

Kogarah Historical Society Inc

Carss Cottage Museum – Carss Park
Postal Address PO Box 367, Kogarah 1485

www.kogarah.historicalsociety.com.au

Patron: The Mayor of Kogarah

President: Beverley Earnshaw (9546 1091)

Newsletter

Sept/October 2013

Volume 5 No 4



The Red Sales aerobatic team in formation – full story by Beverley Earnshaw on page 3

Meetings and Speakers

Thursday 12 September 2013

Leann Richards, Theatre Historian, teacher
and writer - *The history of Australian Theatre*

Thursday 10 October 2013

Elizabeth Ellis, Former curator Mitchell
Library – *Lachlan Macquarie's Chest*

Meetings are held at the School of Arts, Bowns Road Kogarah, at 2pm. Enjoy the speaker, then the opportunity to chat over afternoon tea. A short business meeting follows. Apologies for non-attendance at meetings should go to the Secretary, Gill Whan (9546 4623). Visitors welcome.

Mondays at the Museum

23 September, Dr Lisa Murray

Lisa Murray works for Sydney City Council and is Chair of the Dictionary of Sydney which is an ever developing on-line history of Sydney, not just the City but all the suburbs with a range of contributors. The latest part is on the Cooks River. 10 am for a delicious morning tea in the courtyard and then move into the Kogarah Room in the Museum for the presentation. Cost \$5 which also gives you the chance to win a door prize. **Please book** as space is limited and it helps with catering. Ring Adele Ryan on 9529 6730 (leave a message if she is not there) to reserve your place.

Museum Roster

September 2013

1st Carole Tier & Ken Grieve
8th Mavis Ward & Mary Williams
15th Trudy Johns & Elizabeth Emerson
22nd Betty Goodger & Janette Hollebone
29th Cath & Leo Sullivan

October 2013

6th Gill Whan & Deirdre Schroeder
13th Adele Ryan & Lawrie Corry
20th Trudy Johns & Elizabeth Emerson
27th Betty Goodger & Janette Hollebone

Hours **1 pm – 5 pm** (winter is over). Problems, contact Gill Whan, 9546 4623

NB: This list is of regular roster days and volunteers and does not reflect any changes or swaps made privately. We need more members to volunteer for either a regular spot at the Museum or to go on the emergency list. Training given. Contact one of the Committee if you can help.

Committee 2013 (* denotes Executive)

President:*	Beverley Earnshaw	Ph: 9546 1091
Vice President (1):*	Janette Hollebone	Ph: 9529 7117
Vice President (2):*	Mavis Ward	Ph: 9546 5704
Secretary:*	Gill Whan	Ph: 9546 4623
Treasurer:*	Cath Sullivan	Ph: 9579 6149
Committee Members:	Beryl Butters, Lawrie Corry, Trudy Johns, David Martin, Adele Ryan, Carole Tier,	

Committee meeting venues

2 Sep 7.00 pm	Trudy Johns, 2/900-902 Forest Rd., Peakhurst (9534 7737)
7 Oct 7.00 pm	Gill Whan, 11 Dewrang St., Carss Park (9546 4623)
4 Nov 7.00 pm	Janette Hollebone, 1 Meriel St., Sans Souci (9529 7117)

Welcome to new members

Maree McKinley, Sheree Veron and Sue Booth

We hope that you have a long and happy association with the Society

THE RED SALES AEROBATIC TEAM

By Beverley Earnshaw

Reginald Henry Jones was a Kogarah boy. Although born in Queensland on December 1, 1925, his family moved to Sydney in 1934 and lived in *Cranbrook*, 319 Princes Highway, Kogarah (see Houses & Heritage p.62). He attended Hurstville Tech where he gained his Intermediate



Left to right, Ted Jones, Peter Roberts, Bobby Skinner, Larry Arthur, Reg Jones, George Newton and Jimmy Kelso

Certificate and entered the workforce with the Postmaster General's Department. Reg was a loyal member of the Kogarah Bay Sea Scouts and also played with the Kogarah Bay football team and belonged to the St. George Sailing Club.

