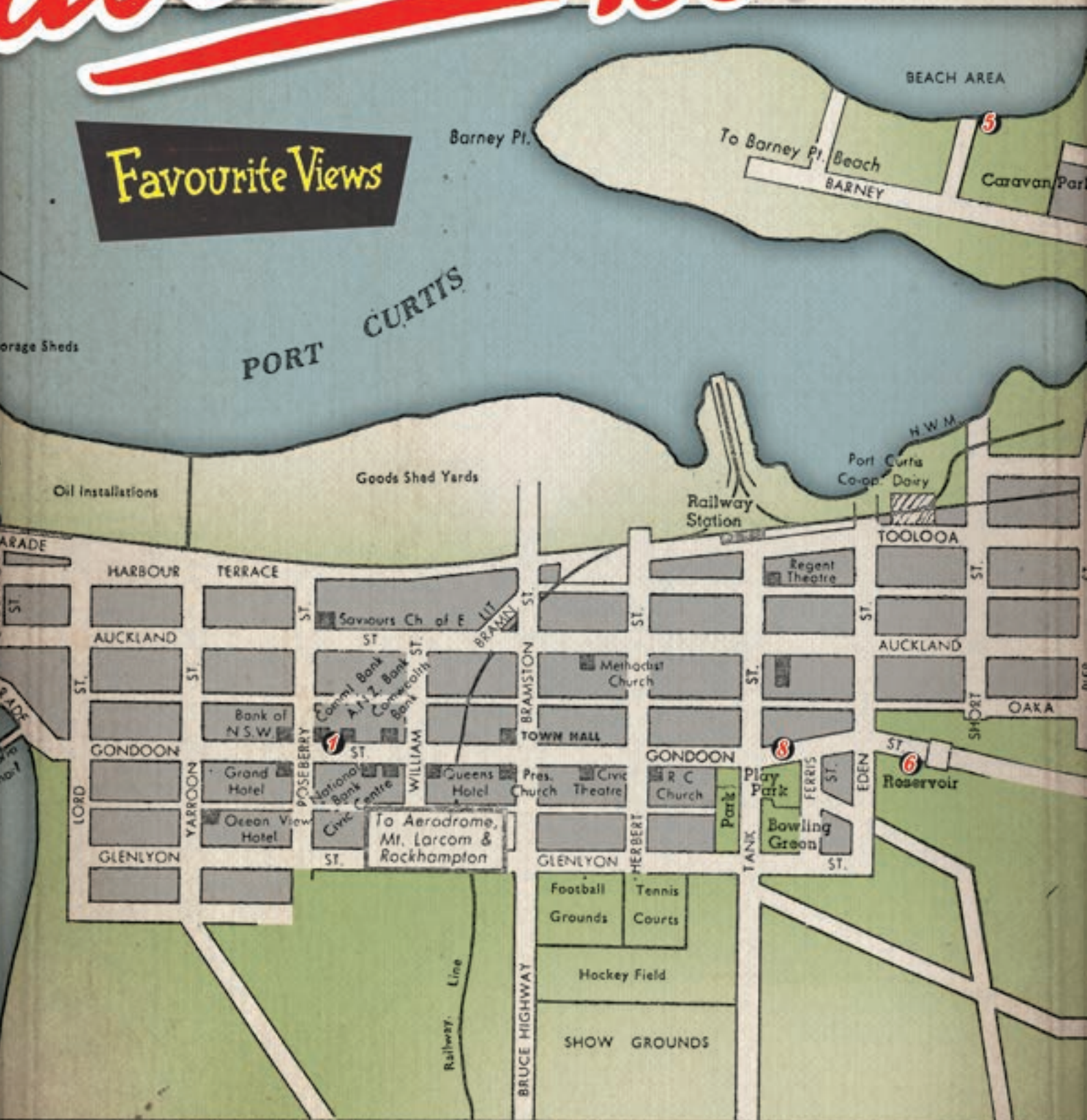
HARBOUR VIEW, GLADSTONE, Q.





# Gladstone 1964

## Favourite Views



STREET PLAN OF GLADSTONE





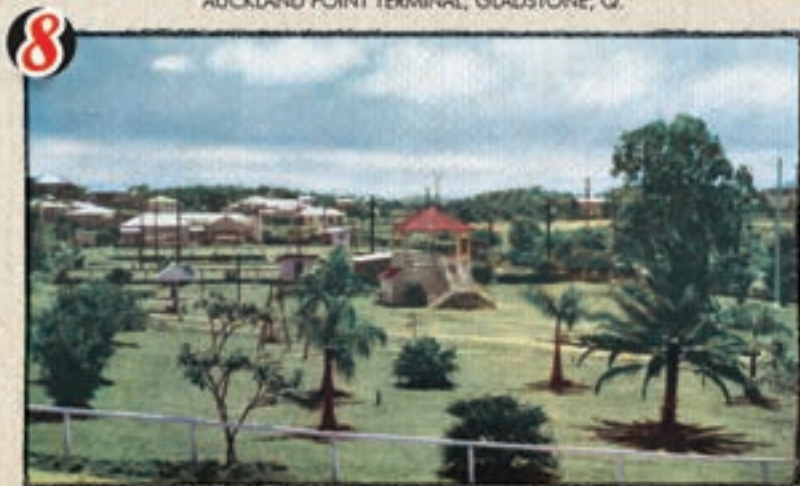
BARNEY POINT, GLADSTONE, Q.



OVERLOOKING GLADSTONE, Q.



AUCKLAND POINT TERMINAL, GLADSTONE, Q.



CENTRAL PARK, GLADSTONE Q.



# COAL EXPORTS TO JAPAN BEGIN

**D**uring the 1950s, Japan embarked on a massive rebuild of its economy. This post-war reconstruction created an insatiable demand for steel and Japan was seeking stable supplies of iron ore and coking coal to fuel its steel production.

Some 7,000 kilometres to the south the Gladstone Harbour Board (GHB), which had installed the first bulk coal loader in Australia in 1954, was keen to capitalise on Central Queensland coking coal deposits and on its readiness to efficiently export them.

The Harbour Board recognised Japan's post-war reconstruction needs and requested the Australian Government encourage emerging Japanese steel mills to receive coal from Central Queensland through the Port of Gladstone.

The Australian Trade Office in Tokyo obliged by informing Japanese Trading Houses of the significant coking coal deposits in Central Queensland.

Following a visit from Mitsui and Co to Queensland in 1958, Sir Leslie Thiess (knighted in 1971), Managing Director of Thiess Bros, who had a strong relationship with the Harbour Board, undertook a trade mission to Japan and Mitsui agreed to work with Thiess to facilitate a trial shipment of coal from Thiess's, Kianga lease.

**O**n the afternoon of 7 November 1959 without fanfare or streamers, a new chapter in the history of the Port of Gladstone commenced. The crew of the 'MV Worthington' could never have imagined the significance of their trial cargo of 9,305 tons of Kianga coal as they sailed out of the harbour.



MAIN ABOVE: BELOW: December 1960 – Auckland Point Terminal laying down a shipment of Kianga coal destined for Japan. M. Hanson, GHB Deputy Chairman, J. O'Malley, Mayor, J. Burrows, State MLA for Port Curtis, E. Evans, Minister of Mining, Mitsui and Peabody personnel.

ABOVE LEFT: Above Left: November 1959 – Refining overburden at the mine site. Removing rock from the coal for future use. Photo courtesy of Thiess Pty Ltd.

RIGHT: M.V. Worthington loading the first shipment of Kianga coal bound for Japan – Gladstone Jetty, November 1959. Photo courtesy of Thiess Pty Ltd.





**T**hen, 21 months later on 6 August 1961, a group of Mitsui executives assembled on Auckland Point jetty to officially farewell the 'Meian Maru' with its trial cargo of Moura's hard coking coal bound for Japan.



MAIN ABOVE: The Meian Maru ready to depart Gladstone with the first shipment of Moura coal – Gladstone Jetty, August 1961. Photos courtesy of Thiess Pty Ltd.

LEFT: August 1961 – Japanese delegates next to the Meian Maru prior to its departure from Gladstone. Photo courtesy of Thiess Pty Ltd.

BELOW RIGHT: The first shipment of Moura coal to Japan marked a major milestone for Thiess, featuring in Volume 3 of Thiess News in September 1961. Newsletter courtesy of Thiess Pty Ltd.

**T**hese early shipments marked the beginning of a multi-billion dollar export trade which fuelled the economic development of Central Queensland, and forged strong commercial ties with Japan, which was to become Australia's largest trading partner.

The discovery and development of the Moura Mine and the export of Moura coal involved a unique consortium formed in the early 1960s which included an Australian earthworks company, a Japanese Trading House and a large American coal mining company.

Thiess, Peabody and Mitsui's (TPM) journey and its relationship with the Gladstone Harbour Board and Japanese steel mills is portrayed on pages 22-25.

# THIESS NEWS

SEPTEMBER, 1961  
Vol. 3, No. 1

## Editorial

When you are asked to write an editorial, you are asked to write an opinion. The opinion should be based on facts and should be fair and balanced. It should be written in a clear and concise manner and should be of interest to the readers of the publication.



## First Shipment of Moura Coal to Japan

The first shipment of Moura coal to Japan, marking a major milestone for Thiess, was completed on August 6, 1961. The coal was loaded onto the Meian Maru at Gladstone Harbour and is now en route to Japan.



The discovery and development of the Moura Mine and the export of Moura coal involved a unique consortium formed in the early 1960s which included an Australian earthworks company, a Japanese Trading House and a large American coal mining company.



MR. L.C. THIESS.

COAL MISSION VISIT TO QUEENSLAND - JUNE, 1961

PROGRAMME OF MOVEMENTS

**T**he burgeoning commercial relationship between Mitsui, Thiess and the Gladstone Harbour Board led to the facilitation by the Queensland Government of an important Japanese coal mission to Central Queensland.

The 21 man delegation consisted of senior representatives from Mitsui and Co and from the Yamata, Fuji, Sumitomo and Amagasaki steel mills.

The seven day visit enabled Thiess to showcase the Moura and Kianga coal mine developments. Following the mine tour,

the delegation visited Gladstone to inspect the harbour and the Auckland Point bulk coal loading facilities.

The original itinerary for the mission demonstrates the effort taken to ensure the delegation were given a comprehensive understanding of

Queensland's coking coal export potential, and an appreciation of Queensland's desire to facilitate coal exports to Japan.

*MAIN: Thursday 15 June, 1961 - Japanese steel mill delegates gather for a group photo prior to their departure from Gladstone. Image courtesy of Thiess Pty Ltd.*





FRIDAY  
9th June

The General Affairs Group arrives at Brisbane Airport at 11.15 a.m.

Transport will be provided by <sup>Tokyo Kankoo</sup> ~~Bus~~ from the Airport to Lennons Hotel.

The party will then proceed by car to arrive at the Centenary Pool Dining Room, Gregory Terrace, at 12.45 p.m. for a Chinese lunch.

*See attached*

At 2.30 p.m. an appointment has been arranged with the Queensland Government Minister for Development, Mines, Main Roads and Electricity, Hon. E. Evans, M.L.A., and the Under-Secretary for Mines, Mr. G. P. Clark.

At 3.15 p.m. an appointment has been arranged with the Queensland State Government Treasurer, Hon. T. A. Hiley, M.L.A.

Cocktail Party at Lennons <sup>6.00</sup> 4.00 p.m. - Wintergarden Room.  
Stay overnight Lennons Hotel.

Saturday  
10th June

The General Affairs group  
lv. Brisbane 11.50  
ar. Sydney 13.20 TAA 407





OPPOSITE LEFT AND MAIN: Tuesday 13 June, 1961 - Sir Leslie Thiess and Japanese steel mill representatives inspect the Moura and Kiangra Rail siding facilities and the Kiangra open cut mine. Photo courtesy of Thiess Pty Ltd.



SATURDAY  
10th June

The General Affairs Group leave Brisbane by T.A.A. Flight 407 at 11-50 a.m. Arrive Sydney 1-20 p.m.

SUNDAY  
11th June

Messrs. S. Suganata (Leader of Coal Group), K. Nishio and K. Tanaka, K. Ejiri and T. Kinoshita, who have proceeded to Brisbane with the General Affairs Group on Friday, will remain in Brisbane on the Sunday.

Arrangements have been made for Messrs. Suganata and Ejiri to play Golf at Royal Queensland Golf Club on Sunday morning with Messrs. C. Thompson and C. Taylor. We will pick them up by car from Lennons Hotel at 9-00 a.m. Sunday morning in time to hit off at R.Q. Golf Club.

Drives and sightseeing for Messrs. Nishio, Tanaka and Kinoshita.

Mr. E. Okano to proceed to Thangool on commercial plane together with Mr. Anderson of Thiess Bros. (Only flight available on Sunday is to Gladstone, departure Brisbane 9-30 a.m., arriving Gladstone 10-45 a.m. Q.A.L. Two seats have been booked on this aircraft.)

The rest of the Coal Group (4 boys) leave Sydney at 6-45 p.m. and arrives in Brisbane at 9-00 p.m., staying overnight at Lennons Hotel. Thiess to arrange transport.





MONDAY  
12th June

First party of the Mission will fly from Brisbane to Moura in Thiess Bros. private aircraft, Beechcraft VH-CBT. This party will consist of :-

- |    |                                  |             |
|----|----------------------------------|-------------|
| 1. | Messrs. K. Ejiri                 | - Mitsui    |
| 2. | S. Suganata                      | - Yasata    |
| 3. | <del>T. Tanaka</del> M. Nakagawa | - Fawata    |
| 4. | Y. Miehio K. Sugiuchi            | - Fuji      |
| 5. | Y. Nohashi .. Geologist          | - Sumitomo  |
| 6. | Y. Sumikura .. Geologist         | - Anagasaki |
| 7. | C.R. Thiess                      |             |

For the balance of the mission, Thiess Bros. will arrange a car to be available for a tour of the Gold Coast and/or Brisbane, should same be desired.

*Technician N.K.K.*

*Technician O. Fuji*

TUESDAY  
13th June

*by Beechcraft H. Honey  
Arrived 7:00 am  
for*

The Second party of the Mission will fly to the Mine from Brisbane. ~~Reservations have been made on the Commercial Airlines~~ ~~Qantas by Flight 601 (D.C.3 Aircraft) leaving Brisbane 6:00 am.~~ ~~arriving Thompson (Moura District) at 9:00 am. This~~ party will consist of :-

- |    |   |                               |              |
|----|---|-------------------------------|--------------|
| 1. | Messrs. K. Tanaka                       | ... Technician - <i>Fuji</i>  | <i>Asaka</i> |
| 2. | <del>Y. Miehio</del> Sugiuchi           | ... Technician - <i>Nihon</i> | <i>Fuji</i>  |
| 3. | T. Kinoshita                            | ... ..                        |              |
| 4. | L.C. Thiess                             | ... ..                        |              |
| 5. | A.P. Crowley                            | ... ..                        |              |
| 6. | Press Representative <i>R.S. Norman</i> | ... ..                        |              |
| 7. | <i>M. Lowrey</i>                        | ... ..                        |              |

*K. Sugiuchi*

Thiess Bros. Beechcraft will meet the D.C.3 at Thompson Airport and fly the party across to Moura Airstrip - if necessary in two flights.

Morning Tea - Moura - 10:00 A.M.

