

NAME: ESTHER GALBRAITH

PHOTOCOPIES OF NEWSPAPER ARTICLES AND PHOTOCOPIES OF OLD  
PHOTOGRAPHS IN RELATION TO GOVERNMENT SHIPBUILDING IN THE  
PORT OF NEWCASTLE.

LECTURER: MARGARET HENRY

N<sup>o</sup> & NAMES OF SHIPS BUILT AT DOCKYARD.

SHIP N <sup>o</sup>	TITLE	NAME
1	STOCKTON VEHICULAR FERRY	S.S. MILDRED
2	RYDE FERRY	—
3/ 4	ROCK DRILL FOR NEWCASTLE HARBOUR.	S.S. VULCAN
5	1500 TON BUCKET DREDGE FOR NEWCASTLE.	S.S. HUNTER
6/ 7	1500 - HOPPER BARGES NEWCASTLE HARBOUR	S.S. GRAFTON
8	1500	S.S. LISMORE
9	COOKS RIVER DREDGE	S.S. TEMPE
X 14	TRAWLERS FOR STATE FISHERIES.	S.S. GOONAMBER
15		S.S. GOORANGAL
16		S.S. DIBBU
17		S.S. DURENBER
X 19	GRAB DREDGE FOR NEWCASTLE <sup>new hull</sup> Now SKL 621	S.S. WALLSEND
21	TUG BOAT FOR NEWCASTLE	S.S. MORUYA
22		S.S. EDEN
X 38	STANDARD SHIPS (WELL DECK TYPE)	S.S. DELUNGRA
39		S.S. DINOGA
40		S.S. DILGA
41	(SHELTER DECK TYPE)	S.S. EURELIA
42		S.S. ENOGGERA
43		S.S. EROMANGA
44 W	RELIEF PUNT FOR GEORGES RIVER.	—
45-49/ 50	GRAB DREDGE FOR NEWCASTLE	S.S. MINMI
52	SUCTION DREDGE FOR DREDGE SERVICE	S.S. NEPTUNE
53	FERRY STEAMER FOR SYDNEY FERRIES	S.S. KOOMPARTOR
54		S.S. KUTTABUL
55	VEHICULAR FERRY	S.S. KOORANGABBA
56	GEORGES RIVER FERRY	—
58	BARGE FOR DREDGE SERVICE	—
59		—
60	LIGHTERS FOR DORMAN LONG & CO	S.S. DORLONCO
61		S.S. SIR ARTHUR DORMAN
62		S.S. SIR DUDLEY DE CHAIR
63	NEW HULL FOR DREDGE ANGLETON	S.S. ANGLETON
64	CLARENCE RIVER FERRY	—
65	LAUNCH FOR WALSH ISLAND	DART
66 67/ 67	OIL BARGES	—
68	PILOT STEAMER FOR NEWCASTLE	BIRUBI
69, 70, 71/ 71	15,000 TON FLOATING DOCK	—
72	GEORGES RIVER FERRY	—
73	COOKS RIVER DREDGE	ZENO
74	LAUNCH FOR CUSTOMS VICTORIA	—
75	DIESEL LIGHTER FOR VACUUM OIL CO	VOCO
76 77/ 77	SILT BARGES FOR PUBLIC WORKS DEPT	—
78	SUCTION DREDGE FOR DREDGE SERVICE	HERMES
79	BUCKET DREDGE FOR DREDGE SERVICE	PLUTO

Name of Vessel.	Yard where built.	By Whom.	Tonnage.		Date of Launching.	Capit Capit £
			G.	N.		
<b>D. CLASS:</b>						
DELUNGRA DROMANA	WALSH ISLAND WILLIAMSTOWN	N.S.W. GOVERNMENT. COMMONWEALTH SHIP CONSTRUCTION BRANCH.	3346	1934	25. 3.19	195,2
DUNDULA DINOOA DILGA DUMOSA	COCKATOO ISLAND WALSH ISLAND WALSH ISLAND WILLIAMSTOWN	COMMONWEALTH NAVY DEPARTMENT. N.S.W. GOVERNMENT N.S.W. GOVERNMENT COMMONWEALTH SHIP CONSTRUCTION BRANCH.	3350 3344 3341 3308 3351	1934 1936 1939 1949 1941	11. 4.19 9. 7.19 17.10.19 15.11.19 25.11.19	177,7 192,1 197,1 195,9 183,5
<b>E. CLASS:</b>						
EUDUNDA EURELIA ENOGGERA EMITA	COCKATOO ISLAND WALSH ISLAND WALSH ISLAND WILLIAMSTOWN	COMMONWEALTH NAVY DEPARTMENT. N.S.W. GOVERNMENT N.S.W. GOVERNMENT COMMONWEALTH SHIP CONSTRUCTION BRANCH	3352 3351 3359 3347	1922 1921 1922 1919	29. 3.20 10. 4.20 25. 6.20 1. 7.20	231,6 211,6 212,8 203,6
ERRIBA	WILLIAMSTOWN	COMMONWEALTH SHIP CONSTRUCTION BRANCH.	3345	1919	10.12.20	203,6
EROMANGA EURIMBLA ECHUCA ECHUNGA EUWARRA EUROA	WALSH ISLAND ADELAIDE MARYBOROUGH MARYBOROUGH ADELAIDE WILLIAMSTOWN	N.S.W. GOVERNMENT POOLE AND STEEL WALKERS LTD. WALKERS LTD. POOLE AND STEEL COMMONWEALTH SHIP CONSTRUCTION BRANCH (a)	3359 3351 3362 3362 3349 3353	1922 1916 1924 1923 1907 1922	12. 3.21 20. 4.21 6. 7.21 14.12.21 17.12.21 27. 1.22	209,9 253,4 276,0 266,6 247,9 233,4
ELONERA	WILLIAMSTOWN	COMMONWEALTH SHIP CONSTRUCTION BRANCH (a)	3353	1916	2. 3.22	232,6
ERINA	ADELAIDE	POOLE AND STEEL	3350	1916	4.11.22	
FORDSDALE	COCKATOO ISLAND	COMMONWEALTH SHIP CONSTRUCTION BRANCH. (a)	9700	5800	21. 6.23	823,3
FERNDALE	COCKATOO ISLAND	COMMONWEALTH SHIP CONSTRUCTION BRANCH.	9700	5800	-4. 24	750,3

TAKEN FROM INTERIM REPORT FROM THE  
JOINT COMMITTEE OF PUBLIC ACCOUNTS  
UPON THE COMMONWEALTH GOVERNMENT  
SHIPPING ACTIVITIES 11TH AUGUST, 1926.

STATE DOCKYARD

Schedule of Vessels Built at Walsh Island Dockyard

<u>SHIP NO.</u>	<u>TYPE OF VESSEL</u>	<u>NAME OF VESSEL</u>
1	STOCKTON VEHICULAR FERRY	S.S. MILDRED
2	RYDE FERRY	-
4	ROCK DRILL FOR NEWCASTLE HARBOUR	S.S. VULCAN
5	1500 TON BUCKET DREDGE FOR NEWCASTLE	S.S. HUNTER
7	1500 TON HOPPER BARGE FOR NEWCASTLE HARBOUR	S.S. GRAFTON
8	1500 " " " " " "	S.S. LISMORE
9	COOKS RIVER DREDGE	S.S. TEMPE
14	TRAWLERS FOR STATE FISHERIES	S.S. GOONAMBEE
15	do.	S.S. GOORANGAI
16	do.	S.S. DIBBIU
17	do.	S.S. DUREENBEE
19	GRAB DREDGE FOR NEWCASTLE	S.S. WALLSEND
21	TUG BOAT FOR NEWCASTLE	S.S. MORUYA
22	do.	S.S. EDEN
38	STANDARD SHIPS (WELL DECK TYPE)	S.S. DELUNGRA
39	do. do.	S.S. DINDGA
40	do. do.	S.S. DILGA
41	do. (SHELTER DECK TYPE)	S.S. EURELIA
42	do. do.	S.S. ENGGERA
43	do. do.	S.S. EROMANGA
44	RELIEF PUNT FOR GEORGES RIVER	-
50	GRAB DREDGE FOR NEWCASTLE	S.S. MINMI
52	SUCTION DREDGE FOR DREDGE SERVICE	S.S. NEPTUNE
53	FERRY STEAMER FOR SYDNEY FERRIES	S.S. KOOMPARTOO
54	do.	S.S. KUTTABUL
55	VEHICULAR FERRY FOR SYDNEY FERRIES	S.S. KOORANGABBA
56	GEORGES RIVER FERRY	-
58	BARGE FOR DREDGE SERVICE	-
59	do.	-
60	LIGHTERS FOR DORMAN LONG & CO.	S.S. DORLONCO
61	do.	S.S. SIR ARTHUR DORMAN
62	do.	S.S. SIR DUDLEY DE CHAIR
63	NEW HULL FOR DREDGE "ANTLEON"	S.S. ANTLEON
64	CLARENCE RIVER FERRY	-
65	LAUNCH FOR WALSH ISLAND	DART
66, 67	OIL BARGES	-
68	PILOT STEAMER FOR NEWCASTLE	BIRUBI
60, 70, 71	15,000 TON FLOATING DOCK	-



## STATE DOCKYARD

Schedule of Vessels Built.

<u>YARD NO.</u>	<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>GROSS TONNAGE</u>	<u>YEAR COMPLETED</u>
20	"DORRIGO"	General Cargo	2321	1946
25	"DUBBO"	do.	2333	1947
26	"DELUNGRA"	do.	2333	1947
27	"DENMAN"	do.	2265	1949
28	"KABBARLI"	Passenger/Cargo	2693	1951
35	"H.E. STREET"	Hopper Bar Dredge	636	1949
36	"H.F. SEARL"	Steel Tug	139	1950
37	"RICHARD VOWELL"	Hopper Dredge	1047	1950
40	"KAROON" (now "LISA MILLER")	General Cargo	2438	1951
41	"KOOTARA"	General Cargo	2427	1952
42	"TOWNSVILLE"	Hopper Dredge	1136	1952
43	"T.J. PAUL"	Rockbreaking Barge	150	1953
44	"WINDARRA"	General Cargo	2355	1953
45	"WANGARA" (now "DONGARA")	do.	2459	1954
46	"BEN SHORTRIDGE"	Steel Tug	150	1954
48	"M.K. WEIR"	Grab Hopper Dredge	628	1957
49	"WILLIAM J. McKELL"	Hopper Dredge	1105	1955
51	"C.S. 1"	Cutter Suction Dredge	150	1956
54	"IRANDA"	Collier	4893	1957
55	"ILLOWRA"	Collier	4892	1957
56	"COOLOOLI"	Bucket Dredge	150	1955
59	"KODJARRA"	Passenger/Cargo	2959	1956
60	"E.D.K. GREEN"	Grab Hopper Dredge	846	1960
61	"PRINCESS OF TASMANIA"	Passenger/Vehicle	3964	1959
62	"WALLSEND"	Grab Dredge	100	1958
63	"JOHN MAIN"	Bucket Dredge	682	1963
64	"BASS TRADER"	Vehicle/Container	4129	1961
65	"P.W.D. 79"	Dumb Barge	350	1960
66	"WILLIAM HOLYMAN"	Container	1975	1961
67	"P.W.D. 80"	Dumb Barge	350	1961
68	"CAPE DON"	Lighthouse Supply	2106	1963
69	"CAPE MORETON"	do.	2106	1963
70	"CAPE PILLAR"	do.	2104	1964
71	"H.M.A.S. MORESBY"	Survey	745dw	1964
72	"KOORINGA"	Seatainer	5825	1964
73	"MORESBY"	General Cargo	3175	1965
74	"HENRY BOLTE"	Diesel Tug	393	1966
75	"MURRAY PORTER"	Tug	393	1966

STATE DOCKYARD

Schedule of Vessels Built. (contd.)

<u>WARD</u> <u>D.</u>	<u>NAME OF</u> <u>VESSEL</u>	<u>TYPE</u>	<u>GROSS</u> <u>TONNAGE</u>	<u>YEAR</u> <u>COMPLETED</u>
8	"A.R. FORD"	Tug	200	1968
9	"AUSTRALIAN TRADER"	Vehicle/Passenger	7000	1969
0	"LADY CUTLER"	Passenger Ferry	253	1968
1	"A.D. VICTORIA"	Bucket Dredger	635	1969
2	"DARWIN TRADER"	Bulk/Ore Container	10802	1970
3	"ROY A. CAMERON"	Hopper Barge	800	1969
4	"H.A.M.211"	Cutter Suction Dredge	340 metric	1971
6	"W.D.A. RESOLUTION"	Trailing Suction Dredge	8000dw	1972
7	"LADY WOODWARD"	Passenger Ferry	370	1970
8	"LADY McKELL"	do.	370	1970

.B.  
(Only vessels over 100 tons have been included in this Schedule.)

STATE DOCKYARD

Schedule of Vessels Currently Under Construction

<u>ARD D.</u>	<u>NAME OF VESSEL</u>	<u>TYPE</u>	<u>D.W.T.</u>	<u>DATE KEEL LAID</u>	<u>DATE LAUNCHED</u>	<u>TO BE COMPLETED</u>
89	"A.D. GEOPOTES I"	Trailing Suction Dredge	5300 metric tons	19.5.71	29.4.72	November, 1972
90	"LYSAGHT ENTERPRISE"	Vehicle Deck Cargo Vessel	7500	6.10.71	October, 1972	December, 1972
91	"LYSAGHT ENDEAVOUR"	Vehicle Deck Cargo Vessel	7500	4.5.72	1973	1973
92	"	Oil Tanker	24,000	November, 1972	1973	1974



New South Wales.



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Act No. 19, 1943.

An Act to define the functions of the New South Wales Government Engineering and Shipbuilding Undertaking; to provide for the appointment of a Director of that Undertaking; to make provision for and in relation to the keeping of certain accounts in the Special Deposits Account in the Treasury for the purposes of that Undertaking; and for purposes connected therewith. [Assented to, 5th July, 1943.]

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*New South Wales Government Engineering and Shipbuilding Undertaking.*

**B**E it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

PART I.

PRELIMINARY.

Short title and division into Parts.

1. (1) This Act may be cited as the "New South Wales Government Engineering and Shipbuilding Undertaking Act, 1943."

(2) This Act is divided into Parts as follows:—

PART I.—PRELIMINARY—*ss.* 1, 2.

PART II.—ADMINISTRATION—*ss.* 3-6.

PART III.—FINANCE—*ss.* 7-10.

PART IV.—GENERAL—*ss.* 11-14.

Definitions.

2. In this Act, unless the context or subject matter otherwise indicates or requires—

"Accounting year" means a period of twelve months commencing on the first day of April and ending on the thirty-first day of March following.

"Director" means the Director for the time being of the Undertaking.

"Prescribed" means prescribed by this Act or by the regulations.

"Regulations" means regulations made under this Act.

"Under Secretary" means the Under Secretary of the Department of Public Works.

"Undertaking" means the New South Wales Government Engineering and Shipbuilding Undertaking.

PART

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Act No. 19, 1943.

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*New South Wales Government Engineering and Shipbuilding  
Undertaking.*

PART II.

ADMINISTRATION.

3. The New South Wales Government Engineering and Shipbuilding Undertaking shall be under the general management of the Director.

Director to have general management of Undertaking.

In the management of the Undertaking the Director shall be subject to the control and direction of the Minister.

4. The functions of the Undertaking shall include all types of engineering (including general engineering and marine engineering), shipbuilding and ship repairing and docking and such work of a like or incidental character as the Minister may from time to time approve, and shall also include any work or activity which is incidental or supplementary to the performance of any of such functions.

Functions of the Undertaking.

5. (1) The Director of the New South Wales Government Engineering and Shipbuilding Undertaking shall be appointed by the Governor and shall be paid such remuneration as may be determined by the Governor.

Director.

A person who is of or above the age of sixty-five years shall not be appointed as Director.

(2) The provisions of the Public Service Act, 1902, or of any Act amending that Act, shall not apply to the appointment of the Director, and the Director shall not be subject to any of such Acts during his term of office.

(3) The Director shall, subject to this Act, be appointed for such term, not exceeding seven years, as may be specified in the instrument of appointment, and be eligible for reappointment from time to time.

Any such reappointment shall be for such term, not exceeding seven years, as may be specified in the instrument of reappointment.

(4) (a) The Director shall be deemed to have vacated his office if he—

(i) engages (whether in New South Wales or elsewhere) during his term of office in any paid employment outside the duties of his office;

(ii)

## Act No. 19, 1943.

*New South Wales Government Engineering and Shipbuilding Undertaking.**New South Wales Government Undertaking*

- (ii) becomes bankrupt, compounds with his creditors, or makes an assignment of his salary or estate for their benefit;
- (iii) absents himself from duty for a period of more than fourteen consecutive days, except on leave granted by the Minister;
- (iv) becomes an insane person or patient or an incapable person within the meaning of the Lunacy Act of 1898;
- (v) resigns his office by writing under his hand addressed to the Governor;
- (vi) is removed from office by the Governor.

cf. Act No.  
63, 1941,  
s. 5 (8).

(b) A Director who is in any wise personally concerned or interested in any bargain or contract made by or on behalf of the Crown or the Minister for any purpose connected with or relating to the Undertaking, or who in any wise participates or claims to be entitled to participate in the profit of any such bargain or contract or in any benefit or emolument arising therefrom, shall thereby vacate his office as Director and shall be liable also upon summary conviction to a penalty not exceeding fifty pounds:

Provided that a Director shall not vacate his office or be liable to any penalty as aforesaid by reason only of—

- (i) receiving or being entitled to receive any payment, benefit or emolument in consequence of his appointment as Director;
- (ii) being beneficially interested in any newspaper in which advertisements relating to the trade or business of the Undertaking may be inserted;
- (iii) being a shareholder or member (but not a director or manager) of any incorporated company of more than twenty persons with which the Crown or the Minister or any person on behalf of the Crown or the Minister has entered into any bargain or contract for any purpose connected with or relating to the Undertaking.

(c) A Director shall be deemed to have vacated his office on the day upon which he attains the age of sixty-five years.

(5)

(5) The Governor appears to him sufficient, office.

(6) (a) A person who is appointed as Director, is an officer in the event of his office being abolished, he entitled, for years, to be appointed to the Public Service Board to not lower in classification held immediately before.

This paragraph shall apply to McLarty being appointed in respect of the said Day.

(b) Nothing shall accrue or accruing under or under the Superannuation Acts amending such Director, who is at the time been at any time previous to the Service or an employment under the Superannuation Acts, 1916.

(c) Any officer who is an employee appointed as Director under the Superannuation Acts, 1916, or account and or extended leave, as if he were an officer of the Public Service, 1916-1940, under such Acts, a Director shall be deemed to be such Acts.

(7) A deputy to act for the Director at the time he acts as such, duties and

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Engineering and Shipbuilding Undertaking.

New South Wales Government Engineering and Shipbuilding Undertaking.

compounds with his credit; assignment of his salary office; duty for a period of more than five years, except on leave; person or patient or animal in the meaning of the Act; acting under his hand or; the Governor.

any wise personally; in or contract made; the Minister for any; to the Undertaking; claims to be entitled; which bargain or consideration arising therefrom, Director and shall be subject to a penalty not less than his office or position; on any reasonable ground; to receive any payment by way of consequence of his resignation.

any newspaper; to the trade or profession; to be inserted; (but not a notice incorporated with which person on whom the notice has entered for any purpose of the Undertaking; to have the notice published; to obtain the

(5) The Governor may, for any cause which appears to him sufficient, remove the Director from office.

(6) (a) A person who, at the date of his appointment as Director, is an officer of the Public Service shall, in the event of his office as Director being discontinued or abolished, be entitled, if he is under the age of sixty years, to be appointed upon the recommendation of the Public Service Board to some office in the Public Service not lower in classification and salary than that which he held immediately before his appointment as Director.

This paragraph shall not, in the event of David Lyon McLarty being appointed Director, apply to and in respect of the said David Lyon McLarty.

(b) Nothing in this Act shall affect the rights accrued or accruing under the Public Service Act, 1902, or under the Superannuation Acts, 1916-1940, or any Acts amending such Acts, to any person appointed as Director, who is at the time of his appointment or has been at any time previous thereto an officer of the Public Service or an employee within the meaning of the Superannuation Acts, 1916-1940, or any amendment thereof.

(c) Any officer of the Public Service or person who is an employee within the meaning of the Superannuation Acts, 1916-1940, or any amendment thereof, appointed as Director shall continue to contribute to any fund or account and be entitled to receive any deferred or extended leave, and any payment, pension or gratuity as if he were an officer or employee within the meaning of the Public Service Act, 1902, or the Superannuation Acts, 1916-1940, as the case may be, or any Acts amending such Acts, and for such purpose his service as Director shall be deemed to be service for the purpose of such Acts.

(7) A deputy may be appointed by the Governor to act for the Director during the illness or absence of the Director and every such deputy shall, during the time he acts as deputy, have the same powers, authorities, duties and functions as the Director and shall receive

(5)

Act No. 19, 1943.

New South Wales Government Engineering and Shipbuilding Undertaking.

receive such salary or remuneration as the Governor may direct.

No person shall be concerned to enquire whether on any occasion has arisen requiring or authorising such deputy so to act or as to the necessity or propriety of such appointment and all such acts or things done or omitted by such deputy shall be as valid and effectual and shall have the same consequences as if the same had been done or omitted by the Director.

Officers and employees. cf. Act No. 65, 1941, s. 6.

6. (1) The Governor may, under and subject to the provisions of the Public Service Act, 1902, as amended by subsequent Acts, appoint and employ such officers and employees as may be necessary for the purposes of this Act.

(2) The officers and employees so appointed or employed shall be subject to the provisions of the Public Service Act, 1902, as amended by subsequent Acts, during their tenure of office or employment.

(3) The Director may, subject to subsection five of this section, appoint, employ and dismiss such casual employees as are deemed necessary for the purposes of the Undertaking and may fix wages and conditions of employment of such casual employees where such wages and conditions are not fixed in accordance with the provisions of any other Act.

The appointment of casual employees under this subsection shall not be subject to the provisions of the Public Service Act, 1902, or any Act amending that Act, and a casual employee so appointed or employed shall not be subject to the provisions of any such Act during the period of his employment.

(4) For the purposes of the Undertaking the Director may, subject to subsection five of this section, with the approval of the Minister for the time being administering the department concerned, and on such terms as may be arranged, make use of the services of any of the officers or employees of any Government department.

(5).

Act No. 19, 1943

New South Wales Government Engineering Undertaking.

(5) The Director shall, as a condition of the services of the professional staff employed in the Department, shall not, without the previous approval, engage or employ the services of technical advisers or consultants.

PART I  
FINANCE

7. (1) The capital cost of the Undertaking declared to be the sum of three hundred and fifty-three pounds one shilling and the twenty-eighth day of February, one hundred and forty-two, but not more than as in this section provided.

The sum specified in this subsection shall be the capital cost of the Undertaking on the thirty-first day of March, one thousand nine hundred and forty-three, determined by the Minister, and shall be decreased by reason of expenditure incurred during the period of thirteen months ending on the thirty-first day of March in each succeeding year by which the capital cost of the Undertaking is increased or decreased by receipts during the year preceding.

The Minister shall notify the amount of such increase or decrease of the capital cost of the Undertaking in any such notification of the whole or any part of the interest.

Where part of the capital cost of the Undertaking has been so declared not to be included in the notification made under subsection (1) of this section, the amount of that part of the capital cost of the Undertaking which is so declared shall be included in the capital cost of the Undertaking as determined by the Minister under subsection (1) of this section.

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New South Wales Government Engineering and Shipbuilding  
Undertaking.

(5) The Director shall, as far as practicable, make use of the services of the professional and technical staff employed in the Department of Public Works, and shall not, without the previous consent of the Minister, engage or employ the services of other professional or technical advisers or consultants.