On April 20, 1944 at the age of 18, he enlisted for World War II service in the RAAF, and his mother wept. Little did she realise her son was embarking on a sensational flying career which would gain him accolades across the nation and even the world.

He entered the gunnery school at Sale, Victoria, and was trained on Anson aircraft and the use of Browning guns and Bristol turrets. When the war ended he re-enlisted in the RAAF and graduated as a pilot on August 26, 1949.

In 1952 he was posted to Malta as a fighter pilot with No.76 Squadron flying British Vampire Jets. Their role was to support NATO forces in the region. Then in July 1953 he took part in a flypast of 693 aircraft as part of a Coronation Review of the Royal Air Force. His sparkling career took him all over the world. He took part in a massive NATO exercise in West Germany, he did an exchange with pilots from the French Air Force, and was present at the dedication of the El Alamein War Cemetery.

In 1957 he was posted to Malaya as part of the Commonwealth Strategic Reserve supporting operations against Communist terrorists in South East Asia.

In January 1962 he came to the Central Flying School in East Sale as a flying instructor. At that time a relatively new aerobatic team had been formed flying the two seat De-Haviland T-35 Vampire Jets. It was called *The Red Sales*, the word 'red' being derived from the aircraft nose colour and 'Sales' in recognition of the base at East Sale. When a new leader of this elite team was needed the Commanding Officer selected Flt.Lt.Reginald Henry Jones who became a Deputy Flight Commander and formation leader of the *Red Sales* in June 1962.



Reg Jones

With his appointment as formation leader of the *Red Sales* aerobatic team he was at the pinnacle of his career. At the age of 36 he had 2,925 flying hours to his credit including 724 hours in Vampire jets and 350 hours in Sabre jets. He had had experience in formation flying, was rated as an above average pilot and flying instructor and his leadership abilities, methodical approach, attention to detail and mild temperament made him ideal for the assignment.

There were four jets in the team. All pilots were staff members and flying instructors with the Central Flying School. They were in perfect health and had a wealth of flying experience to their credit.



Red Sales Reg Jones in flying gear

Their standard routine in practice was to carry out a sequence of loops, steep turns and barrel rolls, finishing with a downward bomb burst. The manoeuvres were done at an altitude of 500 feet, an ideal height for display purposes. Their spectacular display was a source of wonderment to members of the public but farmers and others living near the East Sale Air Base became quite blasé about their presence.

On August 16, 1962 the four planes took off from East Sale air base for a period of formation aerobatic training in readiness for the RAAF Open Day Display to celebrate Air Force Week. The team leader was Flt.Lt.Reg Jones, with Flt.Lt.Peter Hearnden, Flt.Lt.Alex Young and Flt.Lt.Martie Burke. Also with them that day were two observers, Mike Dunbar and Don Gow. The weather was clear and visibility good. Eye witnesses on the ground were impressed at the precision with which they performed loops, steep turns and barrel rolls at low level. The final series of loops and steep turns was executed prior to the formation climbing upwards to enter a low level barrel roll. After passing the inverted position the formation appeared to make a steep nose dive. At an estimated speed of 300 knots, all four aircraft hit the ground. Three exploded on impact scattering wreckage and debris over a distance of half a mile. No.3 aircraft in the formation struck the ground approximately 150 yards to the port side of the others. The instrument panel on this aircraft was virtually intact and the clock had stopped at 1403 hrs. It is thought the No.3 pilot had realized the emergency and tried without success to pull out of the formation and gain height. Likewise No.4 aircraft may have seen the dangerous situation and made a similar move as it struck the ground in a tail-down position.

The crash of the *Red Sales* aerobatic team and the loss of six of Australia's leading pilots was almost beyond comprehension. Shock waves reverberated across the nation. The Minister for Air, The Hon D.E.Fairbairn, made a statement about the crash to the House of Representatives.

