

# TIME LINE



The Royal Australian Air Force (RAAF) was established in 1921, built on the foundations laid by its forerunner, the Australian Flying Corps, during the First World War. Ever since, the RAAF has played a vital role in Australia's military operations. From the Second World War, through Korea, Borneo, Malaya, Vietnam, the Persian Gulf and Afghanistan to peacekeepers and humanitarian operations, air force personnel have earned the respect of Australians and people around the world.

**GENEALOGICAL SOCIETY GLADSTONE DISTRICT Inc.**

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**VISITORS MOST WELCOME**

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**Our Centre is air-conditioned**

**Library Hours**

Monday	7 pm - 9 pm
Wednesday	9:30 am - 3:30 pm
Saturday	1:30 pm - 3:30 pm

The Resource Centre is situated in the George Young Building, Francis Ward Drive, Gladstone

**This journal, "TimeLine " is produced in March, July, and November each year**

Articles can be preferably emailed to [gladgen@hotmail.com](mailto:gladgen@hotmail.com)

The cost of postage of TIMELINE to members is \$5.00 per year. The cost of postage to individuals who are not members of our society is \$10 per year.



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**Some new addition to our library**

**These three books were donated by Judy Spencer.**

**"Butchers and Merchants from Johnstown and Kilkenny Ireland",** by Mary Russell.

The story of the families descended from Matthew Ryan and Mary Sullivan who left Ireland for a better life as told by their granddaughter, Catherine Fogarty, the one family member who remained.

**"The Parsons Family, Dorset to Downfall Creek"**

by Marion Hall.

**"Antipodean Adventure"**

by Marion Hall.

### Districts in the Gladstone Region (1929)

Beecher, Benaraby, Bororen, Boyne Valley, Burua, Calliope, Glassford Creek, Iveragh, Littlemore, Many Peaks, Miriam Vale, Mount Jacob, Mount Larcom, Nagoorin, Norton, Raglan, Targinnie, Ubobo, Yarwun.

### From the Editor's Desk

Dear Members, Recently, The Royal Australian Air Force, celebrated it's Centenary, 1921-2021 and this issue has some articles honouring those who served in the R.A.A.F.

Our Vice-President has provided a story written by his father of his flight to USA and his return ferrying a Catalina to Australia in 1944. An incredible and very dangerous trip and he did it twice. Just an example of how brave and capable the members of our Airforce were (and still are).

We have also visited some RAAF War Graves in the old Gladstone Cemetery with some Rosemary and have included the stories of these Airmen.

### LEST WE FORGET

**We are open at our usual times. If there is anything we can help you with please contact us.**

### Can we help you?

The following is a list of people who may be able to assist your researches:

Judy Spencer [jcspencer1@bigpond.com](mailto:jcspencer1@bigpond.com)

0419 757 641 Central Qld, Victoria, Irish, Scottish Lowlands, Central England

Jan Koivunen [janakoi@hotmail.com](mailto:janakoi@hotmail.com)

0417 216 062 Australia including Convicts

Paulette Flint [pauletteflint25@gmail.com](mailto:pauletteflint25@gmail.com)

0415 353 557 Local History, South Australia, Early Qld, Computer research

Yvonne Cooper [yvonne.cooper@activ8.net.au](mailto:yvonne.cooper@activ8.net.au)

0439 766 647 NSW, Scotland, Computer research

### We have reciprocal visiting rights with the following societies:

#### Bundaberg Genealogical Association Inc

Kendall's Road, Bundaberg

(07) 4155 1900

<https://bundygenies.weebly.com/>

Opening times

Tuesday 12-2.30

Wednesday 10-2.30

Saturday 1-4

Last Wednesday of month 7.30-9.30 (not Dec)

#### Gympie Family History Society

Old Gympie Railway Station

Chapple Street Gympie

PO Box 767, Gympie, QLD, Australia, 4570

<https://www.gfhs.com.au/>

Opening times

Wednesday 9.30-2pm

Friday 9.30-2pm

Saturday 1-4pm

**Gympie Family History Society Inc is now on Facebook**

#### CQ Family History

Corner of Renshaw and Highway Streets Rockhampton

<https://sites.google.com/site/cqfamilyhistory/>

Opening times

Tuesday and Friday and Saturday 1-4pm

Thursday 9am-noon

### Are you receiving our emails?

Please ensure that you can receive emails from:

[gladgen@hotmail.com](mailto:gladgen@hotmail.com)

### PRINTED by GLENN BUTCHER MLA

The Genealogical Society Gladstone District Inc. would like to acknowledge the generosity of Mr Glenn Butcher, Assistant Minister for Treasury and Member for Gladstone, whose Gladstone Electorate office has kindly printed this Timeline journal.

[gladstone@parliament.qld.gov.au](mailto:gladstone@parliament.qld.gov.au)

Phone: (07) 4904 1100



**News of our Annual General Meeting held on 6th March, 2021.**

At the conclusion of our recent **Annual General Meeting** , Life Memberships were presented to two of our dedicated, hardworking, longtime members by Maxine Brushe, chair of the Gladstone Area Water Board. Maxine was kindly standing in for our Patron, Gail Sellers, who was unable to attend.

**The new life members are Jan Koivunen and Paulette Flint.**



Jan Koivunen, Maxine Brushe and Paulette Flint



Jan and Paulette cutting the thank you cake.

The Life Memberships were given to thank them both, for their invaluable contribution to our society over the past three decades. Together, they have opened our rooms every Monday night for over 26 years to assist our members and visitors. Both have held most positions on our committee. They are very knowledgeable and willingly assist members old and new as well as members of the public. They deliver training sessions to whoever needs them. We look forward to them continuing to be active members for many more years to come.



## President's Report for the year 2020

Good afternoon members and guests, there is not a great deal to report on this past year due to Covid 19.

Our first fundraising venture was a sausage sizzle at Bunnings where we raised a substantial amount to go towards our rates and insurances for the year. We were very lucky to have it, as it was the last one held before Bunnings put them on hold, due to the restrictions put in place by the government to keep us safe from the Virus.

We were very pleased when member Valerie Kearney stepped up to fill the position of Treasurer which was only temporarily filled at the AGM in March and we thank her so much for this support. Our secretary's position was then left vacant when long time member Paulette Flint had to resign this position due to work commitments and once again we were thankful that member Yvonne Cooper took over this workload so that we were able to keep operating.

The Society closed its doors for a period of time until we were able to re-open with restrictions, thanks to members who worked in the resource centre to make sure all requirements for the safe operating of our centre were met and we were able to make welcome and help, visitors and members once again. During the year the Society was the recipient of a bequest from the estate of our late past member Ruth Crosson for which we were truly grateful.

There were some new memberships during the year which is good to see and thanks to the monitors on library duty each week, we were able to keep the resource centre open until our normal closing date in mid December. Some of our members were able to attend a small Christmas dinner at the Club Hotel in Gladstone to celebrate this occasion.

We look forward to an active year in 2021 working towards increasing membership and once again holding workshops to inspire and help members in their research.

## PITKIN'S in AUSTRALIA 180 YEARS

**Date:** Friday 1<sup>st</sup> October to Monday 4<sup>th</sup> October 2021

**Location:** Tenterfield, New South Wales, Australia.

**Theme:** "The Gathering of the Families"

Even with the Corvid-19 still hanging around we have decided to go ahead and put plans into place for our next major **Pitkin Family Reunion** to be held at Tenterfield. It is to celebrate the arrival of the Pitkin family in Sydney aboard the "James Moran" on the 4<sup>th</sup> October 1841.

As on previous occasions we are endeavouring to have a **Meet & Greet** on the Saturday afternoon followed by a **Family Dinner** on that night. On Sunday morning there will be a **Breakfast** or **Morning Tea**. Times and places for these events will be advertised closer to the event.