PART III.

FINANCE.

7. (1) The capital cost of the Undertaking is hereby declared to be the sum of thirty thousand six hundred and fifty-three pounds one shilling and ten pence as at the twenty-eighth day of February, one thousand nine hundred and forty-two, but may be added to or reduced as in this section provided.

Capital cost.

The sum specified in this subsection shall bear interest.

(2) The Minister shall as soon as practicable after the thirty-first day of March, one thousand nine hundred and forty-three, determine the amount by which the capital cost of the Undertaking shall be increased or decreased by reason of expenditure or receipts during the period of thirteen months immediately preceding, and shall as soon as practicable after the thirty-first day of March in each succeeding year determine the amount by which the capital cost of the Undertaking shall be increased or decreased by reason of expenditure or receipts during the accounting year immediately preceding.

The Minister shall notify in the Gazette the amount of such increase or decrease.

In any such notification the Minister may declare that the whole or any part of any such increase is not to bear interest.

Where part of the capital cost of the Undertaking has been so declared not to bear interest then in any future notification made under this subsection the Minister shall state that the amount is to be added to or deducted from that part of the capital cost of the Undertaking which bears

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Working account. cf. Act No. 3, 1942, s. 13.

bears interest, or that part of the capital cost of the Undertaking which does not bear interest, or that the amount is to be apportioned between such parts.

Upon publication of any notification under this subsection the capital cost of the Undertaking shall be deemed to be altered accordingly and such alteration shall take effect from the date specified in the notification.

In this subsection "expenditure" shall include the value (as determined by the Minister) of capital assets which the Minister has made available for use for the purposes of the Undertaking, and "receipts" shall include the value (as determined by the Minister) of capital assets which the Minister has withdrawn from use for the purposes of the Undertaking.

(3) A notification shall not be made under subsection two of this section unless its terms shall have been approved by the Colonial Treasurer.

8. (1) An account shall be kept in the Special Deposits Account in the Treasury, to be called the "New South Wales Government Engineering and Shipbuilding Undertaking Working Account," in this Act referred to as the "Working Account."

(2) (a) There shall be credited to the Working Account—

- (i) all revenue, earnings and moneys received from all sources in the course of the conduct of the Undertaking; and
- (ii) such amounts as may from time to time be appropriated by Parliament for the purpose.

(b) There shall be debited to the Working Account in respect of each accounting year the following charges in the order set out hereunder:—

Firstly, all costs and expenses whatsoever of and incidental to the administration, management and conduct of the Undertaking, and also the costs of repair and minor renewal of plant and equipment of the Undertaking, incurred in respect of the accounting year;

Secondly,

Secondly, interest on the capital cost of the Undertaking or, where a declaration has been made that part of the capital cost is not to bear interest, on the interest bearing part of the capital cost, in respect of the accounting year, at a rate or rates to be determined by the Colonial Treasurer, but not exceeding the average rate payable during such accounting year by the Government for loan moneys and exchange at a rate or rates to be determined by the Colonial Treasurer, the amount of which interest and exchange shall be credited to the Consolidated Revenue Fund.

The charge of interest by this paragraph shall not include interest payable in respect of any advance made by the Commonwealth to the State and expended or applied by the State for or in connection with the establishment or conduct of the Undertaking and taken into account in fixing the capital cost of the Undertaking.

Thirdly, contributions to the Depreciation Reserve Account.

Fourthly, such contributions to the Consolidated Revenue Fund as the Colonial Treasurer may from time to time direct; but in no case shall the total amount of the contributions directed to be paid under this paragraph in respect of any accounting year exceed such sum as will reimburse the State for the amount of sinking fund charges payable by the State in respect of that accounting year on the outstanding balance of loan moneys expended or applied by the State for or in connection with the establishment or conduct of the Undertaking, and taken into account in fixing the capital cost of the Undertaking.

Fifthly, an amount, in each accounting year, equivalent to the amount payable by the State to the Commonwealth in that accounting year in respect



*New South Wales Government Engineering and Shipbuilding Undertaking.*

respect of interest and repayment of capital on advances made by the Commonwealth for or in connection with the establishment and conduct of the Undertaking and taken into account in fixing the capital cost of the Undertaking.

The amount of the charge under this paragraph shall be paid to the Colonial Treasurer.

(3) Any balance remaining after meeting the charges referred to in subsection two of this section shall be applied either in reduction of the capital cost of the Undertaking or otherwise for any purpose whatsoever of or relating to the Undertaking or partly for one such purpose and partly for the other as the Minister may direct.

Where any balance or part thereof is so directed to be applied in reduction of the capital cost of the Undertaking the same shall be paid to the Colonial Treasurer.

The Minister shall notify in the Gazette the amount of any such reduction of the capital cost of the Undertaking and, where a declaration has been made that part of the capital cost is not to bear interest, shall in such notification state that such reduction is to be made from that part of the capital cost of the Undertaking which bears interest, or from that part of the capital cost of the Undertaking which does not bear interest, or that such reduction is to be apportioned between such parts. Upon publication of such notification the capital cost of the Undertaking shall be deemed to be altered accordingly and such alteration shall take effect as from the date specified in the notification.

Depreciation Reserve Account.  
cf. Act No. 2, 1943,  
s. 14.

9. (1) An account shall be kept in the Special Deposits Account in the Treasury, to be called the "New South Wales Government Engineering and Shipbuilding Undertaking Depreciation Reserve Account," in this Act referred to as the "Depreciation Reserve Account."

(2)

*New South Wales Government Engineering and Shipbuilding Undertaking.*

(2) Contributions to the Depreciation Reserve Account shall be credited to that account as soon as practicable after the thirty-first day of March, one thousand nine hundred and forty-three, and after the same day in each succeeding year. Each such contribution shall be calculated as prescribed and shall be so calculated by reference to the total amount expended or applied on the capital assets of the Undertaking (including the value, as determined by the Minister, of capital assets which the Minister has made available for use for the purposes of the Undertaking) after deducting therefrom the value of capital assets which have been disposed of (including the value, as determined by the Minister, of capital assets which the Minister has withdrawn from the Working Account shall be credited half-yearly with interest on the uninvested daily credit balance of the Depreciation Reserve Account at such rate as the Colonial Treasurer may from time to time direct.

(3) The Working Account shall be credited half-yearly with interest on the uninvested daily credit balance of the Depreciation Reserve Account at such rate as the Colonial Treasurer may from time to time direct.

(4) The whole or any part of the balance at the credit of the Depreciation Reserve Account may be invested in Commonwealth Government securities and interest accruing from such investments shall be regularly added to the Working Account.

(5) The Depreciation Reserve Account shall be drawn upon only for purposes of investment or reinvestment, or for renewing or replacing capital assets of the Undertaking:

Provided that the Minister may from time to time authorise the expenditure of any balance at the credit of such account (which shall be deemed to include any amounts invested in pursuance of subsection four of this section) in excess of two-thirds of the value of the capital assets of the Undertaking (ascertained as hereinafter in this subsection provided) towards extending the trade or business of the Undertaking or the capital assets thereof:

Provided further that such sums as the Colonial Treasurer may direct shall be applied out of such account.

*New South Wales Government Engineering and Shipbuilding Undertaking.*

account towards the reduction of the capital cost of the Undertaking, but in no case shall the Colonial Treasurer give any such direction which would have the effect of reducing the amount standing to the credit of such account to less than two-thirds of the value of the capital assets of the Undertaking ascertained as herein-after in this subsection provided.

Where any sums are so directed to be applied in reduction of the capital cost of the Undertaking they shall be paid to the Colonial Treasurer.

The Minister shall notify in the Gazette the amount of any such reduction of the capital cost of the Undertaking and, where a declaration has been made that part of the capital cost is not to bear interest, shall in such notification state that such reduction is made from that part of the capital cost of the Undertaking which bears interest or from that part of the capital cost of the Undertaking which does not bear interest or that the reduction is to be apportioned between such parts. Upon publication of such notification the capital cost of the Undertaking shall be deemed to be altered accordingly and such alteration shall take effect as from the date specified in the notification.

For the purposes of this subsection the value of the capital assets of the Undertaking at any time shall be deemed to be the total amount expended or applied on or before the thirty-first day of March next preceding upon capital assets of the Undertaking (including the value, as determined by the Minister, of capital assets which the Minister has made available for use for the purposes of the Undertaking) after deducting therefrom the value of capital assets which have been disposed of (including the value, as determined by the Minister, of capital assets which the Minister has withdrawn from use for the purposes of the Undertaking).

(6) If the Minister considers the amount at the credit of the Working Account insufficient to meet the contribution referred to in subsection two of this section, having

*New South Wales Government Engineering and Shipbuilding Undertaking.*

having regard to the charges referred to in subsection two of section eight of this Act, such contribution or portion thereof may be allowed to remain a charge on the Working Account.

10. When in any accounting year the revenue, earnings and moneys received from all sources in the course of the conduct of the Undertaking are insufficient to meet the charges referred to in subsection two of section eight of this Act, the Colonial Treasurer may, out of moneys provided by Parliament, pay to the Working Account the amount of such deficiency.

PART IV.  
GENERAL.

11. (1) For the purposes of and subject to the provisions of this Act, the Minister may under the Public Works Act, 1912, and any Act amending the same, purchase any land. For the purposes of the Public Works Act, 1912, as amended by subsequent Acts, any such purchase shall be deemed to be for an authorised work, and the Minister shall be deemed to be the Constructing Authority within the meaning of the said Act as so amended:

Provided that sections thirty-four, thirty-five, thirty-six and thirty-seven of the Public Works Act, 1912, as amended by subsequent Acts, shall not apply to any such purchase, but section thirty-eight of such Act shall, mutatis mutandis, apply to and in respect of any contracts relating to any such purchase.

(2) For the purposes of this Act, the Minister may exchange lands vested in him as Constructing Authority under the Public Works Act, 1912, as amended by subsequent Acts, or under any other Act, for other lands. Lands acquired by exchange under this section shall be deemed for all purposes to have been acquired by the Minister as Constructing Authority under

*New South Wales Government Engineering and Shipbuilding Undertaking.*

under the Public Works Act, 1912, as amended by subsequent Acts, for an authorised work.

(3) The Minister may make available for use for the purposes of the Undertaking—

- (a) any land for the time being vested in him as Constructing Authority under any Act and not required for the purpose for which the same was acquired;
- (b) any land purchased or acquired by exchange under the authority of this Act.

The Minister may from time to time withdraw from use for the purposes of the Undertaking any land so made available.

Annual report.

12. The Director shall furnish to the Minister through the Under Secretary as soon as practicable after the thirty-first day of March in each year, a full and particular report in writing on the operations and activities of the Undertaking, and shall at all times keep the Minister fully and accurately informed regarding all matters relating to the Undertaking.

Accounts and audit.

13. (1) The Director shall cause to be kept proper books of account in relation to the Undertaking and as soon as practicable after the thirty-first day of March in each year shall prepare and submit to the Auditor-General statements of account and balance sheet setting forth a true statement of the financial position and transactions of the Undertaking for the immediately preceding accounting year.

Such statements of account and balance sheet shall be in a form approved by the Auditor-General.

The Auditor-General shall examine and audit the said statements of account and balance sheet and if found to be correct he shall so certify and sign the said statements of account and balance sheet.

After such examination and audit the Director shall forthwith transmit the said statements of account and balance sheet to the Minister through the Under Secretary.

(2)

*New South Wales Government Engineering and Shipbuilding Undertaking.*

(2) The Auditor-General shall have in respect of such audit all the powers conferred on the Auditor-General by any law now or hereafter to be in force relating to the audit of public accounts; and the Audit Act, 1902, and the Acts amending the same shall apply to the Director and his officers and employees in the same manner as it applies to accounting officers of public departments.

14. (1) The Governor may make regulations not inconsistent with this Act prescribing all matters which by this Act are required or permitted to be prescribed or which are necessary or convenient to be prescribed for carrying out the provisions of this Act.

(2) In particular and without prejudice to the generality of subsection one of this section, the Governor may make regulations in respect of the following matters:—

- (a) the division of the capital assets of the Undertaking into classifications for the purpose of calculating contributions to the Depreciation Reserve Account;
  - (b) the determination of the amount expended or applied upon the capital assets of the Undertaking contained in each classification as at the thirty-first day of March, one thousand nine hundred and forty-three, or at any time thereafter;
  - (c) the rate at which contributions to the Depreciation Reserve Account shall be calculated for each classification.
- (3) The regulations shall—
- (a) be published in the Gazette;
  - (b) take effect from the date of such publication or from a later date to be specified in the regulations; and
  - (c) be laid before both Houses of Parliament within fourteen sitting days after the publication thereof if Parliament is then in session, and if not

Act No. 19, 1943.

*New South Wales Government Engineering and Shipbuilding Undertaking.*

not, then within fourteen sitting days after commencement of the next session.

(4) If either House of Parliament passes resolution of which notice has been given at any time within fifteen sitting days after such regulations have been laid before such House disallowing any regulation or part thereof, such regulation or part shall thereupon cease to have effect.

By Authority:

ALFRED HENRY PETTIFER, Acting Government Printer, Sydney, 1943.  
[6d.]

*Consolidation*

<i>Act</i>	<i>Year</i>
19	1943
45	1957
23	1963
7	1968

*New South Wales.*



ANNO SEPTIMO

GEORGH VI REGIS.

Act No. 19, 1943. *(as amended to 1968.)*

An Act to define the functions of the New South Wales Government Engineering and Shipbuilding Undertaking; to provide for the appointment of a Director of that Undertaking; to make provision for and in relation to the keeping of certain accounts in the Special Deposits Account in the Treasury for the purposes of that Undertaking; and for purposes connected therewith. [Assented to, 5th July, 1943.]

BE

30517 *As amended by:*  
*Act No. 45 of 1957.*  
*Act No. 23 of 1963.*  
*Act No. 7 of 1968*

*New South Wales Government Engineering and Shipbuilding Undertaking.*

BE it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

PART I.

PRELIMINARY.

*1 title  
Division  
Parts.*

1. (1) This Act may be cited as the "New South Wales Government Engineering and Shipbuilding Undertaking Act, 1943." - 1965.

(2) This Act is divided into Parts as follows:—

PART I.—PRELIMINARY—ss. 1, 2.

PART II.—ADMINISTRATION—ss. 3-6.

PART III.—FINANCE—ss. 7-10.

PART IV.—GENERAL—ss. 11-14.

*definitions.*

2. In this Act, unless the context or subject matter otherwise indicates or requires—

"Accounting year" means a period of twelve months commencing on the first day of April and ending on the thirty-first day of March following.

*sent  
1968.*

\* "Director" means the Director for the time being of the Undertaking.

"Prescribed" means prescribed by this Act or by the regulations.

"Regulations" means regulations made under this Act.

"Under-Secretary" means the Under-Secretary of the Department of Public Works.

"Undertaking" means the New South Wales Government Engineering and Shipbuilding Undertaking.

\* "Board" means the State Dockyard Board of New South Wales as constituted by this Act.

"Chairman" means Chairman of the Board.

"Director" means a member of the Board.

"Vice-Chairman" means the Vice-Chairman of the Board.

PART

New South Wales Government Engineering and Shipbuilding Undertaking.

PART II.

ADMINISTRATION.

3. The New South Wales Government Engineering and Shipbuilding Undertaking shall be under the general management of the Director.

*Board  
Director to  
have general  
management  
of Under-  
taking.*

In the management of the Undertaking the Director shall be subject to the control and direction of the Minister. *(See also 3(1) at back)*

*Board  
Amended by  
Act No. 7, 1968*

4. The functions of the Undertaking shall include all types of engineering (including general engineering and marine engineering), shipbuilding and ship repairing and docking and such work of a like or incidental character as the Minister may from time to time approve, and shall also include any work or activity which is incidental or supplementary to the performance of any of such functions.

*Functions  
of the  
Under-  
taking.*

5. (1) There shall be a State Dockyard Board of New South Wales consisting of seven persons appointed by the Governor on the nomination of the Minister.

*Constitution  
of Board.*

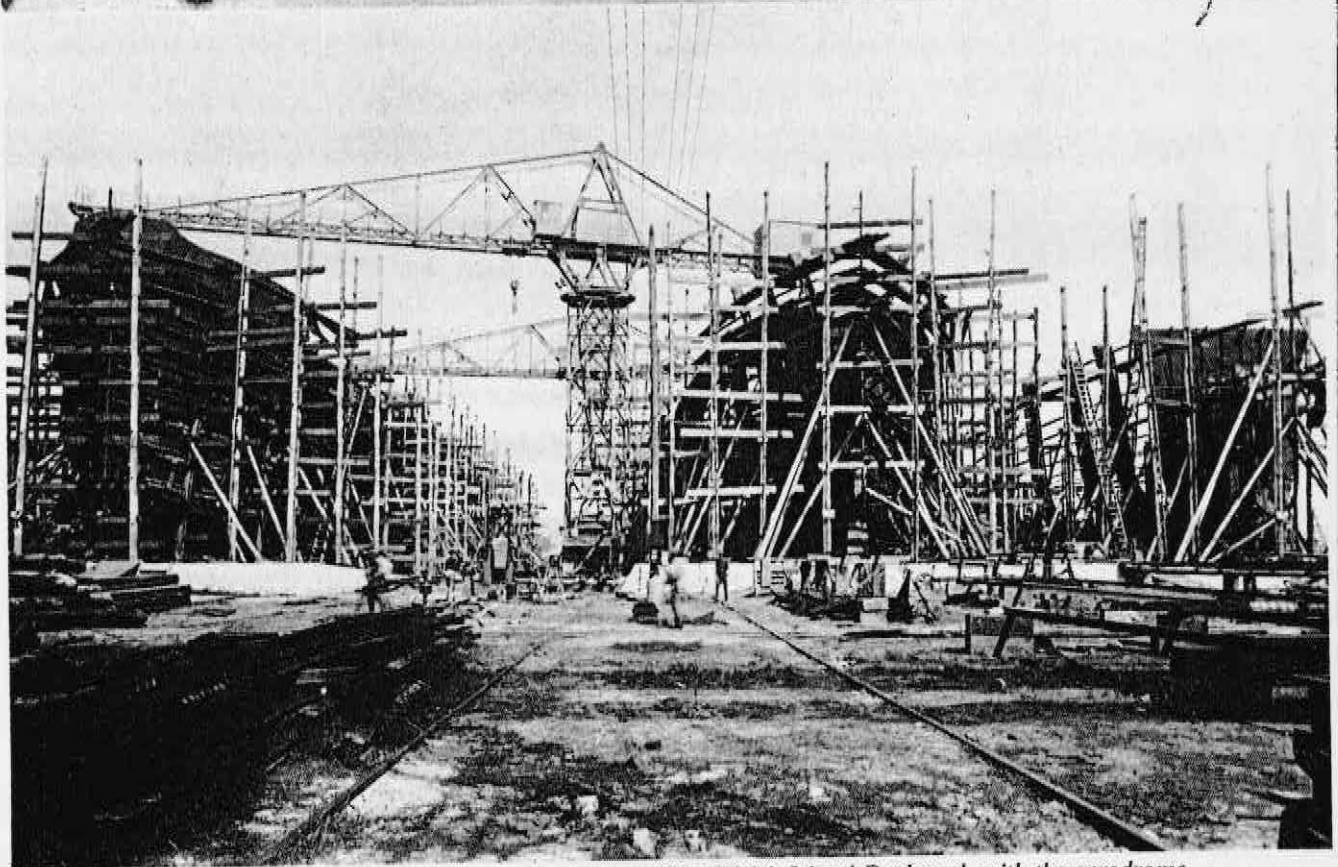
*Amended by  
Act No. 7,  
1968*

(2) A person nominated for the purposes of subsection one of this section may be an officer within the meaning of the Public Service Act, 1902, as amended by subsequent Acts, and shall be a person who, in the opinion of the Minister, can serve the best interests of the Undertaking by reason of his knowledge of and experience in the Undertaking, the direction of other undertakings, financial administration, marketing, legal aspects of administration, or industrial relations.

(3) Of the persons so appointed, not more than three may be persons who hold, or have held, an appointment at the Undertaking or who are, or have been, employed at the Undertaking.

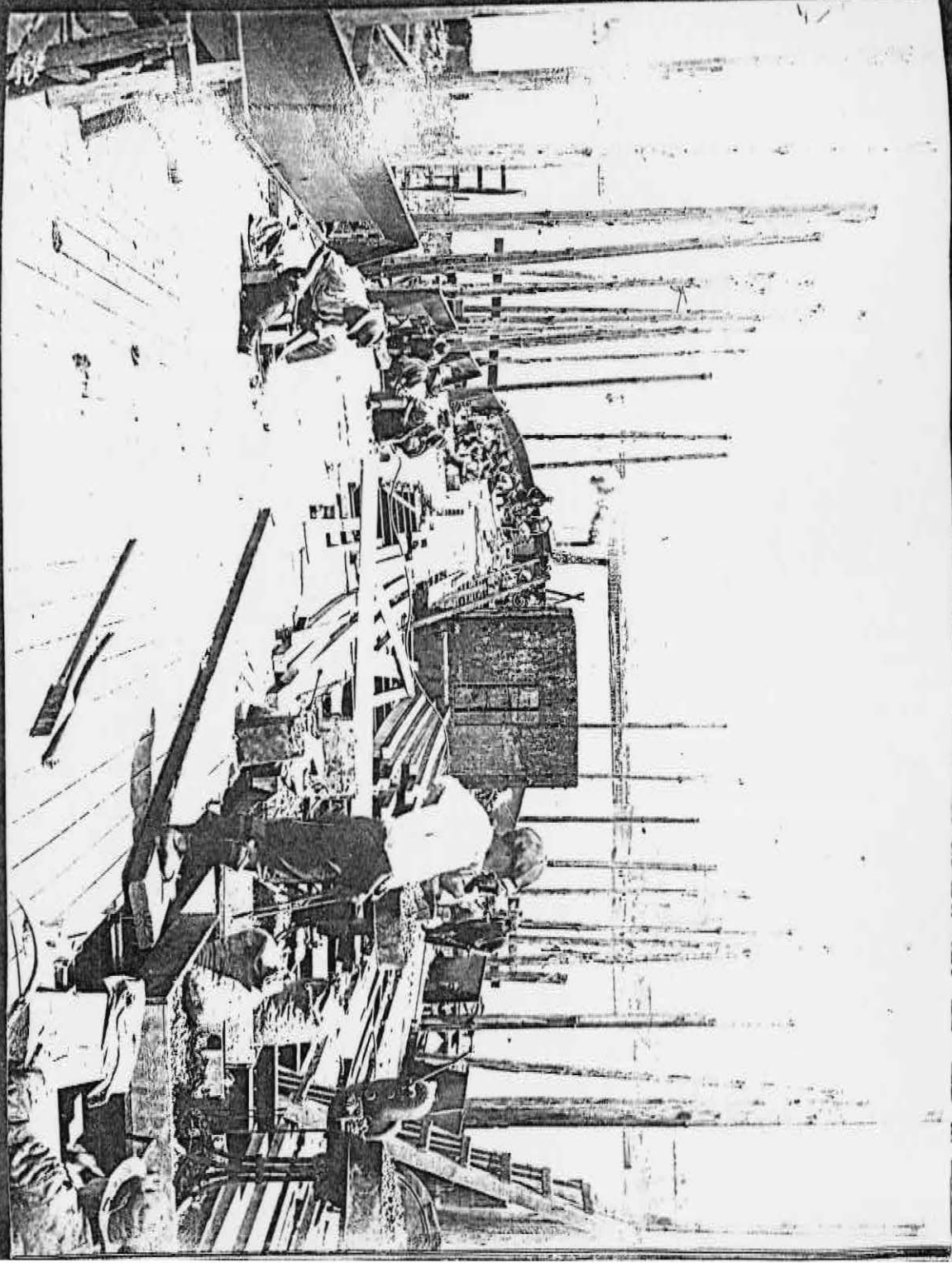
(4) (a) Two Directors shall be respectively the Chairman and Vice-Chairman of the Board and shall be appointed as such by the Governor.

