PORT OF GLADSTONE
BOOK THREE
1955 TO 1974
PLACE OF WATER - PLACE OF SHELLS
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Gooreng Gooreng

Wunyungar!
Barrambe buhrye garmanin thdou yallarm
Nallindo ohwhy waybare yearee dullgim
Goothoo goongoo thungool
Yungoo brrams wungmerries wubbarn
Wunnee yoongim ngye boogair
Woogoo ngye yungoo nullindoo buhrye
Welcome to our country!

Creator God is the owner of this land, this place of shells.
This is our home.
It gave us our meat, our bread and our water, before the white
men and white women came.
In the past we were left behind and forgotten.
Now we want to walk together and share what the future holds.

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

Bailai
(Byellee, Byelee)

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

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

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

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

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

- Bailai elder Maureen Eggmellise

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

In this third edition (1955 - 1974) we reflect upon the commencement of Queensland’s massive coal trade to Japan and on the birth of Gladstone as a major industrial centre.

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

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

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

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

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

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

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

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

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

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

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

Gladstone had indeed become a port city to the world.

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PORT OF GLADSTONE TRADE DATA

<table>
<thead>
<tr>
<th></th>
<th>1955/56</th>
<th>1974/75</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of ships</td>
<td>82</td>
<td>430</td>
</tr>
<tr>
<td>Imports</td>
<td>59,395 tons</td>
<td>6,633,584 tonnes</td>
</tr>
<tr>
<td>Exports</td>
<td>152,484 tons</td>
<td>9,021,451 tonnes</td>
</tr>
<tr>
<td>TOTAL TRADE</td>
<td>211,879 tons</td>
<td>15,655,035 tonnes</td>
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AUCKLAND POINT JETTY 1955
During the 1950s, Japan embarked on a massive rebuild of its economy. This post-war reconstruction created an insatiable demand for steel and Japan was seeking stable supplies of iron ore and coking coal to fuel its steel production.

Some 7000 kilometres to the south the Gladstone Harbour Board (GHBI), which had installed the first bulk coal loader in Australia in 1954, was keen to capitalise on Central Queensland coking coal deposits and on its readiness to efficiently export them.

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

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

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

On the afternoon of 7 November 1959 without fanfare or streamers, a new chapter in the history of the Port of Gladstone commenced. The crew of the ‘MV Worthington’ could never have imagined the significance of their trial cargo of 9,305 tons of Kianga coal as they sailed out of the harbour.
These early shipments marked the beginning of a multi-billion dollar export trade which fuelled the economic development of Central Queensland, and forged strong commercial ties with Japan, which was to become Australia's largest trading partner.

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

Thiess, Peabody and Mitsui’s (TPM) journey and its relationship with the Gladstone Harbour Board and Japanese steel mills is portrayed on pages 22-25.
The burgeoning commercial relationship between Mitsui, Thiess and
the Gladstone Harbour Board led to the facilitation by the Queensland
Government of an important Japanese coal mission to Central Queensland.

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

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

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

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

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

MAIN: Thursday 15 June, 1962 – Japanese steel mill delegates gather for a group
photo prior to their departure from Gladstone. Image courtesy of Thiess Pty Ltd.
The General Affairs Group arrives at Brisbane Airport at 11.15 a.m.

Transport will be provided by Throsco, from the Airport to Lemons Hotel.

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

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

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

Cocktail Party at Lemons - 5.30 p.m. - Wintergarden Room.
Stay overnight Lemons Hotel.

FRIDAY
9th June

SATURDAY
10th June

The General Affairs Group
Lemons to Brisbane 11.5
Air Sydney 13.20 TAA 407
SUNDAY 11th June

The General Affairs Group leave Brisbane by T.A.A. Flight 407 at 11-30 a.m. Arrive Sydney 1-20 p.m.

SUNDAY 11th June

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

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

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

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

The rest of the Coal Group (4 boys) leave Sydney at 6-45 p.m. and arrives in Brisbane at 9-00 p.m., staying overnight at Lennons Hotel. Thiess to arrange transport.
HOLDAY
12th June

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

1. Messrs. K. Ejiri
2. S. Suganuma
3. F. Sannaka
4. T. Nakahara K. Sugiura
5. Y. Mabahsi
6. Y. Sumikura
7. C.R. Thiess

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

D. Johnson, N.K.K.

TUESDAY
13th June

The Second party of the Mission will fly to the Mine from Brisbane. Details will be advised in the next telegram. The second flight (to be advised) leaving Brisbane at 3:00 A.M. The party will consist of:

1. J. Tomura
2. Y. Nakagami
3. T. Kashima
4. K. Suganuma
5. L.O. Thiess
6. A.P. Brosig
7. C. Buchanan

Thiess Bros. Beechcraft will meet the R.C.S at Toogoolawah Airport and fly the party across to Moura airstrip - if necessary in two flights.