The wreckage and the crash site were the scenes of intense investigation. The planes had been fully serviceable for flight. The local weather was fine and virtually cloudless with a very slight turbulence. There was no evidence of instrument malfunction or engine failure. There was no evidence to suggest there had been a mid air collision or birdstrike. The results of a Coroner's Inquest were inconclusive.

Over 1000 people attended the funeral service for Reg Jones and Alex Young held at St.Pauls Anglican Church, Sale on Sunday August 19, 1962 and hundreds lined the route of the funeral procession to the Sale cemetery.

The crash of the *Red Sales* aerobatic team is one of the more tragic episodes in RAAF non-combat history. At RAAF East Sale there is a memorial plaque and rose garden to honour the memory of the six pilots.

Thanks must go to Mrs Noreen Jones, widow of Flt.Lt.Reg Jones for providing material and photographs for this article.

References:

The Red Sales by Cathy Costa, daughter of Martie Burke, pilot of No.4 Aircraft.

www.adf-serials.com

And to continue the theme, here is the first of the historical teasers series by Rodger Robertson on

AVIATION

1. What were the names of the Wright brothers?
2. QANTAS was formed in 1920. Qantas named its routes after Australian animals and other descriptions. What were the Kangaroo route, the Wallaby route, the Southern Cross route and Fiesta route?
3. What was the “secret order of the double sunrise”?
4. When did Qantas begin services to Adelaide?
5. Who carried out the Qantas Hijack in 1971? How much was the ransom fee?
6. What does the D stand for in DC10, B for in B747, F in F28, L in L1011, A in A300, BAe in Bae146, TU in TU144, JU in JU52, VC in VC10?
7. In what year was the first movie shown in flight?
8. How many engines does a B747 have?

1. Wilber and Orville 2. K was Australia to UK and Europe via Asia. W was Australia to South Africa Southern Cross was Australia USA Canada, was Australia Papeete Acapulco, Mexico City, Bermuda to London. 3. W2 the flight from Perth to Colombo was necessary because of loss of Singapore. It was a 30 hour flight and took two sunrises as the flight would leave Perth before sunrise on day 1 and arrive in Colombo on day 3. 4. 1983-before then Qantas did have aircraft that could operate from Adelaide International destinations. 5. "Mr Brown" or Peter Macarti. \$500,000. 6. D for Douglas, B for Boeing, F for Fokker, L for Lockheed, A for Airbus, BAe for British Aerospace, TU for Tupolov, Ju for Junkers, VC for Vickers. 7. 1925 USA "The Lost World" authored by Arthur Conan Doyle. 8. 5 -four to make the aircraft fly and on APU or Auxiliary Power Unit near the tail for power when on the ground.

ST PETERS CHURCH, ST PETERS

Since 1838 St Peters Church has stood on the road from Sydney to the St George district now known as Princes Highway. On Saturday, 6 July 2013 the Church had an Open Day to celebrate 175 years of worship.

Fully prepared for an interesting afternoon of history, Janette Hollebhone, Mavis Cummins and Betty Goodger arrived at St Peters. Mavis was there because her ancestor was the Rev. Stanley Howard, Rector of St Peters who served there from 1872 to 1875, Betty because St Peters Church was the site of her confirmation and Judy Reynolds whose Great Grandfather, James Richards, inn keeper, is buried at St Peters.

Laurel and Bob Horton, dressed in costume, gave a talk and slide show on the history of the Church, then left us to wander around the graveyard. The fruits of the meticulous research they have done on the graves were shown by notices at the graves telling who the person was and something of their life, often with a pithy comment from the diary of the Rev. Stanley Howard.