(b) The Governor may appoint a deputy to act during the Governor's pleasure in the absence of a Director and a deputy appointed under this subsection—



*Top: Walsh Island Dockyard, with the aerodrome.  
Bottom: Ship construction at Walsh Island Dockyard  
— three 5,600-ton steamers on the slips. NMM*

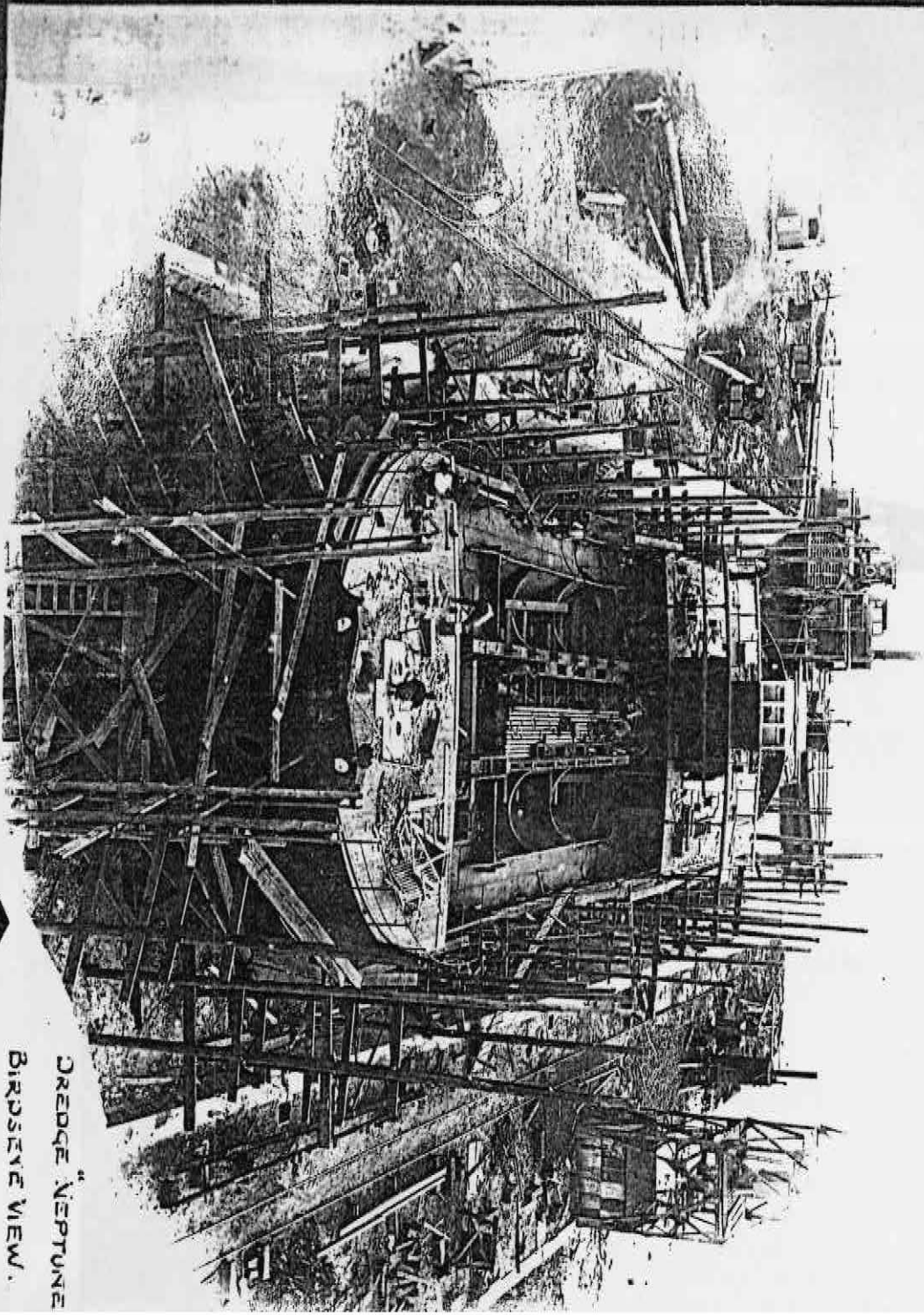
1923  
Walsh Island.



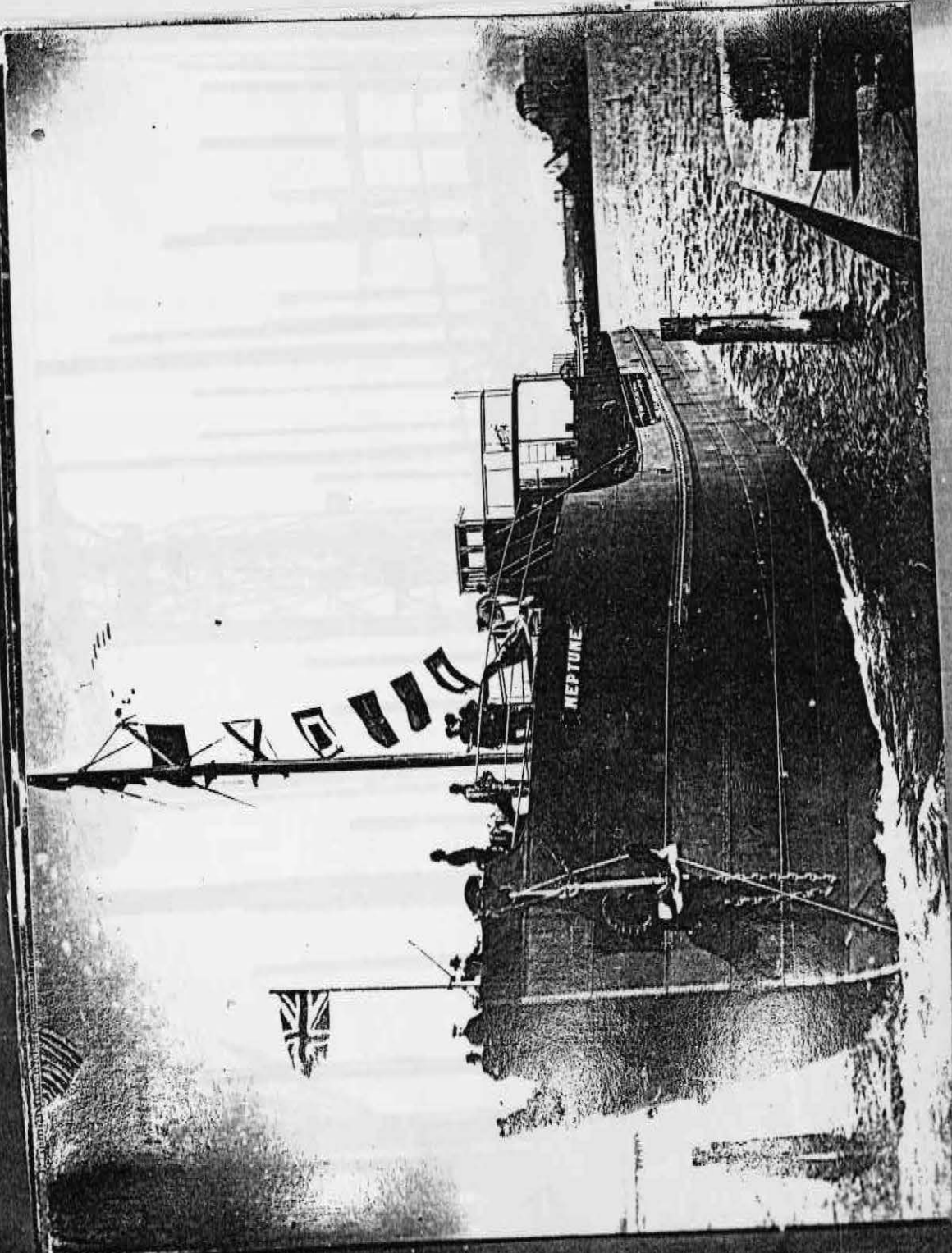
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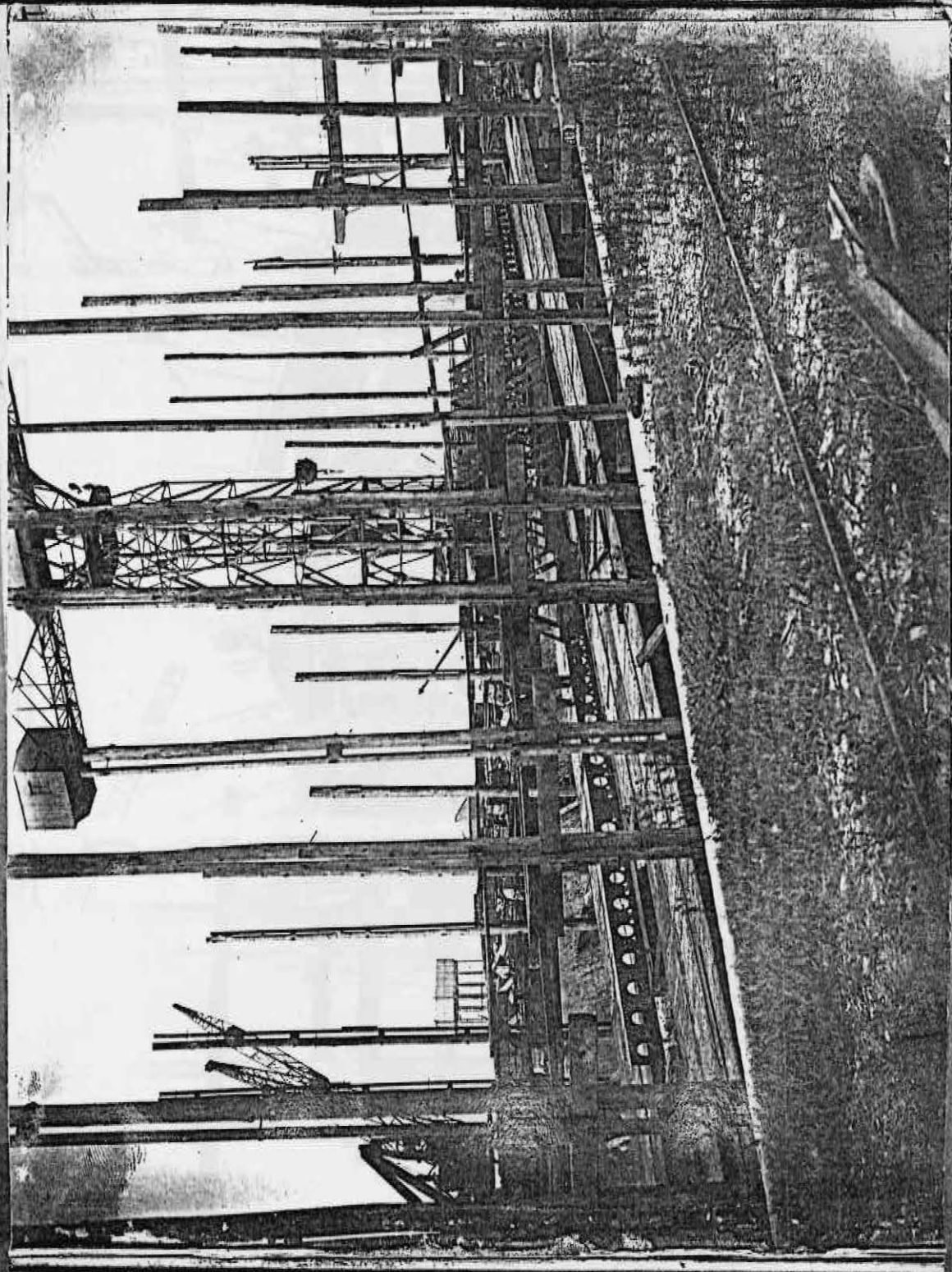


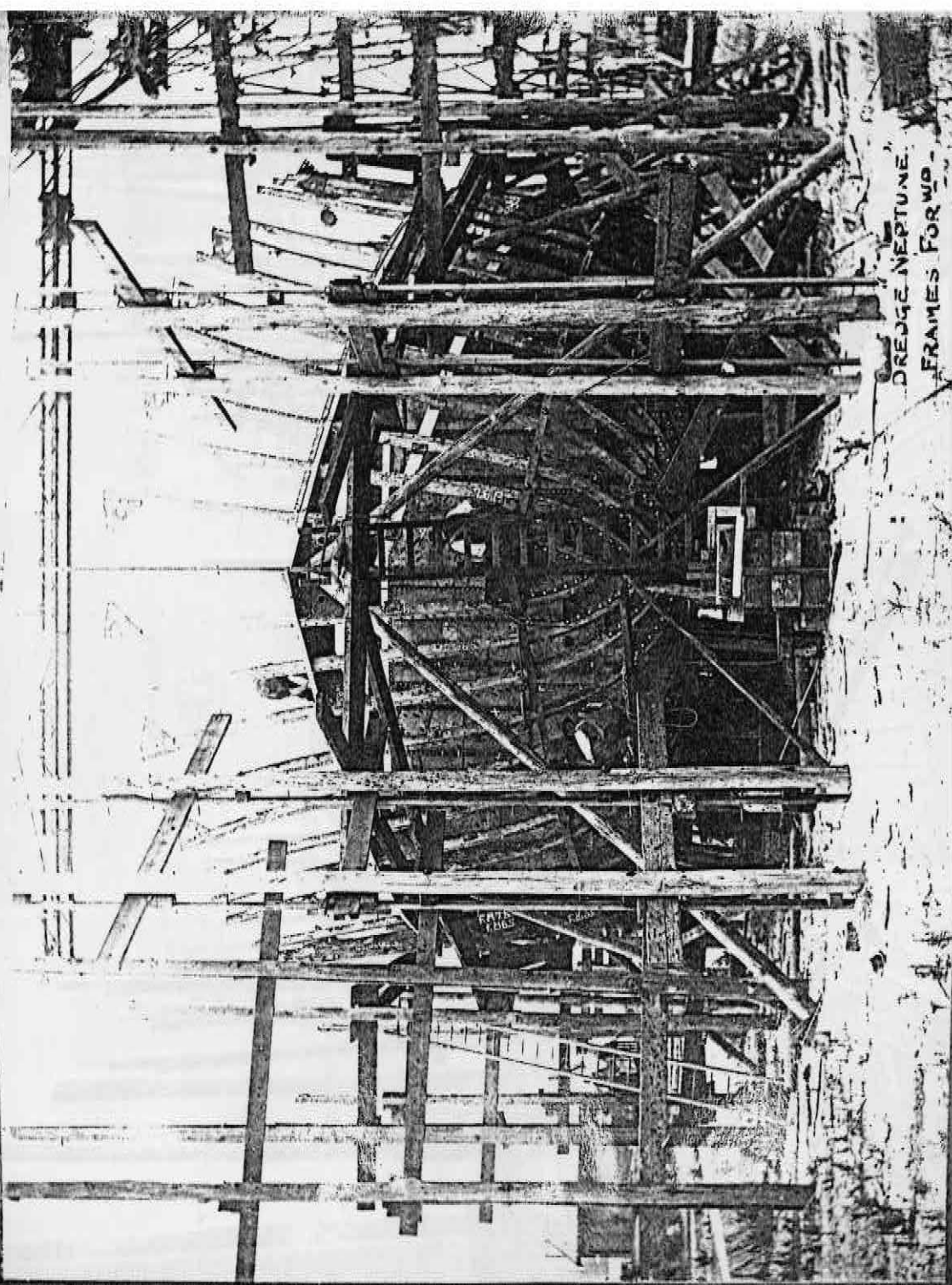
1  
Photos taken  
while Walsh Island  
was in operation  
1913 - 1932



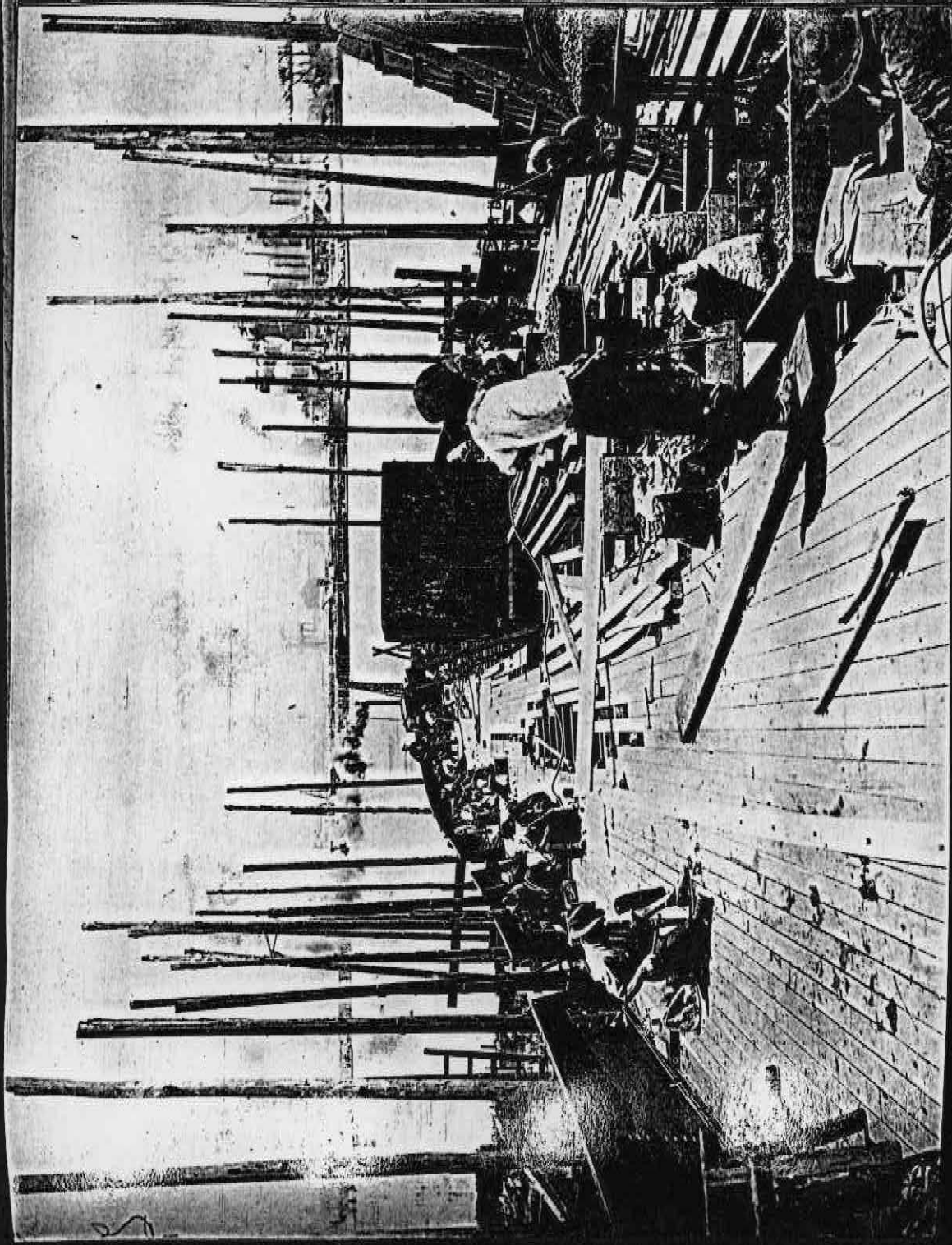
DREDGE "NEPTUNE"  
BIRDSEYE VIEW.