Morning Tea - Hours - 10:00 A.M.
Inspect the Moura Open Cut
Lunch - Hours - 1:30 P.M.
Leave hours by road at 3:15 p.m. to inspect Moura Rail Siding facilities.
Proceed by road to Kianga Rail Siding facilities and inspect.

13th June continued ............

TUESDAY (Cont'd)
13th June

Proceed by road to Kianga Rail Siding facilities and inspect.

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

Inspect Kianga Open Cut.

Leave Kianga Open Cut at 5:10 p.m. by road for Hotel Theodore to spend the night.
Wednesday 14th June

Breakfast – Hotel Theodore – 7.30 a.m.

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

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

Leave Kiang at 11.00 a.m. for Moura then lunch at Moura – 12.45 p.m.

Inspect Moura.

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

Dinner and night at Grand Hotel, Gladstone.

Inspect the Gladstone Harbour Board installation and Launch Trip in Thiess Bros. Motor Vessel “ROMAROO” around Gladstone Harbour,

Lunch at Grand Hotel – 1.15 p.m.

Leave Gladstone at 3.00 p.m. for Airport.

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

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

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

The whole of the party arrives at Lanmore Hotel, Brisbane at 6.30 p.m.
<table>
<thead>
<tr>
<th>Day</th>
<th>Aircraft</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>Beechcraft</td>
<td>H. Okano</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. O.F. Anderson</td>
</tr>
<tr>
<td>Monday</td>
<td>Beechcraft</td>
<td>1. S. Sugamata</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. K. Ejiri</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. M. Nakagawa</td>
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<tr>
<td></td>
<td></td>
<td>4. K. Sugiishi</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5. Y. Nekashi</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6. Y. Saitoh</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7. C.R. Thiess</td>
</tr>
<tr>
<td>Tuesday</td>
<td>Q.A.L.</td>
<td>1. K. Tanaka</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. K. Nishio</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. T. Kinschita</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. A. Crowley</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5. L.C. Thiess</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6. A.J. Norman</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7. M. Crowley (Press)</td>
</tr>
</tbody>
</table>

**Total:** 16
The 1958 visit to Queensland by Koichiro “Ken” Ejiri, the Coal Division Manager for Mitsui and Co., and the subsequent formation of commercial arrangements with Thiess, was to facilitate a long term supply of hard coking coal at stable prices for the Japanese steel mills.

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

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

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

In 1994, Ken Ejiri reflected that “the more we surveyed in those early days, the more confident we became about big reserves of good quality coal.”

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

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

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

BELOW: The sign at the approach to the Barney Point Coal Terminal construction site detailed the site contractors and the details of the works to be undertaken. Photo courtesy of Thiess Pty Ltd.
The Moura community who respected his dedication, persistence and friendship named a street in his honour.

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

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

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

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

The first shipment of 11,875 tons of Moura coal left Gladstone harbour on 6 August, 1961 bound for the Hirohata Steel Works, which was operated by Fuji Iron and Steel. The company subsequently merged with Yawata Iron and Steel to form the Nippon Steel Corporation. In 2012, Nippon Steel merged with Sumitomo Metal and formed the Nippon Steel and Sumitomo Metal Corporation, now known as NSSM.

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

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

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

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

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

On 3 November 1998, Mr Ejiri was awarded the Grand Cordon of the Order of the Sacred Treasure by the Emperor of Japan for his services to the Japanese economy. This is the highest honour awarded to a Japanese civilian.
Coal from the Callide Valley had traditionally been hauled to Gladstone by a fleet of coal trucks more than 150 kilometres across uneven and often washed out dirt roads.

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

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

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

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

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

In 1967 the Queensland State Parliament acknowledged the development of the coalfields and rail infrastructure as “the biggest single financial venture in the history of the State.”
TOP LEFT: The Moura short line was designed to carry five million tons of coal to Gladstone annually. Photo courtesy of Clive Janssen.

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


BOTTOM RIGHT: 9 March, 1968 – 380 international, interstate and local guests join the Premier and Deputy Premier on a privately chartered train to Moura. Photo source unknown.

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

The Chairman,
Thiers Peabody-Mitsui Coal Pty. Ltd.
(Mrs. L. C. Thiess)

accepts the pleasure of the company of

Mr. R. J. Lee

at the opening of the
Barney Point Coal Loading Facilities
and
The Model 8100 Marion Walking
Dragline

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

and also for inspection of
The Barney Point Facilities
on Saturday, 9th March, 1968
and The Dragline at Moura Mine
on Sunday, 10th March, 1968 and
afternoon at Lunch at the Moura Hotel/Motel on Sunday.
Gladstone Harbour is the reason the city of Gladstone exists.