So now is the time to start planning and preparing for your trip to Tenterfield.

Coming into **2021** we will asking people for their intention of attendance so we can make the necessary bookings for our venues.

For further inquiries please contact:

**Marie Hodgkinson**

Email: [mandbhodgkinson@gmail.com](mailto:mandbhodgkinson@gmail.com)

Mobile: 0407 132 197

**Tony Pitkin**

Email: [anthonypitkin@gmail.com](mailto:anthonypitkin@gmail.com)

Mobile: 0434 698 001

### **First generation families include:**

Pitkin, Bell, Mitchell, McLeod, Maxwell, Campbell, Murray, Newby, Perkins and Laird

**We hope to see you there in 2021.**

## Some R.A.A.F. War Graves in GLADSTONE.

We discovered the graves of the five R.A.A.F. men from the 2nd World War in the old Gladstone Cemetery. They caught our attention because three of them died on the same day. Ancestry has digital copies of entries from this book.

### WAR DEAD OF THE COMMONWEALTH 1939-1947, (CEMETERIES IN THE STATE OF QUEENSLAND Part 2.)

The records are on Ancestry [UK, Commonwealth War Graves, 1914-1921 and 1939-1947](#)

#### GLADSTONE CEMETERY (Index No. AUS. 34)

Gladstone is 528 kilometres by rail north of Brisbane. The cemetery is 3 kilometres from Gladstone Post Office, on the Rockhampton Road.

**McMASTER, Flying Offr. FABIAN CROTHERS, 420102. R.A.A.F. 23rd July, 1943. Age 29. Son of James Crothers McMaster and Agnes Irene McMaster, of Sydney, New South Wales. B.E. (Sydney). Protestant Plot. Grave 1695.**

**MARTIN, L.A.C. ALFRED HERMAN, 76980. R.A.A.F. 7th November, 1946. Age 47. Son of Herman and Louisa Jane Martin; husband of Lalla Myrtle Martin, of Inglewood. Protestant Plot. Grave 1860.**

**PATERSON, Flying Offr. DAVID SKENE, 405931. R.A.A.F. 23rd July, 1943. Age 23. Son of David Skene Paterson and Lucy Neale Paterson, of Barcardine. Protestant Plot. Grave 1696.**

**ROBERTSON, Flying Offr. RONALD DOUGLAS, 411951. R.A.A.F. 1st August, 1943. Age 25. Son of Harold Lancelot and Florence Robertson, of Drummoyne, New South Wales. Protestant Plot. Grave 1698.**

**ROBINSON, Flying Offr. FRANCIS JOSEPH, 264997. R.A.A.F. 23rd July, 1943. Age 40. Son of Joseph George and Alice Mary Robinson, of Sydney, New South Wales; husband of Phyllis Ann Robinson, of Bondi, New South Wales. R.C. Plot. Grave 1694.**

On 23 July 1943, an Arvo Anson aircraft, Number AX471 crashed on Heron Island (near Gladstone). Three airmen were killed in the crash and one died 9 days later in the Gladstone Hospital.

The Australian War Memorial at Canberra displays their names on **“The Roll of Honour”**

**Flying Officer Fabian Crothers McMASTER, 420102, R.A.A.F.** of 71 Squadron, was the pilot. He was born 10 Jan 1914 at Manly in Sydney, New South Wales to James Crothers McMaster and Agnes Irene Davies They were married in 1910 in Sydney.

He received had a B.E. from the University of Sydney in 1937. Before he enlisted he was a Civil Engineer.

His brothers married as follows:

David Owen married Edna Madge Booker in 1940.

Cameron Grahame married Jean Isobel Willis in 1940.

Patrick Eyelf married Herta Teichberg in 1939.

His sister, Mabel Nancy married Roscoe Woodrow Fay in 1942.

In the NSW birth and marriage indexed records, the surname is spelt as MacMaster.



David Skene PATERSON



Alfred Herman MARTIN



Ronald Douglas ROBERTSON



Francis Joseph ROBINSON

**Flying Officer David Skene PATERSON, 405931, R.A.A.F.** of 66 Squadron, was the wireless operator/air-gunner.

He was born on 2nd June 1920 in the Maranoa district to David Skene Paterson and his wife Lucy Neale Moffat. His grandmother was Margaret SKENE. Before he enlisted he was a grazier.

David's nephew, who was also named David Skene Paterson, was born 18 Nov 1947, four years after his death.

David stated in his service records that news of his death was to go to his brother although his mother was listed as his next of kin. Perhaps she was not in good health and he wanted to ensure his brother was present when she received the bad news. She was the beneficiary of his will.

His brother, Thomas Skene Paterson, died 13 April 1982.

## Some R.A.A.F. War Graves in GLADSTONE-continued

**Flying Officer Francis Joseph ROBINSON, 264997, R.A.A.F.** of 32 Squadron (Administrative and Special Duties, Supernumerary) was 40 years old having been born in June 1903 in Waverley, Sydney, New South Wales. He was the son of Joseph George Robinson and his wife Alice Mary Asprey. He married Phyllis Ann Mulligan at Woollahra in Sydney in 1927. Before he enlisted he was Credit Manager.

An obituary was published in Catholic Weekly (Sydney, NSW : 1942 - 1954) Thu 26 Aug 1943 Page 6. This is summarized here; Flying Officer Francis Joseph Robinson, was well-known and popular in Catholic circles in the eastern suburbs and in the commercial world of Sydney. He was educated at the Christian Brothers' College, Waverley, and was an enthusiastic member of the old boys' union. He was connected with the tyre and rubber industry for the greater part of his business life. He spent some time in Newcastle, and was, seven years in Adelaide as office manager for Goodyear Tyre and Rubber Co. Returning to Sydney, he became associated with the Avery Scale Co. For about two years prior to his enlistment he was with Caltex Co. He enlisted in the R.A.A.F. in March, 1942, and later became operations officer at various stations, and he went to Queensland only two days before his death. He was survived by his widow Phyllis and daughter, Diana; also his father Joseph and mother Alice, brother Charles S. Robinson and a sister Genevieve, of Bondi.

**Flying Officer Ronald Douglas ROBERTSON, 411951, R.A.A.F.** of 71 Squadron (Second Pilot) was born in Sydney, New South Wales, 9 Jan, 1918 to Harold Lancelot Robertson and his wife Florence Watson of Drummoyne, NSW. Following the crash he was in the Gladstone hospital and had a relapse. His father was sent for and was at his bedside when he passed away on 1st August 1943 aged 25 years. One report suggested he was scheduled to be shipped out to USA a few days after the crash. Before he enlisted he was a clerk. His brother, **Lance Graham Robertson, 433137**, also served in the R.A.A.F. Ronald was the uncle of the famous Australian barrister Geoffrey Robertson Q.C.

**L.A.C. (Leading aircraftman) Thomas George EASTOE, 124403, R.A.A.F.** (Supernumerary). He served in the ACMF with Army Number Q3769 prior to enlisting in the R.A.A.F. He survived this aircraft crash and was discharged from the R.A.A.F. on 17 December 1945. The service records of Thomas George EASTOE contain a report of accident form filled out the day after the crash.

This report stated it was a non operational flight, but someone has written across the record "Operational" in red ink.

**The following grave was also listed in the "WAR DEAD OF THE COMMONWEALTH 1939-1947, (CEMETERIES IN THE STATE OF QUEENSLAND Part 2.)" but Alfred Herman MARTIN was not involved in the crash.**

**L.A.C. (leading aircraftman) Alfred Herman MARTIN, 76980. R.A.A.F.** Alfred was born 15 Jan 1899 at Waterloo, Sydney. His mother was Louisa Jane HILL and his parents were married 13 Feb 1894 in Sydney New South Wales. He married Lalla Myrtle STARR, daughter of Charles STARR and Helen MURDOCK, at Kempsey in 1923.