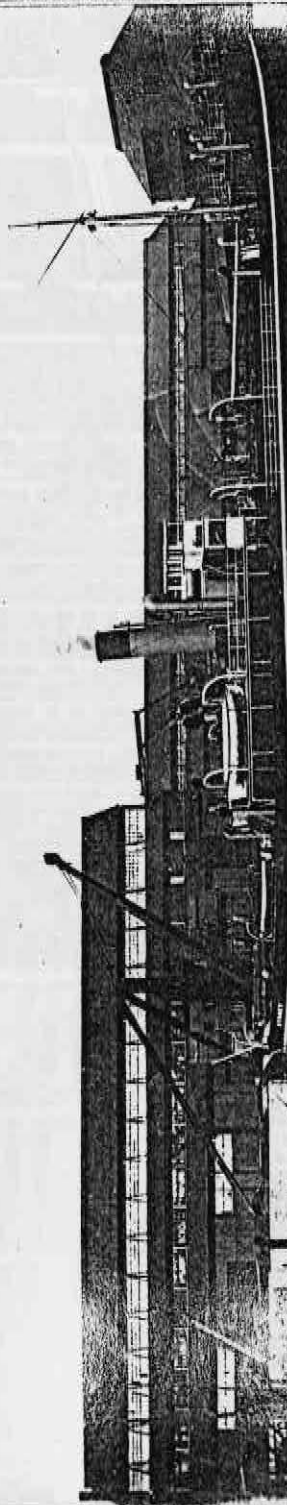


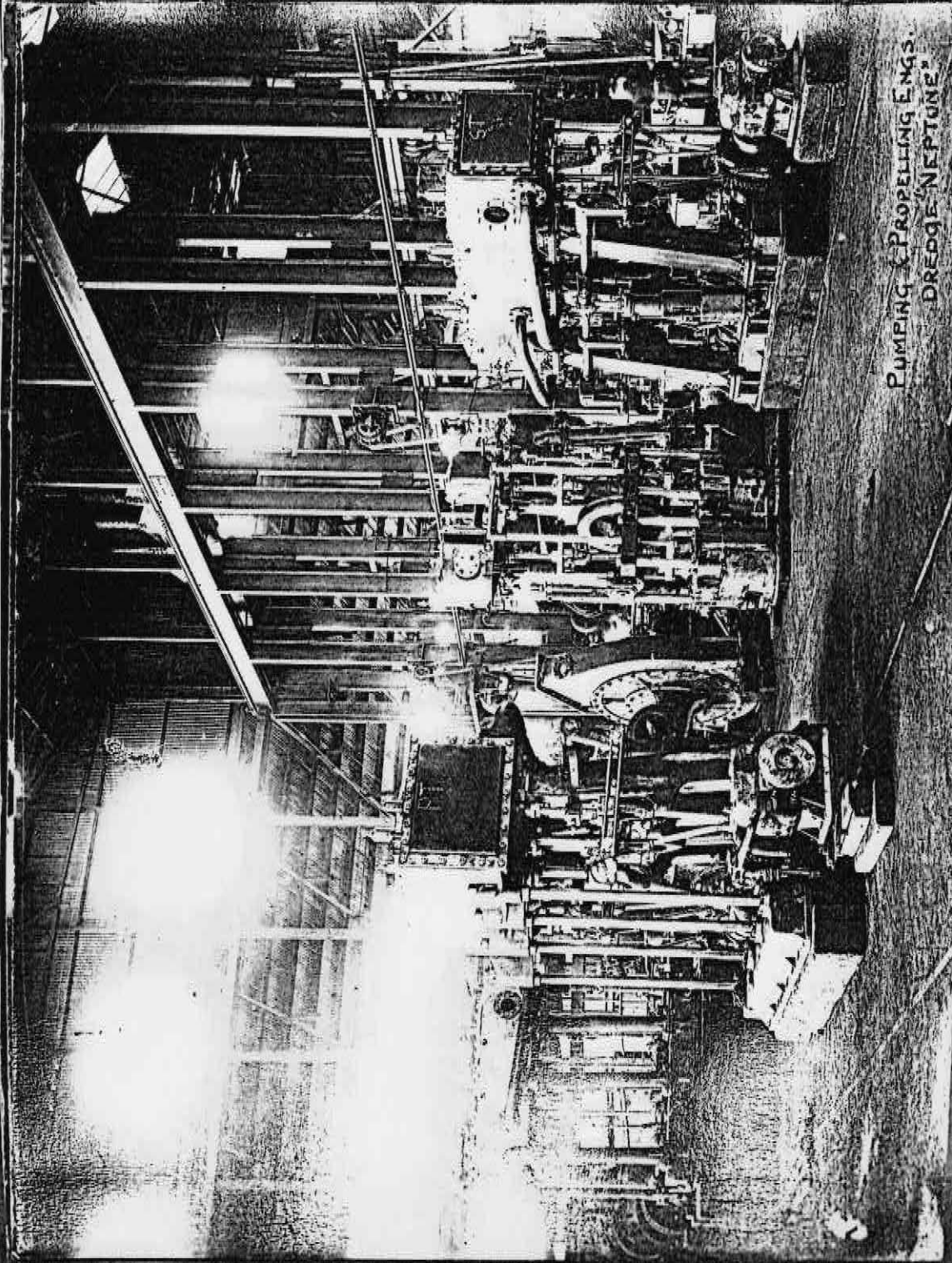




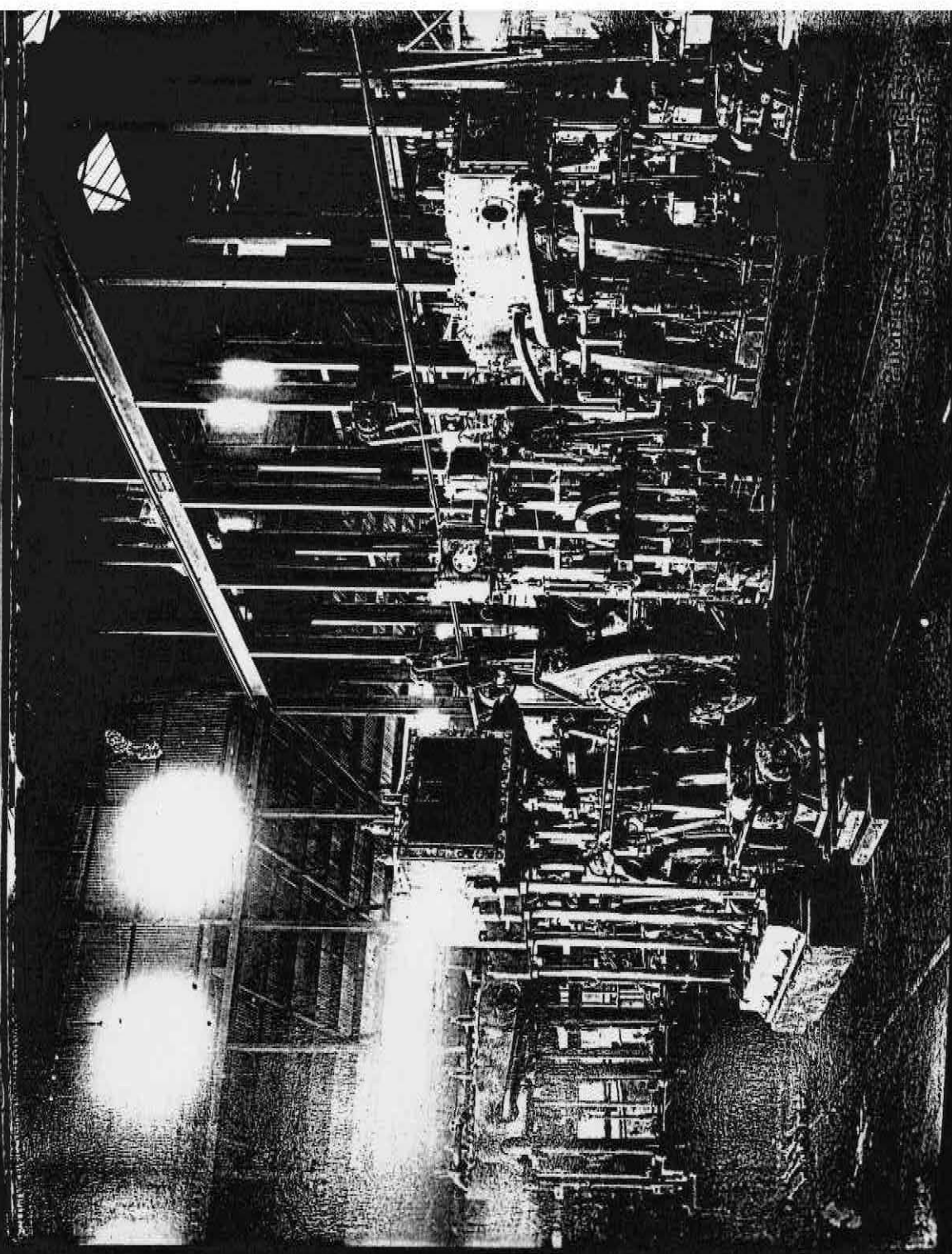
DREDGE NEPTUNE  
FRAMES FOR W.P.







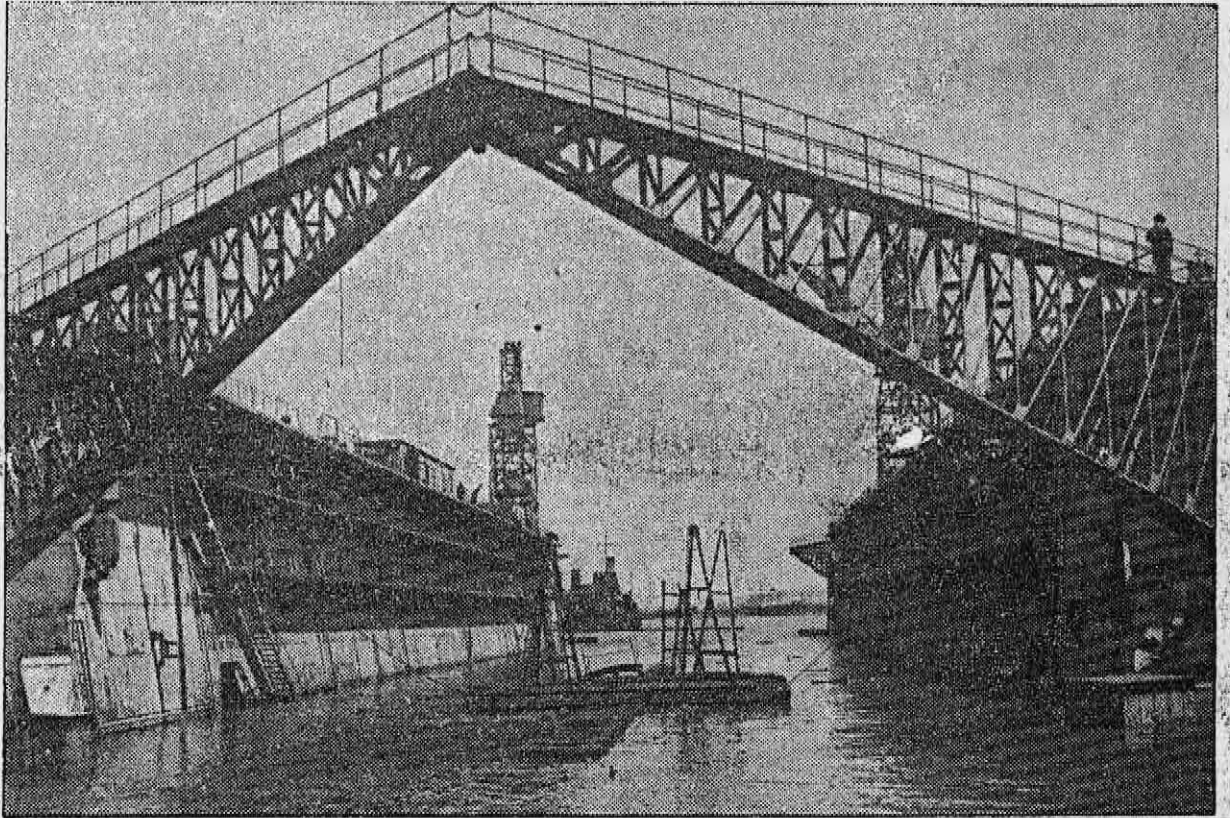
PUMPING & PROPELLING ENGS.  
DREDGE "NEPTUNE"



292.



## READY FOR USE



The floating dock at Walsh Island, pictured partially submerged during the test sinking on Saturday. The dock is ready for use. (Story, Page 3.)

## At Submerging of Floating Dock



Mr. F. H. Hawkins, M.L.A., the Minister for Works (Mr. Cahill) and Mr. J. H. Mitchell, new works manager for the shipbuilding yard, at the trial sinking of the floating dock at Walsh Island.

### **N.S.W. APPOINTS DIRECTOR OF SHIPBUILDING**

**SYDNEY, Wednesday.**—At a salary of £2000 a year, Mr. D. Lyon McLarty, formerly of Melbourne, was today appointed Director of Engineering and Shipbuilding by the State Government. Mr. McLarty, a director of Malleys Ltd., Sydney, sheet metal and ventilating engineers, will be released by his firm immediately to superintend the Government's shipbuilding plans at Newcastle.

The Premier (Mr. McKell) said tonight that one of Mr. McLarty's first tasks would be to discuss with the Naval Board the construction of naval vessels.

The Government would undertake ship repair work and marine engineering construction at Newcastle at once. This work would be a preliminary to the re-establishment of the shipbuilding industry at Carrington, near Newcastle.

Mr. McLarty was formerly general manager of Robison Bros. Pty. Ltd., Melbourne engineers and shipbuilders. He came to Australia from Scotland in 1925.

## Will Not Recommend Money For Newcastle Shipyard

SYDNEY, Thursday.—Replying to a question in Parliament to-day, the Minister for Public Works (Mr. Cahill) revealed that the Australian Shipbuilding Board had refused to recommend to the Commonwealth Government that money be made available for the construction of a shipyard at Newcastle.

The question was raised by Mr. Hawkins (Newcastle), who asked Mr. Cahill whether he could indicate when work on the first ship would commence.

"If there is any difficulty in expediting this work," said Mr. Hawkins, "will the Minister consult the Federal Government with a view to overcoming the difficulty so that this important work can proceed with all speed?"

Mr. Cahill replied: "It is quite true, as I mentioned some time ago, that the Government shipbuilding yard at Newcastle is now in a position to accept orders for the construction of ships, and particularly naval ships. The work of removing the engineering shops from Walsh Island to the new site is proceeding, and it will not be long before they are re-erected. Additional land has been obtained, and an extensive layout for the shipyard has been prepared in agreement with the Shipbuilding Board.

"In order to obtain necessary loan money for this work a recommendation must be made by the Shipbuilding Board to the Federal Government for funds to be made available in the same way as they have been made available to private shipbuilding yards or private industries.

"An application to that effect has been made to the Shipbuilding Board, but, unfortunately, the board is not prepared

to recommend to the Federal Government that money be made available for the construction of a shipyard at Newcastle," Mr. Cahill added. "The board, however, is prepared to recommend to the Federal Government that money be made available for the construction of engines or parts of engines at the Dyke End. The board is anxious that the State Government shipyard should confine its operations to repair work or the manufacture of auxiliary machinery, and not enter into the field of shipbuilding.

"At present we have a complete shipbuilding yard at Walsh Island standing idle," Mr. Cahill continued. "With the transfer of the machinery from Walsh Island to the new shipyard and with utilisation of the lifting appliances which it was thought could never be used, but which are already being erected at the new shipyard, orders can now be taken by us for the construction of naval vessels. But the Shipbuilding Board is not prepared to recommend that money be made available for that purpose.

"I am taking the matter up again with the board because, as the Premier has said, ships are badly needed to-day. We have the appliances available for shipbuilding, yet we are not allowed to proceed with the work.

The Leader of the Opposition (Mr. Mair): Perhaps I will give an order.

Mr. Cahill: Apparently the Leader of the Opposition had some information when he told this House some time ago that the Government could never engage in shipbuilding.

Mr. Mair: I had no information.

Mr. Cahill: I can quite appreciate the anxiety of members who represent the Newcastle district. We have at our shipbuilding yard all the appliances necessary and we need only about six machine tools for the manufacture of complete marine engines for vessels that we can build ourselves and for hulls that are now lying in Sydney Harbour." (Hear, hear.)

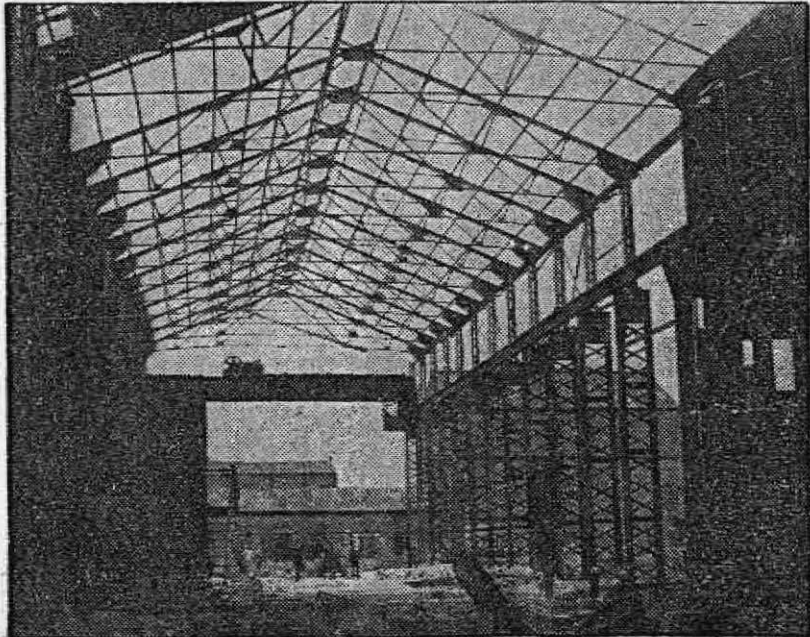
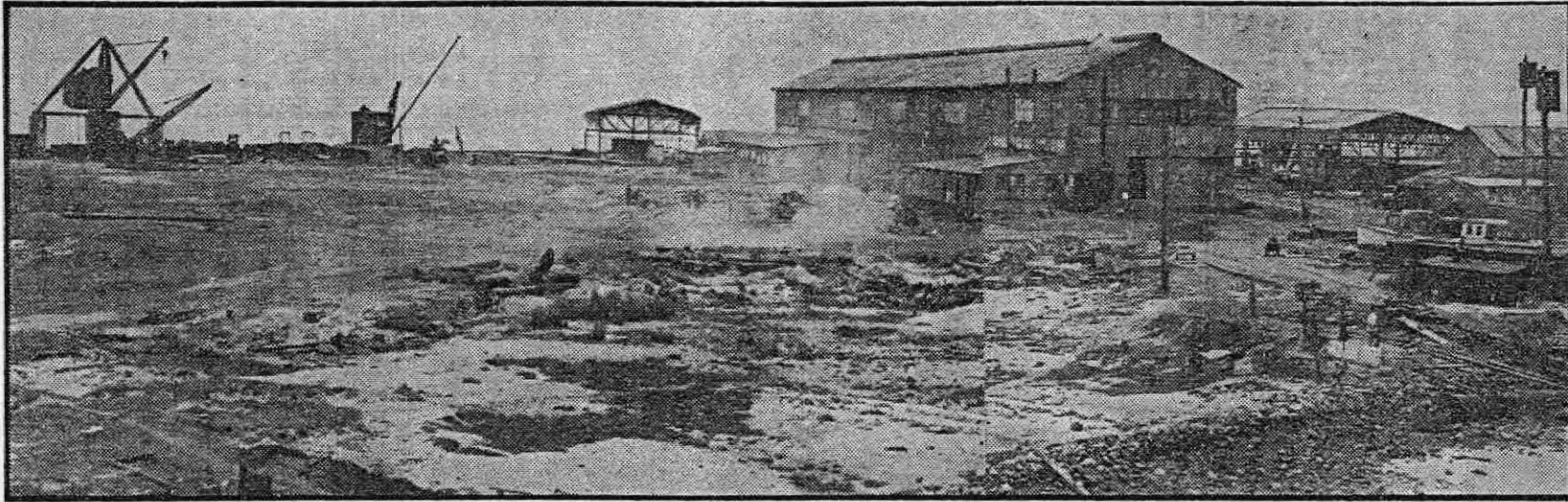
### Report on Concrete Ships

CANBERRA, Thursday.—The Minister in Charge of Shipbuilding (Mr. Makin) said to-day that he would call for a report on the possibility of building concrete ships in Australia. He was commenting on reports that concrete ships of 4000 tons, which were as fast and seaworthy as any steel ship, were being constructed in England, using mainly ordinary building labour.

Mr. Makin said it could not yet be stated whether construction of such ships here would be practicable.

Dyke End Shipbuilding Site

## Dyke End Shipbuilding Site



Panorama of part of the area for the new shipyard and engineering site at Dyke End, looking towards the engineering works site, the first unit of which is pictured. The first shipbuilding berth will be in the immediate foreground. The area extends about 1000ft. from the foreground towards Carrington.

Left: Dismantling of the original boiler shop at Walsh Island. It is to form one of the heavy engineering shops at Dyke end. The 50-ton overhead crane and an eight-ton travelling crane will be transferred to Dyke End, with other material.

## SHIPPING BOARD AND DYKE END

### "Intolerable Attitude," Says Mr. Hawkins

Mr. F. H. Hawkins, M.L.A., strongly attacked the Commonwealth Shipbuilding Board yesterday for its refusal to assist the State Government in starting production at the State shipbuilding yards at Dyke End.

He described the board's attitude as "intolerable, and contrary to its national emergency responsibilities."

Mr. Hawkins was commenting on disclosures made in Parliament by the Minister for Works (Mr. Cahill) that the board had refused to recommend that funds be made available for the State enterprise, although it had recommended assistance to private yards and industries.

The disclosures of the Minister were disturbing, said Mr. Hawkins, and indicated that action should be taken immediately by the Federal Government to see that its policy of a maximum war effort was in no way retarded or prejudiced by the apparent reluctance of the board to make use of the shipbuilding plant available at Newcastle.

It could not be too clearly emphasised, he declared, that the State yards at Newcastle were complete buildings, fully equipped with cranes, machine tools, and other essential tools. The total value, he understood, was approximately £500,000. Provision by the board of a few heavy machine tools would permit of the complete production of marine engines.

#### In Other States

The board had not only authorised the further equipping of private establishments, but it had been revealed by the Minister for the Navy (Mr. Makin) that it proposed to construct two additional marine engine works in other States.

"How can the board justify committing the Federal Government to the enormous expense involved in those projects while at the same time it refuses to take full advantage of the plant already available at Newcastle?" asked Mr. Hawkins.

The board's refusal to further the State Government's plan was even more astounding, as its attitude was preventing the placing of an initial order for one naval vessel to be built at the Dyke End.

"Such an order would enable the organisation to be developed and valuable plant to be employed, and would lead to the building of additional standard merchant vessels, the necessity of which is the primary reason for the board's existence," he declared.

"While the board is apparently unprepared to make use of the State's idle plant to further the Empire's war effort, it is singular that it has arranged with several private establishments whose present creditable efforts are already taxing their facilities and staff to the utmost, to lay down for them additional building berths.

Mr. Hawkins said the "Newcastle Morning Herald" editorial on Friday had correctly described the board's stand as "preposterous and unintelligible." It had rightly demanded that the board should not be permitted to obstruct or delay the enterprise of the New South Wales Government, and that if it could not be made to see reason it should, as the instrument of the Federal Government, be overruled by that Government. Any failure of the board to interpret its responsibilities satisfactorily must lead to a review of its personnel.

#### Carrington Protest

Carrington branch of the Australian Labour Party decided last night to send a strong protest to the Prime Minister (Mr. Curtin) against the failure of the Shipbuilding Board to give contracts to the Newcastle shipbuilding yards.

Mr. Curtin will be asked to inquire why contracts for shipbuilding should not be given to Newcastle.

Mr. L. Bromley, who moved the motion, said that the Shipbuilding Board favoured giving contracts to private enterprise and was not interested in Walsh Island. It should be constituted on sounder lines. There was a shortage of ships, and it was farcical that Walsh Island should be neglected. The Prime Minister would act in the interests of the people if he abolished the board.

"New shipbuilding yards are being constructed in Victoria and Queensland, and they will get contracts," Mr. Bromley said. "Newcastle is capable of producing some excellent ships but no orders are given."

Mr. T. Wilson said that too many contracts for Government ships went to private enterprise.

Mr. H. Rose: The Government has no money and it is only sparring for time. I have no illusions about shipbuilding. The State Government inherited an empty Treasury. I don't think we will hear anything about shipbuilding in Newcastle for at least six months.

If the Government granted a contract to Newcastle, the ships could be constructed without delay, Mr. Bromley said. Everything was ready.

## STATE WILL GO AHEAD WITH SHIPYARD

SYDNEY, Tuesday.—"We are going right ahead with our shipyard at Newcastle," said the Minister for Works (Mr. Cahill) in an interview to-night.

"If we cannot get a loan from the Commonwealth, then we will spend our own money, because we realise that eventually we must be given authority to build ships which are so badly needed," he said. "I am determined to establish shipbuilding as an industry in Newcastle."

The Minister said that strong efforts were being made to induce the Shipbuilding Board to re-consider its decision not to recommend that funds be made available to enable the State Government to establish the shipbuilding industry at Newcastle. Further conferences had taken place at which the merits of Newcastle had been advocated. He understood that the whole matter had been referred to the Minister for the Navy and Munitions (Mr. Makin).

Asked why the State Government could not go ahead without the sanction of the Shipbuilding Board, he replied that there were almost insuperable difficulties in the way of any attempt at shipbuilding that did not have the approval of the board.

Mr. Cahill said the board had the right to determine the order of priorities for materials for shipbuilding. While its present attitude was maintained, there was no possibility of materials necessary for shipbuilding being made available for work at Newcastle.

"The six machines required for the building of engines will cost more than

£100,000," he said. "One is at present in a shop in Sydney and is not being put to its full use."

The Minister said that only to-day he was approached by a man who wanted to place an order for a tanker. The shipyard was fully capable of building such a vessel, but could not accept the order without the approval of the Shipbuilding Board.

The Minister expressed his agreement with the leading article in the "Newcastle Morning Herald" last Friday. "With the full support of the people of Newcastle I shall not relax my efforts to have the shipbuilding industry established there on a permanent basis," he said.

### BUILD MARINE ENGINES AT DYKE END

CANBERRA, Tuesday.—Prompt action is being taken by the Government to secure an adequate supply of marine engines for hulls now being built in Australia. The Minister for Munitions (Mr. Makin) announced to-night that the first factory to come into production, in addition to the firms of Walkers Limited, of Maryborough (Qld.) and Thompsons, of Castlemaine (Vic.), which are now building marine engines, would be that of the New South Wales Shipbuilding Yard at Dyke End, Newcastle.

The Minister pointed out that a great deal of equipment was already available at Dyke End, and that it could undertake repair and other work while it was being expanded to undertake full construction of larger engines than those now being built elsewhere.

It is expected that a decision will be reached almost immediately concerning sites of proposed factories in Victoria and Queensland, which are intended to enable coordinated production of hulls and engines.

The Government is known to be satisfied with the plans and achievements of the Shipbuilding Board, and the Minister to-night paid tribute to the "marvellous adaptability" of Australian workmen, especially those engaged on shipbuilding and munition work.

The engine building project, he said, would be further proof of the outstanding ability of our workmen to meet every emergency. The most urgent feature of the shipbuilding programme was the power unit and, in the projected factories, engines would be built for the larger classes of ships which were now a feature of that programme.

## DYKE END SHIPYARDS READY SOON

### Rapid Progress Despite Many Problems

By a Staff Reporter.—No. 1

Provided that the Federal Government and Commonwealth Shipping Board play their part, the new shipbuilding yard at Newcastle will be in a position to build one vessel within three months, and at the same time proceed with the building of berths for two standard merchant vessels, the first of which would be ready for the laying of the keel in six months, and the second a few months later.