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

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

Additional land was leased by the Gladstone Harbour Board (GHB) to the sailing club and following a 10 year building program by volunteers, a new yachting social hub was officially opened in 1999.
The ketch 'Ilina' was line honours winner of the 1964 Brisbane to Gladstone Yacht Race. It set a new race record, which stood unbroken for 12 years. What’s even more interesting is it was skippered by Mr K. R. Murdoch, 34 years of age from Melbourne. Today, Mr Murdoch is more widely known by his middle name ‘Rupert’ and internationally renowned for his network of publishing and media companies.

While a number of Port Curtis Sailing Club yachts were registered for the inaugural Brisbane to Gladstone Yacht Race, weather conditions resulting from the March 1949 cyclone prevented the local boats from leaving Gladstone Harbour to join the other yachts at the start line off Brisbane. The remaining entrants braved the conditions, with all the funds raised donated to the Gladstone community to assist with rebuilding houses and services devastated by the cyclone.
1964 HARBOUR FESTIVAL

1964 GLADSTONE HARBOUR FESTIVAL PROGRAMME

Saturday, 21st March, 1964
10 a.m. — Race Meeting at Perpetual Park, Queens Road.
10 a.m. — Golf at the Gladstone Golf Course Greens.
12 a.m. — Port Curtis Bowling Club Greens. Including Harbour Festival Handicap.

Sunday, 22nd March, 1964
10 a.m. — Polocrosse Carnival at Perpetual Park Racecourse. Luncheon breaks on grounds.
11 a.m. — Finish of Challenge Walk at the Gladstone Post Office, Goodison Street.

Monday, 23rd March, 1964
8.30 a.m. — Harbour Cruise departing from O’Connell Wharf — Departures Parlour from Calypso Cruises, 1 Oakes Street, Gladstone.
9 a.m. — Commencement of judging of Prize Garden and Prize Footpath Competition — Prizes donated by Town Hall. Entries open to Townspeople, vide Town Hall noticeboard. Entries open to Gardeners and Footpath Competitors.
11 a.m. — Official Opening of the 1964 Gladstone Harbour Festival at the Community Centre, Goodison Street, Gladstone.
8 a.m. — Jupars’ Harbour Festival Cabaret at the Sailors Club, Flinders Parade, Gladstone.

Tuesday, 24th March, 1964
8 a.m. — Harbour Cruise departing from O’Connell Wharf.
11 a.m. — Cooking Demonstration at the Capricornia Regional Educational Board’s demonstration.
11.30 a.m. — Showmen’s Opening — Goodison Street, Gladstone.
1.45 p.m. — Official Opening of the 1964 Gladstone Harbour Festival at the Community Centre, Goodison Street, Gladstone.
8.30 p.m. — Jupars’ Harbour Festival Cabaret at the Sailors Club, Flinders Parade, Gladstone.

Easter Monday, 28th March, 1964
11 a.m. — Easter Sunday, 28th March, 1964
7 a.m. — Good Friday, 27th March, 1964
9 a.m. — Port Curtis Bowling Club Greens. Including Harbour Festival Handicap.
11 a.m. — Prize of Yachts in Gladstone Ocean Yacht Race at Bundaberg, Brisbane.
12.30 p.m. — Official Opening of the 1964 Gladstone Harbour Festival at the Community Centre.
8 a.m. — Harbour Cruise departing from O’Connell Wharf.

Additional Events:
- 10 a.m. — Challenge Walk.
- 11 a.m. — Opening of the Festival.
- 2 p.m. — Cabaret at the Sailors Club.
- 4 p.m. — Showmen’s Opening.
- 7 p.m. — Prize of Yachts in Gladstone Ocean Yacht Race.

ABOVE: Harbour Festival Program courtesy of Bruce and Michelle Holmes on behalf of Gordon and Maurice Williams (deceased).
Photos courtesy of Beryl Nicholson.
Easter Saturday, 28th March, 1964 (Continued)
9.30 a.m. — Harbour Cruise from O’Connell Wharf.
Captorina Pony Club Association Orykhana at the
Showgrounds with refreshment booths on the grounds.
11.00 a.m. — Spectacular challenge Sailing Race by three well-known
Radio and T.V. Personalities, sponsored by the Port Curtis
Sailing Club.
12.00 noon — Port Curtis Amateur Golf Championship at the Glad-
stone Golf Course.
1.00 p.m. — Gladstone Surf Club — Races at Ferguson Park.
Air Tours by Portofino to Barrier Island and Gladstone
area — Bookings at Gladstone Agencies.
1.30 p.m. — Bowls Carnival at Gladstone Bowling Club.
Fair at the Thistle Pipe Band Hall, Dawson Road, Glad-
stone.
Athletic Carnival — Hockey Grounds.
2.00 p.m. — Port Curtis Sailing Club Regatta.
Barbeque from O’Connell Wharf.
3.00 p.m. — Official Opening — Thistle Pipe Band Hall.
6.30 p.m. — Barbeque at Thistle Pipe Band Hall.
7.30 p.m. — Boat Racing at Showgrounds.
Grand Concert at Thistle Pipe Band Hall.
8.00 p.m. — Boating Tournament, Town Hall — arranged and con-
ducted by the Gladstone Amateur Boating Association.
Brisbane/Gladstone Ocean Yacht Race Committee's
Cabarit at Grand Hotel, Gladstone Street, Gladstone.
Port Curtis Sailing Club Dance.