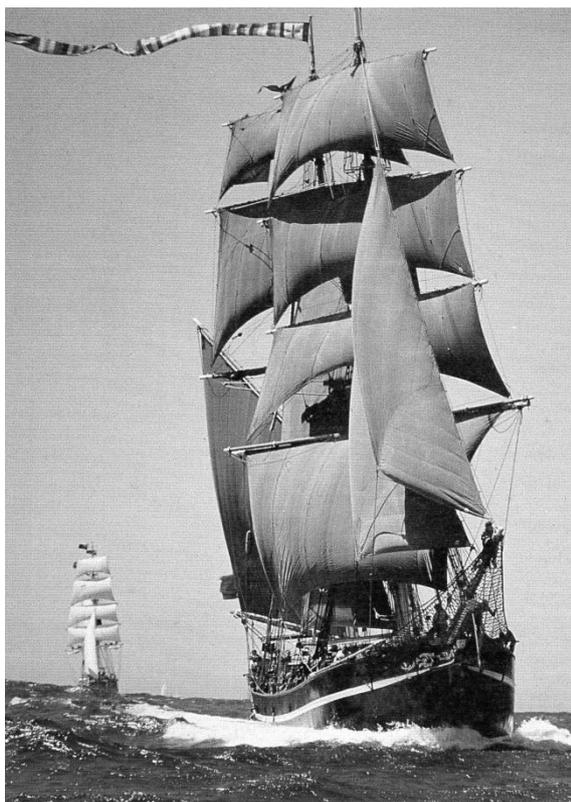
We interrupted our walk to listen to a recital by the organist, Col Adamson, on the 1880s organ. There had been so much history for us to enjoy that we did not even have time to sample the afternoon tea! The Open Day was splendidly organized and I'm sure both parishioners and visitors went home very satisfied.

Members with a good memory will recall Laurel and Bob Horton speaking to our KHS Meetings on two occasions, on the St Peters District and then on the Stained Glass windows of the Church.

B. Goodger

A Dream Come True

By Joe Spinelli



The Square rigged Ship “Eye of the Wind” sailed into Botany Bay as part of the First Fleet re-enactment on the 26th January 1988. With its tan sails and colourful pennant flying, the ship formed part of the grand sight of the fleet’s arrival for the thousands of spectators crowding the shores of the Bay.

Joe Spinelli, a Kogarah Bay boy was on the “Eye of the Wind”. Sailing around the world for quite a few years was the last thing he had ever considered, but it happened.

Joe’s early career was as a camera man with Channel 9, but promotion meant ‘direction’ which also meant working mostly in the dark, so at the age of 40 he went to work on a children’s TV series which was being filmed aboard a sailing ship on the Barrier Reef. He became friends with a small group of people who were

making plans to restore an old hulk in Sweden called “Eye of the Wind” and Joe offered a year of his time to assist them realise the dream they pursued. In 1973 he went from Australia to Sweden coming face to face with a Scandinavian winter and the reality of trying to achieve the impossible, restoring a burnt out hulk of a Scandinavian trading vessel. It was in a much worse condition than he had imagined.

The vessel had originally been built in Germany in 1911 and had carried salt to England, china clay to Argentina and then transported hides back to England.

By the end of 1973 the group had taken the hulk across the North Sea to England where the project came to a halt due to lack of money. But by then Joe was smitten with the idea of seeing the vessel restored. He returned to Australia but remained in contact with the scattered syndicate and his obsession led to him becoming a part owner. The owners were three Australian and two English (two women among them) and they called themselves *Adventure under Sail*. Joe returned to England to Faversham in Kent where the vessel was kept. Faversham was a contributing town “a limb” to the confederation of Cinque Ports but had not silted up like some of the others although at low tide “The Eye” sank significantly.

After 18 months of hard slog the ship was ready to make its first voyage to Australia and took on a crew of paying passengers and sailed to Australia, taking 11 months for the voyage. This was the beginning of a venture that lasted 27 years and took Joe around the world’s oceans.



Joe doing Restoration work

The “Eye of the Wind” sailed back to Britain in 1977, and in 1978 became the flagship of a 2 year scientific expedition under the patronage of Prince Charles, taking young people from over 20 countries to participate in various scientific projects while circumnavigating the globe. The ship underwent a refit for this and, at the request of the Prince, the Royal Marines fitted a new engine (which all modern sailing ships are required to have) as well as making other modifications.