Inspect the Moura Open Cut

Lunch - Moura - 1:15 p.m.

Leave Moura by road at 2:15 p.m. to inspect Moura Rail Siding facilities.

Proceed by road to Kianga Rail Siding facilities and inspect.

13th June continued .....

THURSDAY  
15th June

TUESDAY (Cont'd)  
13th June

Proceed by road to Kianga Rail Siding facilities and inspect.

Proceed by road to Kianga Open Cut, arriving there at approximately 4:00 p.m.

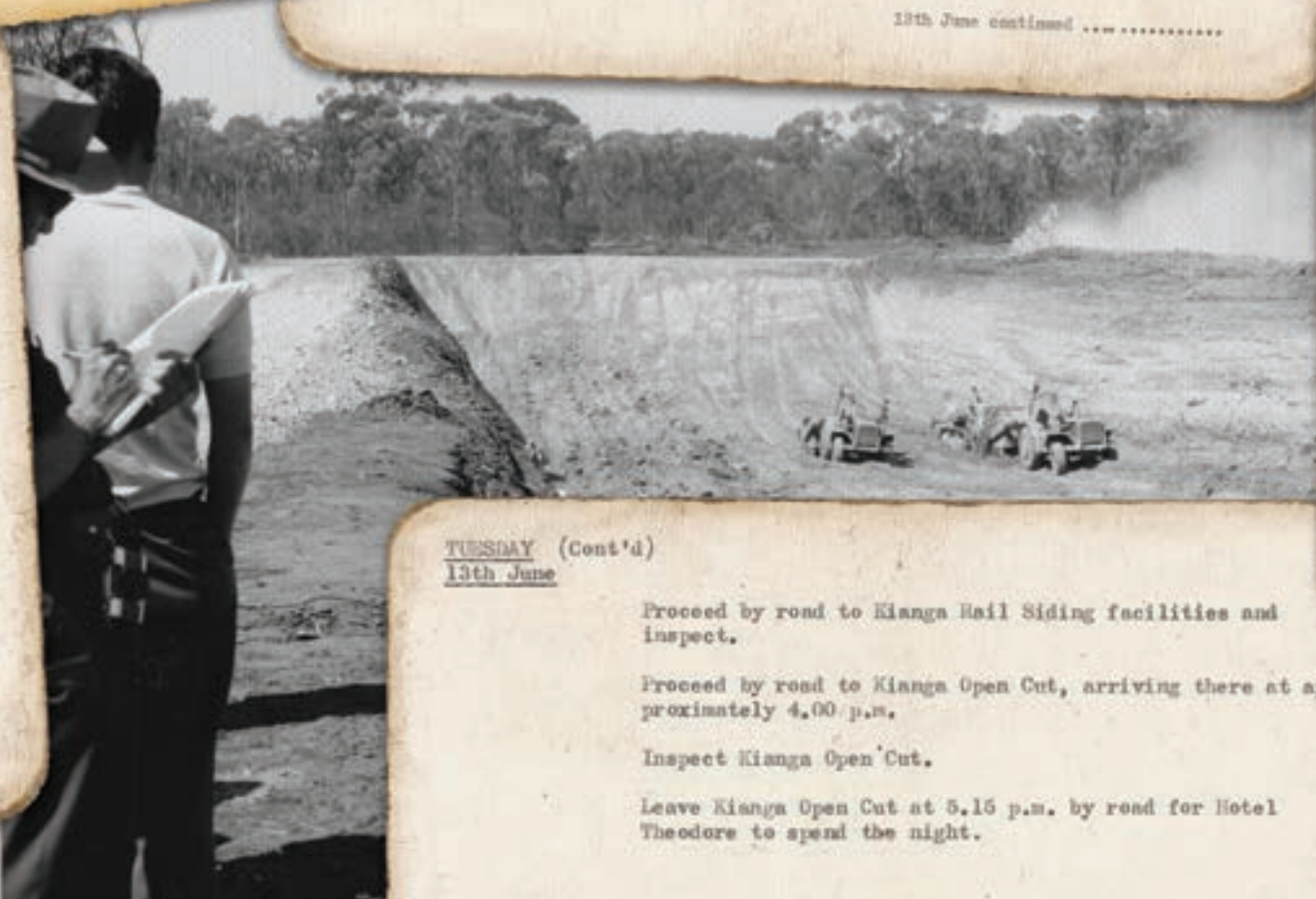
Inspect Kianga Open Cut.

Leave Kianga Open Cut at 5:15 p.m. by road for Hotel Theodore to spend the night.

BELOW TOP: Tuesday 13 June, 1961 - Sir Leslie Thiess and GHB's A. O'Rourke. Photo courtesy of Thiess Pty Ltd.

BELOW CENTRE: Tuesday 13 June, 1961 - Enjoying dinner and a leisurely evening at the Hotel Theodore. Photo courtesy of Thiess Pty Ltd.

MAIN BELOW: Tuesday 13 June, 1961 - Inspecting the Moura Open Cut Mine. Photo courtesy of Thiess Pty Ltd.





WEDNESDAY  
14th June

Breakfast - Hotel Theodore - 7.30 a.m.

Should the party of Technicians and Geologists wish to leave for the Port of Gladstone early in the day (or on the previous day) Thiess Bros. Beechcraft will be available to fly them across when required.

The remainder of the party leaves the Hotel Theodore at 8.15 a.m. for Kianga, arriving at Kianga at 9.00 a.m.

Leave Kianga at 11.00 a.m. for Moura then lunch at Moura - 12.45 p.m.

Inspect Moura.

Thiess Bros. Beechcraft will then fly the party from Moura to Gladstone. If there are three flights to be made from Moura to Gladstone on the Wednesday afternoon, the first flight will leave Moura at 2.00 p.m., the second flight will leave Moura at 3.15 p.m., and the third flight will leave Moura at 4.25 p.m.

Dinner and night at Grand Hotel, Gladstone.



Inspect the Gladstone Harbour Board installation and Launch Trip in Thiess Bros. Motor Vessel "BOONAROO" around Gladstone Harbour.

Lunch at Grand Hotel - 1.15 p.m.

Leave Gladstone at 3.00 p.m. for Airport.

Should there be members of the Mission who require to arrive in Brisbane earlier or later on the Thursday, Thiess Bros. private aircraft could be made available to leave Gladstone with this party. If not, then all members of the Mission can leave Gladstone and proceed to the Airport, arriving there in time to leave at 3.30 p.m. for Brisbane.

Ten (10) seats have been booked on the Commercial Airline Q.A.L. Flight 604 (Convair) leaving Gladstone at 3.30 p.m., arriving Brisbane 5.30 p.m.

Thiess Bros. Beechcraft will take the remainder of the party to Brisbane.

The whole of the party arrives at Lennons Hotel, Brisbane at 6.00 p.m.

TOP RIGHT: Wednesday 14 June, 1961 - Representatives enjoying a cold beer at Gladstone's Grand Hotel.

ABOVE CENTRE: Thursday 15 June, 1961 - Sir Leslie Thiess, GHB's A. Hopper and Japanese delegates inspect the Gladstone Harbour Board installation.

MAIN BELOW: Thursday 15 June, 1961 - Inspecting Gladstone Harbour aboard Thiess Bros. Motor Vessel "Boonaroo". Photo courtesy of Thiess Pty Ltd.





BRISBANE TO HOURA AND GLADSTONE.

SUNDAY	8 A.M.	BEECHCRAFT	1. H. Okano	
			2. O.F. Anderson	(2)

MONDAY		BEECHCRAFT	1. S. Sugamata	
			2. K. Ejiri	
			3. H. Nakagawa	
			4. K. Sugizaki	
			5. Y. Nehashi	
			6. Y. Sumikura	
			7. C.R. Thies	(7)

TUESDAY	6-30 A.M.	Q. A. L.	1. K. Tanaka	
			2. K. Nishio	
			3. T. Kinoshita	
			4. A. Crowley	
			5. L.C. Thies	
			6. A.J. Norman	
			7. H. Crowley (Press)	(7)

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Total	..	16
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ABOVE: Thursday 15 June, 1961 - GHB Chairman, W. Golding farewells steel mill delegates on their departure from Gladstone Airfield. Photo courtesy of Thiess Pty Ltd.



# BARNEY POINT COAL TERMINAL

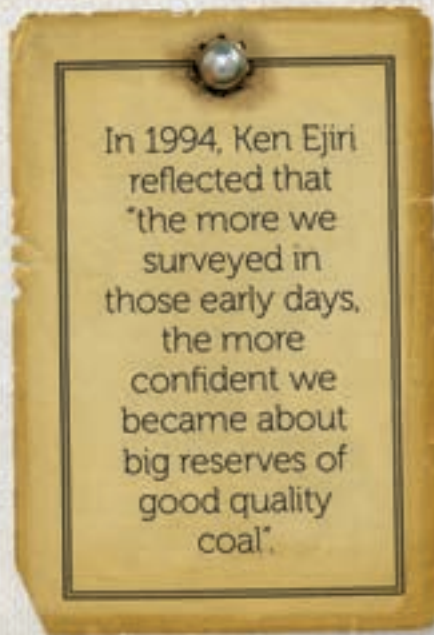
— THIESS PEABODY MITSUI COAL CO —

**T**he 1958 visit to Queensland by Koichiro "Ken" Ejiri, the Coal Division Manager for Mitsui and Co., and the subsequent formation of commercial arrangements with Thiess, was to facilitate a long term supply of hard coking coal at stable prices for the Japanese steel mills.

Mitsui had assisted with the development of the Kiangra mine, however, the coking characteristic of the coal was not as good as the steel mills required.

The search was on for a premium coking coal deposit and Mitsui agreed to assist Thiess explore Thiess's Moura leases.

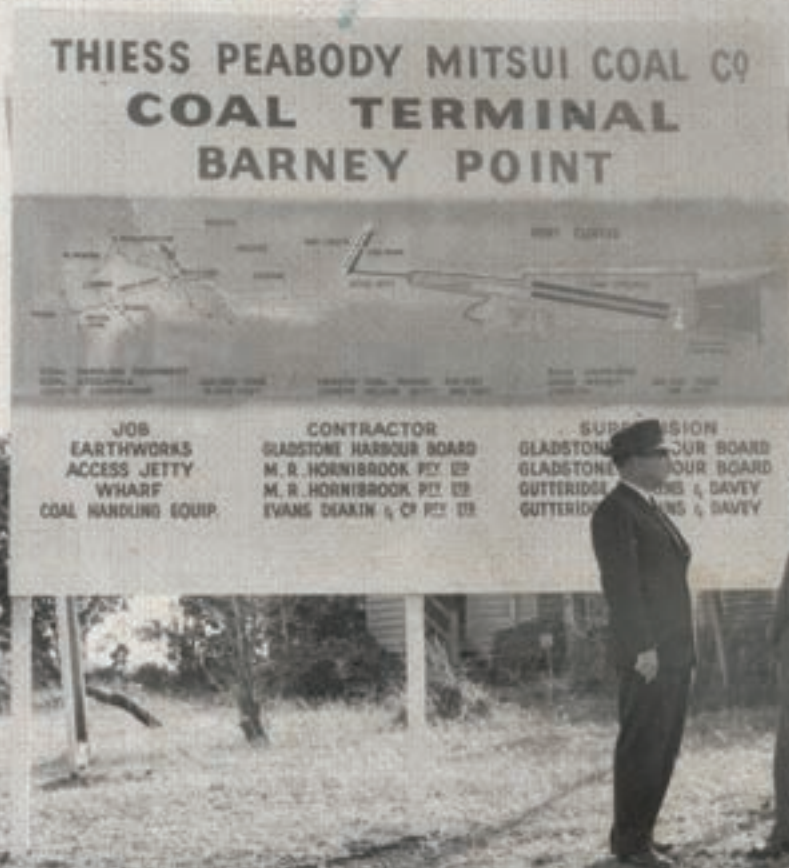
Mitsui mining geologists were dispatched to the Central Queensland area to undertake drilling and testing of core samples.



The results exceeded all expectations. The survey revealed the Moura lease as an extensive deposit of hard coking coal ideal for steel production.

The geologist leading the Mitsui team was Dr Hiroshi 'Harry' Okano. Dr Okano is credited with the discovery of the Moura coal fields. He prepared the report that ultimately led to the endorsement of the mine development by executives of the Japanese steel industry.

Dr Okano, or 'Harry' as he was affectionately dubbed by the Moura locals, so loved the Moura area and its people that he wrote a book titled 'Bush Life' and prior to his death in 1980 he requested half his ashes be interred there.



*BELOW: The sign at the approach to the Barney Point Coal Terminal construction site detailed the site contractors and the details of the works to be undertaken. Photo courtesy of Thiess Pty Ltd.*





ABOVE TOP: Dr Hiroshi (Harry) Okano, Mitsui Geologist credited with discovering the Moura coalfields. Photo courtesy of Thiess Pty Ltd.

ABOVE CENTRE: Dr Hiroshi 'Harry' Okano's book, 'Bush Life'.

Barney Point was chosen as the site of the second terminal. The GHB and contractors were tasked with construction of the facility including the earthworks, an approach Jetty, wharf construction and installation of the coal handling equipment.

The Moura community who respected his dedication, persistence and friendship named a street in his honour.

Following the geological survey, Mitsui and Thiess attempted to prepare for the development phase.

However, Thiess Brothers was primarily an earthmoving company and lacked the funds and technical expertise to develop the large Moura resource.

After extensive consultation, Peabody Coal Company, the largest open pit mining company in the United States of America, became the third partner in the joint venture with Peabody holding a 58% share, Thiess 22% and Mitsui 20%.

Thiess Peabody Mitsui (TPM) was not only significant for being a multinational joint venture, it was the first Japanese government approved investment by a Japanese company in an overseas development following World War II.

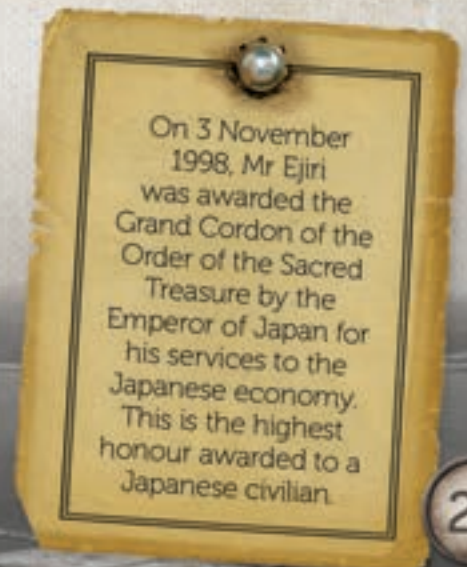
The first shipment of 11,875 tons of Moura coal left Gladstone harbour on 6 August, 1961 bound for the Hirohata Steel Works, which was operated by Fuji Iron and Steel. The company subsequently merged with Yawata Iron and Steel to form the Nippon Steel Corporation. In 1912, Nippon Steel merged with Sumitomo Metal and formed the Nippon Steel and Sumitomo Metal Corporation, now known as NSSM.

Following this first shipment, firm orders were placed for more than two million ton of Moura coal.

The volume soon outstripped the capacity of the Auckland Point Coal Terminal and the Gladstone Harbour Board (GHB) and TPM decided on a purpose built terminal that would handle TPM coal exclusively.

The new facility was open by Deputy Premier and Queensland Treasurer Sir Gordon Chalk (knighted in 1971) on 9 March, 1968.