Sunday, 29th March, 1964
All Day — Progress of Yachts in Brisbane/Gladstone Ocean Yacht
Race at the Plotting Room.
Progress of yachts entering Gladstone Harbour can be
watched over a considerable distance from Taxon Sands,
Church Service.
8.00 a.m. — Air Tours by Portofino all day — Bookings Gladstone
Agencies.
8.30 a.m. — Port Curtis Open Golf Championship.
Tennis.
Water Skiing Displays and Open Championship Water
Ski Race — Auckland boat to Quitan Island and return;
arranged and conducted by the Gladstone and District
Skiing Clubs.
9.30 a.m. — Port Curtis Sailing Club Regatta.
10.00 a.m. — Port Curtis Open Dinghy Championship — Auckland
Trophy.
Joy Flights by light planes over Town and Harbour —
sponsored by the Gladstone Aero Club from Gladstone
Aerodrome.

Wednesday, 25th March, 1964
10.00 a.m. — Cocking Demonstration at the Captorina Regional Elec-
tricity Board’s Showroom, Goondoon Street, Gladstone.
10.00 a.m. to 4.00 p.m. — Arts and Crafts Display arranged and con-
ducted by Gladstone Branch Australian Red Cross at the
Red Cross Rooms, Goondoon Street, Gladstone.
10.00 a.m. — Motor miniature tour of Gladstone and suburbs.
Amplified music from the Community Centre.
Lunch hour display of Gymnastics and Singing by School
children in front of the Community Centre.

Sunday, 29th March, 1964 (Continued)
10.30 a.m. — Harbour Cruise from O’Connell Wharf.
Surf Boat Race — Barrow Point beach to Auckland Inlet —
arranged and controlled by Taxon Sands Life Saving
Club. Yachts in Brisbane/Gladstone Ocean Yacht Race arrive
during the day.
1.30 p.m. — Bowls at Gladstone Bowling Club.
3.30 p.m. — Harbour Cruise from O’Connell Wharf.
5.30 p.m. — Parade of illuminated and decorated boats in Auckland
Creek, followed by display of fireworks conducted by
Harbour Board.
8.30 p.m. —Annual Dinner and Presentation of Trophies — Port
Curtis Sailing Club’s Easter Regatta.

Easter Monday, 30th March, 1964
Midnight — Port Curtis Sailing Club’s Midnight to Dawn Dance.
All Day — Yacht Race information at the Plotting Room.
9.00 a.m. — Tennis.
10.30 a.m. — Commencement of GRAND PROCESSION to terminate
at the Showgrounds, to be followed by the judging of
“The Harbour Festival Queen Girl”. Procession assembles
opposite Port Curtis Sailing Clubs Clubhouse and proceeds
via Goondoon Street and Tank Street to the Showgrounds.
AT THE SHOWGROUNDS — Refreshments booths, wood
chopping events, sporting events, Grand Harbour Festival
Day-War.
Yachts in Brisbane/Gladstone Ocean Yacht Race arrive
during the day.
1.30 p.m. — Bowls at Gladstone Bowling Club’s Greens.
Joy Flights in light planes over Town and Harbour from
Gladstone Aerodrome.
2.00 p.m. — Afternoon Yacht Race for entrants in the Brisbane/
Gladstone Ocean Yacht Race — sponsored by the Bri-
sbane/Gladstone Ocean Yacht Race Committee.
5.30 p.m. — Fun Fair at Central Park, conducted by Apex Club.
7.30 p.m. — Music in Gladstone at Central Park.
8.00 p.m. — Presentation of Trophies Brisbane/Gladstone Ocean Yacht Race
at Central Park.
8.15 p.m. — Reception to Visitors and Competitors for the Brisbane/
Gladstone Ocean Yacht Race.
8.45 p.m. — Presentation of Marine Games Announcements of pla-
cements and presentation of trophies at Central Park.
9.00 p.m. — Closing ceremony. Harbour Festival concludes.
For many years, following the demise of the flying boat service, the mud flats around Barney Point and Auckland Inlet had been used as makeshift landing strips for postal deliveries and limited passenger services. This arrangement could never fulfil the growing needs of the Gladstone economy. With increasing interests in the Gladstone region, Thiess Bros in conjunction with the Gladstone Harbour Board (GHB) set out to correct the situation.

