

I was Secretary at age 20 and featured in Smith's Weekly.

Sugar Shed was where Lady Musgrave car park is now. Held about 4000 tons. First [Qld] terminal equipped for mechanical loading, conveyor system. Conveyor supported on trestles supported on wharf taking sugar from shed to ship. Stacked in shed by wharflies, loaded by wharflies. Previously sugar handled in slings, conveyor much faster.

Art in breaking down stacks pulling down bags, manhandled to conveyor (hand truck). Shed pulled down after deep water port built. Maximum of 11 sugar ships one week pre-war. Mainly AUSN ships.

Bundaberg Harbour Board was very financial up until 1942 flood. Flood about 18 inch below bank. General cargo shed was on wharf - everything cleaned out.

We predicted height using formula based on height at Walla. Formula worked out by engineer at Fairymead, Dick Beale. Formula is 100 times Height at Walla divided by 222 gives height at Bundaberg 11 hours later - still used.

Son Geoff Bullpitt is now City Engineer. Mr Noel Bullpitt is Life member of Bundaberg Surf Life Saving Club and Life Governor of Bundaberg Surf Life Saving Club Inc.

There were three people in the office, Secretary, Senior Clerk (his daughter) and I. Outside - had dredge *Ceratodus*, kept fairly busy. (Later sold to man at Maryborough). Steam, one and only self propelled dredge, later on *Fitzroy* was chartered, eventually bought, operated until new port, it was about 1000 ton, steam, quite efficient old ship, eventually too expensive to operate, put ashore just up from new port, sold scrap.

After 1942, port opened by 12 inch dredge - 1942 channel used to 1954, had deteriorated to only very small vessels - 50-60 ft motor boats.

Three things gave new port: 1. 1942 flood followed by 1954 flood, catalyst, made sugar industry sit up. 2. Sugar Industry granted procuracy fee [ultimately did not need due to getting Government loan]. NF Bullpitt 1948 report recommended deep port, Gerry Calder (check whose). 3. Ted Walsh, Treasurer. 100,000 ton sugar and 4,000 ton ship was yardship at time. Sugar was

railed to Urangan and to Brisbane (New Farm). Bundaberg Wharflies went to Urangan.

The 9ft LWOST pre 1942 was very good, still only c. 1000 ton Baralaba, 1949 went to Fairymead. Fitzroy bought post 1942. *Ceratodus* owned by BHB, BHB crew, Captain MacIntosh master.

Outside staff to maintain wharf and for river work (soundings and surveys). NF Bullpitt did all river surveys to 1942 as well as being Secretary. Was 12 months away at War, Stanley Moore was reluctant to let him go, had all work trying to restore me, got on to Frank Forde, got me out.

NFB was in Naval Auxiliary, lessons from visiting ship's masters. Boat for practical work. Was issued ticket up to 170ft long vessel anywhere in world [not commercial ticket]. The trianing was very beneficial for survey, use of sextant, used pole, leadlinje, tedious [now use laser].

Was reluctant to accept offer to go to Fairymead. Elected member of Board 1958. Chairman of Works for Deepwater Port. Government rep 1969-70, 1977-1986, retired September. Deputy Chairman 1982-86. Mention of Charles Young.

John Anderson was secretary long time. Died ca 1932/33. NFB put off (£1 a week), then half time at Burnett Club. Stan Moore sent for me. Secretary's daught left, NFB became Senior Clerk and office boy, had Stan Woodall's brother. Pat Slocum under me in my time as Secretary. Always a staff 1 or 2, never more than 2, 3 at time I left for Fairymead.

Board members: Duncan Crow, owned Grand Hotel, he though Bullpitt too young for Clerk. Most members businessmen. AE Avenel(?), storekeeper Bourbong St. Stan Moore, GM of Millaquin, chairman, followed by Fred Courtice, chairman of Woongarra Shire Council then Bill Peake, Mill manager Fairymead, then Bob Gibson, then Gordon Chenery. One Nils Poulsen, chairman Gooburrum Shire was an early chairman. Duncan Crow also long on BHB. WJ Harvey, was Managing Director Wyper Bros.

NOTES FROM INTERVIEW MR NOEL BULLPITT, SATURDAY 18 AUGUST 1990 (not taped)

Carl Neilson of M..(?) Shire on Board long time. Local Stipendiary Magistrate usually a Government rep. Jack (JC) Redden, storekeeper, and Mellor, check. Earl Duus, manager Millaquin, came post flood years. Hartnell before Stan Moore. EP Wylie Millaquin Manager. CAN Young never a member, "string puller", strange man, visionary, always great ideas. Sugar Industry at heart, especially Fairymead, always had an array of people who knew exactly what everyone else was doing. Did a lot for Sugar Industry although not very well liked. His drive and persistence got new port under way. [Fairymead ferry still operates]/.

John Wright, Fairymead Co., a member. Most of mills had reps.

NF Bullpitt did a report on visit Peake, Gibson and he did to Sydney arranging finance. At meeting 7.6.1956 3 mill companies agreed to meet underwriting costs, for £9000,000.

Had no involvement with Turtle Rookery. Remembered Turtle Farm scheme - used to be area in old sugar shed - not a success - tried pre-new port - turtle farm to be amongst wharf piles. Sugar shed built 1926 so was in 1930s. BHB approval.

Stan Moore was a big man, red header, good golfer, very good cricketer (played Qld check). Very quick temper, but one of kindest men I ever dealt with Before my marriage I was building house, he came one day, offering help, spoke to him as Son. Stan Moore gave me break in life. He was very competent, originally ex CSE Adelaide?

Fred Courtice, MLC, brother of Ben, cane farmer.

Stan Moore came in to office most afternoons especially when I took over, advised me in composition of letters - he gave me his skills through tuition.

Bill Peake - very active in administration. All very cooperative. Bill Peake had a lot of contacts, capable.

I had a free hand, no problems with any chairman. I didn't just stay in office, I did river survey, Burnett Heads survey after 1942 flood, my report and charters basis for Fison's work.

Mention of CM Calder - all round experience and versatile, only engineer in H&M.

Stan Moore, Chief Executive Officer, remarkable aptitude in business matters and technical, maintenance, navigation.

I held a launchmasters licence, renewed 1948 from Marine Board (Qld).

Jim Taylor, AUSN (Macdonald Hamilton). Ted Walsh, Treasurer, should be "Port Walsh".

"Splinter" Alf Crummel, portmaster, very thin, very young became ship's master, great ship handler. Still alive, Brisbane? I made it my business to have a lot to do with the Portmaster - gave any chart to ship's master. We usually had the same ships, AUSN and a few Burns Philp.

Sugar went to Brisbane and Gladstone for overseas. Coasters brought freight in, but railway competition, then 1942 closure, never recovered, no general cargo.

For new port, it was decided railway not necessary, rail link considered too expensive, would have made economics of port doubtful, QGR decision, Harbour Board didn't encourage - BHB could see getting sugar by road was more economical. Maryborough sugar - Urangan would have had to be developed to continue to handle it, not economical, so it came to Bundaberg.

Mention of BHB delegation to Tom Hiley. Tom Hope, Under Treasurer after 1942 esp. BHB had hand to mouth existence 1942-54, Board members took no fees. No threat to abolish.

Prof Brigden report, 1931, "satisfactory if not impressive." Also Buchanan 1928 report.

Frank Wyse - was downgraded when position of Administrator created [check meaning of this point]. Bill Moffat quite good administrator. Des Antrobus, accountant, became Secretary/Administrator.