THE placing of orders for naval vessels is the responsibility of the Federal Government, while the merchant shipbuilding programme is the responsibility of the Commonwealth Shipbuilding Board, which also has given attention to the coordination and increase of facilities for a balanced production of marine engines and hulls.

Recent criticism at the rate of progress made for the establishment of the shipbuilding industry in Newcastle is not based on a complete knowledge of the position, for it is only 10 weeks since the State Government appointed a Shipbuilding and Engineering Director. In that relatively short time much has been done.

Because of its magnitude and the obvious problems associated with the re-establishment of an industry in war time when essential material is hard to obtain, the project had to be reconsidered as new difficulties were confronted from time to time. In place of a shipyard and engineering works on separate sites, arrangements were made to establish the industry as a combined unit—a remarkable achievement when all factors are considered. This decision naturally involved a great deal of careful investigation and planning. The securing of additional land itself was a big problem.

Other considerations were the provision of suitable transport facilities for workmen and material, electric power installation, adequate supply of water, wharfage and proper depth of water for the launching and berthing of vessels.

Decisions on the extent and nature of buildings and plant to be transferred from Walsh Island to the new site at Dyke End, necessarily depended upon cooperation and approval by the Commonwealth Shipping Board, with due regard to the board's own requirements. Thus continued negotiations between the board and the State Government were necessary.

The fact that the Government's plans are sufficiently advanced to enable the erection of engineering shops and shipyard to be under way is regarded by competent authorities as remarkable and rapid progress.

Dismantling of buildings at Walsh Island and their re-erection at Dyke End is already well in hand, and existing plant is being used in the production of material required by the Ministry of Munitions. Pending the completion of the engineering shops, arrangements have been made to use all available plant for the production of marine engine parts in accordance with the board's programme.

Production difficulties under which the State Government is labouring have been indicated by the statement in Parliament by the Minister for Works (Mr. Cahill), who said that the Shipbuilding Board had refused to recommend the finance for the construction of ships at Newcastle. When it is realised that complete ship construction facilities, including machine tools, overhead cranes having sufficient capacity to build three vessels in series, are available at Walsh Island, together with lifting facilities to enable the immediate equipping of one shipbuilding berth, the attitude of the Shipbuilding Board will be hard to understand. While only one berth can be equipped immediately, two additional berths, for which spaces were made available in the completed lay-out at the new site, can be readily prepared. It will be obvious that until the Shipbuilding Board gives a definite undertaking concerning the types and number of ships it is prepared to order from the State Government the Government will not be in a position to proceed with the expeditious establishment of its shipbuilding industry. The fact that there is a need for a greater capacity of marine engine production is hardly a reason to delay putting into immediate use facilities and material whose present-day replacement value is more than £200,000.

The present position at Dyke End is—Foundations are being prepared for the engineering work. Construction of these buildings, which will provide for three additional bays of workshops to the shops at Dyke End, will begin within a month, and work will be completed within three or four months.

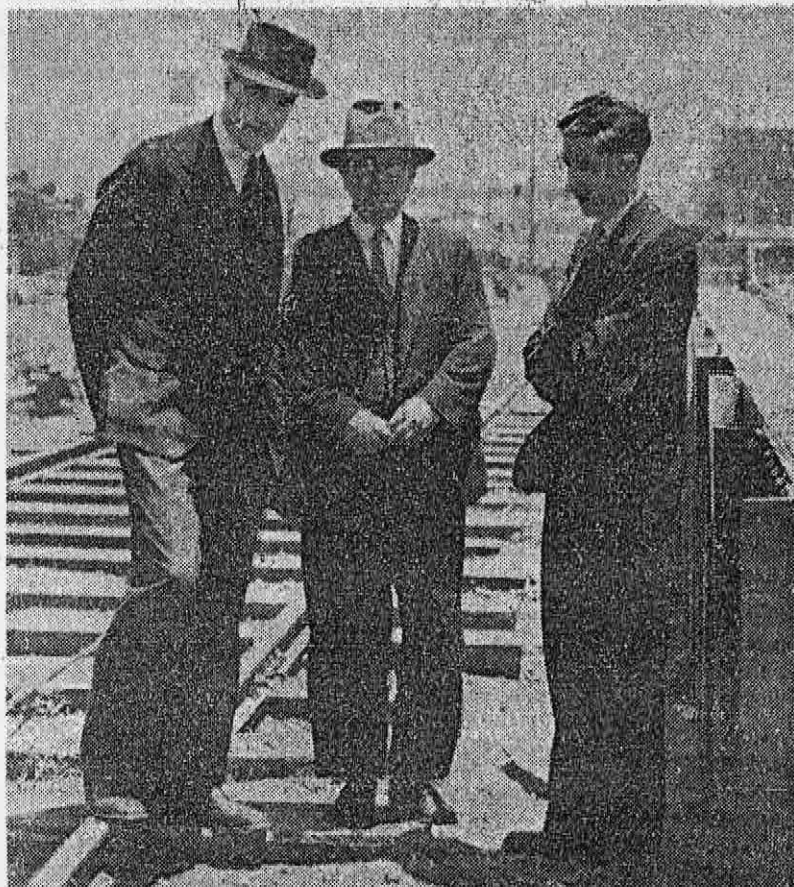
Areas have been cleared and pegged out for three shipping berths and slipway to provide for the construction of four vessels. This work will start without delay.

## Pouring Foundations At Dyke End



Foundations are now being poured at Dyke End, Carrington, and the complete plan envisaged for a shipbuilding yard there is beginning to take shape. The photograph shows foundations being prepared for the heavy machine shop, which, according to the State Government's plan, will run parallel to the existing building seen in the background.

## MR. McLARTY INSPECTS PROGRESS





## DISMANTLING AT WALSH ISLAND

### Premier's Assurance

Dismantling of plant at Walsh Island so far had been carried out entirely by employees of the Public Works Department, the Premier (Mr. McKell) told members of Newcastle State Assembly of the Official Labour Party. The assembly had complained that contracts for the work had been let to private interests.

It was anticipated, added Mr. McKell, that eventually the department's existing plant would become fully occupied, with the assistance of additional labour. For the early establishment of the shipbuilding and engineering enterprise, it was essential that the assistance of contractors who specialised in dismantling and had trained men available should be utilised for dismantling part of the steel structure.

As much of the work as possible would be carried out by the Public Works Department, concluded the Premier.

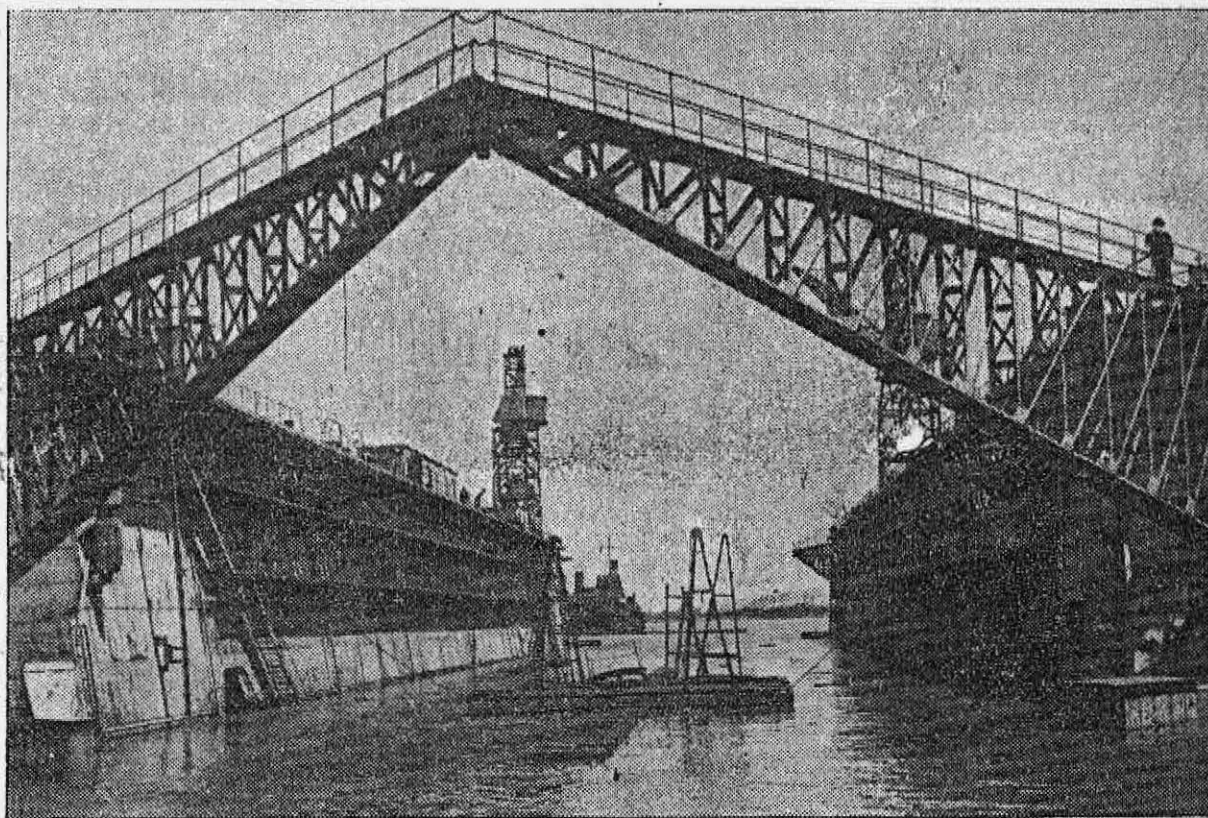
As assembly decided to press its request for the provision of wheat-bagging facilities at Newcastle silos, Mr. Hawkins, M.L.A., will again put the matter to the Minister for Agriculture (Mr. Dunn).

Members disagreed with the contention that shippers should provide for the bagging. Messrs. S. C. Williams and H. N. Coe said the Government owed it to the Port of Newcastle to see that the silos were equipped so that shippers should be encouraged to use the port.

After discussion of transport problems, it was decided to ask the Commissioner for Road Transport (Mr. Neale) to meet a deputation representing all the party branches in the district.

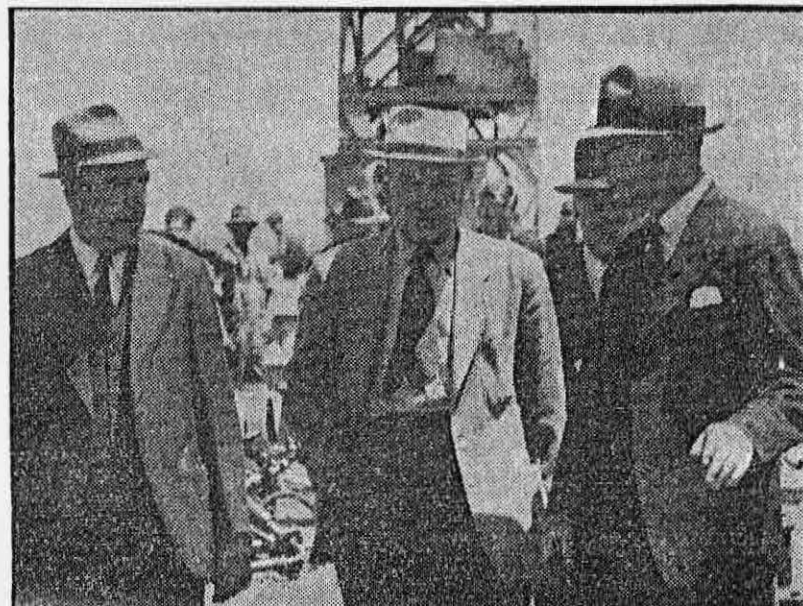
The request of Mr. McKenzie, mail contractor at Salt Ash, for a permit to carry passengers between Salt Ash and Stockton will be supported by the assembly. It was stated that school children had to wait two hours for conveyance to their homes by the existing service.

**READY FOR  
USE**



The floating dock at Walsh Island, pictured partially submerged during the test sinking on Saturday. The dock is ready for use. (Story, Page 3.)

**At Submerging of Floating Dock**



## PLEASED WITH SHIPBUILDING PROGRESS

The work being done now at Dyke End, and the success of Saturday's sinking test of the complete floating dock at Walsh Island was most gratifying to the people who had worked for the re-establishment of the shipbuilding industry, declared the secretary of the Newcastle Shipbuilding Revival Committee (Mr. A. R. Buckley) to-day.

"My committee is pleased that the floating dock has been overhauled and is now, as a complete unit of the three sections, capable of playing a part in the defence of Australia by providing a dock for repairs to naval and merchant ships."

Mr. Buckley declared that the proposed work had been talked about for some time, but it was pleasing now to see that the responsible Minister was having it carried out.

What had been done would meet with the approval of the public, but he and his committee still wanted to see more energy put into the work of getting the shipyard ready.

The sinking test of the floating dock was an outstanding success, and Ministers and technical experts who witnessed it described the linking of the third section as an engineering achievement.

### Progress at Dyke End

Mr. Baddeley and the Minister for Public Works (Mr. Cahill) congratulated the workmen who had toiled long hours to assemble the dock under trying conditions.

Mr. Cahill said that difficult problems had been surmounted due to the splendid devotion by all concerned.

Mr. Cahill also revealed that good progress was being made at the Dyke End.

Everything possible was being done to speed up the project. More men had been put on and the appointment of principal officers was almost complete.

## SHIPBUILDING PLANS OF STATE GOVT.

SYDNEY: The State Government is proceeding vigorously with the construction of a shipyard at Newcastle, said the Minister for Works (Mr. Cahill) to-day.

It is seeking a loan from the Commonwealth Government for the work.

At Newcastle at the week-end the Minister saw the sinking of the floating dock, which can accommodate vessels up to 15,000 tons.

"We have orders for marine engines and are hopeful later of getting orders for building ships," said Mr. Cahill to-day.

"The Commonwealth Government has financed the transfer of certain machinery and the purchase of machine tools. We have recommended to the Shipbuilding Board, since the crises occurred, that increased facilities be provided.

Mr. Cahill said that for the time being certain machinery would be kept at Walsh Island.

## OFFICERS FOR SHIPYARD

### Mr. Harding Plant Engineer

The State Director of Shipbuilding and Engineering (Mr. D. L. McLarty) announced last night the following appointments to the New South Wales Government Engineering and Shipbuilding Undertaking at Dyke-end—

Plant Designing Engineer: Mr. H. D. Harding.

Works Accountant: Mr. A. L. Cashman.

Mr. Harding was educated at Cook's Hill Primary School and Central Junior Technical School, Broadmeadow. During his early years with Messrs. Morison and Bearby Ltd., engineers, at Carrington, he attended night classes at Newcastle Technical College.

Mr. McLarty said that Mr. Harding was very capable, and had made rapid progress in his profession. "As a lad, he served his apprenticeship with Messrs. Morison and Bearby," said Mr. McLarty. "He reached the senior position in the drawing office. At the beginning of 1937 he obtained an appointment with Robinson Bros., general engineers and shipbuilders, Melbourne, with whom he served three years as chief draftsman. Late in 1940 he was appointed to the post of chief draftsman to Messrs. Kelly and Lewis, engineers, Springvale, Victoria. He will bring with him wide and varied experience in engineering."

Mr. Harding is well known in Newcastle, where he was born.

Mr. Cashman has been in the Public Service for 25 years. His first appointment was at Parkes. He obtained his first responsible position in 1930, when he was made senior clerk and accountant for the Water Supply Department at Broken Hill. After serving in that position for five years, he went to the Head Office in Sydney. He returned to Broken Hill two years ago. Before his appointment to the shipbuilding undertaking, he was senior officer of the water supply and sewerage construction work (Public Works Department). He was engaged on several important works with the Public Works Department in recent years. He is married.

Temporary offices for the undertaking have been taken at the T. and G. Building (third floor). Phones are B1501 and B1502.

## SHIPYARDS POST

NEWCASTLE, Sunday.—The State Director of Shipping, Mr. D. L. McLarty, announced to-day that Mr. H. D. Harding, of Melbourne, had been appointed designing engineer at the new shipbuilding yards at Newcastle.

PREMIER  
STARTS  
NEW SHIP

## FOUNDATION STONE LAID AT SHIPYARD

Pride in the workmen at a shipyard under the control of the NSW Government was expressed by the Minister for Public Works (Mr. J. J. Cahill), when he laid a commemorative stone in the administrative block to be built on the site of the undertaking.

The Premier of NSW (Mr. McKell) was an interested onlooker. Among the large crowd of public men who watched the ceremony were the Deputy Premier (Mr. J. M. Paddoley), Mr. C. C. Lazzarini (Assistant Minister), the State Director of Engineering and Shipbuilding (Mr. D. L. McLarty), the Director-General of Manpower (Mr. Wurth), the Deputy Director-General (Mr. Bellemore), the State Auditor-General (Mr. E. H. Swift), the Under-Secretary of the Treasury (Mr. M. K. Weir), the Under-Secretary for Public Works (Mr. D. J. Ford), the Opposition Party Whip (Mr. Howarth), representing the Leader of the Opposition (Mr. Mair), and other local Members of Parliament.

As Minister in charge of the undertaking, Mr. Cahill extended an official welcome to the visitors, and mentioned that the Government was fortunate in obtaining as director for such an undertaking a man of the training, experience and personality of Mr. D. L. McLarty. The Government had every confidence in his judgment and organising genius.

### "Pleasing Architecture"

"My part in the ceremony," said Mr. Cahill, "is to set a commemorative stone in the administrative block. This building will comprise two storeys constructed of a combination of reinforced concrete, brick facings and panels. The portion next the works will house the clerical staff on the bottom floor, and the drawing office staff on the top floor. In the remainder of the building will be accommodation for the administrative staff, and provision will be made for an up-to-date kitchen, dining-room, conference room and the usual offices.

"The completed building, which is being designed by the Government architect, will present pleasing architectural features and will be in keeping with the spirit and purpose of a great industrial undertaking.

"Plans have been completed and work will begin soon on the construction of the building for accommodation of the employees. We are proud of our workmen and anxious to see that they shall have the benefits of modern comforts. So this building for the workmen will include a large dining-room, complete with canteen service. There will be a dressing-room and modern washing and bathroom accommodation. The Government architect has designed this building also, and it will present novel architectural features. There will

### "Have Kept Faith"

"Generally, this gathering is of sufficient historic interest for the Government to have invited members of all political parties, and leaders of civic and public life, as well as representatives of industries and the great industrial unions. Also, we have invited representatives of the great daily newspapers and have arranged for a newsreel film to be taken because we believe that such an occasion—the re-establishing of a great enterprise—should not go unrecorded.

"We have no desire to make capital of the occasion. All that I wish to emphasise is that this Government has kept faith with the people. We have done what we promised to do."

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To cries from workmen of "Bang her down, Billy!" the Premier of NSW (Mr. McKell) to-day drove the first rivet in the keel of the first ship laid at a shipbuilding undertaking under the control of the State Government.

Another workman sang out, "You'll need a schooner after this, Billy!" as the Premier manoeuvred a hanging pneumatic drill into position and with a touch of a lever squashed a white-hot rivet into the steel keel.

Many years ago, before he entered political life, Mr. McKell was a boilermaker in the Eveleigh Railway Workshops. In those days they did riveting with a manually-operated hammer, but Mr. McKell showed this afternoon that he could wield the latest device just as well.

The Deputy Premier (Mr. Baddeley) and Mr. C. Lazzarini, assistant Minister, also drove rivets, and then one of the workmen at the plant gave a demonstration of how he did it.

Each was given a cheer.

### Big Contract

Before he drove the rivet the Premier traced the development of the shipbuilding yard and the difficulties that had been overcome.

He appealed to the workmen for continuance of their loyal co-operation, and said that there would be plenty of work to follow when the ship just being started had been finished.

"We are major contractors now in building not only one or two ships, but a fleet of ships," he declared. "We have now got an undertaking that the construction of 20 ships will be placed in our hands if we can do the job."

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## "SHIPBUILDING INDUSTRY WILL STAY"

### Premier Drives Rivet in Ship at New Yards

This time the industry would stay, and ships would be built just as efficiently and economically as anywhere else, said the Premier (Mr. McKell) yesterday, as he drove the first rivet into the first ship to be built by the undertaking under the control of the State Government.

He added it was hoped that the new industry would develop into one of the most important shipyards in Australia. Work to construct ships was there if they could carry it out.

Rivets were also driven by the Deputy Premier (Mr. Baddeley) and Assistant Minister (Mr. C. C. Lazzarini).

The Minister for Works (Mr. J. Cahill), who has charge of the undertaking, laid the foundation-stone of the administrative building.

Both ceremonies were witnessed by a large and representative gathering.

#### Labour's Dream Realised

Speaking before he drove the first rivet, the Premier said the ceremony was a great day for Australia and those associated with the Labour Party, for it represented the realisation of Labour's dream many years ago that a great shipbuilding centre would be established. This dream dated back to the time when Labour men first visualised the establishment of the industry. It was fitting that they should pay tribute to the men who had been responsible for that industry—the late John Storey and the late Mr. Cutler, an engineer, whose name would always be remembered for his great work in Public Works administration.

The Premier said that the lack of vision shown by those who had been responsible for the closing down of another project had been indicated by the parlous state in which Australia had found herself regarding shipping when war was declared. Mr. Churchill had asked for ships and more ships, but when ships were urgently required here it had been found some shipyards had been almost destroyed.

"When I was a boilermaker—and one of my mates is here to-day—I and other skilled tradesmen were selected by the then Labour Government to visit England to learn the art of naval shipbuilding," Mr. McKell added. "On our return Cockatoo Island, then a State institution, was established, and later was followed by another shipyard owned by the Government. Workshops comparable with any in Australia were built. But later we found that there were men who had no regard for the future of Australia, and rather than protect something of a national interest they destroyed it. Despite the urgent need for ships these men did not lift one finger to rehabilitate the industry which once flourished.

"From what was once a repair shop there has been a marked transformation to an industry which will give this nation every ship it is possible to give. This industry is to become one of the most important shipbuilding places in Australia. The time is not far distant when it will be build-

Government had begun a job which would be completed thoroughly. Often it was said that a Government undertaking could not be made a payable proposition. Thus the success or failure of the yards would depend on the loyalty and cooperation of the workmen. The Government expected to receive their full support.

"There is an abundance of work to be done," added the Premier. "You men will not be haunted by the fear of past years—that there will not be any work after this job is finished. We now are major shipbuilding contractors."

Mr. McKell said there was complete cooperation between the Federal and State Governments and the Commonwealth Shipbuilding Board.

Mr. McKell recalled that one of the first shipyards under Government control had been established in 1913. Fourteen years later a floating dock had been built. The two sections had been linked since his Government had been elected. The dock had rendered great service.

At the foundation stone ceremony, the Director (Mr. D. L. McLarty) said the occasion was suitable to learn what progress had been made. The help received from many sources was gratifying and encouraging. The Minister had been the moving spirit of the Government's work and had proved to be an unfailing source of wise counsel and inspiration to everyone engaged in the building up of the establishment.

Mr. Cahill said the occasion was historic and was a tangible sign of a promise made by the Premier 12 months ago being successfully honoured. Judging by the progress made in recent months it would not be long before there was established completely an industry of which they could be proud.

Mr. Cahill paid a tribute to Mr. McLarty's work in overcoming a great deal of prejudice and opposition. "I know that this undertaking will play a prominent part in the war effort by giving to Australia and the Empire ships which are urgently required," the Minister added. "I hope it will become as great an establishment as other similar Government undertakings many years ago."

#### New Buildings

The new administrative building will consist of two stories and will be constructed of a combination of reinforced concrete, brick facing and panels. The portion near the works will house the clerical staff on the bottom floor, and the drawing office staff on the top floor. The remainder will accommodate the administrative staff and will include a modern kitchen, dining-room, conference room and usual offices.