In 1951, bulldozers commenced work on clearing a section of scrub belonging to Reg Brown on the outskirts of Gladstone. Thiess’s private aircraft, a Beech C-185 named ‘Progress II’, was the very first aircraft to use the Clinton airstrip on 17 April, 1952.

The first commercial aircraft to land at Clinton Airfield was a Queensland Airlines (QAL) DC3 on 6 July, 1952. The passengers on the QAL flight included the airline’s managing director, (Captain R. Adair) and the Civil Aviation Department’s senior aerodrome inspector for Queensland (Mr J. Davis), The Mayor of Gladstone, Ald. Jack O’Malley and Mr Cecil Thiess were there to greet the plane along with W. Golding, GHB Deputy Chairman and A. Hopper, GHB Board Secretary and other invited guests. Eventually the Department of Civil Aviation acquired the Thiess site with funding from the Queensland State Government, the Gladstone Town Council and the Calliope Town Council. The official public opening occurred on 27 April, 1957.


For over 60 years the Gladstone meatworks had been the major industry of the town.

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

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

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

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

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

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

1896
Meatworks were established at Parsons Point as the Central Queensland cattle industry grew rapidly. The meatworks provided seasonal employment with many workers coming to Gladstone for up to six months, and then needing to find work elsewhere for the remainder of the year. For the following 67 years, until its closure in 1963, Gladstone’s economic fortunes fluctuated with cattle sale prices. Employment was highly erratic, with demand for labour dependent on cattle exports. Some seasons the meatworks provided employment for as many as nine months of the year and up to 900 hands.

1911
Meatworks jetty was the first installation in Gladstone to receive electricity. The jetty was a significant landmark in Gladstone. The remains of the jetty are still visible above the waterline at low tide.

1934
29th August, American company Swifts acquired the Gladstone Meatworks.

1937
Swifts constructed and commissioned a new canning facility to coincide with the beginning of the 1937 season.
1954

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

1958

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

December; The continuing financial troubles faced by the meatworks reflected the state of Gladstone's infrastructure at the time. It was unsewered and the water supply was untreated and unreliable. The meatworks badly needed upgrading, its facilities fell short of the standards required for export to the United States. Rather than make the heavy capital investments necessary to bring the works up to standard, the decision was made to close the plant at the end of the disastrous 1963 season. The news broke two weeks before Christmas when the Observer reported the sale of the site for the alumina plant as "A Body Blow To Gladstone".

1963

Swift's Meatworks ceased operations even though Comalco had agreed to not take ownership of the property until the end of the 1964 season.
MEATWORKS SOLD TO COMALCO
Purchased As Site For Main Alumina Plant

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

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

Although the announcement was received with joy by Mr. G. H. Mulhall, who had been President of the Queensland Meat Merchants' Association for many years, the announcement was received with considerable disappointment in the town.

Alf. F. N. Golding - WAREHOUSE BOROUGH

Commenting on the news, Mr. Golding said that the purchase of the meatworks would be a great boon to the town and the residents.

Mr. Golding said that the purchase of the meatworks would provide a much-needed source of employment and would also help to boost the local economy.

The purchase of the meatworks is expected to create approximately 200 new jobs and could provide a much-needed boost to the local economy.

The new plant will be built on the site of the existing meatworks and will be fully operational within the next two years.

The purchase of the meatworks was welcomed by the local community, who expressed their hope that the new plant would bring prosperity and growth to the area.

The announcement was made by Mr. C. A. Byrne, who said that the purchase of the meatworks was a significant step forward for the company and the town.

The acquisition of the meatworks will provide a much-needed source of employment and will help to boost the local economy.

(Continued on Page 6)
£35 Million Alumina Plant For Gladstone

£500,000 PROGRAMME OF WORKS FOR HARBOUR BOARD

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

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

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

£10 million to the company.

Mr. Mowby (C.M.G., D.I.C.) said officially he was delighted to be visiting Gladstone and would be overjoyed to see the bauxite plant in operation. It was a great day for Gladstone.

The chairman of the Gladstone Harbour Board, Mr. T. H. Lingard, said: "We have been waiting a long time for this day to come." He said the bauxite plant would be a great asset to the port.

Mr. Lingard added: "The opening of the bauxite plant will be a great boost to the economy of the town. It will provide many jobs and stimulate the local economy."
When the Chairman of Comalco, Sir Maurice Mawby (knighted in 1963), announced on Weipa wharf on 18 April, 1963 that Gladstone was the chosen site for its £35 million alumina refinery, he stated that, “an extensive investigation showed that Gladstone has an excellent deep water port, a settled community and access to manpower.”

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

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

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

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

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

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

In 1967, stage one of construction was complete, production had commenced and on 9 June, the first shipment of 35,586 tons of alumina left South Trees wharf on the ‘MV Holtefjelt’ bound for the Pacific North West of the USA.
1953
Chairman of Consolidated Zinc, Sir Maurice Mawby, issued instructions to all company field geologists to be on the alert for deposits of bauxite in northern Australia.