He had been officially discharged (ex-No.5 Maintenance Group) R.A.A.F. on 9 Oct 1945. He passed away from an illness, a haemorrhage of a peptic ulcer of the stomach 7 Nov 1946, at Maryborough, Queensland.

Alfred appears to have spent a lot of his life as a timber getter. He had two sons who also served in WW2 but they were in the Australian Infantry Forces (A.I.F.).

One son, **Lionel Alfred Martin QX52926**, from 65 Battalion A.I.F., was born in Macksville, New South Wales on 21 Nov 1924. He enlisted at Warwick, QLD, 17 May 1943. He died aged 69 years and his funeral was 15 Apr 1994 at Mt Gravatt in Brisbane, QLD.

Alfred's other son, **Athol James Martin QX56046**, from 2nd/33rd Battalion A.I.F., was awarded the Military Medal.

The Citation was No. 579. 2/33 AUST INF BN. MM. 14/9/45. The award was announced in the London Gazette on 14 Sep 1945 but I have not been able to read the actual citation. <https://www.thegazette.co.uk/London/issue/37302/supplement/5006>

Although he stated on his enlistment form that he was born in New Zealand 13 Mar 1925, I believe that is impossible with his brother being born 21 Nov 1924. Athol died 13 Jul 1980 aged 53 (i.e. born 1927?) and is buried in the Woronora Cemetery, Sutherland NSW. His original service records are not yet available to view.

**I surmise** that when he enlisted in Gympie, 31 Aug 1943, he gave a false date and place of birth and that he **actually was only 16 years old.**

Their mother, Lalla Myrtle Martin (nee Starr), married Percy Erwin HOBBS 9 Dec 1946. She passed away on 7 Oct 1966.

Submitted by the editor, Yvonne Cooper

## **This story was issued on Remembrance Day 2020 by Paulette Flint (one of our Life Members).**

### **Thanks to Paulette for allowing us to use it here.**

Today is Remembrance Day, 11 November. On this day, we commemorate those who gave their lives in defence of our country in the line of duty. Australia and members of the Commonwealth have observed Remembrance Day since the end of the First World War.

Today, I bring you the story of a crashed aircraft, an RAAF Avro Anson AX-471, at Heron Island during the Second World War.

### **Crash of an RAAF Avro Anson, Number AX471 on Heron Island 23 July 1943.**

© by Paulette Flint 2020. This story is copyright.

Three RAAF officers were killed instantly when their aircraft crashed at Heron Island on 23 July 1943. The plane had been flying low over the beach at Heron Island when one of its wings clipped a Pisonia tree. The aircraft crashed to the ground with its five occupants at approximately 1040 hours EST.

The three crew members who were killed instantly were Flying Officer Fabian Crothers McMaster (42102), 29 years, of 71 Squadron RAAF, who was the pilot, Flying Officer Francis Joseph Robinson (264997), 40 years, of 32 Squadron RAAF, and Flying Officer David Skene Paterson (405931), 23 years, wireless air-gunner of 66 Squadron RAAF.

A US Sub-chaser, SC-648 of the Seventh Fleet US Navy, which was in the area of Heron Island was despatched to the site of the wreck, to attempt to rescue any of the survivors. They found the crashed plane and brought back five flyers to Gladstone, three of them deceased, and the other two still alive, but with critical injuries. One of them, Flying Officer Ronald Douglas Robertson (411951) of 71 Squadron RAAF, aged 25 years, subsequently died in Gladstone Hospital on 1 August 1943. The other crew member, LAC Thomas George Eastoe (124403) recovered.

For many years, the family of the surviving crew member sent a Christmas card to the Pharmacist's Mate on the Sub-chaser (SC 648) in appreciation. They had no medical officer, as it was only a small craft, but had Pharmacists Mates.

The four crew members of the Avro Anson were buried in the old Gladstone Cemetery, their graves marked with military headstones. Funeral arrangements were undertaken by Mr F Spork, of Gladstone.

Ronald Douglas Robertson was the uncle of the Australian barrister, Geoffrey Robertson, QC.

### **LEST WE FORGET.**

**Editor's Note:** *PISONIA tree* (*Pisonia grandis*) bird-catcher tree [https://en.wikipedia.org/wiki/Pisonia\\_brunoniana](https://en.wikipedia.org/wiki/Pisonia_brunoniana)

The fruits are very sticky and small birds are often trapped in them as the seeds turn black and sticky as they ripen.



This Avro Anson Number AX471, which crashed on Heron Island, was recovered and bought back to the mainland for the accident investigation.



The above photo is from the <http://www.adf-gallery.com.au/>

[http://www.adf-gallery.com.au/gallery/Anson/Anson\\_Mk\\_I\\_AX471\\_crashed\\_on\\_Heron\\_Island\\_23\\_July\\_1943\\_71\\_Squadron\\_via\\_Mike\\_Mirkovic](http://www.adf-gallery.com.au/gallery/Anson/Anson_Mk_I_AX471_crashed_on_Heron_Island_23_July_1943_71_Squadron_via_Mike_Mirkovic)



**ROYAL AUSTRALIAN AIR FORCE****CATALINA FERRY FLIGHTS  
AMERICA TO AUSTRALIA****30th January - 6th July 1944****Written by Flying Officer Robert Frederick Honan R.A.A.F. 416428****Extracted from his book "That's That" Published 1989**

On Wednesday 2nd February 1944, I left Rathmines (Lake Macquarie, NSW) at 0900 hours in Catalina number A24-30 with Squadron Leader Coventry as Captain, for a 3 hour flight to Brisbane. Three other ferry crews were with mine and we were to go more or less together to America. The other Ferry Captains were, Bimbo White, Ed Allison, and Tom Harrison. That night we stayed at Catalina House at Hamilton, Brisbane. My crew consisted of Flying Officer Jim Hodges, Navigator, Flying Officer Pat Penny, 2nd Pilot, Flight Sergeant Glen Hawthorne, Wireless Operator, and Sergeant Norm Wylie, Engineer.

The next day we reported to 3 ED Sandgate and obtained an issue of new clothing for our ferry duties. 3 ED were "almost" insistent that we stay on their unit where we had been posted, but four crews, straight off operations, did not relish staying at that purely administrative station, albeit it was at a sea-shore resort. We went back to Catalina House, our home away from home. On the Friday I changed what was the permitted amount of Australian money, 75 pounds, 150 dollars, into American Dollars. I received 242 American dollars. Whilst in America we were to be paid in American dollars and receive an allowance of 21 dollars a day with which to find our own accommodation.



Back row, L to R; Glen HAWTHORNE - 1st WAG, Norm WYLIE -1st Eng, Jim HODGES- Navigator, Steve TURNER - Rigger, Ron BLACK - Armourer

Front row, L to R Frank ARMSTRONG - 2nd WAG, Ron WISE - 3rd Pilot, Robert HONAN- Captain, Lionel MUTCH - 2nd Pilot, Max RUMNEY- 2nd Eng.

On the Saturday we again went to 3 ED Sandgate after which we lunched at "Rowes". I posted home a parcel of clothing which I would not need overseas and in the meantime I had received from Adelaide my blue uniform which my wife had organized for delivery by Australian National Airways.

That night some of us went to a vaudeville show at the "Cremorne". The next day we waited around for our departure date and after lunch at the Gresham Hotel I went to the Brisbane Museum and Art Gallery, followed by pictures at the "Tivoli". That evening we heard via the "grape vine" that one of our fellow ferry crews was missing on a flight from Suva to Rathmines. No trace of Peter Marsh's crew or aircraft was ever found. We realised that ferry flights across the Pacific were not going to be easy.