Work will begin soon on building to accommodate employees, to include a large dining-room and canteen service, dressing-room and ample washing and bathroom accommodation. Novel architectural features will include verandah accommodation to permit meals to be taken in open air during hot weather.

An important phase of the undertaking's work will be the construction of a fitting-out wharf near the

## “STATE SHIPYARD DOOMED”

### Socialistic, Says Mr. Mair

SYDNEY, Tuesday.—The shipbuilding yard which the State Government had established was a socialistic enterprise, and therefore doomed, said the Leader of the Opposition (Mr. Mair), speaking on the second reading of the Government Engineering and Shipbuilding Bill in the Legislative Assembly to-night.

Later, Mr. Mair paid a tribute to the Director of Shipbuilding (Mr. McLarty). He said if he could withstand the high pressure of Labour politics the shipbuilding yard might succeed.

“I hope sincerely that the enterprise will be successful,” said Mr. Mair, “but unfortunately history has a habit of repeating itself. We all know what happened to Walsh Island dockyard, where £1,000,000 was thrown into the gutter. I cannot conceive a socialistic enterprise similar to Walsh Island succeeding in peacetime.”

Mr. Mair said he was not responsible for selling Walsh Island, but he knew why it was sold—because it was bankrupt and moribund. But if it could have been sold as a going concern it would not have been disposed of piecemeal.

He added: “When I visited Walsh Island, I was surprised to see it in such a state of dilapidation that it was absolutely depressing.”

Much of the machinery at Walsh Island was not up-to-date, and the eyes were picked out of it when it was sold, he said.

Mr. Lang (Lab., Auburn): By Japan.

The Minister for Works (Mr. Cahill): No.

Mr. Mair: I once said the Minister would never build a rowing boat in his new enterprise, and I don't suppose he will ever forgive me for saying that.

Whoever started at Walsh Island, he continued, was a dundehed in the economics of manufacture. Men had to be transported by boats, electricity had to be carried under water, every possible barrier one could imagine existed there. That was the reason he did not re-start it.

### “Scorched Earth” at Walsh Island

“Mr. Mair spoke for 35 minutes, and gave no word of praise to the work done by this Government to aid Britain. We talk about freedom, but what freedom was there in the sale of Walsh Island? It was given away. If ever there was a scorched earth policy carried out, it was at Walsh Island. Mr. Mair said it was being run at a loss. Whatever has been lost at Walsh Island has been more than repaired by the benefits that we have gained from it. We were up against some of the greatest combines in this country, and yet we built wonderful ships there.”

Mr. Booth said the State Government got no help from the Commonwealth Government in establishing its new shipyard.

Mr. Mair: Have you built any ships yet?

Mr. Booth: Their name is legion.

Mr. Booth said it was untrue to say part of the floating dock had ever been moved to a new site.

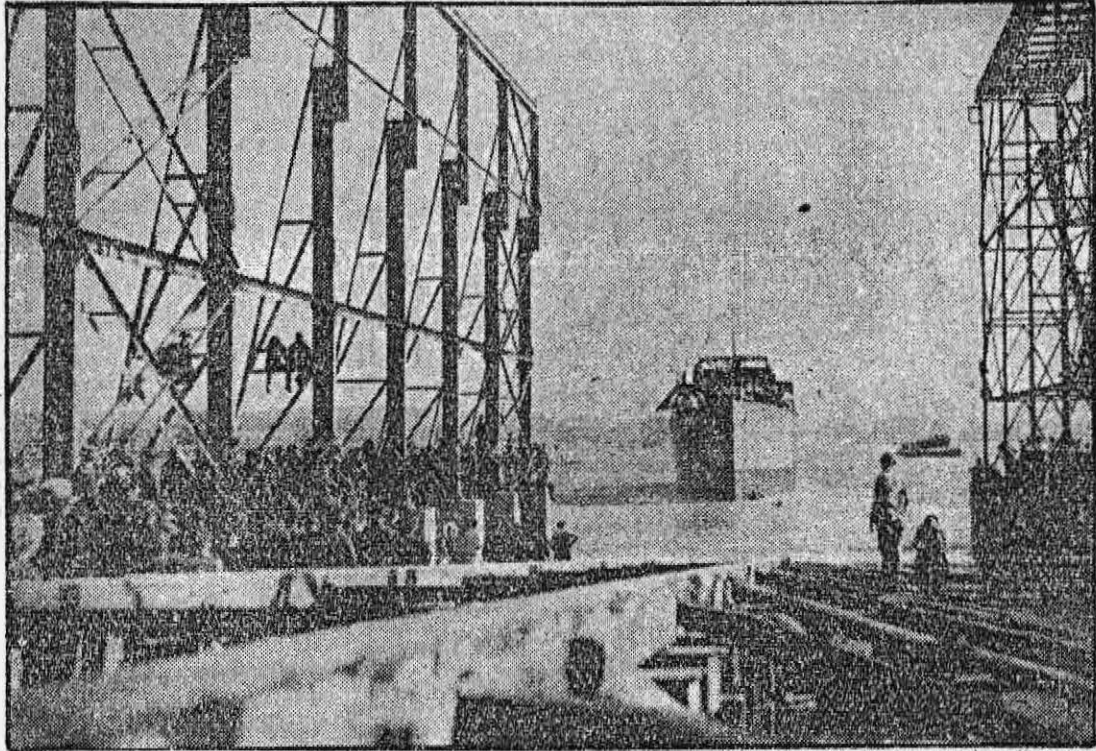
“We need ships, but we have an Opposition that won't build them simply because it describes our shipbuilding yard as socialism,” added Mr. Booth. The Leader of the Opposition has the holy horrors of socialism, but I say that private enterprise has failed.”

Mr. Hawkins (Lab., Newcastle) said Walsh Island had been sabotaged by the U.A.P. Government. The U.A.P. did not want the shipbuilding industry to survive, because it was competitive with private enterprise. The Government's shipbuilding enterprise was not privileged to get all the staff it wanted when men were wanted. Within the next three or four months, however, a ship would be launched. People who ridiculed what was being done in the Government yard were not playing their part as good Australians.

The debate was adjourned.

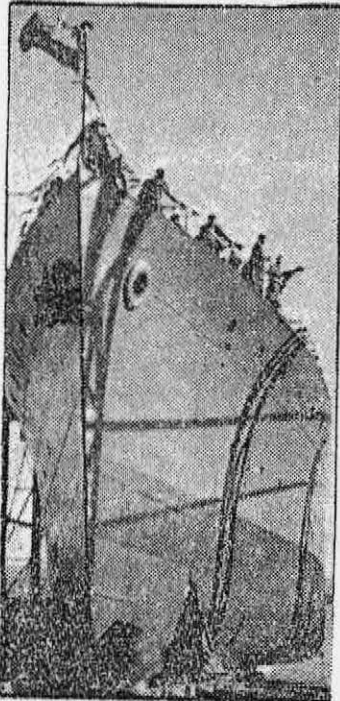


## AUSTRALIAN WARSHIP LAUNCHED



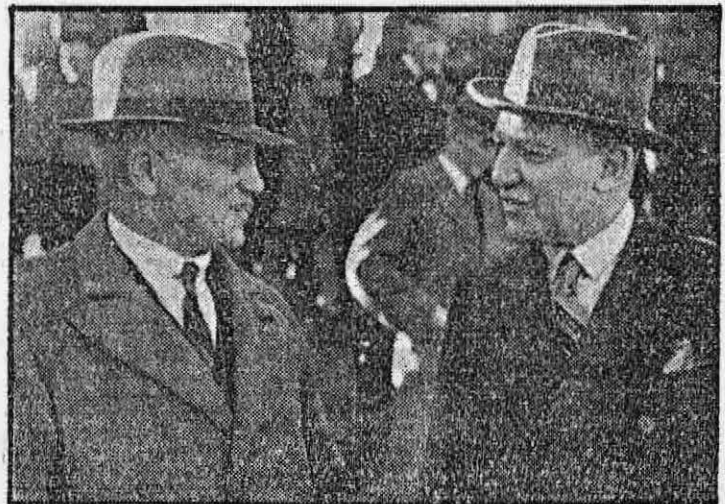
To the accompaniment of boat whistles and the cheers of thousands of spectators, a new warship for the Royal Australian Navy takes to the water after a launching ceremony at a New South Wales shipyard.

### Graceful Lines of New Warship

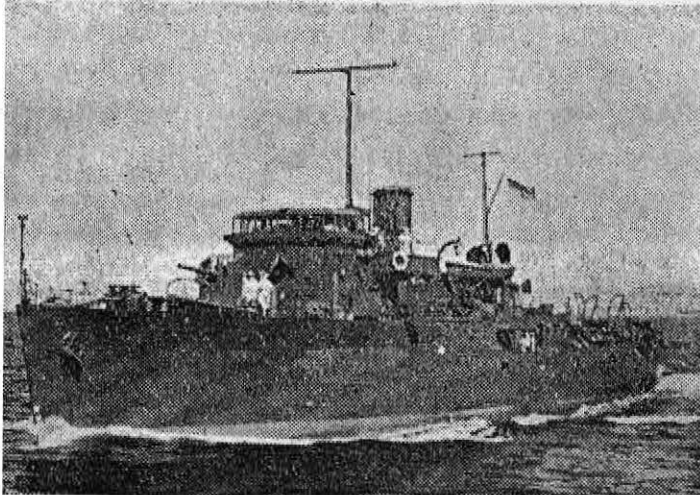


Built in a New South Wales shipyard, a new warship for the Royal Australian Navy begins to move down the ways after

### Premier and Shipyard Worker



On his visit to a New South Wales shipyard which built a warship for the Royal Australian Navy, the Premier (Mr. McKell) congratulated one of the oldest employees of the undertaking, Mr. W. Quantrill.



NAVY TAKES OVER NEW SHIP

# ADMIRAL SEES START OF "GREAT FLEET" FOR AUSTRALIA SHORTLY

*Before long he hoped to see the beginning of a "great fleet" for Australia, said Rear-Admiral Muirhead-Gould at the State Government's dockyard to-day, after formally accepting on behalf of the Navy a fully-equipped vessel just completed.*

*He declared that no matter what development there might be in the air, Australia's future would remain inextricably linked with the sea. People should become more and more "sea-minded."*

"I hope," added the admiral, "that the Governments to come will realise that Australia is an island, although a very large one, and that her future will depend upon the sea."

Still damp with paint in parts, the recently completed vessel, which formed the subject of a short ceremony to-day, was of the corvette type. It was handed over by the State Director of Shipbuilding to the admiral before a guard of naval men standing on deck.

Dockyard personnel and others concerned in the completion of the vessel, said the director, considered they had been privileged to play a part in adding a fighting unit to the Royal Australian Navy. The ship had satisfactorily passed its series of trials.

After signing the necessary documents signifying acceptance of the vessel by the Department of the Navy, Rear-Admiral Muirhead-Gould mentioned that to-day was the fourth anniversary of his arrival in Australia. His first public duty on arrival here, he recalled, had been to receive the sloop Parramatta from Cockatoo Dock.

"Incidentally," he said, holding up his walking stick, "this is made out of her timber."

The Parramatta had given wonderful service until her end, with many brave officers and men, in the Mediterranean off Tobruk while taking supplies to men of the Ninth Division there. He hoped her magnificent work would be an augury for this vessel.

### To Fight Japanese

"It may not be that this ship will go to the Mediterranean," said the Admiral, "but it is fairly certain that she will go to the northern waters of Australia, there to engage the Japanese."

After seeing reports from his officers and overseers and making a rapid inspection himself, he was satisfied that the vessel had gone through her trials extremely well. She was well up to the standard of others he had taken over.

Congratulations were extended by him to the NSW Government for establishing the shipyard, and to the Director, managers

yard that had produced such a fine addition to the Navy must, the admiral said, be of greatest value to Australia in the future. He hoped that Governments which might follow Mr. McKell's would have the sense to continue the activities of the establishment in the years of peace.

This naval vessel, the first completely equipped from a NSW Government Dockyard, was accepted for the Royal Australian Navy by Rear-Admiral Muirhead Gould at a ceremony this morning.

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Congratulations were extended by him to the NSW Government for establishing the shipyard, and to the Director, managers and workers for the "jolly good job" they had done.

The Admiral then handed the vessel over to a lieutenant-commander of the Navy, and expressed hopes for "a successful campaign and a safe return."

### Praise For Workmen

Present at the ceremony were the Premier of NSW (Mr. W. J. McKell), the Minister for Public Works (Mr. J. J. Cahill), some members of Parliament, and the Mayor of the municipality and other prominent citizens.

At an informal function later, Mr. Cahill said that in the establishment of the shipyard the State Government had been imbued with the one idea of helping the war effort. The Government had now given proof of its ability to do this, despite criticisms.

"We are satisfied," he declared, "that Australian workmen can do a job equivalent to those of any other part of the world. This ship seems the best of several I have seen in other parts of the Commonwealth."

### Premier's Remarks

The Premier described the new vessel as "some small contribution" by the Government to the efforts of the United Nations. The ship was in the nature of a gesture to Australia's gallant men of the sea. In the various waters of the world, Australia's navy had perhaps suffered heavier losses, in proportion, than any of the other Allied nations.

"We hope in the future to launch more ships," he said. "We have launched some. We have built some for the United States and for the Commonwealth. The results to date represent a pretty good effort for the time the industry has been in existence."

He revealed that approximately 1,250,000 tons of shipping had been repaired at the dockyard. About 230 ships had gone through the dock, many of them over 10,000 tons. One was 14,000 tons.

### Future Of Shipyard

\* The Premier paid tribute to the great spirit of cooperation shown by Rear-Admiral Muirhead-Gould, and recalled with pleasure, because of this, many conferences he had had with the admiral and other service leaders in the dark days when the Japanese threat was looming large.

Rear-Admiral Muirhead-Gould, touching on this in reply, said: "At the time, it seemed impossible that we could improvise sufficiently to meet the threat of the Japanese."

The establishment of the ship-

## The State Dockyard

The handing over to the Navy by the State Government dockyard of a fully-equipped ship is evidence of the sturdy growth of an enterprise which was begun under the most difficult conditions, and in every circumstance of discouragement. The record of the dockyard for its first year of work is impressive. More than 1000 men are employed, all contributing directly to a vital phase of Australia's war effort, and an annual turnover of £347,000 indicates that a sound basis has been laid for future expansion. An important subsidiary activity was the docking or repairing of 98 ships, representing a turnover of £154,000.

A good omen for the permanence of the enterprise is the net profit of £25,000 shown in the first year. In wartime this may not be important, but in peacetime the dockyard will be subject to the economic tests which no undertaking can indefinitely avoid merely because it is conducted by the State. Its capacity to compete against private dockyards will be the measure of its success and the condition of its continuance. The results obtained in the trying period of establishment, when development was as important as production, and when ship construction proceeded while plant and buildings were being erected, vindicate the faith and courage with which the McKell Government pioneered this project in the face of many obstacles.

## Navy Accepts Warship From State Dockyard

A NAVAL VESSEL, built and equipped at a New South Wales shipyard, was handed to the Naval Department yesterday.

Rear-Admiral Muirhead-Gould, who accepted the ship on behalf of the Royal Australian Navy, complimented the management and workmen of the yard. He had looked over the vessel and received reports of the ship's trials at sea. The set-up and performance of the vessel were entirely satisfactory.

The ship was launched last year. The Premier (Mr. McKell), Minister for Works (Mr. Cahill), and other officials accompanied Rear-Admiral Muirhead-Gould.

The Rear-Admiral said the taking over of the ship marked the fourth anniversary of his arrival in Aus-

tralia. His first public duty on arrival was to accept H.M.A.S. Parramatta. The Parramatta had given grand service in the Mediterranean. While he did not expect that this vessel would serve in that sea, he expected she would be doing noble service in the fight.

He congratulated the State Government. Despite difficulties and opposition, Mr. McKell had pressed on with the establishment of the shipyard. The production of the ship must have been extremely satisfactory to him. Behind its building was a dockyard, something which would be invaluable to Australia. He hoped that future Governments would have the sense to see that its work was carried on.

### Future Linked With Sea

No matter what development there might be in the air, no matter if there were air liners of 1000 tons, Australia's future would remain linked with the sea. "Before long," he said, "I hope to see, on paper at least, the beginning of a great fleet for Australia. I hope that future Governments will realise that Australia's future and safety will depend on the sea. People should become more and more sea-minded."

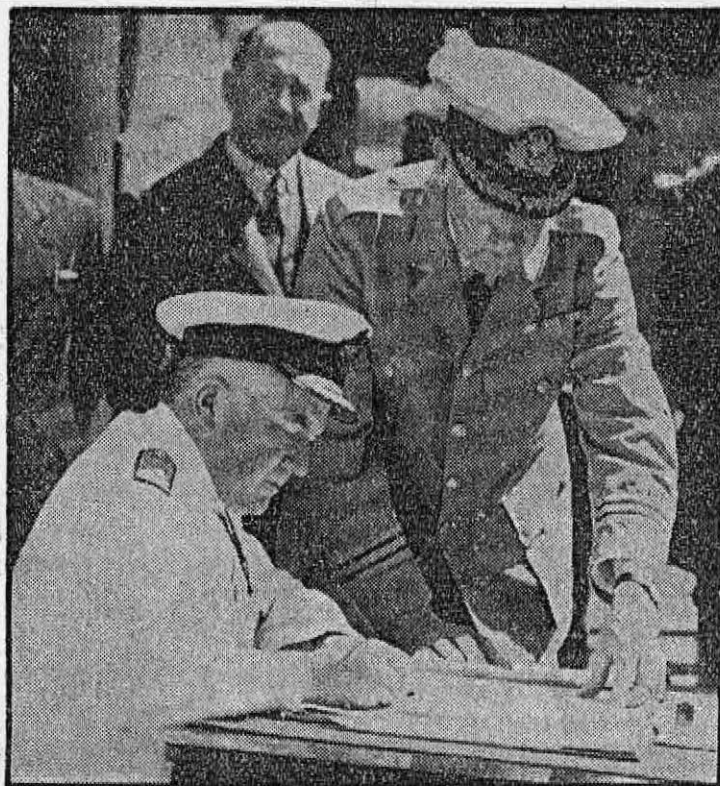
The Premier (Mr. McKell) paid a tribute to Rear-Admiral Muirhead-Gould, the officers and men of the Australian Navy. The handing over of the ship, he said, was a small contribution by the Government towards that service.

Mr. McKell said there was a great future for shipbuilding in New South Wales. The re-establishment of the industry was one of the proudest achievements of his Government, which had been complimented by the Prime Minister (Mr. Curtin). The yard in which the vessel had been constructed had been converted from a waste to a modern establishment. The decay of shipbuilding throughout the Commonwealth had been regrettable, since Australian workmen had proved their outstanding ability as builders of ships. It applied not only to steel vessels, but to wooden ones built at small coastal ports. It was their duty in the postwar period to see that the industry, which was so valuable to Australia, did not languish again.

The Premier outlined the operations of the yard since its inception, its trading operations, and the tonnage of shipping which had passed through its floating dock.

Mr. Cahill referred to the ship as "McKell's baby." The yard, he said, had justified its existence.

## New Ship For Australian Navy



Rear-Admiral Muirhead-Gould signing papers and taking over for the Australian Navy a ship built at a New South Wales Government Dockyard. With him is Commander Ireland, super-

## ALLISON NELSON WANTS TO WORK LATHE



SIXTEEN-YEAR-OLD concert pianist, Allison Nelson, would like to operate a lathe.

"They fascinate me," she said yesterday. "I have always been interested in engineering things."

Miss Nelson was deeply interested in lathes of all sizes when she visited the State Shipbuilding Undertaking at the Dyke End yesterday.

After a concerto performance in Brisbane Miss Nelson arrived in Newcastle yesterday morning for a concert in the City Hall to-night.

At the dockyard she tentatively asked how much one enormous lathe would cost. "It might be about £20,000," she was told. She decided she could probably do without one.

Dockyard workmen paused to look inquiringly at the slight, girlish figure who tripped with youthful enthusiasm between massive machines and, missing nothing, frequently slipped away from a shipyard official, Mr. H. Harding, who was showing her over the plant, for a closer look. They stopped for a few minutes to explain to her what their complicated machines did and how they worked. She watched with excitement workmen

20-ton and 50-ton overhead travelling cranes. She followed with interest the whole process from laying out a ship in the shipwrights' section to building it on the slips.

The youthful pianist made friends with one of the dockyard cats. Next to music her greatest interest is cats. She has three at home.

A natural, unassuming girl, with pink ribbons on the long plaits of her fair hair, Miss Nelson charmed people who attended a civic reception given by the Mayor (Ald. Norris) at the City Hall yesterday.

She had a rare holiday from the piano until late in the afternoon, but after her visit to the dockyard went to the City Hall for practice. She normally plays five hours a day, but when she is travelling makes up for lost time at the week-ends. She intends to have a busy day at the piano to-day.

Mary Thomas (soprano) will be associated with Miss Nelson at to-night's concert. Allen McCristal will be accompanist.

# SHIPBUILDING AS A PERMANENT WAR-TIME INDUSTRY

**T**HE desirability of shipbuilding being soundly established as a permanent post-war Australian industry is beyond question.

The modern vessel is a small but complete floating world of its own. Its production necessitates a greater combination of human effort than any one other product of man and, accordingly, the successful establishment of shipbuilding cannot but have a most beneficial effect on the post-war industrial development of Australia.

The time is most opportune. In consequence of the Commonwealth-wide intense shipbuilding war effort, Australia is well equipped with shipbuilding and its associated engineering production facilities, while invaluable experience has been gained in all phases of this most comprehensive of industries.

Nevertheless, creditable as the Australian shipbuilding war effort has been, and valuable as is the resulting impetus given to the industry, much remains to be achieved before it can be expected to attain a footing satisfactorily comparable with that of long-established centres.

It cannot be too strongly emphasised that the establishment of shipbuilding and its associated engineering activities, on a basis which will compare sufficiently favourably with that of long-established shipbuilding centres, is a long range and decidedly onerous task. Its successful accomplishment necessitates years of judicious planning, sustained effort and employment of considerable capital, the return on which will be dependent on governmental financial assistance to the extent found necessary during developmental stages, and permanently to the degree necessary to balance the effect of the higher Australian living standard. It will tax to the utmost the combined resources of the Governments concerned, those responsible for the direction of the industry and the various Trades Unions, the hearty co-operation of whose members is essential to ultimate success.

To-day's highly developed and complicated design of vessels, varied in type to efficiently meet particular trade requirements, is the result of specialised effort, experience and research, international in scope and extending over many decades. It essentially depends on accumulated data, the acquiring of which to the extent necessary to assure prospective shipowners that ships produced in Australia will be equal to the world's best will impose, for some time at least, a financial handicap on Australian shipbuilding.

Similarly, the high standard reached by long-established centres in regard to the economical production of hulls, alternative types of propelling and auxiliary machinery, cargo handling facilities and the varied equipment of modern vessels, is also the result of long experience, enabling uneconomical practices and equipment to be gradually weeded out, specialised equipment to be evolved and the functioning of staff and works personnel to attain that high standard of efficiency which only years and years of training and experience can develop.

The foregoing factors, together with the high degree of cost-reducing specialisation in all phases of the industry which the large demand in established shipbuilding countries has rendered possible to a much greater degree than can be available in Australia, are indicative of the formidable effort with which Australian shipbuilding is confronted in endeavouring to place the industry reasonably in line with its time and experience advantaged competitors.

The task is essentially a national one, involving, through the Government, national financial backing to an extent consistent with efficient planning and effort.

The mutual interests of the industry and the conserving of public finance necessitate limiting the establishing of the industry to Yards and Engineering Works not only specially equipped and laid out to ensure efficient production, but also prepared to specialise in the industry on a relatively low profit margin basis. The total capacity of such establishments should be so related to the anticipated average demand as to permit of continuity of production and maximum employment of facilities in order to reduce the overhead burden to a minimum and provide a satisfactory basis for intense development of efficient processing and workshop practice.