1955
While exploring for petroleum along the Gulf of Carpentaria, Consolidated Zinc geologist Harry Evans observed extensive red cliffs of bauxite at Weipa on the western shores of Cape York. This later proved to be the perimiter of one of the world’s largest deposits of bauxite.

1956
To explore and develop the resource, Consolidated Zinc formed the Commonwealth Aluminium Corporation Pty Ltd. Later to be known as Comalco.

1957
Queensland Government Minister for Development, Mines, Main Roads and Electricity, the Hon. Ernie Evans MLA, granted Comalco an 84-year agreement to develop the Weipa leases. One of the obligations insisted upon by the Queensland Parliament, was the requirement for Comalco to establish processing facilities in Queensland to extract the alumina from the bauxite.

1959
August; GHB made an offer to purchase South Tress Island from graziers H.A. and T.O. Austin. Austin’s rejected the offer, stating the island could not be purchased for any price. It was hoped Comalco could utilise the island, with its naturally deep water for the construction of an alumina refinery in Gladstone.

1961
30 May; Mr. O.F. McMahon, Managing Director of Australian Aluminium Co. Ltd. and members of British Aluminium Co. and the Canadian based Aluminium Limited, inspected GHB facilities and various localities in, and around Gladstone.

November; A study prepared by Comalco and Kaiser Aluminium concluded that the cost of building a plant at Weipa would make the venture unprofitable. As the Australian representative of the partnership, it was Comalco’s responsibility to investigate alternative Queensland sites.

Locations where sites were identified for further investigation: Temple Bay (almost opposite Weipa), a Torres Strait island, Cooktown, California to discuss a series of technical reports prepared to determine the viability of the Gladstone and North Brisbane sites. While no firm decision was made at this meeting, the partners were in favour of the Gladstone location.

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

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

1963
Following several trial cargoes, the port of Weipa opened to regular shipments of bauxite, primarily to Japanese buyers.

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

18 April; Sir Maurice Mawby confirmed Gladstone had been chosen as the site for the alumina refinery. Among the guests gathered for the announcement was GHB Chairman William Golding who commented that it was “the best news Gladstone had heard so far”. However, the exact site was still under review.
October: After earlier expressing an interest in the project and after lengthy negotiations, French company Pechiney agreed to join the consortium, becoming the fourth member of the multinational consortium.

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

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

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

1964

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

1965

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

1966

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

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

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

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

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

December: The first ore shipments were followed by the arrival of the first caustic soda import from the United States. As construction of each plant tank was completed, it was filled with water to await start-up and it was not unusual to see construction workers taking a lunch-time swim. However, this posed a problem when tanks were progressively filled with caustic soda and to avoid a potential disaster, a green dye was added to the ails alerting workers that the contents were no longer suitable for recreation.
1967

Plant engineers began to encounter water supply issues with insufficient availability of water from the Boyne River. Construction of the Awoonga Weir was behind schedule and there were major concerns there would not be enough water to operate the plant. Earth dams formed across the river were washed away by flash storms and with little water in storage, QAL had to urgently look at alternatives to enable production to continue after start-up. An assessment was made to determine if sea water could be introduced to any plant process. One system adopted was to use salt water to pump red mud waste to the storage dams. The minerals in the salt water had a neutralising effect on the trace of caustic soda remaining in the waste and also helped the mud to settle. Other short-term solutions were found to the water issue, to provide sufficient supply for start-up. However, the Awoonga Weir remained empty until June when, right on cue, it poured rain on Gladstone Show Day.

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

9 June; The first shipment of 35,586 tons of alumina sailed from South Trees Wharf onboard the vessel ‘Holtefjell’ bound for the reduction plants of Kaiser and Pechnin on the north-western coast of the United States.
With the plant commencing production in March 1967, planning was underway for the official opening in August to coincide with the 165th anniversary of Matthew Flinders’ arrival in the harbour in 1802.

As Gladstone could not meet the requirements for large-scale catering for the extensive list of invited guests, opening celebrations began in Brisbane on the evening of 3 August with a banquet at the original Lennons Hotel. The guests were described by a Brisbane newspaper as “Australia’s Top 300” including national and state government leaders, heads of government departments and leaders of major industries, together with a strong Gladstone contingent led by Gladstone Harbour Board Chairman and Mayor, William Golding. The Gladstone Observer reported that it was Gladstone’s “big day”, one marked with excitement, “for its people who in the space of a few years had seen their town grow from a peaceful coastal settlement into an industrial giant.” The Deputy Prime Minister and Minister for Trade, John McEwan, described the establishment of the plant as “one more gigantic step in the achievement of our dreams of industrial development in Australia”. State Treasurer Sir Gordon Chalk toasted the new company and commented that, “from Weipa and Gladstone will flow, not only development in our midst but it will provide national wealth. As Queenslanders, we are happy to see these things taking place.” The Premier of Queensland, Sir Francis Nicklin, unveiled a specially commissioned painting at the opening, while Sir Maurice Mawby predicted that Gladstone would become “one of the great industrial towns, perhaps not just in Australia, but of the world.”