Koichiro "Ken" Ejiri, Mitsui Coal Division Manager, who in 1958 led the first coal delegation to the Port of Gladstone, later became The Chairman and Managing Director of Mitsui Australia (1971 to 1974), President of Mitsui and Co (1985 to 1990), then Chairman (1990 to 1996).



MAIN BELOW: April 1968 – Auckland Point and Barney Point Coal Terminal, causeway complete.





# MOURA TO GLADSTONE

## — SHORT LINE RAILWAY —

**C**oal from the Callide Valley had traditionally been hauled to Gladstone by a fleet of coal trucks more than 130 kilometres across uneven and often washed out dirt roads.

The first improvement to the rail system created a new link and deviation, eliminating the Mount Morgan 'rack' section. However, coal was still being transported across more than 600 kilometres of rail to Gladstone via Rockhampton.

Early in 1963, a branch was extended from Moura to the mine site, allowing the coal trains to join the circuitous route to Gladstone at Rannes Junction.

The increased demand for Moura coal facilitated an agreement between Thiess-Peabody-Mitsui (TPM) and the Queensland Government, to construct a new line over the range to link Moura and the new Barney Point Wharf Terminal. Known as the 'Moura Short Line', the project was built at a cost of £13.75 million and provided employment for more than 700 workers.

Thiess won three separate contracts for the track construction that included two extremely difficult sections over the Calliope Range and Bells Creek. The greatest challenge was a five-mile section of the Callide Range requiring excavation of vast sections of solid rock.

Premier J. C. Pizzey and Sir Gordon Chalk officially opened the rail line on Sunday 9 March, 1968, before escorting 360 international, interstate and local guests on a privately chartered train across the now 180 kilometres (112 mile) journey to Moura. The new line reduced the rail distance from mine to port by more than 400 kilometres. While it was designed primarily for the haulage of Moura's export coal, the short line was also used for grain and livestock cartage and a weekly passenger service to Theodore.

In 1967 the Queensland State Parliament acknowledged the development of the coalfields and rail infrastructure as

“the biggest single financial venture in the history of the State.”

*MAIN BELOW: 1964 - Blasting of the Calliope Range, in preparation for the Gladstone to Moura railway. Photo courtesy of Thiess Pty Ltd.*







TOP LEFT: The Moura short line was designed to carry five million tons of coal to Gladstone annually. Photo courtesy of Clint Janson.

TOP AND MIDDLE RIGHT: 1964 – The excavation of solid rock from Callide Range was a challenging and sometimes treacherous task. Photos courtesy of Thiess Pty Ltd.

BOTTOM LEFT: 9 March, 1968 – Premier J. Pizzey and Deputy Premier and Treasurer, Sir G. Chalk officially open the Gladstone to Moura rail line. Photo source unknown.

BOTTOM RIGHT: 9th March, 1968 – 360 international, interstate and local guests join the Premier and Deputy Premier on a privately chartered train to Moura. Photo source unknown.

INVITATION: 1968 – GHB's Acting Secretary, K. Lee's official invitation from Sir Leslie Thiess to attend the opening of the Barney Point Coal Terminal, the Gladstone to Moura Railway and the Marion Walking Dragline at Moura Mine.

The Chairman,  
Thiess Peabody Mitsui Coal Pty. Ltd.  
(Mr. L. C. Thiess)  
requests the pleasure of the company of

Mr. K. J. Lee  
at the opening of the  
Barney Point Coal Loading Facilities  
and  
The Model 8900 Marion Walking  
Dragline

to follow the Official Opening of the  
Gladstone-Moura Railway  
by the  
Honourable Gordon W. Chalk, M.L.A.  
(Deputy Premier and Treasurer)  
on Saturday, 9th March, 1968 at 2.30 p.m.  
at Barney Point

and also an inspection of  
The Barney Point Facilities  
on Saturday, 9th March, 1968  
and The Dragline at Moura Mine  
on Sunday, 10th March, 1968 and  
afterwards at Lunch at the Moura Hotel/Motel on Sunday





# OUR RECREATIONAL HARBOUR



*ABOVE LEFT: The Port Curtis Sailing Club built in 1959, now known as the Gladstone Yacht Club.*

*ABOVE RIGHT: Auckland Creek - fishing remains a popular past-time in Gladstone.*

*LEFT: Easter 1963 - The first Gladstone Harbour Festival Street Parade was full of colour and wonderfully constructed floats. Photo courtesy of Clint Janson.*



Gladstone Harbour is the reason the city of Gladstone exists.

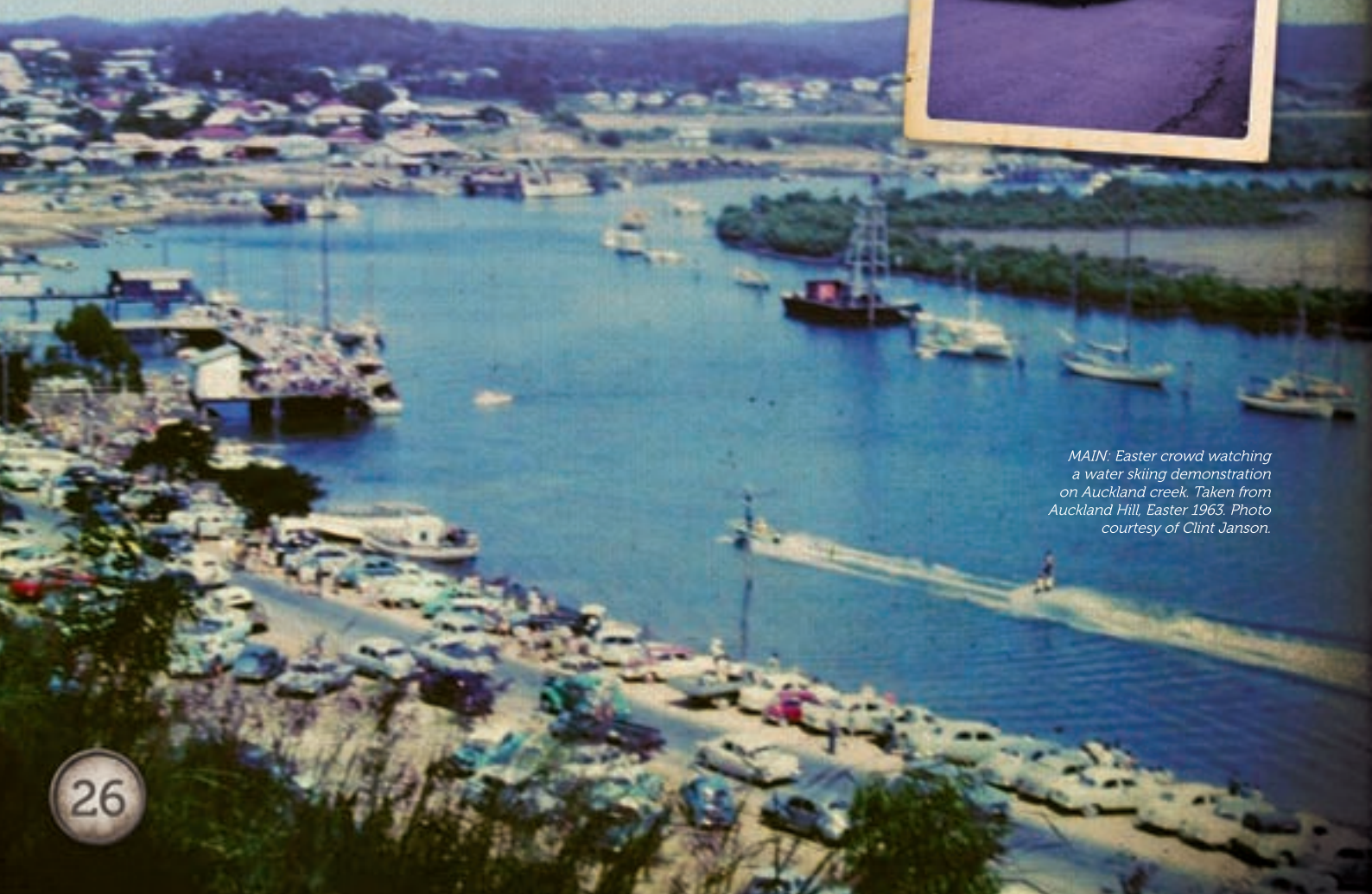
Whilst its sheltered, deep water provides access for ships from all over the world, its waterways also provide for a diverse range of recreational activities.

The most famous of all harbour activities is the annual Brisbane to Gladstone Yacht Race (commencing in 1949) and the associated Gladstone Harbour Festival (commencing in 1963) held at Easter every year.

Additional land was leased by the Gladstone Harbour Board (GHB) to the sailing club and following a 10 year building program by volunteers, a new yachting social hub was officially opened in 1959.

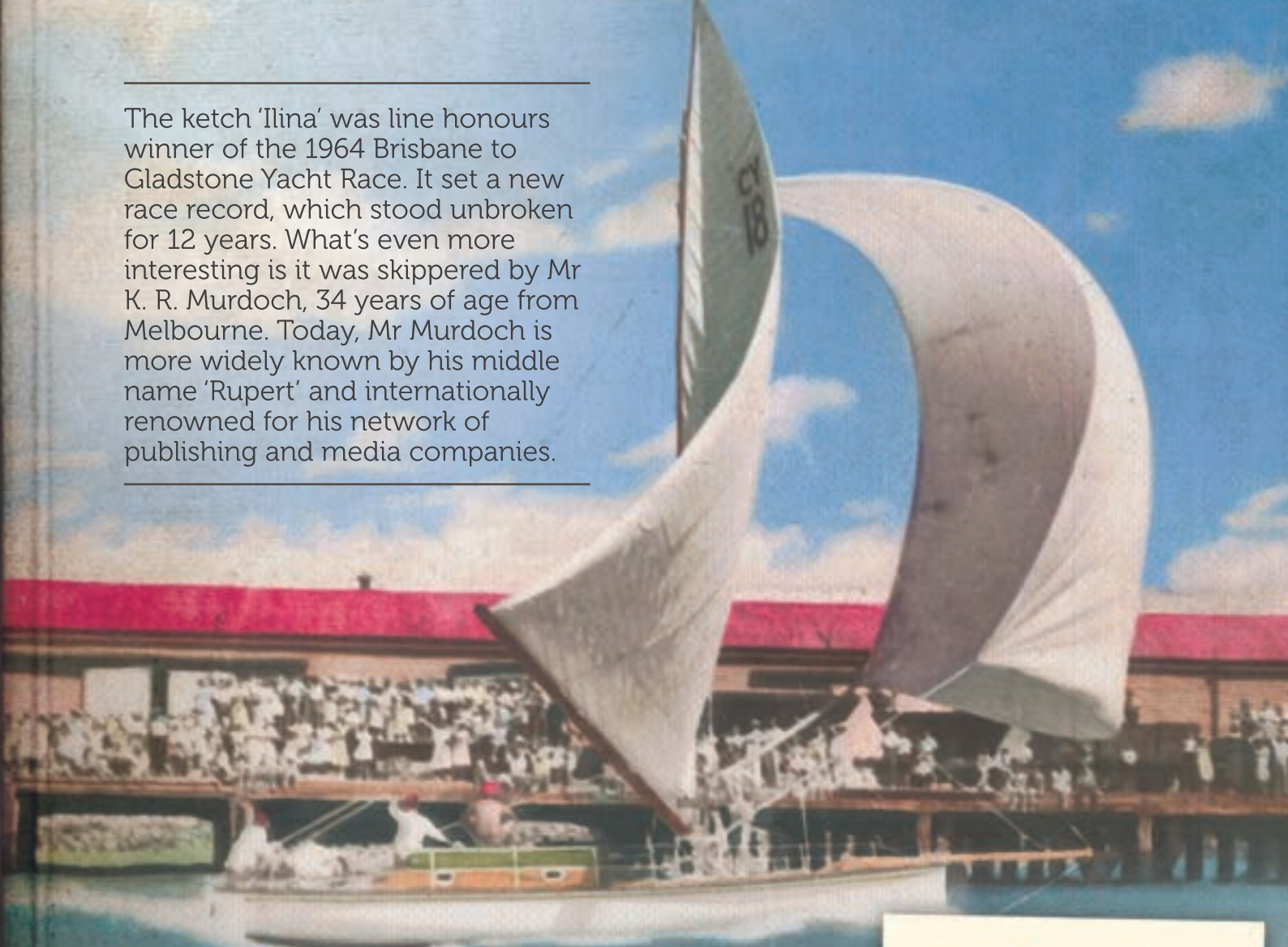


*MAIN: Easter crowd watching a water skiing demonstration on Auckland creek. Taken from Auckland Hill, Easter 1963. Photo courtesy of Clint Janson.*





The ketch 'Ilina' was line honours winner of the 1964 Brisbane to Gladstone Yacht Race. It set a new race record, which stood unbroken for 12 years. What's even more interesting is it was skippered by Mr K. R. Murdoch, 34 years of age from Melbourne. Today, Mr Murdoch is more widely known by his middle name 'Rupert' and internationally renowned for his network of publishing and media companies.



While a number of Port Curtis Sailing Club yachts were registered for the inaugural Brisbane to Gladstone Yacht Race, weather conditions resulting from the March 1949 cyclone prevented the local boats from leaving Gladstone Harbour to join the other yachts at the start line off Brisbane. The remaining entrants braved the conditions, with all funds raised donated to the Gladstone community to assist with rebuilding houses and services devastated by the cyclone.

*Gratings*  
 TO  
 HIS WORSHIP THE MAYOR  
 OF  
 GLADSTONE  
 PRESENTED BY  
 THE DIRECTOR  
 QUEENSLAND GOVERNMENT  
 TOURIST BUREAU  
*Brisbane*  
 ON THE OCCASION OF THE  
 FIRST OCEAN YACHT RACE  
 IN QUEENSLAND  
 BRISBANE to GLADSTONE  
 EASTER 1949



MAIN ABOVE: : Hoana CY18 sailing into Gladstone – Gladstone Jetty, April 1949. Photo courtesy of Gladstone Regional Art Gallery and Museum.  
 ABOVE: 1964 – Harbour Festival Sun Girl Quest. Lyn Malcolm (Number 21) came first. Photo courtesy of Elene Anderson.



# 1964 HARBOUR FESTIVAL

## 1964 GLADSTONE HARBOUR FESTIVAL PROGRAMME

**Saturday, 21st March, 1964**

- 1.00 p.m. — Race Meeting at Ferguson Park, Dawson Road.
- Golf at the Gladstone Golf Course.
- 1.30 p.m. — Bowls at the Gladstone Bowling Club's Greens.
- 2.00 p.m. — Port Curtis Sailing Club Regatta including Harbour Festival Handicap.

**Sunday, 22nd March, 1964**

- Church Services.
- 10.00 a.m. — Polocrosse Carnival at Ferguson Park Racecourse. Luncheon booth on grounds.
- 9.00 a.m. — Finish of Challenge Walk at the Gladstone Post Office, Goonoon Street.