**Editors Note:** *The members of this lost crew were Flight Lieutenant Peter Lionel Bartlett Marsh , R.A.A.F., 408191, Flying Officer Austen George Durst, R.A.A.F.,408641, Flying Officer Robert Maxwell Hamilton, R.A.A.F., 408990, Flying Officer Geoffrey Ireland, R.A.A.F., 16737, Sergeant William George Drew, R.A.A.F.,24534. Their records state that their date of Death was 4 Feb 1944. LEST WE FORGET*

On Monday 7th February we were informed that we were to leave Australia that night so we packed in the afternoon and took the luggage to the American Air Transport Command base in Brisbane where it was weighed. There we were given a very comprehensive briefing on the Emergency procedures and life raft drill that was to apply for our flight to America. We had dinner at Catalina House and from there we were later driven to Amberley Air Force Aerodrome to board a C87 Liberator No 1600, which had been built to carry 20 passengers (4 of our crews) with windows and reasonable seats that could be tilted back. We took-off at 2345 hours and headed out over the Pacific Ocean for our first stop 9 hours later at Nadi, the present International Airport of Fiji. Our Captain for the leg was Captain Smith of the United States Army.

The aircraft was refuelled at Nadi whilst we had breakfast in a thatched roofed canteen. The officers had to buy their meals at the stops and pay 25 cents for the rather poor in-flight rations. The NCOs received everything free.

Continued from page 9

Captain Vaughan took over command from Nadi for the flight to Canton Island, a British possession in the Phoenix Islands. We crossed the International Date Line about half way so we experienced two Tuesdays, the 8th February 1944. The flight took 7 hours and we had an evening meal at Canton which is a small coral island, 9 by 3 nautical miles in size, bare of any trees or shrubs, with a dazzling white coral surface, into which a runway had been graded. In the centre of the island there was a lagoon, and at one end of the island the Union Jack flew whilst at the other it was the Stars and Stripes. It was under American control.

The tropical sun had disappeared below the horizon when we took-off under the command of Captain Jones for the next leg to Hickham Field, Honolulu. I crossed the Equator for the first time soon after leaving Canton but there were no King Neptune celebrations. We just roared on whilst we looked out at a black horizon with the aircraft lit up by its bright, fiery, exhausts which we were not used to on Catalinas. It was daylight and 10.5 hours after departure when we circled over Pearl Harbour, Waikiki Beach and all the other features about which we had read and heard so much.

We enjoyed a shower and a shave in the terminal before having an American breakfast. The washing facilities amused us; in the middle of a room stood what was more like a large fountain, the centre of which was surrounded by mirrors with water spurting out of jets but there were no hand bowls.

We had a reasonably long stay on the ground at Honolulu, but it was the same aircraft, under Captain Efsen, our fourth pilot, when we took-off at 1030 hours local time for San Francisco. It was a long tiring flight of 13 hours and we arrived at 0200 hours. As we approached we were amazed that we were able to see the coast line all lit up. We still had strict black-outs in Australia. However, as we overflew the Bay, we could see why there was such a bright glow. The place was alive with huge ship building yards constructing Liberty Ships. Fog prevented us from landing at the airport and we diverted to Hamilton Air Force Base, situated on San Pablo Bay, about 10 miles north of the Golden Gate Bridge. We stayed, for what was left of the night, in two storey Army barracks, which were deluxe quarters compared to our normal.

We had a late breakfast and left at 1030 hours by military transport for San Francisco. The route took us via San Rafael and over the Golden Gate Bridge to a point near the Palace Hotel in Market Street where we were to stay. The Palace Hotel dates from the early days of San Francisco and I wrote of the ground floor at the time "nothing short of marvellous with enormous long arcades and high granite pillars, beautiful carpets, an enormous dining hall with marble floor except for the dance area, beautiful reddish plush seats, candles at the tables, ten large chandeliers burning reddish lights and small chandeliers burning blue in the arcades. It had changed its name and a few things when I saw it again 31 years later in 1975, but it was still an elegant hotel with its old world charm. All the Australian Ferry Crews stayed at the Palace Hotel but the rooms provided to us in most cases were dormitory style, with very ordinary bathrooms and no showers.

We spent the rest of the day sightseeing and did not report to S/L Brown, the RAAF Liaison Officer stationed in San Francisco, until the next day Thursday 10th February. He was annoyed that we had not reported to him immediately on arrival in San Francisco and we Captains came in for a blast. We took it as the usual administrative reaction and show of authority; it must have been a "hard" life for him. The penalty, as he put it, was not to have time in San Francisco but to leave that night for Los Angeles.

It had probably the same result because bookings for trains south had to be made well ahead. The four officers from Ed Allison's crew and mine, that is Ed, Bert Caddies, Jim and I, had dinner that night at the Palace. It cost me 4 dollars. Afterwards we took a taxi to the 3rd Street Railway Station and boarded the luxurious and prestigious "Lark Express" train for the overnight journey to Los Angeles. Jim and I as officers travelled 1st Class in a beautifully equipped compartment that the Americans termed a "Bedroom".

We arrived in Los Angeles at 0900 hours, where we had breakfast before walking around the beautiful and brightly decorated streets, festooned, not in our honour but for the 4th Liberty Loan. We caught the 1201 hours train for San Diego, another elegant train with plush, adjustable seats and airconditioned. The country side reminded me of South Australia, as we travelled through miles of beautiful orange groves, open country and agriculture crops. However the views of the high snow-capped Sierra Mountains in the distance dispelled any further comparisons. Sandwiches, orange drinks and iced water were readily available on the train and it was a pleasant three hour journey.

Continued from page 10

In San Diego we were met by Flying Officer Turner, who was the RAAF Liaison Officer stationed there. He took us to the Naval Air Station on North Island by ferry and I settled into the Bachelor Officers Quarters. It was reasonable accommodation but we were in a dormitory block assigned to transient officers. The base was an eye-opener; there were aircraft parked everywhere, from small fighters to Catalina and Coronado Flying Boats. The station park and oval were ringed with fighters, two and three deep waiting to be shipped to the South Pacific. There were small aircraft carriers, loading aircraft, day and night, for transport to Honolulu. The air was thick with training aircraft from 5 aerodromes in the vicinity, with overlapping airspace. We were convinced that the Americans had the equipment to win the war.

On Saturday 12th February we walked, as a crew, along a wide apron covered with Catalinas and other aircraft, to find the one which had been allocated to us, American No 48351, which would and later to become A24-85. I attended a thorough briefing on the rules and patterns for flying at San Diego, and received an issue of the 1,2,3, and 4 ball landing patterns designed to separate aircraft in the circuit area. In the meantime Norm had inspected the engines and airframe etc, of 48351 and we started it up and taxied it along the apron and down a ramp into the water where the beaching wheels were taken off, when we were afloat, by a very busy water crew. We took-off for a short flight, and compass swing, of 2 hours duration. When we landed I had to taxi the aircraft to place it sideways across the slipway whilst the water crew, standing in waders up to their armpits, replaced the wheels, turned us straight-on to the ramp, and I taxied it up onto the apron. The Americans always beached their flying boats after each flight whereas in the RAAF we moored up to buoys.



An excellent view of Catalina A24-79 in flight (courtesy Geoff Gregerson)

On Sunday 13th we carried out a test flight and flew along the coast towards Los Angeles, and back, taking 2 hours. We found a number of things which required maintenance, and because the aircraft would not be ready for a week we caught a Greyhound bus on the Monday afternoon to the Mexican border and walked the short distance into the town of Tijuana in Mexico. We booked into a room for four at the Bohemian Hotel for the night at a cost of \$2.50 each, and then had dinner at a cafe before spending the evening at the Californian Night Club. The Americans were restricted by a night curfew and had to be back over the border by dark. We were security conscious and barred our hotel room door, but it was a pleasant interlude and we returned to San Diego the next morning.