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

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

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

1968

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

1968

December: Work completed on the first expansion.

NIGHT: Opening of the Queensland Alumina Social Club: Photo courtesy of Gladstone Regional Art Gallery and Museum.
1969
March: Premier Sir Joh Bjelke-Petersen visited the initial plant and inspected the first expansion completed in December of the previous year. During his visit, the Premier announces that a second expansion will proceed.

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

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

1970
March: Construction commenced on the third expansion. The proposed additional 725,000 ton expansion was larger than the capacity of the original plant. Total output capacity would now eventually eclipse 2.4 million tons a year, equivalent to a 30% increase in output.

1971
April: Construction completed on the second expansion. With the total annual output capacity exceeding 1.275 million tons.

1973
13 November: Deputy Premier Sir Gordon Chalk and Sir Maurice Mawby perform the official duties of declaring the plant ‘completed’. The ceremony which included the unveiling of a plaque and aluminum billets on Administration Hill, signified the completion of the third expansion to the original plant. The 10 years of continuous construction activity had provided thousands of construction workers and their families with much needed work.

A Dew RIGHT November 1973 - Sir Gordon Chalk assisted by Sir Maurice Mawby unveils a plaque and aluminum billets on Administration Hill to mark the completion of the plant. Photo courtesy of Queensland Alumina Limited.
PORT DEVELOPMENTS

1955/56

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

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

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

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

1956/57

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

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

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

1957/58

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

Auckland Point
- Coal – First shipment of Blair Athol coal.

1958/59

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

1958/59

- 160 vessels.
- Imports 85,648 tons, exports 104,278 tons.
Auckland Point
- Further extensions to jetty contracted to Messrs S Haunstrup and Co Pty Ltd. On completion of the additional 68m (225ft) reinforced concrete extension, the total length of the Auckland Point Jetty was 374m (1,225ft).
- Coal - Last shipment of Calide coal (10,009 tons) to Victoria on 'MV Lake Torrens' on 6 August, 1958.
- Coal – Early delegation from Japan visited Gladstone Harbour Board to inspect coal loading facilities with the possibility of exporting Kianga coal to be used for fire Japanese steel mills.
- Coal loader utilised to load multiple products including coal, grain, pyrites and manganese.

Auckland Inlet
- O'Connell Wharf reconstructed.

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

1959/60
- 115 vessels.
- Imports 101,162 tons, exports 101,192 tons.
- New cargoes; Kianga coal, millet seed, barley and prawns.

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

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

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

1960/61
- 71 vessels.
- Imports 92,646 tons, exports 75,677 tons.
- Gladstone handles all coal, pyrites, butter and grain exported from Central Queensland and one third of meat and petroleum products.

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

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

Auckland Inlet
- O'Connell Wharf extension almost completed.

General
- Queensland Government announced proposal to construct a major power station at Calide.
1961/62
- 97 vessels.
- Imports 92,366 tons, exports 350,997 tons. The unprecedented uplift in exports represented a record 364% increase from the previous year.

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

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

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

General
- South End Jetty repairs completed.

1962/63
- 108 vessels.
- Imports 86,928 tons, exports 337,641 tons.

Auckland Point
- 36.5m (120ft) extension of wharf west to 410m (1345ft) and reconstruction of portion of old jetty nearly completed. Auckland Jetty classified as a wharf after the ongoing reclamation works bring the mainland to the jetty. A jetty is classified as a structure extending from the mainland, whereas a wharf is attached directly to the mainland without any water causeway separating it from the land.
- Remodelling of bulk loader nearing completion.

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

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

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

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

General
- Mr Alex Hopper passed away suddenly, only three months after celebrating his 40th year as Secretary of the Gladstone Harbour Board.
- Gladstone stages first Harbour Festival.
- Gladstone population 8,000.
1963/64
• 130 vessels.
• Imports 76,794 tons, exports 910,982 tons (all time export record).
• New import of ammonium nitrate for use at Moura coalfields.

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

Auckland Point
• Coal – Stockpile capacity increased to 100,000 tons.
• Coal – First shipment of Bluff coal (6,014 tons) on ‘MV Belkarin’ 7 February, 1964 bound for Holland.
• Coal – New coal moving equipment purchased by GHB – scoop-mobile, D9 bulldozer, tractor and mobile crane.
• Grain sorghum – New grain storage facility planned in conjunction with Grain Sorghum Marketing Board capable of storing 15,000 tons.
• Dairy – Port Curtis Co-Operative Dairy Association established cold stores on Auckland Point Wharf.