**Monday, 23rd March, 1964**

- 8.30 a.m. — Harbour Cruises departing from O'Connell Wharf — Flinders Parade — bookings at Calypso Cruises, 2 Oaks Street, Gladstone.
- 10.00 a.m. — Commencement of judging of Prize Garden and Pyre Footpath Competitions — Judges depart from Town Hall.
- Motor omnibus tours of Town, Barney Point, Auckland Hill, Radar Hill and entries in the garden and footpath competitions.
- Amplified music from the Community Centre — 10 a.m. to 5 p.m.
- 12.00 noon — Lunch hour display of Gymnastics and singing by school children in front of Community Centre.
- 2.00 p.m. — Harbour Cruise, departing from O'Connell Wharf.
- 4.45 p.m. — Switching on of Special Illuminations.
- 7.00 p.m. — Outdoor Bowls at the 1964 Gladstone Harbour Festival.
- 7.30 p.m. — Official Opening of the 1964 Gladstone Harbour Festival at the Community Centre, Goonoon Street, Gladstone.
- 8.00 p.m. — Jaycees' Harbour Festival Cabaret at the Sailing Club Hall, Flinders Parade, Gladstone.

**Tuesday, 24th March, 1964**

- 8.30 a.m. — Harbour Cruise departing from O'Connell Wharf.
- 10.00 a.m. — Cooking Demonstration at the Capricornia Regional Electricity Board's showroom, Goonoon St., Gladstone.
- Motor omnibus tours of town and suburbs.
- Amplified music from the Community Centre — 10 a.m. to 5 p.m.
- Lunch hour display of Gymnastics and Singing by school children in front of Community Centre.

**Thursday**

- 9.30 a.m.
- 10.00 a.m.
- 10.00 a.m.

- 1.00 p.m. — Golf — at the Gladstone Golf Course.
- 1.30 p.m. — Bowls at the Gladstone Bowling Club's Greens.
- Harbour Cruise from O'Connell Wharf.
- 2.00 p.m. — Gladstone High School organised Sailing at Auckland Ck.
- District Indoor Bowling Championships at Trocadero Hall; outdoor bowls at Gladstone Bowling Club.
- 7.00 p.m. — Easter Wreath Carnival at Central Park — Yacht Race Committee.
- 1.30 p.m. — Official Visit of the Right Honourable Grand Prime for Australia to Calliope R.A.O.B. at Diggers' Arms Hall, Calliope.
- 8.00 p.m. — "The All Star Show" — Concert in the Town Hall — arranged and conducted by the Gladstone Rotary Club. Monster Harbour Festival Easter Party — arranged and conducted by the Gladstone Ambulance at the Ambulance Centre.
- Port Curtis Sailing Club Dance — 8 p.m. to Midnight.

**Good Friday, 27th March, 1964**

- Morning — Church Services.
- 10.00 a.m. — Blessing of the Fleets in Auckland Inlet — fishing boats, sailing boats, pleasure boats, and speed boats.
- 11.00 a.m. — Start of Brisbane/Gladstone Ocean Yacht Race at Sandgate, Brisbane.
- 1.00 p.m. — Harbour Cruise from O'Connell Wharf.
- 2.00 p.m. — Port Curtis Sailing Club Regatta.
- 2.00 p.m. — Progress of Yachts in Brisbane/Gladstone Ocean Yacht Race displayed at the Yacht Race Committee's plotting room, Goonoon Street, Gladstone.
- 7.00 p.m. — Town Hall — Fashion Play conducted by Gladstone Musical Society.

**Easter Saturday, 28th March, 1964**

- All Day — Progress of the Yachts in the Brisbane/Gladstone Ocean Yacht Race displayed at the Plotting Room.
- 8.30 a.m. — Tennis.
- 9.00 a.m. — Speed Boat and Skiing Displays in Auckland Inlet — Presented by local and visiting Water Ski Clubs. Arranged and controlled by the combined Gladstone and District Skiing Clubs.



OFFICIAL PROGRAMME  
of the

1964

## Gladstone Harbour Festival

from

Saturday, 21st March, 1964

to

Easter Monday, 30th March, 1964



ABOVE: Harbour Festival Program courtesy of Bruce and Michelle Holmes on behalf of Glennis and Maurice Williams (deceased). Photos courtesy of Beryl Nicholson.



## Easter Saturday, 28th March, 1964 (Continued)

- 9.30 a.m. — Harbour Cruise from O'Connell Wharf.  
Capricornia Pony Club Association Gymkhana at the Showgrounds with refreshment booths on the grounds.
- 11.00 a.m. — Spectacular challenge Sailing Race by three well-known Radio and T.V. Personalities, sponsored by the Port Curtis Sailing Club.
- 12.00 noon — Port Curtis Amateur Golf Championship at the Gladstone Golf Course.
- 1.00 p.m. — Gladstone Turf Club — Races at Ferguson Park.  
Air Tours by Portofino to Heron Island and Gladstone area — Bookings at Gladstone Agencies.
- 1.30 p.m. — Bowls Carnival at Gladstone Bowling Club.  
Fair at the Thistle Pipe Band Hall, Dawson Road, Gladstone.  
Athletic Carnival — Hockey Grounds.
- 2.00 p.m. — Port Curtis Sailing Club Regatta.  
Harbour Cruise from O'Connell Wharf.
- 3.00 p.m. — Official Opening — Thistle Pipe Band Hall.
- 4.00 p.m. — Barbecue at Thistle Pipe Band Hall.
- 7.30 p.m. — Boat Racing at Showgrounds.  
Grand Concert at Thistle Pipe Band Hall.
- 8.00 p.m. — Boxing Tournament, Town Hall — arranged and conducted by the Gladstone Amateur Boxing Association.  
Brisbane/Gladstone Ocean Yacht Race Committee's Cabaret at Grand Hotel, Goondoon Street, Gladstone.  
Port Curtis Sailing Club Dance.

## Sunday, 29th March, 1964

- All Day — Progress of Yachts in Brisbane/Gladstone Ocean Yacht Race at the Plotting Room.  
Progress of yachts entering Gladstone Harbour can be watched over a considerable distance from Tannum Sands.  
Church Services.
- 8.00 a.m. — Air Tours by Portofino all day — Bookings Gladstone Agencies.
- 8.30 a.m. — Port Curtis Open Golf Championship.  
Tennis.  
Water Skiing Displays and Open Championship Water Ski Race — Auckland Inlet to Quoin Island and returns, arranged and conducted by the Gladstone and District Skiing Clubs.
- 9.30 a.m. — Port Curtis Sailing Club Regatta.
- 10.00 a.m. — Port Curtis Open Dinghy Championship — Auckland Inlet.  
Joy Flights by light planes over Town and Harbour — sponsored by the Gladstone Aero Club from Gladstone Aerodrome.

## Wednesday, 25th March, 1964

- 10.00 a.m. — Cooking Demonstration at the Capricornia Regional Electricity Board's Showroom, Goondoon Street, Gladstone.
- 10.00 a.m. to 4.00 p.m. — Arts and Crafts Display arranged and conducted by Gladstone Branch Australian Red Cross at the Red Cross Rooms, Oaks Street, Gladstone.
- 10.00 a.m. — Motor omnibus tours of Gladstone and suburbs.  
Amplified music from the Community Centre.  
Lunch hour display of Gymnastics and Singing by School Children in front of the Community Centre.



ABOVE: Harbour Festival Program courtesy of Bruce and Michelle Holmes on behalf of Glennis and Maurice Williams (deceased). Photos courtesy of Beryl Nicholson.



## Sunday, 29th March, 1964 (Continued)

- 10.30 a.m. — Harbour Cruise from O'Connell Wharf.
- 11.00 a.m. — Surf Boat Race — Barney Point beach to Auckland Inlet — arranged and controlled by Tannum Sands Life Saving Club.  
Yachts in Brisbane/Gladstone Ocean Yacht Race arrive during the day.
- 1.30 p.m. — Bowls at Gladstone Bowling Club.
- 2.30 p.m. — Harbour Cruise from O'Connell Wharf.
- 7.30 p.m. — Parade of illuminated and decorated boats in Auckland Creek, followed by display of fireworks conducted by Harbour Board.
- 8.30 p.m. — Annual Dinner and Presentation of Trophies — Port Curtis Sailing Club's Easter Regatta.

## Easter Monday, 30th March, 1964

- Midnight — Port Curtis Sailing Club's Midnight to Dawn Dance.
- All Day — Yacht Race information at the Plotting Room.
- 9.00 a.m. — Tennis.
- 10.30 a.m. — Commencement of GRAND PROCESSION to terminate at the Showgrounds, to be followed by the judging of "The Harbour Festival Sun Girl". Procession assembles opposite Port Curtis Sailing Club Clubhouse and proceeds via Goondoon Street and Tank Street to the Showgrounds.  
AT THE SHOWGROUNDS — Refreshment booths, wood chopping events, sporting events, Grand Harbour Festival Tug-o-War.  
Yachts in Brisbane/Gladstone Ocean Yacht Race arrive during the day.
- 1.30 p.m. — Bowls at Gladstone Bowling Club's Greens.  
Joy Flights in light planes over Town and Harbour from Gladstone Aerodrome.
- 2.00 p.m. — Afternoon Yacht Race for entrants in the Brisbane/Gladstone Ocean Yacht Race — sponsored by the Brisbane/Gladstone Ocean Yacht Race Committee.
- 6.30 p.m. — Fun Fair at Central Park, conducted by Apex Club.
- 7.30 p.m. — Festival Concert conducted by Apex Club of Gladstone at Central Park.
- 8.00 p.m. — Presentation of Trophies Brisbane/Gladstone Yacht Race at Central Park.
- 9.15 p.m. — Reception to Visitors and Competitors for the Brisbane/Gladstone Yacht Race.
- 9.40 p.m. — Presentation of Sun Girls — Announcement of place-getters and presentation of trophies at Central Park.  
Harbour Festival concludes.





# CLINTON AIRFIELD

## — AN AIRPORT FOR GLADSTONE —

**F**or many years, following the demise of the flying boat service, the mud flats around Barney Point and Auckland Inlet had been used as makeshift landing strips for postal deliveries and limited passenger services.

This arrangement could never fulfil the growing needs of the Gladstone economy. With increasing interests in the Gladstone region, Thiess Bros in conjunction with the Gladstone Harbour Board (GHB) set out to correct the situation.

In 1951, bulldozers commenced work on clearing a section of scrub belonging to Reg Brown on the outskirts of Gladstone. Thiess's private aircraft, a Beech C-185 named 'Progress II', was the very

first aircraft to use the Clinton airstrip on 17 April, 1952.

The first commercial aircraft to land at Clinton Airfield was a Queensland Airlines (QAL) DC3 on 6 July, 1952. The passengers on the QAL flight included the airline's managing director, (Captain R. Adair) and the Civil Aviation Department's senior aerodrome inspector for Queensland (Mr J. Davis). The Mayor of Gladstone, Ald. Jack O'Malley and Mr Cecil Thiess were there to greet the

plane along with W. Golding, GHB Deputy Chairman and A. Hopper, GHB Board Secretary and other invited guests. Eventually the Department of Civil Aviation acquired the Thiess site with funding from the Queensland State Government, the Gladstone Town Council and the Calliope Town Council. The official public opening occurred on 27 April, 1957.

### First Landing On Gladstone Strip

GLADSTONE, April 17.—Thiess' first twin-engine Beechcraft aeroplane, Progress II this morning made the official landing on the recently constructed landing strip 1300 miles from Gladstone. The landing strip is 1000 ft long, and at little cost will be extended to 2000 ft. The pilot of the plane was Cecil Thiess. He was accompanied by Mr. Cecil Thiess. They were met by the Mayor (Mr. John O'Malley) and other town leaders. Later, an official welcome was held to celebrate the establishment of the aerodrome after 25 years of effort.



MAIN ABOVE: Gladstone leaders including GHB's Deputy Chairman W. Golding and Secretary A. Hopper, welcome the very first aircraft to use the Clinton airstrip - Thiess' private aircraft 'Progress II' - 17 April, 1952. Photo courtesy of Ron Jackson.



GLADSTONE TOWN  
COUNCIL

CALLIOPE SHIRE  
COUNCIL

IN CONJUNCTION WITH THE  
GLADSTONE HARBOUR BOARD.

*Souvenir Toast List*

and  
*Menu*

COMMEMORATING  
THE OFFICIAL OPENING

OF  
CLINTON AIRFIELD  
by the Minister for Civil Aviation,  
SENATOR SHANE PALTRIDGE  
and  
NEW JETTY EXTENSION  
by the Treasurer of Queensland,  
Hon. E. J. WALSH, M.L.A.

27th April, 1957.



**Clinton Airfield, Gladstone. First Commercial Flight, 6 July, 1952.**

*ABOVE RIGHT: Celebrations for the public opening of Clinton Airfield – 27 April, 1957. Photo courtesy of Gladstone Regional Art Gallery and Museum.*

*BELOW: Clinton Airfield – December, 1966. Almost 10 years after its official opening. Photo courtesy of Gladstone Regional Art Gallery and Museum.*





# PARSONS POINT

## — MEATWORKS —

Circa 1920s



Parsons Point Township. Photo courtesy of Gladstone Regional Art Gallery and Museum.

Circa 1920s



The meatworks jetty, now QM wharf.  
Photo courtesy of Gladstone Regional Art Gallery and Museum.

**F**or over 60 years the Gladstone meatworks had been the major industry of the town.

Beef exports to the UK and USA formed a significant component of the trade of the Port of Gladstone until the early 1960s when drought and substandard aging facilities led to the permanent closure of the meatworks.

The Gladstone Harbour Board (GHB) and town leaders had been aware of the possible closure for several years and were keen to encourage Comalco to consider the site for its proposed alumina refinery.

Over the years, the GHB made many key decisions that were instrumental in determining Gladstone's future. One such decision was the resumption of South Trees Island (east of Parsons Point).

First identified as one of the best anchorages in the harbour by Matthew Flinders in 1802, South Trees Island was owned by the Austin family who used it for grazing. In August 1959, former GHB Chairman, Martin Hanson, recommended the Board purchase the island in order to provide land access to deep water.

However, the Austin family refused to sell the island at any price. While the GHB preferred to negotiate a price for the sale, the Board was forced to resume the island under a proclamation issued in January 1961. The family challenged the legality of the resumption taking the matter to the Full Court. The issue was finally resolved in April 1963 when the Austin family agreed to the £10,000 (\$40,000) offered by the GHB. The Board would later sell the land to Comalco for cost plus legal fees.

The island would soon be transformed, with the construction of South Trees Wharf, to facilitate the unloading of bauxite for processing at the proposed alumina refinery and the export of alumina.

1896

Meatworks were established at Parsons Point as the Central Queensland cattle industry grew rapidly. The meatworks provided seasonal employment with many workers coming to Gladstone for up to six months, and then needing to find work elsewhere for the remainder of the year. For the following 67 years, until its closure in 1963, Gladstone's economic fortunes fluctuated with cattle sale prices. Employment was highly erratic, with demand for labour dependent on cattle exports. Some seasons the meatworks provided employment for as many as nine months of the year and up to 900 hands.

1911

Meatworks jetty was the first installation in Gladstone to receive electricity. The jetty was a significant landmark in Gladstone. The remains of the jetty are still visible above the waterline at low tide.

1934

29th August, American company Swifts acquired the Gladstone Meatworks.

1937

Swifts constructed and commissioned a new canning facility to coincide with the beginning of the 1937 season.



Circa 1920s - 30s



An aerial view of Gladstone meatworks and jetties.  
Photo courtesy of Gladstone Regional Art Gallery and Museum.