After her return to England, a classical music piece was composed especially for the ship. The Eye of the Wind Rhapsody was performed in the Guild Hall by the London Philharmonic Orchestra. By then the ship had become quite well known through radio broadcasts of the expedition, which were sponsored by Capitol Radio in London.

“Eye of the Wind” returned to Australia to make several cruises around the Pacific before being signed on to become one of the ships of the first fleet re-enactment to arrive in Sydney Harbour on January 26th 1988. Due to film commitments in China, the ship joined the fleet in Fremantle. Following the celebrations of the Centenary in Sydney, “Eye of the Wind” became the flagship of the fleet for the other celebrations around the Australian Coast.



The ship went on to sail in many tall ship's races around the globe, winning the Palme d'Or of excellence twice, and a number of awards for the best kept sailing square rigged ship and the best looking small sailing ship. She also went on to star in several Hollywood films and was featured in *Blue Lagoon*, *White Squall*, *Taipan*, *Savage Islands* and two documentaries on Joseph Conrad and the story of Longitude. She always carried school

books and pens to remote Pacific Islands as part of good will between the Islanders and the ship's owners. She appeared on postage stamps on a number of occasions.

By 2001 Maritime laws became very strict because of the loss of a sail training vessel in the Caribbean. (Sail training vessels teach young people the skills required for sailing).

As a result the freedom of the oceans became bogged down with rules and regulations leading to the agreement of all five owners that it was time to sell the ship. The papers were signed in the Caribbean and the ship went back to her birth place in Germany.

In 2011 the “Eye of the Wind” turned 100 years old and celebrations were held with the new owners in Tasmania, Sydney and England. She is still cruising the world's oceans, training young would-be sailors and this beautiful sailing ship is still bringing joy to all who sail on her.

Joe still lives in Kogarah. He is retired but very active. The editor met him at an Italian class where he keeps up his Italian speaking skills inherited from his Italian parents. He is an artist of note and still travels, but mostly by more conventional transport these days.

Stop Press: The Society has been successful in its application for a Cultural Grant to produce six small historical publications for children. The grants are from the NSW Government and are administered by the Royal Australian Historical Society. We have been awarded \$3000.

Now the hard work begins!

HERBERT WILLIAM MULLARKEY



Herbert (Bert) was the eldest son of Frederick and Elizabeth Mullarkey. Frederick and Elizabeth had originally migrated from Ireland and had settled in the St. George area. They lived in their home 'Glendalough' Herbert Street, Rockdale from 1893 until 1907, when they relocated to their next home 'Avoca', in Station Street (now Jubilee Avenue), Kogarah.

Bert was born on the 25th April 1887 at Darlington Sydney. It is poignant that his birth date was the same day as the future Anzac Day, considering that he would go to fight on the Gallipoli peninsula. Bert grew up in a busy household of eight children. He attended the local Catholic school and was employed as a clerk with the Metropolitan Board of Water Supply and Sewerage when he left school.

All the Mullarkey boys were excellent athletes, playing football and cricket for the St. George district. The family attended St. Patrick's Catholic Church in Kogarah and all shared a deep and committed faith. After his father's early death in 1911, Bert took on the role of head of the house. However when war was declared in August 1914, Bert enlisted quickly on 1st September.

At the time of his enlistment, he was 27 years old, 5 ft 9 inches with gray eyes and dark hair. No.1588 Sergeant Herbert William Mullarkey departed Australia on the 11th February 1915 as part of the 3rd Reinforcements, 4th Battalion First AIF on the troop transport ship 'Seang Choon'. He joined his Battalion at Gallipoli on the 26th May 1915. He wrote home to his family from Gallipoli and his last letter was dated 8th December, not long before the final evacuation of the peninsula. In this letter, he mentions that another brother Kevin was quite nearby fighting, but was well and safe.

After the evacuation, the Battalion spent time in Egypt resting and training. Bert in a letter home mentions other Kogarah 'boys' in Egypt – R. Palme, Cecil Hancock, Jack Devitt, Corky Taylor and McMorrisey. It was here on the 1st March, 1916 that Bert was promoted to Company Sergeant Major. He embarked with his Battalion for France on 23 March 1916 on the troop ship 'Simla' arriving in Marseilles a week later. He was granted leave, but when he overstayed his leave by six days, was penalised with a forfeiture of six days pay. Hopefully, the leave was worth it!