By

D. LYON McLARTY,  
M.I.E. (Aust.),  
State Director of  
Shipbuilding,  
New South Wales.



The Commonwealth Government has far-sightedly committed itself to providing a valuable basis for development by authorising the Department of the Navy to proceed with a substantial post-war naval building programme and the Australian Shipbuilding Board with the construction of a considerable number of cargo vessels. On the use made of this opportunity will largely depend the future of shipbuilding in Australia.

In recognition of the dire necessity of contributing as fully as possible to maritime war needs, the Commonwealth Government, early in the war, constituted the Australian Shipbuilding Board for the purpose of not only co-ordinating and expanding existing facilities, but also creating entirely new Works on a comprehensive scale in various parts of the Commonwealth.

The Board has emerged with credit from a most strenuous and difficult war establishment period during which its growing organization has had to cope with the almost overwhelming task of simultaneously co-ordinating existing facilities, planning and equipping additional facilities, and at the same time designing and organising the production of vessels largely varied in type and size.

In common with Yards and Engineering Works which have been associated with Australia's impressive war shipbuilding effort, the Board has overtaken many of its initial handicaps, and is favourably placed in regard to successfully undertaking its key responsibilities to this national shipbuilding effort.

Australian shipbuilding facilities are now considerable. Apart from pre-war establishments, modern shipyards have come into production, early in the war, in both South Australia and Queensland.

More recently, the Government of New South Wales has established a well-equipped Dockyard, which includes Engineering Shops capable of producing the propelling machinery for the Dockyard's designed capacity of at least six (6) hulls per annum. In addition, the Dockyard is equipped to cater for a large ship repair turn-over in association with the Government's 15,000-ton Floating Dock.

As has been stated, the time is, therefore, most opportune. The co-ordinating organisation exists in the form of the Australian Shipbuilding Board. Sufficient, well equipped Shipyards and Engineering Works, backed by extensive war production experience, are available. The demand for the various classes of vessels to meet the maritime requirements of Australian and the adjacent Pacific trade must for some time be greater than at any time previously.

Accordingly, Australia may, with confidence, present its revived production—"Australian Shipbuilding"—on an unprecedented scale. The play is sponsored by the Commonwealth Government. The Producer is the Australian Shipbuilding Board. The properties and effects are provided by the several well-equipped Shipyards and Engineering Works. The players are the personnel of these establishments. The rehearsals have been strenuously and thoroughly carried out. The stage is well set. If all the members of the cast play their parts worthily, a successful run is assured—RING UP THE CURTAIN!

## SHIPBUILDING FUTURE

### Assured, Says Mr. Makin

The policy of the Commonwealth Government, plus the strong support given by the Labour Government in New South Wales, assured the future of the shipbuilding industry in Australia, said the Minister for Munitions and the Navy (Mr. Makin) in Newcastle on Saturday.

The State Dockyard in Newcastle had made a valuable war contribution, not only in the shipbuilding, but also in repair work.

"I am sure that this dockyard will have its full share in any shipbuilding programme that may be carried on in peace," said the Minister.

Engineer Rear-Admiral P. E. McNeil, Commonwealth Director of Shipbuilding and Third Member of the Naval Board, said the future of the industry depended upon the quality and costs of ships built in Australia. A good mercantile marine was as important to a country as any arm of the fighting services. It would be the duty of the Commonwealth Government or Shipbuilding Board to design ships of high quality, and costs essential to meet competition would depend upon the men on the job.

### Must Speed Production

"At present there are signs of war weariness, but now is the time to speed up things to ensure the successful production of ships," he said. "If the Australian workman gives an honest day's work for an honest day's pay, I have no fear for the future of this industry."

Mr. A. S. McAlpine, a member of the Shipbuilding Board, urged price stabilisation for the shipbuilding industry. He disagreed with those who claimed that it would be necessary to subsidise the Australian industry.

The cooperation shown by industry throughout Australia in times of need had resulted in a great war effort, which, if repeated in peace, would assure Australia's future in all phases of industrial activity. Steel could be bought cheaper in Australia than it could be produced in Great Britain.

He believed that Australian workmen could build ships just as cheap and as good as any other country.

### Drives First Rivet in Ship's Keel



Mr. G. Booth, M.L.A., drives the first rivet in the keel of a freighter to be built at the State Dockyard.

## Newcastle Third Port Of Commonwealth

For the past five years Newcastle had ranked as the third port of the Commonwealth in net tonnage of ships entering port.

This fact is disclosed in a statement issued by the Premier (Mr. McKell). Before the war Newcastle had ranked as the fourth port.

There was no reason, the Premier said, why Newcastle should not retain this position, but it was essential to plan now to meet needs for the full development of the harbor and its facilities.

The State Government's programme of "A" priority postwar works included expenditure of £90,000 on new wharves and sheds and the new Stockton Ferry Wharf. Estimated cost of completed works was £130,000.

These improvements, together with docking and ship repairing facilities of the State Dockyard, placed the city in a very favorable position to maintain trade and industry at a prosperous level.

### Sunken Ship to Sail Again

THE U.S. merchant ship, Augustus Thomas (7176 tons), will undergo trials off Newcastle to-morrow, following extensive repairs at the State Dockyard in the past five months.

The ship was sunk during the Luzon campaign early last year.

For some time it was regarded as a total loss because an aerial torpedo had caused substantial damage to the engine room, machinery and hull.

Later, however, the vessel was refloated and towed to Newcastle, where it arrived on May 22.

The State Dockyard had to rebuild parts of the vessel and



## The State Dockyard

The re-establishment of shipbuilding in Newcastle is a record of brilliant improvisation designed to obtain quick results while laying a sound foundation for the economic development of the industry. There is a touch of romance in the conjuring up of a well-ordered shipyard out of unconsidered trifles. In the ruins of Walsh Island, the eyes of which had already been picked out, was found much material which was still serviceable and which could be adapted for permanent use. The enterprise started as a major salvage operation. It was handicapped at birth by lack of machine tools and other equipment, but it was built up bit by bit and piece by piece as new or second-hand plant became available. An initial difficulty was not merely establishing the plant, but building ships while it was in process of development, for ships were urgently needed, and those who pioneered the second industry in Newcastle could not wait for a complete shipyard to begin production.

During this period of experiment and makeshift there was necessarily a strong temptation to take uneconomic short-cuts. But the Premier, the Minister for Public Works, and the Director of the State Dockyard held steadily to the ideal of an industry which would be permanent and would pay its way in peacetime. For that reason, Walsh Island was rejected in favour of a mainland site with road and rail access making for lower production costs. The decision to combine the engineering works and shipyard at Dyke End, instead of putting one at Dyke End and the other at Carrington, has led to the establishment of a compact plant big enough to meet the demands likely to be made upon it, yet small enough to make for convenient and economical working at a comparatively low capital cost, on which, as the Auditor-General points out, the dockyard has been able to provide interest as well as earn a net profit of £150,000 in its short life.

The vindication of this policy is that an industry in building and repairing ships has been established on a footing which can already be regarded as the least semi-permanent. It had a multitude of critics, many of whom regarded it with scepticism and still more as a mushroom growth which would not survive the war. Yet it is paying its way and is well equipped to meet post-war competition. The policy of the management is realistic, and the industry is not cloaked in comfortable illusions. In an address to the Newcastle Division of the Institution of Engineers, Australia, at the end of July, Mr. McLarty was at pains to point out that shipbuilding in this country was in its infancy and had to overcome such handicaps as a relatively small peacetime market, the lack of specialisation which British shipbuilding has developed over many years, and higher costs of production. Yet he reached the conclusion that the replacement of nearly obsolete tonnage and the average rate of normal replacement in Australian shipping offered a substantial basis of employment for facilities which were suitably equipped and disposed.

The Commonwealth has affirmed the policy of subsidising merchant shipbuilding if necessary—as it will be, at least during the developmental stage—and reserving the inter-State coastal trade for Australian-built ships. The political conditions for success have therefore been established. It remains for the industry to secure that economy in production and capacity for design which will place it on a sound commercial footing.

The task is not an easy one, but it can be accomplished, and State ownership of the Newcastle dockyard will be an advantage rather than a handicap if all whose livelihood is at stake live up to their responsibilities. A Queensland Labour Minister once attributed the failure of his Government's State enterprises to two causes—a disposition on the part of employees to assume that because they worked for the State they could take things easily, and the inclination of politicians to load the enterprises with unsuitable workmen. Both these temptations have been resisted in Newcastle dockyard. It has a skilled and loyal staff, it has established a tradition of which it is justifiably proud and which it is anxious to maintain, and its output both in quantity and quality has been outstandingly good. Whatever difficulties may beset the young shipbuilding industry, they will be tackled in Newcastle as skilfully and as energetically as anywhere.

## ARMISTICE DAY IN NEWCASTLE—1918



The picture was taken in Newcastle on Armistice Day, 1918, when there was a procession in Hunter-street. To-morrow, Newcastle will link the Second World War with the Armistice Day celebrations.

## Sunken Ship to Sail Again

THE U.S. merchant ship, Augustus Thomas (7176 tons), will undergo trials off Newcastle to-morrow, following extensive repairs at the State Dockyard in the past five months.

The ship was sunk during the Luzon campaign early last year. For some time it was regarded as a total loss because an aerial torpedo had caused substantial damage to the engine room, machinery and hull.

Later, however, the vessel was refloated and towed to Newcastle, where it arrived on May 22.

The State Dockyard had to rebuild parts of the vessel and overcome damage caused by the ship's being submerged in salt water.

### SHIP REPAIRS AT DOCKYARD ARE PROCEEDING

Ships repaired at the State Dockyard now totalled 451, with a tonnage of two and a quarter million, Mr. Harry Harding, of the dockyard staff, told the Newcastle Business Men's Club yesterday. In spite of the restrictions the repair department was still working at full pressure, he said.

This was one of the points added by Mr. Harding to an address prepared by Mr. D. Lyon McLarty, State Director of Shipbuilding, which Mr. Harding read to the club today.

Mr. Harding said that construction of new ships at the yard was at a standstill because of the power cuts. The next launching planned was of a naval vessel 170 feet long, which should be completed during January.

Of the merchant ships built at the yard, the first one launched, a 2500-ton freighter, was now being modified to carry cattle, and it was believed to be going to the West Australian Government.

Other ships now being built throughout the Commonwealth would probably be taken over and operated by the Federal Government, but ships would also be built to suit the requirements of shipping lines.

Ships of up to 9000 tons had been built in Australian yards during the war, Mr. Harding said, but now that hostilities had ceased it was possible that the building of large ships would be reduced in favor of the small "E" class freighters.

Newcastle University Open Foundation Course

Australian History

Term 3 Research Assignment

TOPIC: The History of Ship-Building and  
Ship Repair in the Port of Newcastle.

1000 words

NAME: Esther Galbraith

DUE DATE: 25th August, 1989.

Lecturer: Margaret Henry

The history of ship-building and ship repair in Newcastle goes back to 1818. Only a few ships were actually built in Newcastle in the early years. It was mainly private ship-building that was carried out there. 1.

Mainly due to the coal industry ships had to be built and repaired in the Port. In the 1850's there was an upsurge of ship-building in New South Wales. With the discovery of gold many people left the cities and rushed to the gold fields to make their fortune. Due to this goldrush there was a shortage of labour and therefore the manufacturing industries suffered. 2.

There were very small shipping yards at Platts Channel, Moscheto Island, Bullock Island and Honeysuckle Point. The most significant shipyard was situated at Stockton where in 1856 two shipwrights leased a site for the construction of a slip. It was completed and operational in June, 1862. It employed fifty men at the time but closed down in the mid 1860's. 3.

In 1869 D. Macquarie bought the slip from the two former owners and continued ship-building and ship repair work until it was finally abandoned through lack of financial support. 4.

1. Turner, John, Manufacturing in Newcastle 1801-1900. Newcastle, 1980. p. 21

2. Ibid p.39.

3. Ibid p.45.

4. Ibid

In the 1870's the colony's ship-building saw another upsurge. It was at Stockton where the major work was carried out. The shipyard changed hands many times. In the 1880's it took another decline due to colonial trends. The change in the depth of the harbour due to shoaling around the Stockton foreshores caused problems, and thus put a halt to the repairs of larger ships. During these earlier years many attempts to build a large floating dock were made but due to lack of funds it never eventuated. It was not until later years that one was constructed. 5.

A local newspaper editor stated that the reason for the rise and fall of the industry in Newcastle of the early days was that the yard owners were unambitious and were content with building wooden seaworthy coasters.

In 1913 Walsh Island was developed by the Federal Government as a dockyard mainly because of World War I. The dockyard covered four hundred acres and had two thousand feet of wharves. It was built of spoil dredged from the harbour to make a channel to the site on which the steel works stands today. Walsh Island was named after Mr. H.A. Walsh, second President of the Hunter District Water Board. He was an Irish man with a distinguished academic career. 6. The Island turned out a number of sizeable vessels. Six smaller ships that were known as the "D" and "E" class ships were built. These were humorously referred to as the "Billy Hughes' Fleet".

5. Newcastle Morning Herald 22.11.1929.

5. Armstrong, John, Shaping the Hunter: The Engineering Heritage. Newcastle, 1983.

6. Newcastle Morning Herald 17.6.1950.

Also the main components of the No. 1 Blast Furnace of the B.H.P. <sup>was</sup> was constructed here. It went into service in 1915 at the steel works. As well as the ships and B.H.P. components, bridges were constructed here, government requirements, main roads and water supply authority requirements. During the war artillery shells were produced as well as components for aircraft. 7.

An aerodrome was established on Walsh Island embracing three runways each one hundred and sixty feet wide and two thousand five hundred feet long. 8.

It was officially opened on the 21st December, 1929. The first plane to use it at the opening ceremony was an Australian Airways Plane. This was also the same day that the floating dock was officially opened. 9.

The aircraft component production never really went into mass production because of the termination of hostilities in 1918. 10.

Most people employed on Walsh Island were Newcastle residents although <sup>a</sup> few were from different parts of Australia. In 1926 <sup>A</sup> Walsh Island was commissioned by the New South Wales Government to build all steel railway carriages for the then developing Sydney Underground Electric Service. They were produced there until closure in 1932. They produced 6 carriages a week. 11.

7. Taped interview with Harry Harding, Retired Managing Director New South Wales State Dockyard. 6.7.1989

8. Newcastle Morning Herald 30.11.1929.

9. Newcastle Morning Herald 21.12.1929.

10. Interview with Mr. Harding.

11. Ibid



The floating dock was built for the emergency docking of damaged ships. The Commonwealth contributed a third of the cost and it was to have priority of use. 12.

Labour problems started primarily because of the transportation of employees from Newcastle to the Island. The employees thought they should travel free of cost in their time. Then a tramline was extended to the wharf for them which the men refused to use. 13. Eventually Walsh Island closed during the depression in 1932. A public auction was held to sell the plant.

It was until 1941 that Walsh Island lay dormant and idle. Then the Federal Government decided to rebuild the industry in Newcastle. 14. They looked around to find people capable of achieving this aim. It was then they found Mr. D. Lyon-McLarty who had the expertise necessary to do the job. They also employed the services of Mr. H. Harding to get the industry established. 15.

The first decision to be made was where the dockyard was to be located. It was decided to re-locate the dockyard at the Dyke-End Peninsula. The equipment was dismantled and demolished then loaded onto barges and floated down the river to the peninsula.

12. Ibid

13. Ibid

14. Armstrong, Shaping the Hunter  
p.34

15. Taped interview.

The designing and setting up of the dockyard came about very quickly because of the Japanese activity off the coast. 16. Many ships came into port with shell and mine damage. It was never anticipated that the dockyard would become the industry it had been after the war. Mr. H. Harding's time had come to an end at the dockyard but due to the emergency this time was extended. Mr. Harding eventually became managing director of the New South Wales State Dockyard. 17.

After the war Newcastle harbour was in a poor state and a number of dredges were built to dredge in the harbour. Vessels were also built under subsidy, the first being built for the Union Steam Ship Company. Then in years to come there were many built for the Australian National Line. Some of the earliest vessels were fuel and bulk carrying ships but then they went into trader type vessels and specialized service vessels. The first trader type vessel was the Bass Trader which travelled between Melbourne and Devonport in Tasmania. This ship was propelled by engines that were compact and complex, being able to be repaired at sea. 18. There was a shortage of electric power generators for domestic requirements after the war. Then in the late 1950's early 1960's there were blackout situations. Once again the dockyard had to be called on by the government to build generating plant equipment.

16. Ibid

17. Ibid

18. Ibid

The dockyard took out licences and acquired designs from recognized manufacturers in England. 19.

The dockyard employed over two thousand four hundred people, primarily men, but many women were employed in the ancillary services such as the canteen, office and ambulance rooms. Ship-building people were recruited from England, Scotland and Ireland. Four hundred families and two hundred single people were brought to Australia. 20.

A housing centre was established in Carrington where surplus war-time accommodation was used. Huts were brought from interstate; these were formerly air force personnel accommodation. Families were also taken to Rutherford. Altogether between three hundred to four hundred families were accommodated. 21.

The dockyard organized free bus transport for their employees each day. 22.

A system was introduced after the war for the staff by way of a profit sharing agreement. Two thirds of the industries' profits were distributed as a bonus to the employees in their weekly pay envelope. This created a problem with the unions. They did not want it to be seen as a bonus; they wanted it seen as an over award payment. This scheme prevailed at the dockyard for 15 years. The first year it represented 30 shillings. 23.

19. Ibid

20. Ibid

21. Ibid

22. Ibid

23. Ibid

Then because of various factors the industry stopped making a profit and the scheme ceased. The Government offered the dockyard an order for two, two thousand five hundred ton bulk carrying ships in 1975. Due to the conditions that went with this contract the offer was refused. From that time on the dockyard declined further into a loss situation until the Government decided to close the industry down in 1986. 24. The ship-building industry in Newcastle has had a history of rise and fall from the very beginning. History has repeated itself twice. It seems through experiences of the past that ship-building and ship repair industry in Newcastle has prospered mainly in times of emergency conditions. At the present time there is no government ship-building and repair industry in the port of Newcastle.

Newcastle Shipping Record and Director's Accounts, 1974 to date

24. Ibid. Newcastle Shipping Record and Director's Accounts, 1980 to date

Newcastle Shipping Record and Director's Accounts, 1978 to date

Newcastle Shipping Record and Director's Accounts, 1977 to date

Newcastle Shipping Record and Director's Accounts, 1980 to date

APPENDIX

Interview with Nancy Hastings, General Manager Director  
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Taped interview with Harry Harding, Retired Managing Director  
New South Wales State Dockyard, 6JUL89.

UNIVERSITY OF NEWCASTLE

OPEN FOUNDATION COURSE

1989

I, Harry Douglas HARDING give my  
permission to Esther Galbraith

to use this interview, or part of this interview, for  
research, publication and/or broadcasting (delete one of  
these if required) and for copies to be lodged in  
the University of Newcastle library

Newcastle Regional Library

for the use of other bona fide researchers.

Signed Harding SR

Date 8th July 1989

Interviewer E. Galbraith

By name of Esther Galbraith - Friday 12th July, 1989. The subject of the Open Foundation Course at the Newcastle University. This is being the interesting of Harry Harding, retired Director of the N.S.W. State Dockyard as the history of the New South Wales Government Shipbuilding and Ship Repairing industry in the Port of Newcastle.

**Newcastle University Open Foundation Course**

**Australian History**

**Term 3 Research Assignment**

**LECTURER:** Margaret Henry

**Transcript of Taped Interview with Mr. Harry Harding  
Retired Managing Director of New South Wales State  
Dockyard.**

**Topic:** The History of Ship Building and Ship  
Repair in the Port of Newcastle.

**NAME:** Esther Galbraith

**Due Date:** 25th August, 1989

Q. How many people were there?

A. All Newcastle trained and developed people. I think they may have recruited some people from other parts of Australia but of course it was then available

My name is Esther Galbraith - today is the 8th July, 1989. I'm doing the Open Foundation Course at the Newcastle University. This morning I'm interviewing Mr Harry Harding, retired Director of the N.S.W. State Dockyard on the history of the New South Wales Government Shipbuilding and Ship repairing activities in the Port Of Newcastle. I'll leave it over to you Mr Harding.

Yes. By way of introduction I perhaps should mention that I am a Newcastle born and educated man. I served my apprenticeship with a very old established engineering industry in Newcastle called Morrison Bearby where I acquired marine & mechanical engineering and structural engineering groundwork and experience and I moved to Melbourne for five years where I was Chief Engineer of a very large old established marine engineering company there and when war came I was recruited to return to Newcastle to assist in the re-establishment of the industry in Newcastle.

My memory - I was born in 1913, coincidentally the same year that Walsh Island Government Dockyard establishment commenced and again coincidentally the same year that B.H.P. commenced building their works at Port Waratah. So that I do as early as a child in Newcastle remember memories of the commencement of these industries and indeed in 1920. In April 1920 my parents took me to Walsh Island Government Dockyard to witness the launching of the "Eurelia" by his Royal Highness, the Prince of Wales. Little did I then realise at the age of 7 that I would become involved in that industry in later years.

The Walsh Island industry I learned in later years and indeed during my apprenticeship years and after years at Morrison Bearby, when Walsh Island was still operating, I learned quite a lot about the industry at that time. It participated in the war time effort during the First World War in the building of smaller ships and indeed it built six what were known as "D" and "E" Class ships. The "Billy Hughes Fleet" was the humorous name given to them and one of these as I mentioned the "Eurelia" was the one launched by his Royal Highness, but the Walsh Island industry grew and as I mentioned earlier interestingly among their other production activities they assisted in the building of the B.H.P. Steelworks. In fact they did fabricate the main components of the No. 1 Blast Furnace which went into service in 1914 or 1915 at B.H.P.'s works. As well as building ships they also built bridges and other government requirements, main road or water supply authority requirements and they thrived during the informative establishment years and grew to the stage where they employed some 1500 or 2000 employees in fact. During the war too they went into ammunition production. They were producing shells for artillery purposes and they actually became involved in the manufacture of aircraft. They were intent on building small biplanes for service in the First World War and in fact they planned to have a landing field on the Island for them and they gave up some of their workshop area to the production of these aircraft but they never really went into mass production because of the termination of hostilities in 1918. It is interesting though that they had people there well trained and experienced, competent to enter into this variety of employment.

E.G. Were they from Newcastle, these people ?

Yes. All Newcastle trained and developed people. I think they may have recruited some people from other parts of Australia but of course under war time conditions



they could not bring the experienced people from the United Kingdom and other places of that type for the industries so they had to make do with what they had to train here in Newcastle. After the war finished there was no active support governmental or political support to keep the Island going. They had to go looking for work and they became involved in all kinds of, as I mentioned earlier, bridge building and hydroelectric schemes which kept the yard together for a period and then in the mid 20's they were commissioned by the N.S.W. Government to build all steel railway carriages for the then developing Sydney Underground Electric Service and many of the cars that they produced at Walsh Island from about 1926 or 1927 until about 1932 or 1931 may still be seen in service in Sydney. They actually achieved a production rate of 6 carriages a week which was very much to their credit in those early years. But because of the paucity of work to keep the place going the Government, the State and Federal Governments, did come to the agreement that there should be built a floating dock which could be operated at Walsh Island for the docking of (emergency docking) of damaged ships and ships to be repaired and so on and part of the agreement was that the dock, the Commonwealth having contributed a third of the cost were to have first right of use of the dock in times of emergency, war emergency, it had to be available for naval dockings. So under those conditions the dock was built in three sections which can jointly as a single unit have a lifting capacity of 15,000 tons which the largest ship that was then planned to be able to dock was the "Ceramic" although that ship never entered Newcastle and was never docked but the ships approaching the same size were in later years docked at the dock. But notwithstanding all those attempts to keep the yard going there came a time in 1930 when the dock was running at a loss despite the fact that it had been given a 10% state tendering preferential arrangement, in other words they can quote \$1,100.00 for a job which someone else might quote \$1,000.00 for and they were still given the job because of the 10% preferential. But despite that the yard was not trading profitably, it was also bedevilled with labour problems, primarily in relation to the transport of men from the city of Newcastle from the mainland to the Island.