Circa 1920s - 30s



Photo courtesy of The Hart.

Circa 1920s - 30s



Working conditions were fairly basic in the meatworks.  
Photo courtesy of Gladstone Regional Art Gallery and Museum.

Circa 1920s - 30s



Photo courtesy of The Hart.

Circa 1920s - 30s



Photo courtesy of The Hart.

# 1954

Processing at Swifts's Gladstone Meatworks set an operational peak with approximately 60,000 head of cattle processed during the 1954 season.

# 1958

The cattle industry was in steep decline. For the first time since commencing operations in 1896, Gladstone Meatworks closed for an entire season. Two-thirds of Gladstone's population of approximately 7,000, relied either directly or indirectly on the Gladstone Meatworks operations for employment.

# 1963

December; The continuing financial troubles faced by the meatworks reflected the state of Gladstone's

infrastructure at the time. It was unsewered and the water supply was untreated and unreliable. The meatworks badly needed upgrading, its facilities fell short of the standards required for export to the United States. Rather than make the heavy capital investments necessary to bring the works up to standard, the decision was made to close the plant at the end of the disastrous 1963 season. The news broke two weeks

before Christmas when the Observer reported the sale of the site for the alumina plant as "A Body Blow To Gladstone".

Swifts Meatworks ceased operations even though Comalco had agreed to not take ownership of the property until the end of the 1964 season.

## GLADSTONE MEATWORKS

GLADSTONE, October 8. — Swifts Gladstone meatworks is having a remarkable season and all previous killing and canning records have already gone by the board. It is estimated that during the present month the company will kill its 1,000,000th beast. Since Swifts took over they have practically rebuilt the plant.



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## MEATWORKS SOLD TO COMALCO

### Purchased As Site For Main Alumina Plant



Aerial View Of Gladstone Meatworks.

It was officially announced yesterday that the Gladstone meatworks of Swift Australian Company Pty. Ltd. had been purchased by Comalco Industries Pty. Ltd. The announcement was made in Brisbane by Mr. C. A. Byrne, for Comalco Industries Pty. Ltd.

Mr. Byrne said that negotiations had been completed for the purchase of the Swift Australian Company's Meatworks at Gladstone as the main site for the 600,000 ton alumina plant to be built here.

He said that following last week's decision by the partners in the project, Comalco-Nio Thela, Kaiser Aluminium of America, Alcoa of Canada and Pechiney of France, to build a much larger plant at Gladstone than earlier planned, the company considered it was necessary to reassess the requirements of a plant site.

This, he said, indicated that a suitable site would be needed in addition to the South Tross Island location which was considered earlier for the smaller plant.

Continuing, Mr. Byrne said that in examining various possible sites, Comalco learned that the Swift's premises were available for purchase.

No sale price has been disclosed. It has been previously reported that the company now planned to construct a 600,000 ton alumina plant, the largest in the world, at Gladstone. It was previously estimated that a 2000 plant would be constructed on South Tross Island.

**STAFF DISMISSED**  
 The Managing Director of Swift Australian Company Pty. Ltd., Mr. A. Bessell, visited Gladstone on Thursday.

Although no price statement was available from Mr. Bessell, it is understood that he interviewed each staff member individually.

At the present time there are 47 permanent employees on the staff at the meatworks. It is understood that yesterday, notices of dismissal were given to 21 of these and the fate of several other permanent staff members is still not definite.

Among those who have received dismissal notices are many of the top executives at the Gladstone works.

**MR. W. E. GOLDING — HARBOUR BOARD**

Consisting on the side of Swift's Meatworks at Gladstone in Coastal, the Chairman of the Gladstone Harbour Board, Mr. W. E. Golding, said it would appear that the direction required at the Works in being the plant up to the standards required to supply meat to America would have been of such a nature as to make the whole venture unprofitable, and the presence of Comalco in the area presented a business-sense opportunity for the Swifts to avoid the huge cost involved.

"It could be deduced if Swifts would have operated

most assets even if the sale did not go through," he added.

He said he fully realized that for some hundreds of former employees of Swifts the future looked anything but bright and because of this it bothered the leaders of thought in Gladstone to maintain, as never before, an all-out effort to get the meat works back into work. The immediate future would be the most difficult to bring Mr. Golding said.

He added he was very hopeful that before long something would turn up that would create a better outlook for the workers and their families. Taking a long range view, the people of this town would be infinitely better off in future than ever before.

In conclusion, he said the construction of the alumina plant for Queensland Alumina Co. Pty. Ltd. the building of a 25 million ton plant, the new water supply, the building of some 200 houses, plus the expensive maintenance of the Gladstone Harbour Board would, by the middle of next year, condition the blow which has left so many people stunned.

He said that as chairman

of the Gladstone Harbour Board, he intended going to Brisbane on Monday to interview Cabinet Ministers in an effort to bring about something which would greatly assist in providing work for those now unemployed.

He said the member for the Port Curtis District, Mr. M. Hume, was co-operating fully with him to make Christmas and the New Year somewhat brighter for the people of Gladstone. Mr. Hume appeared at the press conference.

**ALDERMAN STODD**

The Mayor of Gladstone (Ald. W. Stodd) had this to say:

"The announcement that these will be no further operations at Swift's Meatworks following the sale of premises to Comalco is indeed an unexpected setback to the town's economy."

"Just when it appeared that full employment and prosperity for all was assured, we are now faced with the fact that a big proportion of the citizens have little hope of finding suitable employment in the immediate future."

"My main concern is for those people who have stayed in such high in the town in the past and have spent at

## BEACH IMPROVEMENT PROJECT COMMENCES TO-DAY

### BEACH CLOSED DURING BLASTING

The Tannum Sands Surf Lifesaving Club improvement scheme on the Tannum Sands beach gets under way today.

The project is to remove the large rock outcrop which has appeared on the main beach area over the past few years.

This morning, at low water, heavy will commence drilling operations on the rock in readiness for blasting operations tomorrow morning.

It is anticipated that a pier of pilings will be used in the blasting. Blasting will be carried out by the president of the club, Mr. J. Hutchinson.

**BEACH CLOSED**

The club closes the

main part in the early trade they know — that of the meat industry.

"However, I also feel that within a short time Gladstone will have opportunities to give work for everybody, and I am hoping everyone that both myself and the council will investigate and pursue everything that may bring order to the industry."

(Continued on Page 4)

beach area will be closed from early morning until approximately 11 a.m. on Sunday. Low water is at 9 a.m. on Sunday.

Lifeguards will be patrolling the area during the period the beach is to be closed.

**ROCK FOR RAMP**

The rock to be blasted out of the swimming area will be loaded onto a 4-wheel drive vehicle and carried to the southern end of the retaining wall in front of the surf lifesaving clubhouse.

Here it will be made into a ramp for launching the club's surf boat and riding surf boats to surf surfers.

The removal of the rock section, if successful, will considerably improve the beach front and bathing section.

Approximately over recent years, through sand erosion, the rocky outcrop has increased in area.



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Price 4d.

# £35 Million Alumina Plant For Gladstone

## £500,000 PROGRAMME OF WORKS FOR HARBOUR BOARD

The people of Gladstone are jubilant and are firmly of the belief that Comalco's decision to establish an alumina processing plant at Gladstone has shattered the hoodoo which has persistently hung over this fine port throughout the whole of its history.

On Thursday the chairman of Comalco (Sir Maurice Mowby) announced at the opening of the Weipa bauxite works and harbour, that Gladstone had been selected as the site for the company's £35 million processing plant.

He said by establishing the plant at Gladstone instead of at Weipa it would mean a saving of approximately

£10 million to the company.

He said an extensive investigation showed that Gladstone had an excellent deep water port, also a settled community and access to manufacturing.

The chairman of the Gladstone Harbour Board (Mr. W.

### 23,000 Ton Coal Carrier Due Tomorrow

The largest coal carrier yet to visit the port of Gladstone is due to port tomorrow, Sunday.

It is the "Kyoan Maru" which will carry a cargo of 23,000 tons of steam coal for Japan. It has a draft of 22 feet.

The previous largest shipment of coal from the port was by the "Nikko Maru" in November last when it lifted 12,000 tons.

The "Kyoan Maru" will not berth for some days but will anchor off the mouth of Auckland Creek while awaiting the loading of the "Tasman Maru" at present at berth.

Loading at present is being carried out during daylight hours. Sufficient coal supplies are arriving to enable round the clock loading.



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- 1967 Ford Preford Sedan — £140 deposit and 9/8 per day
- 1966 Holden Sedan — £120 deposit and 9-4 per day
- 1963 Holden Sedan — £24 deposit and 6- per day
- 1964 Ford Mainline — 1964

H. Golding, M.B.E.) said naturally he was delighted to know that at last Gladstone had more than an even chance of coming into its rightful place as an important industrial and export town.

He said as chairman of the board he had been working towards this end for some years. Another major industry in Gladstone would bring more people and other economic activities here and to Central Queensland which would ensure decentralisation of industry and thereby build up this part of the State.

However, to gain this year the widening and the Harbour Board now would have to face up to a very heavy programme of works which would cost in the vicinity of £500,000.

Mr. Golding said the proposed Channel plan would be erected on a site about four miles south of Auckland Point wharf.

Ample supplies of power will be available from Calang power station at Cullade and coal from the fields in the port's hinterland.

Apart from the work on the construction of the necessary wharves and the great steel, subsidiary works such as extra housing, etc. will make for further employment and will further snowball as time goes on, he added.

He said he was firmly of the opinion that Gladstone's population would increase rapidly and that it would be doubled within the next decade.

He said he was of the opinion that Comalco would lose no time in setting on with the job and this would mean

### Mr. A. Basingthwaite App't'd Man./Dir. Of Swifts

The appointment has been announced of Mr. Arthur Basingthwaite as Managing Director of Swift Aust. Co., Pty. Ltd.

Mr. Basingthwaite joined the company in 1954 in the Liverpool Division. He was appointed head of the division in 1957 and a director in 1960.

He will be the first Appointment to hold this position since the founding of the

that Gladstone would begin to feel the benefits in the very near future.

Mr. A. D. Hopper said the board had received many congratulatory telegrams, which included Buckingham, Mackay and Cairns Harbour Boards, also Mr. F. Wood, Buckingham Research and Promotion Committee, and the New South Wales Rural Mining Committee. Also from chairman of Bowen Harbour Board which read, "Congratulations. Comalco has found her place, any chance of bettering slipper".

Mr. Hopper said that this was the first time that Gladstone had been mentioned in the whole of the 10 years he had been secretary of the Board and should ensure a very bright future for Gladstone.

The Deputy Mayor of Gladstone (Ald. W. Stobbs) said this was really wonderful news for Gladstone and he was most happy for the people of this town who have waited so patiently and for so long to have their town recognised as an important centre in Central Queensland.

The magnitude of the developments that must now take place is very hard to visualize at this stage, but every action of the community will surely benefit by this decision of Comalco.

Ald. Stobbs said it will put new life into the town and district and the people of Central Queensland can now look forward with confidence, to greater prosperity.

The chairman of the Calang Shire (Mr. A. C. Chapman) said he was delighted to hear the news. He said it would benefit the town, as well as the hinterland, as it would ensure a bigger local market for a primary produce and in his opinion

there was nothing better than a solid local market.

The country people would benefit further by having the benefit of a progressive shopping centre, Mr. Chapman added.

Quite a number of officials and businessmen were present at the Clinton Airport yesterday afternoon to greet Mr. Golding on his return from Weipa.

The chairman of the Gladstone Chamber of Commerce (Mr. C. H. Joseph) said the news that Comalco has decided to erect the alumina plant here at a cost of £35,000,000, the largest investment since the 1920s had to modern times, his representations may be minimal and certainly we can now say Gladstone has at last turned the corner, a very good sign of us have been hoping to turn for over the last 30 years.

"Hitherto our economy has been tied to one major industry, the Meatworks and the harbormer of our town prosperity has been a direct reflection of the length and intensity of the Meatworks season."

"Now we can look forward hopefully to considerable relief from the uncertainty of Meatworks employment," Mr. Joseph added.

"Although it will naturally take some time, the people of Gladstone can now look to the future with a sure knowledge of definite progress and believe me, he added, Comalco, although the most advanced, will not be the end of it, there will be more to come."

The Chairman of the Gladstone Harbour Board (Mr. Golding) on his return yesterday said that the result of the negotiations and the success of having the plant located in Gladstone which Gladstone had to the town and its port.

The establishment of Comalco in Gladstone would result in other industries following in its wake.

Though we all can be excited at the good news, a great deal of hard work and much expenditure by the Town Council and the Gladstone Harbour Board will be necessary, as will the fullest co-operation of everyone to ensure that this great industry will be ready to start operations at the time set by Comalco — that is early next year, he added.

Mr. Golding also directed words of praise to members of the community.

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The establishment of Comalco in Gladstone would result in other industries following in its wake.

## ATHLETIC CARNIVAL -- BEST FOR MANY YEARS

Athletics, possibly of the highest standard seen in Gladstone for many years, were witnessed at the Gladstone showgrounds over the Easter period.

The Gladstone Amateur Athletic Club conducted a full day carnival at the showgrounds on Easter Saturday afternoon and evening and assisted in conducting the athletic events at the showgrounds on Easter Monday afternoon.

Amateur athletes from Bundaberg, Maryborough, Brisbane, Rockhampton, Biloela and Gladstone took part in the carnival.

Queensland women's sprint champion, Brenda Cox of Brisbane, contested the open women's events and took out the 100 yards open invitation, and the 200 yards handicap.

Her main opposition came from local sprinter the Moxon Beauty who ran second to her in each of these events.

However, in the 200 yards open handicap event, Brenda Cox found she could not give Moxon 7 yards over the distance and had to be content with second place.

In the open men's event, Rodney Christensen put up an excellent performance to take out the 100 yards open invitation in the good time of

17.5 seconds. Maryborough, Brisbane, Rockhampton, Biloela and Gladstone took part in the carnival.

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# GLADSTONE - AN INDUSTRIAL GIANT

## ESTABLISHMENT OF QUEENSLAND'S FIRST MAJOR MINERALS PROCESSING PLANT

**W**hen the Chairman of Comalco, Sir Maurice Mawby (knighted in 1963), announced on Weipa wharf on 18 April, 1963 that Gladstone was the chosen site for its £35 million alumina refinery, he stated that, "an extensive investigation showed that Gladstone has an excellent deep water port, a settled community and access to manpower."

The decision ended six years of intense lobbying by every port in Queensland. The Gladstone Harbour Board (GHB) had relentlessly pursued this major industrial prize and when it was won, Chairman Bill Golding stated that, "the result of the negotiations and the success of same had at last vindicated the faith which Gladstone had in the town and the port".

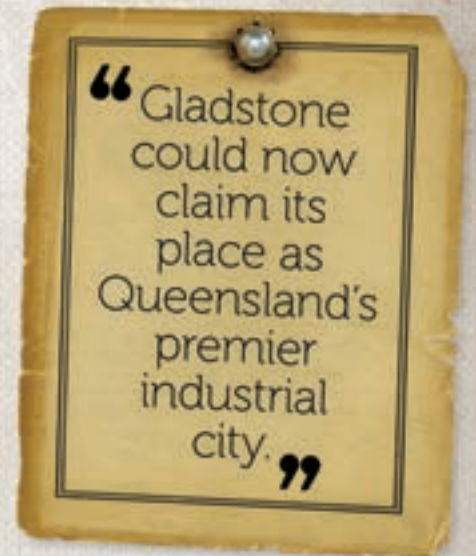
When construction of the alumina refinery commenced in 1964, hundreds of workers and their families started arriving from all around Australia and overseas. Skilled migrant workers left the Snowy River Scheme for Gladstone and a contingent of Kaiser engineers and their families flew in from the USA.