After lunch we caught a train to Los Angeles where we obtained accommodation at the Langham Hotel Apartments on Seventh Street at Normandie, through the auspices of the Officers Club at the "Ambassadors" on Wiltshire Boulevard. The apartment had a large bedroom in which Ed Allison and I slept and there were two built-in fold up beds in the lounge room in which Jim and Bert Caddies, (Ed's radio operator), slept. The kitchen had all the modern conveniences, not that we had time to use them. The Americans thought we had plenty of money like their officers but such was not the case.

We spent an interesting few days in Hollywood, seeing film stars Eddie Cantor, Betty Hutton, and Gypsy Rose Lee jitterbugging at the famous Hollywood Canteen. We went to "The Brown Derby", dined at "Earl Carrolls", which had a magnificent floor show, and visited the Metro Goldwyn Mayer Studios at Culvert City where Lana Turner was filming. Lana was not feeling well, bless her, so that studio was closed. We went to Graumanns Chinese Garden Theatre and to Sunset Boulevard to play our first games of 10 Pin Bowls.

Continued from page 11

That afternoon many parts of Los Angeles were flooded by torrential rains, and when driving back to Beverly Hills in a little Ford car, Jim, who was a pre-war motor mechanic, had to crawl out onto the bonnet to dry the carburettor after we had tried to negotiate heavy flooding. On Monday 21st February we caught the 1500 hours train back to San Diego. The weather was wet and windy and it was not until the Friday that we again test flew USN 48351 on a 7 hour flight during which we found that the aircraft still needed further work done on it, and Norm spent many hours personally working and supervising that everything on it was in order. Norm was a very capable, efficient and reliable engineer. We did another short test flight on Sunday the 27th and considered everything would be ready in a couple of days. On the Wednesday I taxied the aircraft to a special section to have it weighed whilst fully loaded, and attended a lengthy briefing for the first stage, to Hawaii.

It was 1700 hours on Thursday 2nd March 1944 when the four Australian aircraft took-off for Kaneohe, a naval station on the eastern side of Oahu Island in Hawaii. The aircraft had been built as PB5A-1s, that is, amphibians with wheels, but the wheels had been taken off and the hull resealed. The wheels and spares were sent to Honolulu by ship and we were equipped with extra fuel tanks in the hull for the first leg. The tanks were taken out after the first leg and the spares loaded in the space. The weather that night was good. However it was a long ocean crossing, of over 2000 nautical miles without any islands or check points in between. The Americans normally flew that ocean via the track from San Francisco to Kaneohe where, enroute, they had 3 weather ships permanently stationed, equipped with radio beacons so that it was possible to just home from one beacon to the next. Jim spent many hours at San Diego practising with the new astro sextant so as to leave no margin for error. It was a long hard night, interspersing drift readings with astro fixes.

As we approached Kaneohe we could hear reports of bad weather on the radio. Two Sunderlands, flown by S/L Egerton and F/L Rossiter, on the first delivery flights of Sunderlands from England to Australia via San Francisco, were having problems at Kaneohe due to very low cloud and strong winds. It was daylight and Hilo Island was clearly visible as we passed it, and I asked if it would be better to divert to there, but the answer was no. The Sunderlands landed with very little fuel left. The visibility became nil so I requested radar bearings which confirmed our track. The wind was blowing a gale and huge white tops were visible below but we were conscious that immediately beyond Kaneohe there was a high mountain range.

Suddenly Kaneohe appeared out of the murk, but I was told to hold clear of the bay because of problems associated with the other aircraft on the water. I circled, and when cleared to make an approach, we encountered a very bad down draught; even the engines momentarily lost all power; we were over the top of large hangars and sinking fast. I signalled the engineer for auto-rich mixture, thrust the power on and we cleared the buildings with little height to spare.

The gale force winds were blowing directly over the high mountains causing dangerous down currents. We made a good landing in the heavy seas, but the mooring up to a small metal buoy was going to be very tricky. Glen in the normal procedure climbed out of the front gun hatch onto the very narrow ledge on the hull of the Catalina to attach a line from the buoy onto a bollard on the aircraft. The buoy kept disappearing out of sight under huge seas but Glen managed to get the line onto the bollard and I signalled for Norm, the engineer, to cut the engines. However the line from the buoy broke and we drifted rapidly before the gale towards the shore.

The engines would not restart and I instructed Glen to throw out the anchor. Pat the 2nd pilot went forward to help with the anchor but he was soon engulfed in a huge wave and disappeared overboard. He was picked up by a rescue boat but I did not know that until much later. The anchor would not hold on the sea bed and we continued to be blown towards the shore. The boat crews could not provide a tow line and Norm continued to work calmly, but desperately, to restart one of the engines. I sat, almost hopelessly, in my seat watching the shoreline coming closer and closer, and visualised the loss of one new Catalina on rocks lurking beneath the breakers. The consequent administrative ramifications and enquiries ran through my tired brain. One must not dent His Majesty's aircraft.

The hull touched the shore which was, miraculously, sand and not rocks, and before we could be washed up on shore Norm got life into the starboard engine. We moved slowly forward; aircraft USN 48351 was safe for the time being, but the anchor was still out and now impeding our forward movement far more effectively than it had our rearward movement. Glen worked hard, assisted by Jim, hauling in the anchor and we bobbed up and down like a cork, with the one engine slowly moving us up to another buoy. There was no need for the drogues, normally used to steer and brake the aircraft, because the strong wind kept the bow weather-cocked into wind. In any case, with only a crew of four now left, it would have been difficult to manipulate the drogues.

Continued from page 12

We managed to buoy up again and the four of us were dripping with spray, and or, perspiration. The flight had taken 23.5 hours, to that stage. The boat crews could not get a boat near us to take us off the aircraft and we had to sit there but we could not relax in case the aircraft should again break away from the buoy. Neither Jim nor I were good sailors but we endured the bobbing up and down, with an occasional crash as a big wave hit the bow, for nearly 3 hours before we were taken off and replaced by an American crew.

On shore I was pleased to find Pat none the worse for his immersion in Kaneohe Bay, except to his pride and wristlet watch. The accommodation in the Bachelor Officers Quarters was not conducive to sleep in the day time. With 20 or 30 Americans playing gin rummy, sleep was out of the question. However I learnt to play that card game. When I had had some rest I found our aircraft sitting high and dry on the apron with the wind abated. The Americans normally beached their aircraft and that was the reason for our problems with their little used buoy. We were amazed to find that, because of adverse weather, no flying had taken place at Kaneohe for four days prior to our arrivals. Nobody had warned us and it was explained that the forecast had been for improved conditions, which did not, in practice, improve soon enough. We also learnt that the two American Cats on the same crossing that night, did not arrive at Kaneohe. We were an experienced crew; they were not.

We relaxed over the week-end whilst we waited for our shipped equipment to be loaded and the fuel tanks removed. We were taken for a drive around the coast road into Honolulu, where we visited the places of tourist interest. The return drive to Kaneohe was via the direct route over the mountains with spectacular views of the east coast of Oahu.

On Monday 6th March we taxied the aircraft back into Kaneohe Bay and took off on its now placid waters, heading for Palmyra Island, a small gem in a big ocean. It was all that I had always imagined a tropical island should be. It had many large waving palms, timber transit accommodation, and in the centre a beautiful blue lagoon, into which I dropped the Cat, after a 10 hour flight, alongside the two Sunderlands, that had arrived ahead of us. The Sunderlands delayed our refuelling when the fuel barge had to get more fuel after providing their wants. The island is only 9km by 3km overall, a USA possession, 960 nautical miles south of Oahu. It had two runways for land plane operations, and was administered by the US Navy and the Civil Aviation Authority. It has an annual rainfall between 250 and 450mm and a mean temperature of 29C. We had been advised not to arrive there after dark because of bad weather in the wet season, and it was the wet season. I spent an enjoyable evening talking to an Islander from the Gilbert Islands, who was working there.