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

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

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

1964/65
• 131 vessels.
• Imports 108,779 tons, exports 1,204,225 tons. Another all-time export record. Fourth consecutive year a new export record was achieved and marks the first time exports exceed 1 million tons in a financial year.

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

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

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

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

Dredging
• Channel dredging commenced to 11.3m (37ft).
PORT DEVELOPMENTS

1965/66

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

Auckland Point

- Wharf – Extension of 93.3m (306ft) to 503m (1,651ft) completed. The extension provides capacity for 3 vessels to berth simultaneously. The wharf length of 503m is equivalent to the combined length of five football fields making it one of the longest wharfs in Australia.
- Extension of stockpile to a capacity 50,000 tons.
- Coal – Completion of new coal loading system. Conversion from fixed coal loader to travelling gantry loader with telescopic chute and timer thrower with a loading rate of 600 tph.
- Coal – Moura and Utah coal sample shipment (18.517 tons) on MV Tetsukuni Maru 11 November, 1965.
- Grain – Official opening of 15,000 ton grain store (300ft x 100ft) by Sir Thomas Hiley 18 December, 1965.

Barney Point

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

QAL

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

Reclamation

- Auckland Point/Barney Point – Causeway link commenced.

General

- GHQ workshop size doubled and office extension completed.
- Mr Reg Tanna (future General Manager) joined GHQ as Manager/Engineer.
- Gladstone population 12,000.

1966/67

- 173 vessels.
- Imports 71,950 tons, exports 1,825,857 tons.

Barney Point

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

QAL

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

Dredging

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

General

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

1967/68

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

Auckland Point

- Coal – Handling rate increased from 600 to 750 tph.
- First trial shipment of Blackwater coal (29,769 tons) to Japan on ‘MV Eigo Maru’ 3 January, 1968.

Barney Point

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

Other

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

Reclamation

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

Dredging

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

MAIN BELOW: 1967 – International visitors with G#B Chairman, W. Golding and Manager/Engineer, Reg Tanna – Barney Point Jetty.
1968/69

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

Auckland Point

- Coal – First trial shipment of South Blackwater coal (11,538 tons) on MV Yamaha Maru 13 December, 1968.
- Grain – Port of Gladstone chosen by the State Wheat Board as the grain port for Central Queensland.
- Plans for conveyor system to be constructed with a 400 tph mobile loader.

Barney Point

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

Reclamation

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

1969/70

- 407 vessels.
- Imports 3,212,729 tons, exports 6,921,133 tons
- First time total cargo handled for Port exceeded 10 million tons, year ending 30 June, 1970 (10,073,658 tons).
- Continuing drought reduced export grain.
- First shipment of sulphuric acid (96%) on MV Silverhawk 8 April, 1970.

Auckland Point

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

Reclamation

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

Smallcraft

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

Services

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

General

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

- Bryan Jordan was appointed Board Secretary on 20 August 1969. Bryan commenced work at the GHF as a 16 year old, on 10 February 1953.
1970/71

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

Auckland Point

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

- Pyrites – 20,000 ton capacity shed constructed adjacent to Shell Terminal by Mt Morgan Ltd.
- Barney Point
  - QAL
    - QAL expansion to 1,275,000 tons per year making it the largest plant of its kind in the world.
    - South ‘Trees Wharf’ extended by a further 81m (265ft) to a total length of 478m (1,568ft) and installation of a second bauxite unloader with throughput capacity of 1,200 tph.

Reclamation

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

General

- Construction of Power Station begun.

1971/72

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

Auckland Point

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

Reclamation

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

Smallcraft

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

1972/73
- 384 vessels.
- Imports 4,578,047 tons, exports 9,171,839 tons.
- Combined total cargo handled exceeds 13 million tons for year ending 30 June, 1973 (13,749,886 tons).

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

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

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

1973/74
- 415 vessels.
- Imports 5,544,661 tons, exports 9,728,809 tons.
- Combined total cargo handled exceeds 15 million tons for year ending 30 June, 1974 (15,273,470 tons).

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

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

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

Smallcraft
- Investigations carried out into the possible construction of a marina complex.
- Auckland Inlet – 14 new mooring established for small craft - increases total to 115.

1974/75
- 430 vessels.
- Imports 6,633,584 tonnes, exports 9,021,451 tonnes.
- Combined total cargo handled again sets new record. As at year ending 30 June, 1975 the combined imports and exports volume of cargo handled totalled 15,655,035 tonnes.

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

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

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

Dredging
- Plans discussed to deepen channel entrance to 11m.

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

General
- Purchased 70 hectares of land west of the Calliope River mouth (Wiggins Island area).
1964 BOARD MEMBERS AND DISTRICT REPRESENTATIVES

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

CHIARMEN OF THE BOARD
FROM INCEPTION IN 1914 THROUGH TO THE 1970s

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