The magnitude of the construction and the impact it had on Gladstone was staggering. The local economy experienced a boom of immense proportions.

Gladstone workers walked onto the construction site and brought home pay packets beyond their wildest dreams.

The Gladstone Harbour Board was tasked with the construction of the causeway and bridge connecting South Trees Island with Parsons Point. The £1.6 million structure was, at the time, the most expensive project ever undertaken by the GHB. This vital logistics connection for Queensland Alumina was considered of such significance that it was officially opened by the Premier of Queensland, the Sir Francis Nicklin (knighted in 1968), on 4 April, 1966.

In 1967, stage one of construction was complete, production had commenced and on 9 June, the first shipment of 35,586 tons of alumina left South Trees wharf on the 'MV Holtefjelt' bound for the Pacific North West of the USA.



The South Trees wharf facilities were completed later in the same year. In November, the 'Hemipleca' carrying a shipment of fuel oil was the first vessel to utilise the berth of the alumina refinery.

MAIN BELOW: Circa 1960's - Weipa airstrip. QAL was built to process bauxite mined at Weipa in Far North Queensland. Photo courtesy of Clint Janson.





# TIMELINE FOR QUEENSLAND ALUMINA

## 1953

Chairman of Consolidated Zinc, Sir Maurice Mawby, issued instructions to all company field geologists to be on the alert for deposits of bauxite in northern Australia.

## 1955

While exploring for petroleum along the Gulf of Carpentaria, Consolidated Zinc geologist Harry Evans, observed extensive red cliffs of bauxite at Weipa on the western shores of Cape York. This later proved to be the perimeter of one of the world's largest deposits of bauxite.

## 1956

To explore and develop the resource, Consolidated Zinc formed the Commonwealth Aluminium Corporation Pty Ltd. Later to be known as Comalco.

## 1957

Queensland Government Minister for Development, Mines, Main Roads and Electricity; the Hon. Ernie Evans MLA, granted Comalco an 84 year agreement to develop the Weipa leases. One of the obligations insisted upon by the Queensland Parliament, was the requirement for Comalco to establish processing facilities in Queensland to extract the alumina from the bauxite.

In October; Chairman of GHB, Martin (Marty) Hanson, was authorised by the Board to travel to Brisbane to push Port Curtis as the logical choice for an alumina refinery.

## 1959

August; GHB made an offer to purchase South Trees Island from graziers S.H. and F.O. Austin. Austin's rejected the offer, stating the island could not be purchased for any price. It was hoped Comalco could utilise the island, with its naturally deep water for the construction of an alumina refinery in Gladstone.

## 1960

28 November; Gladstone Harbour Board officially welcomed a visit from Hon. Ernie Evans MLA, Minister for Development, Mines, Main Roads and Electricity.

15 December; Consolidated Zinc and the American-based company, Kaiser Aluminium and Chemical Corporation formed a partnership to be incorporated as the holding company, Comalco Industries Pty Ltd. Under the agreement, Consolidated Zinc agreed to sell a one-half interest in Comalco to Kaiser. In return, Kaiser agreed to supply technology and technical services to Comalco.

## 1961

30 May; Mr. O.F. McMahon, Managing Director of Australian Aluminium Co. Ltd. and members of British Aluminium Co. and the Canadian based Aluminium Limited, inspected GHB facilities and various localities in, and around Gladstone.

November; A study prepared by Comalco and Kaiser Aluminium concluded that the cost of building a plant at Weipa would make the venture unprofitable. As the Australian representative of the partnership, it was Comalco's responsibility to investigate alternative Queensland site locations. There were eleven possible sites identified for further investigation; Temple Bay (almost opposite Weipa), a Torres Strait island, Cooktown,

California to discuss a series of technical reports prepared to determine the viability of the Gladstone and North Brisbane sites. While no firm decision was made at this meeting, the partners were in favour of the Gladstone location.

**The Gladstone location offered many favourable advantages for the refinery operations including; a deep-water harbour adjacent to available plant sites, protected anchorage for shipping of bauxite and refined alumina, availability of electricity from the newly constructed Callide power station, nearby limestone deposits, abundant water from the Boyne River, mostly dry climate, proposed direct rail access to the Moura coalfields, and the prospects of future natural gas supplies from the Rolleston gas fields.**

Comalco learned that Swifts was considering closing its Gladstone meatworks and 1,200 acres at Parsons Point, near South Trees Island might become available.

## 1963

Following several trial cargoes, the port of Weipa opened to regular shipments of bauxite, primarily to Japanese buyers.

February; In response to discussions with Kaiser, the Canadian based company Alcan agreed to join the project.

18 April; Sir Maurice Mawby confirmed Gladstone had been chosen as the site for the alumina refinery. Among the guests gathered for the announcement was GHB Chairman William Golding who commented that it was "the best news Gladstone had heard so far". However, the exact site was still under review.

“Gladstone will become one of the great industrial towns, perhaps not just in Australia, but of the world.”

Sir Maurice Mawby, Chairman of Conzinc Rio Tinto of Australia Limited.

Mackay, Townsville, Hervey Bay, Bowen, Cairns, Flock Pigeon Island (in Broad Sound near St Lawrence), Gladstone and North Brisbane. Upon consultation with the international partners, it was decided the remote sites presented too many operational and construction barriers and it was determined the choice would be between North Brisbane and Gladstone.

## 1962

Consolidated Zinc merged into Conzinc Rio Tinto of Australia Limited (CRA).

September; Kaiser and CRA representatives met at Kaiser headquarters in Oakland,



October; After earlier expressing an interest in the project and after lengthy negotiations, French company Pechiney agreed to join the consortium, becoming the fourth member of the multinational consortium.

28 October; Representatives from the consortium partners Kaiser, CRA, Alcan and Pechiney met at Kaiser Aluminium headquarters in Oakland California. They formed and registered the company named Queensland Property Investigations Limited.

November; Consortium partners agreed to change the company name from Queensland Property Investigations Limited to Queensland Alumina Limited (QAL). The shareholding in the new company was divided by the four partners; Kaiser with 52%, CRA with 8%, Alcan with 20% and Pechiney with 20%.

December; On behalf of the consortium, Comalco purchased the meatworks site at Parsons Point consisting of 1,200 acres. The GHB had offered South Trees Island to Comalco for cost price plus legal costs.

## 1964

February; QAL Board gives approval for construction of the plant.

*MAIN BELOW: 1964 - The demolition of the meatworks chimney heralds a new era for Gladstone. Photo courtesy of Queensland Alumina Limited.*

August; Demolition of the meatworks completed. Parsons Point site was completely leveled for construction. Debris from the meatworks demolition was used as filling for the construction of the causeway that was to link South Trees Island and Parsons Point. Construction of the 396m long South Trees Wharf was also proceeding. GHB would be responsible for the construction of the causeway and bridge, but the Queensland State Government would ultimately decide that QAL be given the option to fund and ultimately purchase the South Trees Wharf. QAL decided to exercise this option, while the GHB retained ownership of the causeway which was leased to QAL under a long-term agreement.

September; Commencement of construction of the Queensland Alumina Limited refinery plant at Parsons Point.

## 1965

A large group of American engineers, operators and their families, about 100 in total, begun arriving into Gladstone. The Kaiser employees were unaware of the poor state of the town's services, compared to the standards back in the United States, and were confronted by unsewered services and poor water supply.

## 1966

4 April; Premier of Queensland, Sir Francis Nicklin, officially opened the causeway and bridge linking Parsons Point with South Trees Island. The bridge was named the William Baker Shaw Bridge in memory of an 1890's founding director of the Gladstone Meatworks who later became its managing director. At the time, the project which cost £1.6 million (equivalent to approx \$38 million today) was the most expensive project ever undertaken by the GHB in its 52 year history.

July; Only two years after construction commenced, members of the consortium gave notice of their respective need for an expansion that would enable them to take delivery of an additional 300,000 tons. This additional capacity would increase the annual output of the refinery to 900,000 tons a year.

November; Construction workforce, with membership from 14 unions, reaches its peak of 2,800 workers.

November; The vessel 'Hemiplecta' with its shipment of oil fuel was the first ship to use the new South Trees Wharf.

December; The first shipment of bauxite arrived from Weipa onboard the 'Lake Boga'. Many samples of the red pebbles that were part of the 10,000 ton shipment, were passed around the community to allow Gladstone residents to see and handle the raw material that had brought with it so much change and prosperity.

December; The first ore shipments were followed by the arrival of the first caustic soda import from the United States. As construction of each plant tank was completed, it was filled with water to await start-up and it was not unusual to see construction workers taking a lunch-time swim. However, this posed a problem when tanks were progressively filled with caustic soda and to avoid a potential disaster, a green dye was added to the tanks alerting workers that the contents were no longer suitable for recreation.



1966



January 1966 - Construction of the William Barber Shaw Bridge. Photo courtesy of Queensland Alumina Limited.

1966



2nd April - Sir Francis Nicklin (Premier) officially opened the William Barber Shaw Bridge connecting Parana Point and South Trees Island. Photo courtesy of Queensland Alumina Limited.

1966



South Trees - Aerial - Wharf decking almost complete. Photo courtesy of Queensland Alumina Limited.

1966



December 1966 - Unloading the first Bauxite from the Lake Ego. Photo courtesy of Queensland Alumina Limited.

# 1967

Plant engineers began to encounter water supply issues with insufficient availability of water from the Boyne River. Construction of the Awoonga Weir was behind schedule and there were major concerns there would not be enough water to operate the plant. Earth dams formed

across the river were washed away by flash storms and with little water in storage, QAL had to urgently look at alternatives to enable production to continue after start-up. An assessment was made to determine if sea water could be introduced to any plant process. One system adopted

was to use salt water to pump red mud waste to the storage dams. The minerals in the salt water had a neutralising effect on the trace of caustic soda remaining in the waste and also helped the mud to settle. Other short-term solutions were found to the water issue, to provide sufficient supply for start-up. However, the Awoonga Weir remained empty until June when, right on cue, it poured rain on Gladstone Show Day.

**11 March; Start-up day.** An exciting time, not only for the plant but for the whole town, when the announcement was made that it was "All systems go!". Several weeks later the first alumina trickled from the kilns.

9 June; The first shipment of 35,586 tons of alumina sailed from South Trees Wharf onboard the vessel 'Holtefjell' bound for the reduction plants of Kaiser and Pechiney on the north-western coast of the United States.



Mid 1960s

LEFT: Gladstone's town water supply was dirty and unfit to drink in the mid 60s. The Coles shop in Goondoon Street started to stock cans of clean drinking water for residents to purchase. Photo courtesy of Rob Kosse.



1969



Getting into the spirit of the QAL Christmas party. Photo courtesy of Queensland Alumina Limited.

1966



Kaiser American employees enjoying an Australian beer at the QAL picnic (L-R), Jim Dodgson, Gladys Donaldson, Jeanette and Al Gillkerson, Art Wiggins, Margaret Dodgson and Don Donaldson. Photo courtesy of Queensland Alumina Limited.

1968



Asweya Weir overflows. Photo courtesy of Queensland Alumina Limited.

With the plant commencing production in March 1967, planning was underway for the official opening in August to coincide with the 165th anniversary of Matthew Flinders' arrival in the harbour in 1802.

As Gladstone could not meet the requirements for large-scale catering for the extensive list of invited guests, opening celebrations began in Brisbane on the evening of 3 August with a banquet at the original Lennons Hotel. The guests were described by a Brisbane newspaper as "Australia's Top 300" including national and state government leaders, heads of government departments and leaders of major industries, together with a strong Gladstone contingent led by Gladstone Harbour Board Chairman and Mayor, William Golding. The Gladstone Observer reported that it was

Gladstone's "big day", one marked with excitement, "for its people who in the space of a few years had seen their town grow from a peaceful coastal settlement into an industrial giant". The Deputy Prime Minister and Minister for Trade, John McEwan, described the establishment of the plant as "one more gigantic step in the achievement of our dreams of industrial development in Australia". State Treasurer Sir Gordon Chalk toasted the new company and commented that, "from Weipa and Gladstone will flow, not only development in our midst but it will provide national wealth. As Queenslanders, we are happy to see these things taking place". The Premier of Queensland, Sir Francis Nicklin, unveiled a specially commissioned painting at the opening, while Sir Maurice Mawby predicted that Gladstone would become "one

of the great industrial towns, perhaps not just in Australia, but of the world".

The following day was for the employees and their families with more than 3,000 packed into a picnic ground near the plant to celebrate as "one big family", the opening of the plant. The organisers claimed to have lost count of the amount of beer and ice-cream consumed on the day.

June; Construction of the first plant expansion commenced, to add a further 300,000 ton output capacity.

December; The original Australian and American start-up management team had been through exciting times together but as Christmas approached, many of the American crew were preparing to farewell Gladstone to return to the Kaiser plants and offices in the United States.

1968

August; Construction workforce on the first expansion reached a peak of 950 construction workers.

1968

December; Work completed on the first expansion.

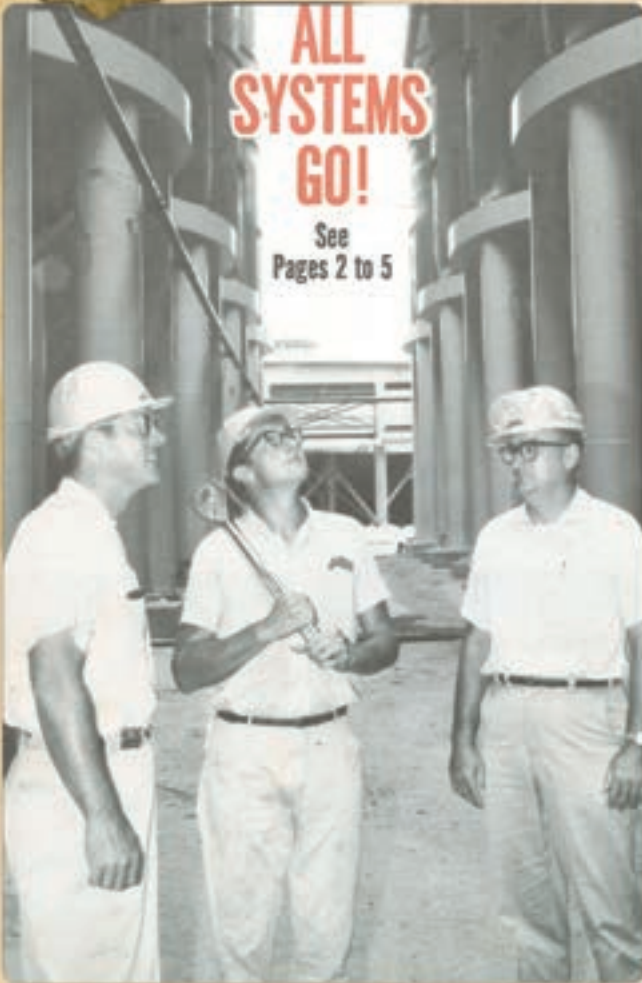


1972

RIGHT: Opening of the Queensland Alumina Social Club. Photo courtesy of Gladstone Regional Art Gallery and Museum.