The next day, Tuesday 7th March, our schedule only called for a short flight of 780 nautical miles to Canton Island, so we were able to enjoy the tropical sunrise over the natural beauty of Palmyra before making a leisurely departure and heading south west. Canton was just another speck in a large ocean, but unlike Palmyra, it had no growth to make it visible on the horizon, so the crew worked hard to ensure that we did not miss it. There was a back-up navigational aid, a 4 course Visual Aural Range beacon and it was our first experience in its use. The VAR became the main tracking aid after the war for Civil aircraft in Australia. The flight took 6.5 hours, and after landing in the lagoon, we found it extremely disappointing after Palmyra. The harsh hot sun, dazzling on the vivid white coral, played havoc with our eyes, whilst the quarters, although adequate for transients, were without fresh water. I had my first experience of washing and shaving using sea water. The shaving was diabolical. The island was a narrow circular strip of coral, 100 to 500m wide, running around the lagoon, and only 2 metres above sea level.

The planned section for the next day was from Canton to Suva in Fiji, a distance of 1106 nautical miles, but an easier leg to navigate because the destination consisted of an area of relatively large islands with little possibility of missing them. About 300 nautical miles from Suva we passed the Hoorn Islands, but they were only visible through breaks in the large cumulous cloud build ups. 150 nautical miles further on we flew over the north eastern islands of Fiji, Vanua Levu and Taveuni, two of the larger islands of the group. From there we started our descent from 6000 feet, skirted the beautiful island of Ovalau with its Levuka Harbour, and Viti Levu, the main island.

At 1000 feet we had a good view of Lauthala Bay, the Royal New Zealand Air Force Base where we were to stay, and Suva Harbour on the other side of the isthmuth on which the town of Suva nestles among tropical trees. Our flight had taken 9 hours but it was now Thursday the 9th March; we had lost a day in crossing the International Date Line. We felt very much at home staying with the New Zealanders for two nights whilst their engineers assisted Norm in carrying out an inspection of the engines. Since the loss of a Catalina a month earlier, between Suva and Australia, the inspection had become mandatory. Our crews spent Friday 10th March in colourful Suva, sightseeing and shopping. The inspection of the engines did not reveal any major faults so we were airborne from Lauthala Bay reasonably early the next morning for the flight to Noumea in New Caledonia, 740 nautical miles distant.

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We soon passed the reefs and Vatulele slipped behind us as we cleared the Fiji Islands. It was a routine flight and after 6 hours we were on the look out for Mare Island, one of a line of islands east of New Caledonia, and the island that we expected to see first, as we tracked towards Goro, on the south east extremity of the long narrow French possession.

There are peaks that are over 5000 feet high near Noumea, so we scouted around the coast and approached the city from seawards. Noumea has a large harbour and it was an easy landing after a 7 hour flight. The quarters, overlooking the harbour, were very comfortable. I have two lasting impressions of Noumea, the overwhelming number of American servicemen, and an open air boxing match which I saw in the town that night.

On Sunday 12th March we flew the last leg of the delivery flight, a distance of about 1000 nautical miles to Rathmines, with a sharp angled approach to Australia. A small error to port in the tracking would result in missing Australia or arriving a long way from destination. However Jim's navigation was spot on, and after 9 hours flying we were over Lake Macquarie and soon after landed and moored up in Kilaben Bay. We had been away from Australia for 34 days and had flown 39.2 hours to America and 65.4 hours on the return flight, plus 9.5 hours on test flying. My flying time to America in a Boeing 747 jet in 1975 was 16.5 hours. Kingsford Smith, Ulm, and two navigators had been the first to fly the Pacific 16 years previously in the Southern Cross. They, like us, had weather problems. Their flying time was 81 hours from San Francisco to Brisbane.

The customs officers made an inspection at Rathmines but mainly of the stores that we were carrying. We attended the Operations Room for a debriefing and to ascertain our future movements. Our first job was to deliver the mail, which we were carrying, to Sydney, so on the Monday morning 13th March we flew the aircraft down the coast, landed at Rose Bay in Sydney Harbour, and there handed over the bags to the authorities before returning to Rathmines. It was a 45 minute flight each way.

We were advised that we might be required to carry out another ferry flight from America, but in the meantime we had to deliver Catalina 48351 to Lake Boga, in Victoria, near Swan Hill, after which we could proceed on leave pending recall when required. On Tuesday we took 4 hours to reach Lake Boga where we had to hurriedly leave 48351 in order to board another Catalina which was leaving straight away for Rathmines, but diverting to Rose Bay to off load those of us going on leave. We were in Sydney in time to catch the train that night for Melbourne.

I arrived in Adelaide on Thursday 16th March 1944 with presents for the family from San Francisco and Los Angeles. Clothes rationing in Australia was very restricted at that time, with silk stockings practically unprocurable, so the girls were pleased to receive supplies. The stay at home was not for long. A signal arrived the next day requesting me to report back to 3ED Sandgate, Brisbane. My leave pass was endorsed to show that I was a Ferry Pilot which gave me a high priority for travel and made it possible for me to stay at home until Monday 20th March before catching the interstate flight out of Parafield at its ungodly early departure time. Captain Williams was the pilot of the DC3 No360 which took me to Essendon, Mascot and Archerfield Airports. The flying times between the cities were 2.5 hours, 2.75 hours and 3 hours; there were no hostesses, bar services or meals. It was spartan compared with present day airliners but preferable to the trains.



**Editor's Note:** *He did do another Ferry flight but that is another story.*

*American No 48351, which became Catalina A24-85  
was with 20 Squadron until 8 Jun 1944,  
then with 43 Squadron until 25 Sep 1944,  
and then with 42 Squadron 16 Jan 1945,  
it was then sold to Kingsford Smith Aviation 12 Nov 1947 .*

Photo on the left is **Flying Officer Robert Frederick Honan R.A.A.F. 416428.**

He joined Civil Aviation in 1947 as an Air Traffic Controller and became a Senior Operations controller, Supervisor Air Traffic Control Adelaide and from 1969 to retirement in 1978, Senior Supervisor ATC for South Australia and the Northern Territory.

Submitted by his son, Geoffrey Honan, our Vice-President.

## Memoirs from the Mayor, Cr Matt Burnett

This article was published as an advertorial in the final print edition of The Observer, dated June 27, 2020.

Image of Cr Matt Burnett supplied by Gladstone Regional Council for use in The Observer's final print edition, June 27 2020.

From humble beginnings as a weekly newspaper, Gladstone's first Observer was published over 150 years ago on 4 January, 1868. Four years later and it was gone - closed in February 1872. It was revived eight years later as a bi-weekly, when William P. Mellefont established the Gladstone Observer and Port Curtis Advertiser. W. P. Mellefont's son (of the same name) would later become Mayor of Gladstone, one of several Gladstone Mayors with a connection to the town's newspaper.

Following Mayor Mellefont's tenure, William Joseph Manning had a 20-year stint as Editor (and two terms as Mayor), while long-serving Mayor Col Brown was in charge during the late 1960s. However, it was the Macfarlan family who helped shaped The Observer, ensuring it would not only survive but flourish in the decades to follow.

Colin Macfarlan spent 30 years running The Observer and advocating for Gladstone, before he died in 1947. His wife, Margaret, followed him, editing the paper for the next 21 years. Rupert Murdoch's News Limited acquired The Observer in May 1968. as a group of other Queensland regional newspapers joined forces to go their own way.