E.G. How did that get there ?

By ferry boat and there were arguments whether the men should be travelled free of cost in their time or at the Company's expense within working hours. But any rate there was a lot of bickering about that and there were attempts made to allay that problem. In fact the then Steam Tram Service in Newcastle which terminated at the B.H.P. Head Office. The tram line was extended right down to the wharf at Port Waratah where it was only a matter of 600' across the river to Walsh Island with the object of shortening the travelling distance and having a ferry there or a launch transport but when the Steam Tram Service was introduced labour even refused to use it and they still persisted in being transported from Newcastle from a wharf which was generally in the position of what is now Queen's Wharf via ferry to Walsh Island so the dockyard after about 20 years of operation it had built some 80 ships of different kinds mostly small ferries including ferries for the Sydney Harbour crossing service one of which, the *Kuttabul*, became famous during the last World War because it became a training ship for Navel personnel at Garden Island and it was struck by a torpedo fired by the midget submarine when she entered Sydney Harbour during the War and killed some fifteen or eighteen persons, but those are asides, so that Walsh Island

actually closed down finally in 1932 and became a dormant island of industry, idle industry, and so it remained and the floating dock which had only recently been completed remained tied up at Walsh Island, only occasionally used by arrangement through the Public Works Department used by private ship repairers who occasionally throughout the year who would get a docking to do and they would hire the dock for that purpose but substantially the dock was idle and not properly maintained.

E.G. What happened to the employees ?

The employees were disbanded progressively, many of them were engaged by other Newcastle industries including B.H.P., a lot of the shipbuilding skills were lost in effect by those men becoming engaged in other industries and so we went through a period of approximately ten years of idleness at Walsh Island before early in 1941 the Labor Government during electioneering attempts was restored to power in Newcastle and the then Premier, William Mc Kell and the minister for Public Works Mr. J.J. Cahill M.L.A. promised that they would re-establish the industry in Newcastle and true to their word having been elected into office in early 1941 they decided with the war activities being as they were then, they decided they should re-establish the ship-building industry in Newcastle.

E.G. Did you say that all the equipment was sold off from Walsh Island ?

Yes, between the time that Walsh Island was closed down and the State Dockyard came into existence there were three or four auction sales held on the island and quite an amount of the plant was sold. Typically B.H.P. bought some of the cranes and one or two of the buildings there to form to nucleus of their yard at Whyalla, the ship-yard in South Australia and that was in 1937, 1938 and 1939 and also Evans Deacon who developed the ship-yard in Kangaroo Point in Brisbane, bought some of the plant. Other articles of the plant were distributed to various companies so an amount of it was lost to Newcastle as a consequence of those sales. However in 1941 the Federal Government having promised to rebuild the industry in Newcastle then looked around to find people capable of achieving this aim and they were fortunate in employing a Scotsman by the name of David Lyon-McClarty who worked in ship yards in the United Kingdom and also in Hong Kong and who also worked as a draughtsman at Cockatoo Dockyard in Sydney. He was engaged as the State Director of Shipbuilding and engineering in the latter part of 1941 and he was to push permission in effect to either rebuild the industry on Walsh Island or determine whether it should be moved from there in the light of earlier problems of transport of men and material to and from Walsh Island. I had served with Mr McClarty in earlier years and there was a point in time when he was the assistant Manager of Morrison Bearby at the same time I was an apprentice. He was also manager of Robertson Brothers in South Melbourne where I followed him and became his Chief Engineer and on his appointment as the Chief Director of the ship-building industry in Newcastle he immediately approached me to join him again to at least assist in getting the industry established.

E.G. Where were you at the time ?

At that time I was Chief Engineer at Robertson Brothers in South Melbourne and so it was agreed that I would come to Newcastle for twelve months on loan in order to get the industry together and into production. The earliest decision that had to be made in December 1941 was whether to continue with the industry on the Island or to remove it to the other side which was Government-owned and generally known as the Dyke End. It is perhaps of interest to relate here that the Dyke End was dredged up from the river on the one hand and the coaling

basin on the other hand at the centre of the Newcastle estuary in about 1876 and it was a mud-flat prior to that and sailing vessels returning generally from South America in ballast would tip their ballast stone onto the mud flat and prior to again taking on a cargo of coal and hence it became known as a dyke because it was a stone peninsular but as I mentioned earlier in 1876 the silt was dredged up from the river and the basin to form the peninsular of land and the government prior to the commencement at the turn of the century did establish a small industry on the point of the peninsular, a workshop which became their dredge repair depot which was a small craft-servicing workshop for the then operating dredges in the port of Newcastle and there they employed a small staff of workmen and when in later years in 1913 Walsh Island was established it is interesting that they transferred those small facilities to Walsh Island to form the new industry there.

E.G. That was from the dyke end ?

Yes, from the Dyke end of Walsh Island and then here in 1941, 1942 I was supposed to have had the problem of moving the very considerable industry that still remained at Walsh Island back to the Dyke end so here was a turn around of history repeating itself and in the course of building the dyke end I found the workshop and machine tool foundations still below ground level which had been used in earlier years.

So we set about designing the State Dockyard very quickly. It had to be done because in 1941-1942 we had Japanese activity off our coast here, we had many ships limping into port here and had damaged ships that had been shelled and mined and they had to be repaired. In all ways we had pressure on us throughout the building process of still devoting labour to repairing ships and indeed we had to get the floating dock back into service quickly to repair those ships so it was a problem of being forced into production before we were ready for it.

E. And the equipment - How did you get that from Walsh Island ?

Well, it all had to be progressively demolished and dismantled and loaded on to barges and floated down the river and lifted here and then re-assembled and in a very much different form to what it had previously taken at Walsh Island and quite a number of the buildings at Walsh Island were very substantial and well-built and they could be dismantled as we did and put them together here in a different location and made them work again. This not only included the buildings it included the overhead travelling cranes and the machine tools that remained at Walsh Island but after 10 years of idleness on Walsh Island it was a heart-breaking sight for me in 1941 early 1942 to go there and see the mess the place was in due to being neglected and parts of the plant being taken away. The corrugated iron sheeting of the buildings in many cases had corroded and the sun was shining through and lantana bush and other weeds were growing up through the machine tools and other things that were there made quite a pathetic sight and the challenge of recovering that plant and putting it together and making it work again because it must be realised that during the war we didn't have any access to a new ship building plant.

E.G. Where was the original plant from ?

Much of it had come from England and Scotland in the formative years of Walsh Island and much of that we were able to recommission but we also had to build a plant where we could manufacture machines and there was indeed a machine tool directorate formed by the Commonwealth Government during the war which was given over to building special machine tools, lathes and plant for the then expanding industry in Australia to meet war time needs and we <sup>partly</sup> dissipated in that programme and we indeed took delivery of some of the completed items of plant that came out of that munitions programme. Quite a number of the machined tools at the dockyard today are those which were so built during the war. We started building the Dyke End to meet a war-time emergency need and it was never thought at that time that it would become a big industry as it did after the war. It was never planned thus but the main object was to get it working and to help the war effort and that was very successfully achieved and in the course of so doing the war situation worsened to the degree that when my first tentative period of 12 months in Newcastle came to an end the position was so bad that I was prevailed upon and my Melbourne-associated company were asked to let me remain in Newcastle where my need was more greatly being served.

E.G. You were only on loan here weren't you ?

I was only on loan for 12 months but it had been agreed that my war effort was a greater one here than it was in Melbourne so that I remained on and moved from being a plant designed construction engineer to technical and business manager for the dockyard in charge of the whole academic part of the industry, getting orders, getting work, getting material and producing designs to the stage that production would take over and look after itself and that was attended to by works management so that 10-12 years after that until I became chief executive of administration in which position I was the second in charge of the industry and in that position I eventually succeeded the then director Mr. McClivey whom I mentioned earlier to become the one director in charge of the industry. Perhaps I should mention some of the production activities of the dockyard. As I mentioned earlier it was never thought during war time that the dockyard would grow and grow as it did after the war but due to the concern by the Commonwealth Government that there was viable industry here and no further war time production to be achieved, the Government did decide to foster the ship-building industry in Australia and they applied a subsidy to attract Australian ship owners to have their ships built in Australia so that after termination of hostilities this was introduced and we became very visually involved and a collection of vessels not only for the Commonwealth Government under the subsidy scheme but for the Government itself there were many dredges required. The port of Newcastle was in a fairly bad state at that time and we built quite a number of dredges of different types not only for Newcastle but for Sydney and indeed we built dredges also for use in Port Phillip Bay in Melbourne but progressively numbers of trading vessels were ordered by different companies. The first vessel that we built under subsidy was for the Union Steam Ship Company and then in

later years for associated steam ship companies and quite a number of companies we built for but mainly most of the vessels that were built were constructed for the Commonwealth Line which was known as the Australian National Line and progressively over the years these became more and more complex in their design. Some of the earliest vessels were fuel or bulk carrying ships but then we went into trader type vessels, specialized service vessels. The first of the traders was the Bass Trader which uniquely was to go between Melbourne and Devonport in Tasmania and was propelled by engines which were very complex but compact and which were repaired and maintained ashore and instead of carrying out repairs on board ship to your main engine you lifted a spare engine and this minimized the loss of time and sea and this was quite a unique ship for its time. We decided that as during the war we had built naval vessels and built the propelling machinery for those ships in the main they were steam engines which meant we also had to build the boilers. With the termination of hostilities again and the advent of diesel we decided to put it to the yard to build diesel engines and this we achieved and we built what is known as a polar atlas - diesel engines under licence to Swedish Principals and we not only equipped some of those ships, we built for private owners. These facilities still remain at the dockyard as far as I am aware so this points out the universality of the industry and the ability of the industry still to be put back on its feet. Also after the war we were suddenly fronted with an insufficiency of electric power generation in our domestic requirements. We had the experience of lights going out at night as of course power stations hadn't been maintained during the war years and suddenly in the late 50's, early 60's we had a black-out situation and the dockyard was once again called by the the Government to overcome this problem which actually meant that whilst the Electricity Commission wholly was able to buy turbo-alternating equipment from overseas solely from England, the well known large electric generator companies such as British Thomas Heuston and Metropolitan Deckers and English Electric Companies and whilst they were also able to build the generating plant they were not able to acquire all the auxiliary plant that is to say the condensing, feed water heating, evaporating plant that forms quite a substantial part of the station, so the dockyard was asked if we could build this plant. We took out licences and acquired designs from the recognized manufacturers of this type of plant in England and we set to and made that plant for pretty well every power station that was built in the state since and this did involve the purchase and installation of specialized plant multibuilding head machines and numerical controlled machines which plant again still remains at the dockyard.

E.G. Where were these purchased from?

They were purchased mainly from the United Kingdom and from America and so this plant as I say, which cost a lot of money and when we talk about it costing money, remember that it is the State Dockyard and any money spent is the tax-payers money and it is the property of the State and this plant still remains there idle today. There are people who are interested in its maintenance and if possible its reintroduction into production but there it lays. It is interesting perhaps to recount that at its busiest time we employed 2,400 employees

on the dyke end peninsular and in the adjoining industry at Carrington, that is the ship repairing industry.

E.G. Men and women ?

Primarily men, not a great number of women but in ~~the~~ <sup>the</sup> ~~auxiliary~~ <sup>auxiliary</sup> services area there were quite a lot of women, in the canteen services, the ambulance welfare and of course in the office we had many ladies there but I should have mentioned earlier that in the building of the dockyard itself to build ships we decided that we would separate for reasons of room, to create the ship repair establishment at Carrington and during the war we did transfer the floating dock from Walsh Island down to the Carrington site. In 1943 we expanded the ship repair facility there. Approximately 2/3 of our employees were in the ship building and general engineering activities of the dockyard on the Walsh Island peninsular while the other 1/3 were employed in the ship repair establishment and at various vessels undergoing repair around the post so that as the industry evolved it really was three industries which were servicing each other. That is to say we basically had a ship-building industry, we had a ship repair industry and we had a marine and general heavy engineering industry. One could barely survive without the, the other. For example in ship repairing work you had to use much the same plant you had to use to build a ship. Furthermore the fact that you were capable of building a ship meant you had labour which you could transfer from ship building to ship repair to meet an emergency demand or if the demand wasn't there you could absorb certain labour back into the ship-building industry which tended to make it all efficient.

E.G. Were there any Union problems then ?

No, not greatly. There were always union problems in relation to demarkation<sup>c</sup> of work and that was inevitable under the multi-trade union system. I will mention that again shortly and of course the heavy engineering and marine engineering industry was dependent on the building of ships to require engines that are built and when they were not being built then we found we could adapt the plant to building power station ~~auxiliary~~ <sup>auxiliary</sup> plant and so on but the three industries could hardly survive without the other and some sight of this very important fact was lost in later years when the industry was changed and put under the control of a Board of Management<sup>t</sup> and the emphasis became rather that each industry should stand alone and be capable of making a profit alone and this could never be achieved because of the reasons I mentioned earlier. From a trade-union point-of-view the dockyard grew up during<sup>g</sup> the war when the emphasis was on the job done rather than on the working conditions and wage rights and so on, people had to stoop to conquer and sacrifice to some extent but after the end of the war our working hours were reduced from 44 to 40 hours a week and that brought troubles initially because the unions wanted to decide how they would use the shortened hours and whether they would knock off earlier at night or start later in the morning and so on and that brought a little bit of trouble to start with but that ~~was~~ <sup>was</sup> overcome in due course and we have been a 40 hour working industry and then after the war because

of the growth in the industry we had to find labour experienced if possible and this led to our recruiting ship building people from England, Scotland and Ireland and we brought out quite a large number of people. I think about 400 families and 200 single people altogether but we did establish a housing centre at Carrington and we were using surplus war-time accommodation, huts we brought from interstate, formerly Air Force personnel accommodation reestablished at Carrington and we also took over the housing settlement at Rutherford. We accommodated as I say 300-400 families. Unfortunately in some respects whilst we brought out experienced tradesmen we also brought out their union traditions of the British yards and Irish yards and this strengthened the multiunion demarcation attitudes and this wasn't always helpful to the dockyard's growth and development.

E.G. How did the people get from Rutherford to the Dockyard ?

We organized buses for them which was some indication of the growth of the industry that we were capable of doing this and indeed we had to succeed. It is probably interesting to also note that after the war in 1950 we introduced a system of profit-sharing with the agreement of the Government and the trade unions. The situation then being that other surrounding industries were paying their labour over award rates to attract labor to their industry which we as a Government establishment weren't permitted to do. We had to abide by the awards then prevailing but the management of the yard got the Government to agree to the introduction of a profit-sharing scheme whereby 2/3 of the profit of the industry would be distributed as a bonus to the employees in their weekly envelope as pay and this created some dissatisfaction and the unions didn't want it to be seen as a bonus and preferred to have it as money in the hand as over-award payment and as well as this it had to be related to the efficiency of the industry and so it was introduced and indeed 2/3 of the profits of the previous year were used for the distribution in the current year as it were so workmen would see that if they were profitable this year they would participate in a higher wage rate next year and this system prevailed for 15 years. In the first year I remember it represented about 30 shillings in those days which was about \$3 in the pay envelope - they would have been on an award rate of about 40 pound a week or \$80 so it represented a 15% bonus in the first year and it grew and grew for about 10-12 years and then because of various factors we ceased to become profitable and there was no dividend to be distributed and we were faced then with getting Government approval to pay money to equate wages with what was being paid by other industries then outside over-award and this went on for only 1-2 years and we had to declare that that was the end of it. In the interim period we were still striving to achieve greater efficiency to retain our profitability and we travelled extensively and looked at ship building developments in other countries and endeavoured to introduce them here in Australia but there was a reluctance on the part of the Trade Unions and the men themselves to accept operations which would reduce the amount of labour and this was a great handicap to management of the industry and it reached the stage eventually that the industry just couldn't trade profitably and went into a loss situation and progressively lost ground, lost orders and reached an unhappy stage where the Commonwealth

ships in 1975. However the condition attached to this was that there would be no industrial strikes throughout the building of those ships and the trade union movement at that stage refused to accept the order and surrender their rights to strike and the orders were never placed. This to some extent sounded the death of the dockyard. The fact that it would not agree to build the vessels and reduce its incidents of stoppages and demarkations and so on. From that year on the dockyard labour force was progressively reduced until I think in about 1972 or 1973 there were only 300-350 persons employed there and the Government then decided it would only continue employing that labour force if there was some agreement by the unions that those men would be more efficiently active and not continue to cause the losses of the dockyard which had grown to be the custom year by year. There was a get-together of Union, men and management and there were certain agreements reached which kept the dockyard going without a loss but after another 2-3 years of operation the losses did continue and it was found that a lot of these losses were due to scams and conditions which were quite untenable and the Government was faced with the decision to close the industry down and that happened.

E.G. These retrenched men - were they offered jobs elsewhere ?

No. I think progressively they were paid retrenchment monies and so on and I think in the cases people were able to find employment elsewhere but it did result in many members becoming unemployed. In other words the skills that had been learned at the dockyard were lost so that this sadly is the case of history repeating itself within my living memory. I do recall the conditions under which Walsh Island closed down and here again I've seen it happen a second time and in a bigger way. Unhappily in the case of Walsh Island that industry only operated from 1913 until 1932 and in the case of the State Dockyard it operated from 1941 to about 1986 and the list of achievements were manifest. They helped to build power stations, build over 120 ships - large ships - perhaps the most notable was the Princess of Tasmania which was renowned for the record of performances crossing the Bass Strait from Melbourne to Devonport.

E.G. Is she still in operation ?

No, that vessel operated for about 25 years. A round trip of 3 trips per week which was a great performance. It was sold to overseas interests and operated for a further 2 years in Canada and about 18 months to 2 years ago it was again bought by a Greek company and operated around Greece. That was rather typical of our famous ships. There are other ships still in service around Australia. The Bass Trader II, the Australian Trader which was bought by the Navy and converted into a service supply ship still in operation and there are still other ships still in service around the Australian coast but it is a sad memory for me to have been involved in the industry and to have seen it deteriorate and look down on it as I do now from my sunroom verandah and look at that idleness that was unhappily created by misunderstandings between Government and management and why it had to happen is completely beyond me. Why people could not have come together and realized that overseas competition had to be met otherwise the industry was doomed and in order



to meet the overseas competition one had to modernize their way of thinking, cut out demarkation troubles etc. but there it was - it has happened.

E.G. Will history be repeating itself if we get the Frigate contract ?

Well, if we get the frigate contract and I am very hopeful that it will come to Newcastle - it is regrettable that the dockyard wasn't in the state to immediately set to to build those ships, remembering that we built a frigate during the first World War during the first four years of production and it saw service in WWI. In fact it was one of the Australian vessels that accompanied the American vessels in Tokyo Bay at the Japanese surrender. We were ordered to cancel a second one under construction because of the fact that the war was coming to an end. We had to demolish it. We also built another naval vessel - the Straughan, an anti-submarine mine-sweeping vessel and this was all done within 4 years of commencing to build the industry itself. We had that capability and we have done it before.

E.G. Do you think we can do it again ?

I am hopeful that we will see the industry come together again although we will never see it as being as large and as active as my period of operation.

E.G. You said that underneath the dockyard there are millions of dollars worth of equipment ?

Yes, taxpayers don't realize how much of their funds have been expended in foundations and buildings. You can see the buildings but you can't see what is below the ground. All the concrete foundation work to carry the weight of the ships under construction - that all remains there redundant and the crane operating over the buildings births and around the wharves - all remains. There it is - the taxpayers property dormant and idle these days. A very fine administrative building on the peninsular which once accommodated perhaps 250 staff - brilliant, trained staff. It is not generally realized that it was at the stage where we were engaging 120-130 apprentices in training per year. We had 400-480 apprentices in training in their 4-5 years of apprenticeship. The contribution this made not only to the dockyard but to other industries is the fact that we were training people in all facets of trades and in the course of our training we were sending many apprentices to sea by arrangement with the Australian National Line in the engine rooms of diesel propelled and steam propelled ships to get sea-going experience before they completed their apprenticeship. All this has been lost and we had an excellent apprentice-training workshop and amenities there which were second to none. These are all now closed down and non-productive.

E.G. Now all is lost ?

It gives a lot of food for thought as to what should be done in the future. I do hope that I don't live to see history repeat itself for a third time but

the Frigate contract to Newcastle. All those associated with the endeavour to win that contract I give them my warmest, best hopes that they will succeed in their efforts.

Newcastle University Open Foundation Course

Australian History

Year 1 Research Assignment

Final History Project

Subject of Television with Dr. Harry Wainwright

SUBJECT: History of Shipbuilding and Ship Repair in the Port of Newcastle

FROM: Robert Campbell

DATE: 25 August, 1980

TO: Margaret Henry

Newcastle University Open Foundation Course

Australian History

Term 3 Research Assignment

ORAL HISTORY PROJECT

Summary of Interview with Mr. Harry Harding.

SUBJECT: History of Ship-Building and Ship  
Repair in the Port of Newcastle.

NAME: Esther Galbraith

DUE DATE: 25th August, 1989

Lecturer: Margaret Henry

THE HISTORY OF SHIP-BUILDING AND SHIP REPAIR IN THE PORT OF NEWCASTLE

Mr. Harry Harding of Wolfe Street, Newcastle was interviewed by Ms. Esther Galbraith.

Mr. Harding was born in 1913 in Newcastle. His earliest recollections of the Industry was when as a child in 1920 he was taken to Walsh Island by his parents to witness the launching of the "Euralia" by His Royal Highness, the Prince of Wales.

He served his apprenticeship with an engineering company by the name of Morrison, Bearby. It was during that time he learnt quite a lot about ship-building and repair on Walsh Island. Walsh Island participated in the war time effort during the 1st World War by repairing mine and shell damaged ships. Six ships were built there then; they were known as the "Billy Hughes Fleet". Also the main components of No. 1 Blast Furnace, as well as other components of the B.H.P. were fabricated at Walsh Island. Many other varieties of equipment were built there including bridge construction, ammunition and aircraft construction. An aircraft landing field with three runways was built on the Island. Employees were mainly Newcastle people although some were from all parts of Australia.

After the war finished there was no active government or political support to keep the Island going. They had to become involved in other activities which included hydro-electric schemes and railway carriage production. The government agreed to build a floating dock. Due to labour problems and lack of contracts the Island finally closed down in 1932. Until 1941 the Island lay idle and most equipment was sold at auction.

Then in 1941 the Federal Government decided to re-establish the ship-building and ship repair industry in Newcastle. It was then that both Mr. D. Lyon-McLarty and Mr. H. Harding were appointed to re-establish the industry. One of the earliest decisions was whether it was to remain on Walsh Island or to be re-located on the Dyke End Peninsula.

The setting up of the New South Wales State Dockyard was done rapidly. Japanese war activities off the coast caused severe damage to ships which necessitated expedient repairs. After World War II many ships were built. In all over one hundred and twenty ships were built and many components for power stations were built.

The New South Wales State Dockyard at its peak employed two thousand four hundred men and women. Women were employed in the ancillary services such as the canteen, offices and the ambulance room. A lot of tradesmen were bought to Newcastle from England and Ireland. With this came the influence of overseas unions. During the war there were few union problems, the emphasis was on getting the job done rather than the working conditions. After the war with the increased union problems starting to escalate and the loss of shipping contracts the New South Wales State Dockyard was set for ultimate closure. The Dockyard finally closed down in 1986.

If the frigate contract comes to Newcastle Mr. Harding feels confident that Newcastle can be rebuilt into a viable ship-building industry.