1967



**ALL SYSTEMS GO!**  
See  
Pages 2 to 5

QAL's Newsletter - Horizon, Vol 6, October 1967. Photo courtesy of Queensland Alumina Limited.

1967



Guests were airlifted from Brisbane to Gladstone to attend QAL's official opening. The Civil Aviation Department set up a special air traffic control at Gladstone. Four Fokker Friendship and two Electras plus smaller charter aircraft were used. On arrival at Chilton airfield, the visitors were welcomed by the Thistle Pipe Band and bussed to Parsons Point for a tour of the plant and the official opening. Photo courtesy of Queensland Alumina Limited.

## 1969

March; Premier Sir Joh Bjelke-Petersen visited the initial plant and inspected the first expansion completed in December of the previous year. During his visit, the Premier announces that a second expansion will proceed.

June; Construction commenced on the second expansion adding an additional 375,000 tons of capacity.

Plans discussed for QAL to assist with the raising of Awoonga Weir wall by 6m (20 feet) which would increase the capacity five-fold.

## 1970

March; Construction commenced on the third expansion. The proposed additional 725,000 ton expansion was larger than

the capacity of the original plant. Total output capacity would now eventually eclipse 2.4 million tons a year, equivalent to a 30% increase in output.

## 1971

April; Construction completed on the second expansion. With the total annual output capacity exceeding 1.275 million tons.

# 1973

13 November; Deputy Premier Sir Gordon Chalk and Sir Maurice Mawby perform the official duties of declaring the plant "completed". The ceremony which included the unveiling of a plaque and aluminum billets on Administration Hill, signified the completion of the third expansion to the original plant. The 10 years of continuous construction activity had provided thousands of construction workers and their families with much needed work.

ABOVE RIGHT: November 1973 - Sir Gordon Chalk assisted by Sir Maurice Mawby unveils a plaque and aluminium billets on Administration Hill to mark the "completion of the plant". Photo courtesy of Queensland Alumina Limited.



1973



# PORT DEVELOPMENTS

—1955 TO 1959—

## 1955/56

- 82 vessels.
- Imports 59,395 tons, exports 152,484 tons.

### Auckland Point

- Completion of 68m (223 ft) extension to jetty with rubber fenders allowing two vessels to berth simultaneously.
- Coal – Callide coal shipped once again to Victoria.
- Completion of cargo shed on wharf extension 55m x 13m x 6.4m (180 ft x 42 ft x 21 ft).
- Grain Sorghum – First shipment of bulk grain sorghum over loading belt linking to coal loader (4,326 tons) on 'MV Phillipine Merchant', 28 September, 1955.
- Chilled meat once again shipped to the United Kingdom.

### Barney Point

- Initial plans discussed for the reclamation of 21 acres to accommodate future port growth.

### Reclamation

- Reclamation to provide road and rail access to new wharf extension completed, with the exception of the retaining wall.

## 1956/57

- 93 vessels.
- Imports 73,671 tons, exports 144,114 tons.

### Auckland Point

- Extensions to jetty commenced adding an additional 69.1m (227ft).

### Reclamation

- Reclamation completed of retaining wall to jetty - providing four approaches.
- Reclamation of area for the storage of pyrites and extension to the retaining wall at Auckland Point Jetty.

## 1957/58

- 99 vessels.
- Imports 84,058 tons, exports 148,369 tons.

### Auckland Point

- Coal – First shipment of Blair Athol coal.

- Cattle – First shipment (103 head) to New Guinea on 'MV Natone' 6 June, 1958.
- Manganese ore – shipped 576 tons.
- Wool – Completion of modern and efficient wool dumping plant at jetty; 1,199 bales dumped, stored and shipped.
- Petroleum – BP Australia Ltd commenced negotiations for the lease of 9 acres of reclaimed land for construction of a waterside terminal.
- Petroleum – Vacuum Oil Co official opening of waterside terminal.
- Pyrites – Construction of a covered pyrites shed for the storage of 10,000 tons.

## 1958/59

- 160 vessels.
- Imports 85,648 tons, exports 104,278 tons.

MINUTES OF THE ORDINARY MONTHLY MEETING OF THE GLADSTONE HARBOUR BOARD HELD IN THE BOARD ROOM AT 9.30 a.m. ON WEDNESDAY, 17th. JULY, 1957.

Mr. Breslin moved that the facilities existing at Gladstone in connection with the shipment of coal, be brought under the notice of the Minister for Trade and Customs (Senator McKewen) through the Federal Member (Mr. G. Pearce, M.P.).

MINUTES OF THE ORDINARY MONTHLY MEETING OF THE GLADSTONE HARBOUR BOARD HELD IN THE BOARD ROOM AT 9.30 a.m. ON WEDNESDAY, 21st. AUGUST, 1957.

To Mr. G. Pearce, M.P. - asking him to bring before the Minister for Trade, the coal resources of Central Queensland, and the coal loading facilities at Gladstone. - A reply was received from the Minister that the matter would be kept before him.

MAIN BELOW: May 1958 – Auckland Point Terminal – reclamation continues.





# PORT DEVELOPMENTS

—1959 TO 1961—

## Auckland Point

- Further extensions to jetty contracted to Messrs S Haunstrup and Co Pty Ltd. On completion of the additional 68m (225ft) reinforced concrete extension, the total length of the Auckland Point Jetty was 374m (1,225ft).
- Coal – Last shipment of Callide coal (10,009 tons) to Victoria on 'MV Lake Torrens' on 6 August, 1958.
- Coal – Early delegation from Japan visited Gladstone Harbour Board to inspect coal loading facilities with the possibility of exporting Kianga coal to be used to fire Japanese steel mills.
- Coal loader utilised to load multiple products including coal, grain, pyrites and manganese.

## Auckland Inlet

- O'Connell Wharf reconstructed.

## General

- Queensland Treasury appointed committee of experts to examine questions of overseas port for Central Queensland – Port Alma or Port of Gladstone.

## 1959/60

- 115 vessels.
- Imports 101,162 tons, exports 101,192 tons.
- New cargoes; Kianga coal, millet seed, barley and prawns.

## Auckland Point

- Construction continued of 68m (225ft) extension of Wharf to a total length of 374m (1,225ft).
- Thiess Brothers Pty Ltd contracted to supply coal to Japan.
- First shipment of Kianga coal to Japan (9,305 tons) on 'MV Wokingham', 7 November, 1959.
- Construction commenced of cold stores and processing factory for Australian Food Exporters Pty Ltd for tuna fishing industry.

## Reclamation

- Barney Point – Land reclaimed with dredged material and quarry fill.

## Auckland Inlet

- Further reclamation work carried out near the area leased to the Port Curtis Sailing Club. Additional land leased by the Club.

## General

- Slipway constructed to handle vessels up to 30m (100ft) near mouth of Auckland Creek.
- Fortnightly voyage by 'MV Havannah' transporting freight and passengers between Brisbane and Gladstone ceased.
- Gladstone population 7,200.

## 1960/61

- 71 vessels.
- Imports 92,646 tons, exports 75,677 tons.
- Gladstone handles all coal, pyrites, butter and grain exported from Central Queensland and one third of meat and petroleum products.

## Auckland Point

- Construction continued of 68m (225ft) extension to Wharf.
- Coal – Concreting of coal stockpile area undertaken.
- Coal – Commencement of large scale shipments of Kianga and Moura coals to supply Japanese steel industry.
- Grain – installation of additional facilities for handling bulk grain.
- Cold store – Australian Food Exporters Pty Ltd leased section 3 shed for frozen or canned fish processing.
- Petroleum – BP erected 3 storage tanks on reclaimed land at rear of Vacuum Oil.

## Dredging

- Dredging of Auckland Point coal berth to a depth of 9.75m (32ft).

## Auckland Inlet

- O'Connell Wharf extension almost completed.

## General

- Queensland Government announced proposal to construct a major power station at Callide.



LEFT: November 1961 – IHAS representative hands over a BTD 20 Tractor, to GHB (L-R) A. Hopper, A. Greasley, M. Hanson, R. Lee, Mr McLeod (IHAS) and W. Golding.



# PORT DEVELOPMENTS

—1961 TO 1963—

## 1961/62

- 97 vessels.
- Imports 92,366 tons, exports 350,997 tons. The unprecedented uplift in exports represented a record 364% increase from the previous year.

### Auckland Point

- 68m (225ft) extensions to jetty completed. Total length of Auckland Jetty now 374m (1225ft).
- Coal – First shipment of Moura coal (11,875 tons) on 'MV Meian Maru', 6 August, 1961.
- Coal – Exports of Moura and Kiangra coal to Japan increased by over 200,000 tons.
- Coal – Thiess Brothers Pty Ltd amalgamated with Mitsui (Japan) and Peabody (America) to form Thiess Peabody Mitsui Coal Pty Ltd (TPM).
- Grain – New storage shed completed 10m x 18m (33ft x 60ft) with capacity to house 7,000 tons of grain.
- Grain sorghum – Exports recommenced after two years.
- Petroleum – BP Australia official opening of waterside terminal.

### Auckland Inlet

- O'Connell Wharf extensions completed and caters for small craft and tourist traffic.
- Area of land on the foreshores of Auckland inlet made available to the Sea Scouts.

### Reclamation

- Auckland Point – Reclamation works continue to allow rail access to both ends of jetty.

### General

- South End Jetty repairs completed.

## 1962/63

- 108 vessels.
- Imports 86,928 tons, exports 357,641 tons.

### Auckland Point

- 36.5m (120ft) extension of wharf west to 410m (1,345ft) and reconstruction of portion of old jetty nearly completed. Auckland Jetty classified as a wharf after the ongoing reclamation works bring the mainland to the jetty. A jetty is classified as a structure extending from the mainland, whereas a wharf is attached directly to the mainland without any water causeway separating it from the land.
- Remodelling of bulk loader nearing completion.
- Coal – First shipment of Moura washed coal (11,684 tons) on 'MV Utsira' 23 February, 1963.
- Grain – First shipment of bulk wheat (11,821 tons) on 'MV Charalambas' N Pateras 30 January, 1963.

### Barney Point

- Plans discussed for Thiess Peabody Mitsui Coal Pty Ltd (TMP) to construct a rail line from Moura to Gladstone and erect a coal handling facility at Barney Point.

### Reclamation

- Auckland Inlet – two acres leased to Caltex and four acres available for lease as industrial sites.

### Auckland Creek

- O'Connell Wharf now 125m (410ft) and approval granted for a further 28m (93ft) extension.

### South Trees Island

- Announcement of proposed alumina processing plant in Gladstone. Queensland Alumina Ltd (a consortium of Kaiser Alumina USA, Alcan Corporation of Canada, Pechiney of France and Comalco Australia) tabled plans to erect the largest primary alumina plant in the world at South Trees Island. It is estimated it will handle 1,500,000 million tons of bauxite and alumina annually and employ 500 people. Anticipated completion date 1967.

### General

- Mr Alex Hopper passed away suddenly, only three months after celebrating his 40th year as Secretary of the Gladstone Harbour Board.
- Gladstone stages first Harbour Festival.
- Gladstone population 8,000.

*BELOW RIGHT: 1962 – BP petroleum terminal complete.*





# PORT DEVELOPMENTS

—1963 TO 1965—

## 1963/64

- 130 vessels.
- Imports 76,794 tons, exports 910,982 tons (all time export record).
- New import of ammonium nitrate for use at Moura coalfields.

### General

- Swifts closed Gladstone Meatworks leaving many local residents unemployed.
- Gladstone Harbour Board celebrated 50 year Golden Jubilee Year since the first meeting and board appointment on 6 March, 1914.
- Gladstone Port moves from being Queensland's sixth largest port to second behind the Port of Brisbane.

### Auckland Point

- Coal – Stockpile capacity increased to 100,000 tons.
- Coal – First shipment of Bluff coal (6,014 tons) on 'MV Belkarin' 7 February, 1964 bound for Holland.
- Coal – New coal moving equipment purchased by GHB – scoop-mobile, D9 bulldozer,

tractor and mobile crane.

- Grain sorghum – New grain storage facility planned in conjunction with Grain Sorghum Marketing Board capable of storing 15,000 tons.
- Dairy – Port Curtis Co-Operative Dairy Association established cold stores on Auckland Point Wharf.

### Dredging

- Berth depth of 11.3m (37ft) and channel depth of 9.6m (31.6ft) by Westminster Dredging Australia Pty Ltd.

### Reclamation

- Plans developed to reclaim 300 acres of land between Auckland Point Wharf and Barney Point.
- Auckland Inlet – Reclamation of mudflats on the area now occupied by Hanson Rd industrial estate.

### General

- Plans developed to extend Gladstone Harbour Board's Office and Workshop.
- Tug "Gladstone" with a bollard pull of 10 tons is stationed in the Port.
- Construction of Queensland Alumina Ltd began. GHB provides £2 million for causeway, jetty and wharf.

## 1964/65

- 131 vessels.
- Imports 108,779 tons, exports 1,204,225 tons. Another all-time export record. Fourth consecutive year a new export record was achieved and marks the first time exports exceed 1 million tons in a financial year.

### Auckland Point

- Wharf – Completion of 36.5m (120ft) extension to wharf to a total length of 410m (1345ft) and remodelling of bulk loader.
- Coal – Negotiations facilitated with Utah Development Co and Blackwater Mine for the handling of over one million tons of coal to commence 1968.
- Grain – Construction completed of 7,500t grain storage building.

### Barney Point

- Construction commenced on new Barney Point Wharf for the export of TPM coal to be loaded at a rate of 2,000tph.

### QAL

- Construction of a causeway and bridge across Boyne River.
- Construction of a 396m (1,300ft) wharf at South Trees Island for use by Queensland Alumina Ltd.

### Reclamation

- Barney Point – Land being levelled to provide storage. Potential lessees were Mt Morgan Ltd, Grace International Fertiliser Co and Murphyores Incorporated Pty Ltd for processing of mineral sands.

### Dredging

- Channel dredging commenced to 11.3m (37ft).



LEFT: 1963 – Chairman W. Golding congratulates A Hopper on 40 years as Secretary of GHB.

BELOW MAIN: 1964 – Construction of travelling gantry for coal loading system at Auckland Point Coal Terminal.



# PORT DEVELOPMENTS

—1965 TO 1967—

## 1965/66

- 153 vessels.
- Imports 131,832 tons, exports 1,756,299 tons.

### Auckland Point

- Wharf – Extension of 93.3m (306ft) to 503m (1,651ft) completed. The extension provides capacity for 3 vessels to berth simultaneously. The wharf length of 503m is equivalent to the combined length of five football fields making it one of the longest wharfs in Australia.
- Extension of stockpile to a capacity 50,000 tons.
- Coal – Completion of new coal loading system. Conversion from fixed coal loader to travelling gantry loader with telescopic chute and timer thrower with a loading rate of 600 tph.
- Coal – First coal shipment loaded with new travelling gantry, 22,690 tons of Moura coal on 'MV Sangoh Maru' 5 July, 1965.
- Coal – Moura and Utah coal sample shipment (18,517 tons) on 'MV Tetsukuni Maru' 11 November, 1965.
- Grain – Official opening of 15,000 ton grain store (300ft x 100ft) by Sir Thomas Hiley 18 December, 1965.