Bert was with his unit in France when he wrote his last existing letter home in June 1916. He writes – 'there is small prospect of an advance this year...English politicians evidently cannot satisfy their consciences about sacrificing great numbers of men - this means a long war.' The 4th Battalion would have been at Sailly at this time before moving on to Pozieres and Mouquet Farm.

It was during the night attack on the heavily fortified German position at Mouquet Farm on the 18th August 1916 that Bert was killed. His body was originally recovered and buried in a nearby civilian cemetery located between Pozieres and Mouquet Farm. This cemetery was continually bombarded during the war and it is believed that Bert's body was lost. He is instead remembered on the Villers-Bretonneux memorial as having no known grave. There is

also a marker on his parents' grave in Woronora Cemetery and he is also remembered for his sacrifice in a beautiful window inside St. Patrick's Catholic Church, Kogarah.

His memory could be summed up through the words of a friend – Private Con Byron (18th Battalion, killed in action 28th December 1916) – ‘I only just heard of my best cobbler on earth's death, Bert Mullarkey, and you imagine what a knock it was to me. He was a wonderful man – real man – of the world, and the world is poorer by his death.’

Margaret Brown

Margaret Brown is a member of KHS who lives in Victoria. She is also a descendant of the Mullarkeys and has written a history for each of the five Mullarkey boys who went to WWI. Four of the boys are listed on the Carlton Honour Board in the foyer of Carss Cottage Museum.

What's On

Tom Thumb Scenic River Cruise. Thursday 19 September

Organised by Kogarah Historical Society. Discover in three hours what Bass and Flinders discovered in three days!! Full commentary provided (and a slightly larger boat than the original Tom Thumb). The cruise leaves from the public wharf, Tonkin St, Gunnamatta Bay, (behind and down from the Cronulla railway station), at 10.30 am. Morning tea and a light sandwich lunch on board - return at 1.30 pm. Cost \$25 for seniors. Bookings through Mavis Ward, 9546 5704, or at the September meeting. There is parking nearby or catch the train from Kogarah 9.17 am, Hurstville 9.23 am and all stops to Cronulla – 8-10 minute's walk to wharf.

In the steps of the Minister for Murder: a walking tour of O'Brien's Estate. Saturday 21 September, 10 am – 1pm.

Organised by Kogarah Library. Meet in Arrowsmith Park near the corner of Woniora Rd and King Georges Road. Explore the estate looking at a variety of styles of houses and learn about the notorious Thomas Ley, who actually opened Carss Park, but was a murderer, fraudster and adulterer and ended his days in the Broadmoor Asylum for the Criminally Insane. **Free but bookings through 9330 9527.**

Kogarah Through the Lens of the Photographer 1880s – 1980s: Exhibition from 2nd – 22nd September at Kogarah Library.

This is a special History Week exhibition celebrating the work of six photographers from the St George area. Dr Garry Darby (a KHS member) and curator John Johnson will discuss the exhibition on Thursday 5 September, 7pm – 9pm. For more details ring Kogarah Library on 9330 9575.

Date for your Diary. Royal Australian Historical Society Conference 2/3 November 2013 at Katoomba. Theme: The Great Divide: Getting there from here.

As you will know, this year is the Bicentenary of the Crossings of the Blue Mountains and the RAHS has commemorated this in a number of ways. The State History Conference continues this celebration.

KOGARAH'S FIRST PRESBYTERIANS

When visitors come to Carss Cottage Museum, they often pose questions which lead to research on some aspect of the History of Kogarah. A recent museum visitor on hearing that the Carss family, staunch Presbyterians, had to row across Kogarah Bay to attend Presbyterian services at Ramsgate, enquired where these services were held.