This group of independent newspapers formed a holding company. Provincial Newspapers (Qld) Ltd., which eventually bought further Queensland regional publications, including The Observer. By then, the company was known as Australian Provincial Newspapers, with Murdoch concentrating on building empires elsewhere. An Irish family, the O'Reillys, then arrived to take over in March 1989, before News Corporation returned through the revolving media ownership door.

Through the 1980's, '90's and 2000's, the 'rivers of gold' or classified advertisements grew, providing a strong source of income for newspaper owners. Technology, as it had always done, was further transforming the newspaper industry. Production processes were computerised and then centralised away from individual regional centres; the 24-hour news cycle arrived along with a fierce competitor in social media. All of these changes impacted job numbers and the way news was consumed.

The days of the local paper hitting your front lawn in time for breakfast were declining and younger generations were turning online to find their news. As the internet became an increasingly popular source of news and papers were available in digital versions, the flow on effect was visible, particularly newsagents feeling the pinch with newspaper sales decreasing.

The online trend continued consuming many newsagents' unique selling points. Along with newspapers. Lotto has gone online, among other changes, meaning once busy and bustling newsagents are often empty and have had to diversify by selling gifts and other niche items. That foot traffic will further diminish given the local newspaper will no longer be sold. Once thriving businesses are struggling to compete in the digital age. This decline not only affects hard-working journalists, many of whom are young and just beginning their careers, but also has a profound flow-on effect. Not only are journalists being shown the door, but sales and administration staff are gone too.

This trend is detrimental for young cadet journalists, losing the opportunity to learn from their experienced peers. With so much experience disappearing, who is going to mentor these up-and-comers? There is nothing like working in a newsroom where you mix with more experienced reporters and hear about their experiences. Their stories often have valuable lessons and there is no substitute for learning on the job.

Gladstone residents may remember when I was a journalist from 1993 to 2007. Having developed an interest in the profession in high school, I started my own newspaper in 1993 - the Port Curtis Post. As an enthusiastic teenager, I completed work experience at The Observer and will never forget the lessons learnt during this time. It's the little things you grasp - how to write a lead story; what to say in your first couple of paragraphs; how you should wrap your story up, making sure you've got enough quotes from each person and always being fair. You quickly learn that your opinion does not count - it's not about you. You are telling a story about someone or something.

This final print edition of our local newspaper, which has overseen the story of Gladstone's growth over 150 years, is a very sad day for the region. Whilst digital newspapers, websites and social media are cost efficient and dynamic, the printed newspaper has its place in the community providing local news and documenting our history.

The closure of The Observer is a very difficult time for the new and experienced journalists who have built wonderful relationships with the Gladstone community through sharing their stories.

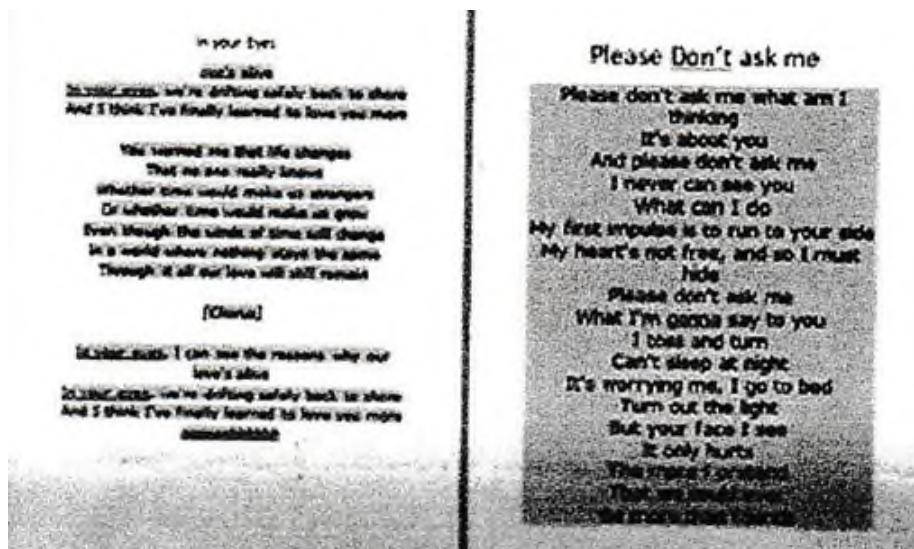
To those employees leaving The Observer, thank you for your service to the community and we wish you the very best for the future.

## Watching the Web

### REMOVE BACKGROUND COLOUR FROM COPY AND PASTED TEXT

Have you ever copied an article or text from the internet and when pasted to your document page it has a grey highlighted background that cannot be removed in the usual way of delighting highlighted text?

Here is a solution I have used many times.



With your cursor **select the annoying text**. Go to **Design** on tool bar -Select **Page Border**-Click on **Shading**-from Drop down box under **Fill** on left side, choose **no colour**-on the right of box under **Apply to** select either **text** or **paragraph** [I find the selection is usually text].

\*These instructions are for WORD 10 other versions of Word may have a different approach but if you go to **Page Borders** on your tool bar then follow the above instructions.

### USE GOOGLE SEARCH MODIFIERS “ ” + -

Google's search algorithm is remarkably adept at returning the information you are looking for — even when you are not exactly sure yourself. But for those times when you know *precisely* what you need, you can refine your search results with these tips:

\* **Exclude terms with a minus(-) symbol:** Want to exclude certain terms from your search results? Use the minus (-) symbol to exclude all the terms you do not want, i.e. When Googling the surname Hort you get all things Horticultural, by entering *Hort-Horticultural* you get results that omit horticulture. Note no space between the minus symbol and Horticulture.

\***Include terms with a plus (+) symbol:** Want to include certain terms from your search results? Use the plus symbol to include all the terms you want, i.e. Millican +Kilrea Derry.

**Using “quotations” to search for the exact order:** Searching *Fred Menz Mecklenburg Adolf* will only bring back results that include all those words, in that order.

However, a search for *“Fred Menz Mecklenburg Adolf”* (without quotations) will bring back a different set of results, which have all those words but not necessarily in the order you searched for.

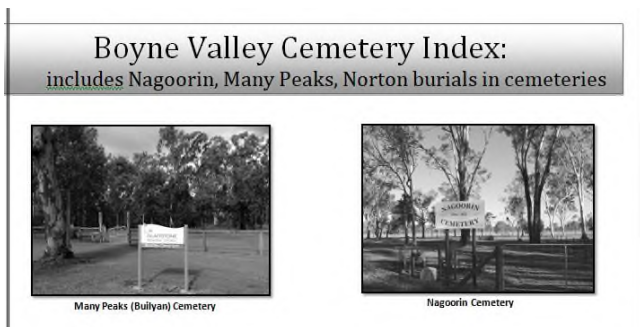
### DOING A SOUNDIX SEARCH

It is rare to find a surname spelled the same way as we go back in historical documents. Websites often give you the choice of selecting—Exact, Similar or Soundex. Soundex is a tool to search for names that sound like the one you are seeking. Example, by entering Hort and using soundex option you receive results that include *Hart, Hous, Ort, Haught* etc.

**WEBINARS** –While stuck at home during isolation why not try listening to an online webinar. Some sites like SAGS and Legacy Family Tree charge for their webinars. However if you search Google you will find some are FREE like Family Search– **Editor**



**\*\* NEW PUBLICATION \*\***  
**BOYNE VALLEY CEMETERY INDEX**  
**Burial Records**



Launched at the 35<sup>th</sup> birthday celebrations of the Genealogical Society Gladstone District on Saturday 22 September 2019, the Boyne Valley Cemetery Index is a new publication for the Society put together over the last twelve months by member, Paulette Flint, from death records originally compiled by Life Member, Melva Bensted.