### Barney Point

- Coal – Construction of Barney Point Coal Terminal commenced (GHB and TPM).

### QAL

- South Trees Wharf for use by QAL 50% completed.

### Reclamation

- Auckland Point/Barney Point – Causeway link commenced.



### General

- GHB workshop size doubled and office extension completed.

- Mr Reg Tanna (future General Manager) joined GHB as Manager/Engineer.

- Gladstone population 12,000.

## 1966/67

- 173 vessels.
- Imports 717,948 tons, exports 1,825,857 tons.

### Barney Point

- TPM moved to Barney Point from Auckland Point upon completion of coal loading facility.
- Coal facility and wharf in operation August, 1967 (cost of \$6m). Commissioning of 2,000tph shiploader, generating throughput of 8 million tons per year.

### QAL

- Construction of the two berth, 396m (1,300 ft) South Trees Wharf is completed by the Department of Harbours and Marine and GHB at a cost of £4 million. The wharf accommodates a bauxite unloader with twin grabs and operates at 1,700 tph (capable of 2,400 tph). Alumina shiploader operates at 1,000 tph.
- QAL began manufacture of alumina in November, 1966.
- First bauxite shipment (6,978lt) on 'MV Lake Boga' arrives on 12 December, 1966.



ABOVE: 1970 – R. Tanna, fourth from the right at the Queensland Harbour Board Association's annual conference in Bowen.

LEFT: 1966 – R. Tanna joins GHB as Manager/Engineer. Photo courtesy of Norma Tanna.

- First caustic shipment (31,435lt) received 27 December, 1966.
- First alumina shipment (35,586lt) on 'MV Holtefjell' 9 June, 1967.

### Dredging

- Auckland Point (bulk berth) to depth of 11.3m (37ft).
- Auckland Point (2 general berths) to depth of 9.8m (32ft).
- Barney Point to depth of 12.2m (40ft).

### General

- Tugs – Howard Smith Industries became major operator. Tug 'William R Golding' biggest in operation in Australia with a 27 ton bollard pull. Located in Gladstone, the vessel was named after the longest serving GHB Chairman, William Golding. Golding was Chairman from 1946-49 and again from 1958-1979.
- Pilot Boat – 'Jenny Lind' commissioned and in service for use by Harbour Master. 'Jenny Lind' was named after Jenny Lind Creek near Bustard Head lighthouse. The creek took its name from a schooner that was shipwrecked off the coast in 1857 (the schooner took its name from an internationally famous Swedish opera singer of the mid 1800's).



# PORT DEVELOPMENTS

—1967 TO 1968—

## 1967/68

- 319 vessels.
- Imports 1,858,648 tons, exports 2,995,707 tons. Shattering the previous all-time export record by more than 1 million tons set only the year before. The dramatic rise in export tonnage was driven by three key factors; 1) commissioning of 2,000tph coal loading facility at Barney Point, 2) 25% increase in Auckland point coal handling rate from 600 to 750 tons per hour, and 3) alumina shipments through the newly constructed South Trees Wharf.

### Auckland Point

- Coal – Handling rate increased from 600 to 750 tph.
- First trial shipment of Blackwater coal (19,769 tons) to Japan on 'MV Eigo Maru' 3 January, 1968.

### Barney Point

- Facility completed with a stockpile capacity of 140,000 tons and a loading rate of 2,000 tph (to ship Moura coal).
- Moura to Gladstone rail line completed (112 miles) at a cost of \$28 million. Trains with 60 wagons and hauled by leader diesel electric locomotives handle approximately 2,700 tons per trip.
- First shipment of Moura coal delivered through the newly constructed rail line on 'MV Sangoh Maru', 9 August, 1967.

### Other

- Leases executed.
- Mt. Morgan Ltd, exporting pyrites (16 acres).
- Murphyores extraction from mineral sands (34 acres).

### Reclamation

- Auckland Point/Barney Point – Causeway link completed except for a gap of 36.5m (120ft) to allow for tidal and drainage water. Bridge to be built across the gap.

### Dredging

- Australian Dredging and General Works Pty Ltd contracted to increase depth harbour entrance channel.
- Auckland Inlet dredged to 4.6m (15ft) for small boat owners.
- Auckland Inlet – 86 moorings now available for small craft.

*MAIN BELOW: 1967 – International visitors with GHB Chairman, W. Golding and Manager/Engineer, Reg Tanna - Barney Point Jetty.*





# PORT DEVELOPMENTS

—1968 TO 1970—

## 1968/69

- 344 vessels.
- Imports 2,596,724 tons, exports 5,187,999 tons. Another unprecedented year of growth for the Port seeing a massive uplift in imports with bauxite being shipped from Weipa for processing at QAL and the increased growth of coal exports.

### Auckland Point

- Coal – First trial shipment of South Blackwater coal (11,538 tons) on 'MV Yamahata Maru' 13 December, 1968.
- Grain – Port of Gladstone chosen by the State Wheat Board as the grain port for Central Queensland.
- Plans for conveyor system to be constructed with a 400 tph mobile loader.
- Mineral Sands – Murphyores Incorporated Ltd opened mineral sands processing plant with first sands from mine at Point Richards 29 May, 1969.

### Barney Point

- Plans discussed to provide second berth for loading of coal.

### Reclamation

- Auckland Point/Barney Point – further 13 acres (total now 50 acres) to complete tank farm area. Retaining wall between Auckland Point/Barney Point is completed and now encloses some 300 acres to be reclaimed for future industry.
- Auckland Inlet – construction of access road across tidal flat for new industrial estate developed by the Department of Industrial Development.
- Plans discussed for 2,000 acres of land west of the town between Auckland Inlet and Calliope River.

## 1969/70

- 407 vessels.
- Imports 3,212,729 tons, exports 6,921,133 tons
- First time total cargo handled for Port exceeded 10 million tons, year ending 30 June, 1970 (10,073,658 tons).
- Continuing drought reduced export grain.
- First shipment of sulphuric acid (963) on 'MV Silverhawk' 8 April, 1970.

### Auckland Point

- Wharf – Reconstruction and extension to wharf contracted to Hornibrook Group to be completed end of 1971.
- Coal – plans to upgrade loading rate for coal to 1,600 tph (previously 750 tph) and expansion of stockpile area to 300,000 tons by relocation of Caltex Oil.
- Grain – grain conveyor and shiploader contracted to Perrin Engineering Co Pty Ltd to be completed end of 1970.
- State Wheat Board erected grain silos providing 10,000 tons of storage.
- Sulphuric Acid – ACF and Shirleys erected 1,000 ton sulphuric acid storage tank at Auckland Point.

### Reclamation

- GHB, Dept. Industrial Development and Gladstone City Council agreed to construct access road and bridge to link Clinton Estate to town and port.
- Further 11.5 acres reclaimed between Auckland and Barney Points.

### Smallcraft

- Reclamation and stone pitching commenced of foreshores.
- Repair and reconstruction of Central Wharf completed.

### Services

- New Tug Wharf 28m (92ft) constructed off Macfarlan Drive.

### General

- Work commenced on new office accommodation.
- Queensland Government announcement in November 1969 to construct a 1,100mw Power Station in Gladstone.
- Gladstone population 14,000.

- Bryan Jordan was appointed Board Secretary on 20 August 1969. Bryan commenced work at the GHB as a 16 year old, on 10 February 1953.



ABOVE: 1968 - Barney Point Coal Terminal and Grain Storage Shed.

MAIN BELOW: 1972 - An aerial view of Barney and Auckland Point(s).



# PORT DEVELOPMENTS

—1970 TO 1972—

## 1970/71

- 415 vessels.
- Imports 3,264,827 tons, exports 8,269,482 tons.
- Combined total cargo handled exceeds 11 million tons for year ending 30 June, 1971 (11,534,309 tons).

### Auckland Point

- Wharf – completion of major reconstruction and extensions to wharf - totalling 578m (1,896ft) in length.
- Coal – planning process continued to facilitate a coal stockpile of 300,000 tons by relocating seven oil tanks.
- Grain – Record seasonal harvest of grain and sorghum due to improved crop growing conditions.



- Pyrites – 20,000 ton capacity shed constructed adjacent to Shell Terminal by Mt. Morgan Ltd.

### Barney Point

- First contract shipment of South Blackwater coal (22,947 tons) on 'MV Urania C' 3 October, 1970.

### QAL

- QAL expansion to 1,275,000 tons per year making it the largest plant of its kind in the world.
- South Trees Wharf extended by a further 81m (265ft) to a total length of 478m (1,568ft) and installation of a second bauxite unloader with throughput capacity of 1,200 tph.

### Reclamation

- Further nine acres at Barney Point.
- Construction commenced on bund walls (spoil from Power Station site) to enclose 1,650 acres of tidal flat in the area east of the Power Station site (future R.G. Tanna/Clinton Coal Facility).
- 37 leases issued for light industrial works on reclaimed land adjacent to Auckland Inlet.

### General

- Construction of Power Station begun.

*LEFT: 1972 – Gladstone Power Station under construction.*

*BELOW: 1970 – An aerial view of Auckland Point including Auckland inlet.*

## 1971/72

- 408 vessels.
- Imports 4,185,882 tons, exports 8,171,831 tons.
- Combined total cargo handled exceeds 12 million tons for year ending 30 June, 1972 (12,357,713 tons).

### Auckland Point

- Wharf – Construction of storage shed 61m x 12m (200ft x 40ft).
- Coal from Utah's Blackwater mine main shipped.
- Grain – Official opening of 4,000 tph bulk grain shiploader no.2 berth by Sir Gordon Chalk on 3 September, 1971.

### Reclamation

- Construction continued of bund walls to enclose 1,650 acres between Auckland Inlet and the Calliope River. This was a joint venture between Department of Industrial Development, State Electricity Commission and GHB which provided land with road and rail access for future Port developments.

### Smallcraft

- Auckland Inlet – 10 new moorings established for small craft - increases total to 90.
- Completion of reclamation and stone pitching of foreshores north of O'Connell Wharf.



# PORT DEVELOPMENTS

—1972 TO 1975—

## 1972/73

- 384 vessels.
- Imports 4,578,047 tons, exports 9,171,839 tons.
- Combined total cargo handled exceeds 13 million tons for year ending 30 June, 1973 (13,749,886 tons).

### Auckland Point

- Coal – mobile dust suppression unit trialled.
- Wharf – construction of amenities building for GHB staff began.

### Reclamation

- Further seven acres for light industrial use.
- Completion of bund walls to enclose 1,650 acres at the Gladstone Power Station site.

### Smallcraft

- Picnic Island construction of a jetty for small craft completed.
- South End Jetty extended by construction of a T-head.
- Auckland Inlet – 15 new moorings established for small craft - increases total to 105.



## 1973/74

- 415 vessels.
- Imports 5,544,661 tons, exports 9,728,809 tons.
- Combined total cargo handled exceeds 15 million tons for year ending 30 June, 1974 (15,273,470 tons).

### Auckland Point

- Grain – State Wheat Board planned new improved unloading system (400 tph) and 5 additional silos.

### QAL

- Queensland Alumina Limited Stage 3 official opening 12 November, 1973. Upon opening, the plant had capacity to produce 2 million tonnes of alumina per year.
- Comalco Limited announcement of plans to investigate Gladstone's suitability as a possible site for the construction of an aluminium smelter.

### Reclamation

- Reclamation of a further 1.4 hectares at Barney Point for use by Thiess Peabody Mitsui (TPM).
- Reclamation continued at Barney Point for leasing to light industry.

### Smallcraft

- Investigations carried out into the possible construction of a marina complex.
- Auckland Inlet – 14 new mooring established for small craft - increases total to 119.

### General

- Foundation stone laid by Chairman W. Golding 15 May, 1974 for the new Administration Building in Yarroon Street.
- Metrification of Harbour dues.
- Power Station construction commenced.

*LEFT: May 15, 1974 – Foundation stone laid by GHB Chairman W. Golding for the new GHB administration building in Yarroon Street.*

## 1974/75

- 430 vessels.
- Imports 6,633,584 tonnes, exports 9,021,451 tonnes.
- Combined total cargo handled again sets new record. As at year ending 30 June, 1975 the combined imports and exports volume of cargo handled totalled 15,655,035 tonnes.

### Clinton Coal Facility

- Plans continued to be developed for Clinton Coal Facility to provide additional bulk coal loading and berthing facilities. The Clinton Coal Facility would later be renamed in honour of GHB General Manager, Mr Reg Tanna, in recognition of his service to Gladstone and the role he played in the development of the port and its operations.

### Auckland Point

- Petroleum - largest petroleum shipment (28,984 tonnes) arrived on 'MV Doelwijk' 17 September, 1974.
- Grain – storage 42,000 tonnes and included grain drying facilities.
- Grain products handled – wheat, sorghum, safflower, sunflower seed.

### Reclamation

- Further eight hectares (now 50 hectares) Hanson Road for light industrial use and additional kerbing, channelling and bitumening carried out.
- Reclamation commenced for Clinton Industrial Estate.

### Dredging

- Plans discussed to deepen channel entrance to 11m.

### Smallcraft

- Auckland Inlet – construction of terminal, passenger waiting room, store and office.

### General

- Purchased 70 hectares of land west of the Calliope River mouth (Wiggins Island area).



## 1964 BOARD MEMBERS AND DISTRICT REPRESENTATIVES



*Standing - Mr A. Chapman (Calliope Shire), Mr D. Neill-Ballantine (Calliope Shire), Mr K. Hanson (Banana Shire),  
Mr J. Breslin (Town of Gladstone), Mr W. Shaw (QLD Govt).  
Seated - Mr R. McIntock (Banana Shire), Mr M. Hanson (Town of Gladstone, Deputy Chairman),  
Mr. W. Golding (Miriam Vale Shire, Chairman), Mr K. Lee (Acting Secretary), Mr A. Greasley (QLD Govt).*

# CHAIRMEN OF THE BOARD

FROM INCEPTION IN 1914  
THROUGH TO THE 1970s

Mr W N Kingdon	1914 – 1916
Mr T Morgan	1916 – 1917
Mr I S Crow	1917 – 1918, 1920 - 1922, 1923 - 1924, 1927 - 1929
Mr W J Prizeman	1918 – 1919
Mr J H Kessell	1919 – 1920, 1922 - 1923
Mr G G Dennis	1924 – 1927
Mr A E Easterby	1929 – 1930
Mr A W Drewe	1930 – 1935, 1937 - 1938, 1942 - 1943, 1946
Mr E W Crow	1935 – 1936
Mr W J Prizeman	1936 – 1937, 1938 - 1942
Mr C W B Macfarlan	1943 – 1946
Mr W R Golding	1946 – 1949, 1958 - 1979
Mr M Hanson	1949 – 1958



# ENGLISH WORD TRANSLATIONS

## BAILAI (BYELLEE, BYELE)

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	Toolorin	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

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	Nghitoot	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
Crocodyl	Garrarbee	Leaf	Gillair	Silver jewfish	Bunda
Crow	Wongwong	Lightning	Deil	Smoke	Boolim
Day	Ngheeree	Lizard/gecko	Ghyrmarhl	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	Namooloom	Sun	Ghinmine
Earth/soil/dirt	Thdou	Mountain	Woondoo	Sunrise	Ghinmine wobarn
East	Goondoo	Mt Larcom	Pyelee	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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