The answer lay in a small booklet, *Beginnings: Kogarah Presbyterian Church*, written by the late Vincent Smith who was one of the founding members of Kogarah Historical Society. The following draws largely on Vince Smith's painstaking research.

The year was 1865, the same year William Carss moved with his family into the cottage on Carss Point. The first record relating to Presbyterian Services at Kogarah can be found in the minutes of the Presbytery of Sydney on October 3, 1865.

The Rev.Wm.Ridley stated that he had been conducting divine services at Coggerah (sic), Georges River, and Canterbury on alternate Sundays, at the request of Presbyterian residents in those localities, in the hope that they might ultimately be preaching stations.

Kogarah in 1865 was a scattered rural area with a narrow badly formed access road. A rocky hill at Arncliffe was almost impassable and the small waterway known as 'Muddy Creek' (near the present Rockdale Plaza) could only be forded with great difficulty. The Presbyterian community was very small, as much of the land had been taken by German immigrants who adhered to the Evangelical Lutheran Church and had joined with St. Pauls Church of England, Kogarah. Nevertheless, the Rev.Ridley remained dedicated to his small but faithful congregation. It was almost 20 years before the Illawarra Railway line was opened and on alternate Sundays the Rev.Ridley caught the horse omnibus to Cooks River and from there he walked along Rocky Point Road, to Kogarah.

A year later, the Presbyterian minute book disclosed –

*On Wednesday 21st November 1866, a meeting of the Presbyterians and others attending the services at Kogarah was held at Mr Wilson's, Rocky Point Road, to consider what steps should be taken to build a place of worship..... Mr Hindmarsh and Mr Clark offered pieces of land adjoining Rocky Point Road. **Mr William Carss then offered to give for the use of the congregation two acres of land with a house standing thereon. Mr Carss' generous offer was accepted with thanks and it was arranged that it be opened for public worship on Sabbath December 9, 1866 by the Rev.Wm.Ridley.***

The block of land in question was on Kogarah Road (later renamed Princes Highway) between Kogarah Bay Creek and the track leading down to the beach (later called Carwar Avenue). The small weatherboard cottage had been occupied by William Carss' daughter, Mrs Annie Stewart, and her husband. Less than 3 weeks later the Rev.Wm.Ridley commenced services there. Attendance at the services was very small yet Mr Ridley let no circumstance interfere with the performance of his clerical duties. He was known to be there in the stormiest as well as the finest weather as he saw Kogarah's potential as a possible future 'preaching station'. To this end he urged the Presbytery to bring about the transfer of the two acres given by William Carss for church purposes to trustees to be held on behalf of the Presbyterian Church.

William Carss died on May 26, 1878 and four months later the Rev. Ridley died. It was difficult to replace such a dedicated clergyman due to the small congregation, 15 or 20 people being the average, the distance from Sydney and the lack of transport.

The Illawarra Railway opened in 1884 and the Presbyterian Church Extension Committee decided to establish preaching centres at suitable points along the route. The venue obtained for the Kogarah congregation was in the Oddfellows Hall near the corner of the present Regent Street and Princes Highway. Then on May 19, 1889 the congregation moved from there to the new Kogarah School of Arts.

As the number of worshippers grew, the need for a permanent church building was felt. In September 1892, Mr Robinson, the Session Clerk, purchased for the church at four pounds a foot, an acre of land with a frontage of 49 feet 11 inches to Derby Street and a depth of 145 feet along Emma Street (since renamed Kensington Street). Plans for a new church were drawn up in November 1892 by Mr W.J.Thompson and tenders were called for Kogarah's first Presbyterian Church. At the same time the church purchased a building under construction in Derby Street next door to the church land. This served as a Manse. The foundation stone of the church was laid on March 11, 1893 by Miss Emily Maze and the church was opened on September 9, 1893. A newspaper report described the building in glowing terms –

The building was begun in March, 1893, under the supervision of Mr W.J.Thompson, B.E.C.E., who did the work free of all cost and also supplied plans. The church, which stands on an area of 43 ft x 33 ft having the entrance porches each 9 ft x 8 ft is a very substantial brick building with cavity walls on a stone foundation. The roof, which has a graceful pitch, is covered with purple Bangor slates and ceiled with wood in the form of a semi-decagon, having a good appearance and the acoustic properties are all that could be desired. There are two vestry rooms on the north end, each 15 ft x 8 ft which are intended for class and committee meetings. The church is at present seated for 200, but is large enough to accommodate 250.