This index incorporates burial records for the three cemeteries in the Boyne Valley district of Gladstone Regional Council, Nagoorin Cemetery, Norton Cemetery and Many Peaks/Builyan Cemetery. All these cemeteries are now closed for burial. Nagoorin Cemetery received a facelift in 2018 with new fences and a plaque listing burials placed in the cemetery. The Norton Cemetery is not maintained by Gladstone Regional Council.

The Many Peaks Cemetery is erroneously entitled Builyan Cemetery both on the signage at the cemetery and on the Gladstone Regional Council website. Originally, it was the Many Peaks Cemetery, although some burial records in the index state Builyan Cemetery. It should be more correctly named, Builyan/Many Peaks Cemetery, or Many Peaks/Builyan Cemetery. It is situated in the Builyan locality.

Some 186 burials are listed in the index which was taken from the original death records of the Gladstone District Court.

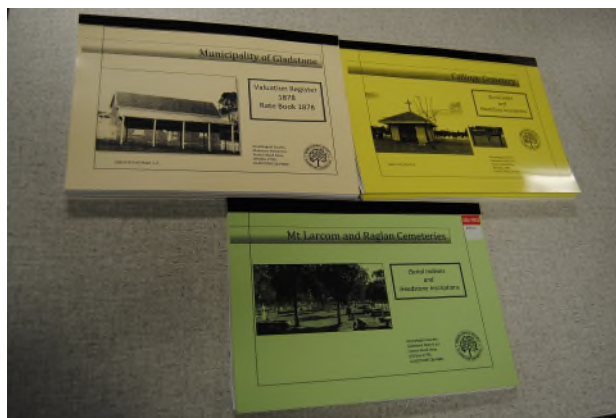
The records include: Surname, First Names, Sex, Age, Occupation, Death Date, Death Place, Burial Place and Parents' names. Parents' names were taken from the Queensland Birth Death and Marriage Index online, and thus may include their transcription errors. Where no parents were mentioned, the records annotate "Unknown" or "Unnamed".

It also includes: The whole index in PDF format, plus available photographs of the remaining headstones and some other cemetery photographs, stories taken from newspaper articles, a map of grave locations in Many Peaks Cemetery, information about each Cemetery and some death certificates, all on a USB stick.

**Postage of a USB stick is much cheaper than the cost of a printed copy. It is \$20, plus postage and packing if posted.**

**PUBLICATIONS FOR SALE**

**GSGD has for sale a number of indexes and other booklets prepared by members.**



**Gladstone Cemetery Index**

with headstone photographs on CD Rom. Includes: Gladstone (Old) Cemetery, Port Curtis Lawn Cemetery, Port Curtis Ashes Memorial Garden  
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**St Saviour's Anglican Church Columbarium records, St Andrew's Presbyterian Columbarium, Port Curtis Garden Ashes** (book) **\$20 + P&P**

**Municipality of Gladstone – Valuation Register 1878, Rate Book 1878** **\$15 + P&P**

**Gladstone Observer Births, Deaths, Marriage index 1929 - 1939** **\$20 + P&P**

**Gladstone Observer Death and Funeral Notices Index 1998—2002** **\$15 + P&P**

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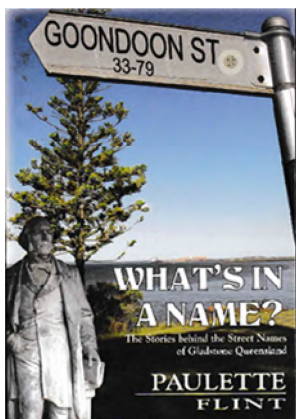
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**What's in a Name? The Stories behind the Street Names of Gladstone Queensland**

by Paulette Flint—Purchase Price: \$30 (AUD) plus postage and packaging (\$14)



What's in a Name?" affords a fascinating glimpse into the stories behind the street names of the city of Gladstone. From the untimely death of the first Mayor and highly esteemed Postmaster, Richard Hetherington, who stumbled into the hold of the 'SS Queensland' when delivering the mail at night, to the downfall of William Edward Hilliard, the Sub-collector of Customs. Hilliard collected more than his share of the profits and subsequently became a guest of HM Brisbane Gaol on Petrie Terrace. These stories open up windows to the past and give the reader a unique insight into what Gladstone was like in the early days.

*This book is available from the author, Paulette Flint*

**Mobile: 0415 353 557,**

Email : [pauletteflint25@gmail.com](mailto:pauletteflint25@gmail.com)

**Purchase Price: \$30 (AUD) plus postage& packing**

*Also available from Nextra Valley Newsagency, Jan's Flower Shoppe (Toolooa Street), Gladstone Regional Art Gallery and Museum and the Gladstone City Library.*

**Boundary Rider, Brick Maker & Bard The life and works of Robert Alexander Fairly.**

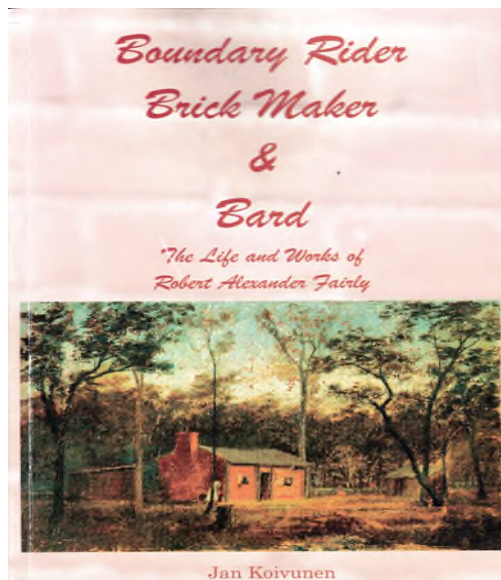
Compiled by Jan Koivunen

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**Purchase Price: \$17.50 (AUD)**

**Purchase Price: \$20.00 (AUD) posted**



Australian Bush Poetry from the late 1800s by poet Robert Alexander Fairly who lived for a time on the Milton gold field at Norton, via Gladstone Qld, then at Burua near Gladstone, where he is buried.

'Fairly's verse is varied and often humorous but his obvious forte was in the mode of the bush ballad in which he conveys an optimistic spirit.'

*(Robyn Sheahan-Bright, Kookaburra Shells 2006).*

*Available for purchase at Jan's Flower Shoppe, Toolooa Street, Gladstone and the Gladstone City Library and at our society rooms.*

**Purchase Price: \$17.50 (AUD)**

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**Phone (07) 4972 5445,**

**Mobile: 0417 216 062**

**Genealogical Society Gladstone District Inc.**

Postal Address: PO BOX 1778, GLADSTONE, QLD, 4680

**RESEARCH REQUEST FORM**

**Please fill in as much information as possible. All SURNAMES in capitals!**

**If dates are known, please use the following date format, DD / MMM / YYYY.**

What do you want us to do? .....  
.....  
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.....  
.....  
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Name of ancestor.....

Date of Birth .....Place.....

Date of Marriage .....Place.....

Date of Death .....Place.....

Name of Father.....

Name of Mother.....

Name of Spouse.....

Details of Children.....  
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Please undertake the above research on my behalf.

I understand that any research undertaken by the Genealogical Society Gladstone District Inc. will become available to any other researcher at our library.

I enclose payment of \$25.00 for initial fee plus \$25.00 per hour thereafter and 30c per photocopy and acknowledge that I will be advised if additional payment is required.

Name.....

Postal Address.....

Email.....

Phone.....

Date..... Signed.....

Office use only:

Date Received.....Date reply sent.....

Notes.....

If undeliverable, please return to:  
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