The building still stands in Kensington Street, Kogarah opposite the hospital, but was superseded as a place of worship by the Soldiers Memorial Church



Beverley Earnshaw

Bruce Shying was our guest speaker at the last Monday at the Museum function in July. Another beautiful day when the audience opted to stay outside. We enjoyed Bruce's stories of Women at Sea, from patron saints of sailors to a five year old girl who 'stowed away'. He also enlightened us on the origin of many of the phrases and words we use today that originated at sea. He has produced a booklet on *Words that came Ashore* and gives the proceeds of sales to the Deaf and Blind Institute. Bruce is on Kogarah Bay once a week with Sailability, a non-government organization that offers people with disabilities the opportunity to sail and he is also a volunteer with the Heritage Fleet. It was a delight to meet him and as he speaks on a number of topics, I am sure we will be inviting him back again.

Member Profile



Mavis Cummins nee Howard has been a member of our Society since February 2012 and is a regular attendee and participant at meetings. This profile is about her, but she has a fascinating family history and we hope to bring you that story at a later date.

She is of English ancestry - her great great grandfather was the family's first arrival on these shores via the ship *Blenheim* and he is buried at St Peters. Her parents were William James Howard, a leather worker who made suitcases, kit bags and bookmakers bags, (hand stitched) and Daisy Davis and they lived at St Peters where Mavis was born in 1926. Later, during the depression, her father was out of work for five years and they moved to Tempe to live with relatives. Mavis remembers that her father worked in gardens at Arncliffe and was paid in vegetables so that he could feed the family and that when they grew out of their shoes, he cut out the toes to make room for their growing feet. Her father made a Dolls House and all the furniture for her and her two sisters and her mother made rag dolls for them with a glass sauce stopper as a dummy. There were good times as well as the bad and she remembers particularly Christmas's being spent on a houseboat at Berowra Waters.

Mavis worked at the Globe Woollen Mill at Marrickville for 26 years weaving material for men's suiting and for service uniforms during the war years. She met her husband Oliver who was living in the next street in Tempe and married him in 1950. It was a double wedding with her younger sister Valerie because her mother said she could not afford two weddings in the same year. The sisters wore identical dresses and carried the same flowers. All three sisters built homes at Sans Souci after marrying and Mavis and Ollie built their house in Vista Street where they lived for 50 years. Oliver was also a carpenter and joiner and during the war was seconded to De Havillands to work on the Mosquito Bomber, the last plane to be constructed of balsar wood.

Mavis and Ollie were keen gardeners and bush walkers. They were members of the Native Plant Society and always took a magnifying glass on their bush walks to examine the smaller species. In spring when their very large and beautiful garden was at its best it was open to the public to raise money for charity. The couple travelled round Australia twice in a caravan and when Oliver had Long Service Leave they went overseas and toured Great Britain and other European countries arriving back in Edinburgh to enjoy the famous Tattoo. Ollie was a Freemason and this involved Mavis as well. She enjoyed the lovely times at Lodge Balls and Ladies nights and at one stage was asked to be Matron of Honour and present the Debutantes.

When she retired from work her sister Elva asked her to join the Bowling Club and for a while the club had the three sisters as members. She also joined the VIEW Club which supports the Smith Family and Learning for Life children (and when Mavis joins something she does it wholeheartedly – she has been secretary of VIEW for many years). She also decided it was time to research her family history and through the State Library found her forebears, Speechley, Beehag and Howard. She and her husband moved to Ramsgate Beach when Ollie had health problems and enjoyed a few years together close to shopping, transport and the beach. She is still active, joining new things and making new friends and we look forward to her continued involvement with us at the Society.

Gill Whan