

# NEW SOUTH WALES POST CARD COLLECTORS SOCIETY *inc.*

## BULLETIN

NO.129: JUNE 2011



Governor Phillip's Statue, Palace Gardens, Sydney, N. S. W.

For the Collector of Postcards, Cigarette/Trade Cards and Ephemera

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## POSTAL BID SALE

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Peter Godfrey desperately needs cards for **September's Postal Bid Sale No.52**: these are required **NOW** to give him time to prepare the catalogue.

Send to:  
NSW Postcard Collectors Society,  
PO Box 6241, Frenchs Forest, NSW 2086

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## SCENE AT THE FAIR

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The next Postcard, Ephemera and Small Collectables Fair will be held on **Sunday 22 May** at our **NEW VENUE - Peter-sham Town Hall**. To date 27 tables have been booked. It's not too late for Members to sort out their spare cards, etc. and book a table.

Tables can be hired for \$45: you could share a table or even have half a table. Book with Tim Tulk on 0403 990 025.

### TABLE HOLDERS PLEASE NOTE:

- **Table holders may set up from 7.00am and must depart by 4pm. Tables must be set up and ready to operate by 9 am.**
- **It would be appreciated if Table Holders assist with setting up the tables and chairs, and returning them where directed at the end of the Fair. This will keep expenses down and help contain the cost of hiring tables**
- **Free coffee/tea is provided (prefer BYO cup/mug)**

There is free street parking in the area. A free public car-park is situated opposite the Town Hall, accessed via Regent Street.

Entry to the fair is **FREE** to Members, as usual! Non-members pay \$5 for entry between 9.00 and 9.30am - then it's free afterwards.

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☺ The **AUSTRALIAN CARTOPHILIC SOCIETY** will be holding its card fairs at a **NEW VENUE** this year: Moorabbin Masonic Hall, Cnr. Rowans Road/Isabella Street, Moorabbin, Victoria

9.30AM - 3.00PM.  
Sunday - 22.May, 24.July

Entry \$3: proceeds to charity.

Phone (03) 9803 4396 or (03) 9723 3835

☺ **Her Excellency Quentin Bryce AC** at the Royal Randwick Racecourse, where she opened the **Sydney Stamp Expo 2011** in March.

☺ The **Australian Postcard Society** will be holding its Inaugural Postcard Exhibition at The Drill Hall, Torrens Parade Ground, King William Road, Adelaide, SA on 14 15.May. We wish them well, and look forward to a report on the exhibition.



☺ *Members are invited to submit an exhibit of postcards to the Inaugural Picture Postcard Challenge at the **National Stamp Show, WA 2012**. Each State, Territory and New Zealand is invited to send in 4 exhibits. Details available from David Figg, c/- PO Box 9056, Nicholson Road, Subiaco, WA 6008.*



☺ During a recent visit to Adelaide, I spent a few happy hours at the Philicia Antique & Collectables shop owned by Phil and Chris Sunman. A separate sec-

tion of the shop contains about 300,000 postcards, plus cigarette cards and ephemera - a veritable Aladdin's Cave! I hadn't seen Phil for a number of years, so naturally we had "stuff" to catch up with! He is Patron of the Australian Postcard Society. I had intended attending the Society's monthly meeting but, unfortunately, our coach up from Kangaroo Island returned to Adelaide too late. Phil's shop is at 317 Goodwood Road, Kings Park, Adelaide (phone 08 8357 8177). Catch the bus in King William Street, opposite the Info.Centre, next to the \$2 shop! Bus Route is G10 ..... it's a free ride for Seniors between 9am - 3pm (so they tell me!!!)

☺ *London's **2011 Picture Postcard Show** will be held on 1 - 3.September at the Royal Horticultural Hall, Greycoat & Elverton Streets, London SW1. The show will incorporate a display on "The 1911 Festival of Empire Exhibition". Refer to [www.postcard.co.uk](http://www.postcard.co.uk) for further information.*

☺ A timely reminder for this year's postcard fair dates - hope to see you there!

**Sunday 22.May**  
**Sunday 28.August**  
**Sunday 27.November**

KEEP ON SMILING!



*With apologies to any Welsh doctors, who also happen to be members of our Society! This postcard was published by Raphael Tuck & Sons: posted in London in 1947.*

## THE LAST OF THE "O-BOATS"

- Peter Dearie

On 3. December 1960 the P & O - Orient liner *SS Oriana* sailed from Southampton on her maiden voyage to Australia. The largest passenger ship to be built in England, she was laid down at the Vickers-Armstrong shipyard in Barrow-in-Furness, Lancashire, and launched on 3. November 1959 by Princess Alexandra.

Though P & O had been part owners of the Orient Line since 1918, at the time the ship was under construction the latter's fleet was still operating separately from that of P & O, and was following traditional company custom of giving names starting with "O" to its ships and painting their hulls corn-yellow, whereas P & O's were white.



*The Oriana entering Suva Harbour in Fiji (Pub. Stinson Ltd; Suva, Fiji: No.1078)*

The post-war fleet included the *Oronsay*, *Orcades* and *Orsova*, and survivors of World War II, the *Orion*, *Otranto* and *Orontes*. So, the *Oriana* was intended to be operated under the Orient Line house flag. However, on 2. May 1960, the fleet was combined under the name of P & O - Orient Lines, so that they never actually operated as an Orient liner. She was given a corn-yellow hull, but in the mid-1960's she was repainted white along with her fellow "O-Boats", when P & O acquired the last shares in the Orient Line, and the company became simply P & O again.




*The Oriana coming alongside the passenger terminal at Princess Wharf, Auckland, NZ)*

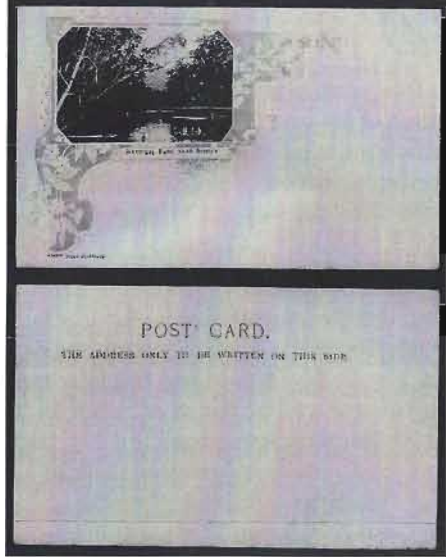
When the decision was made in the mid-1950's to build the *Oriana*, passenger ships were the only practical means of transporting thousands of people half way round the world. The jet age was in its infancy, and was not perceived as a viable alternative to sea travel. This changed with the introduction of the Boeing 707 in 1958, so that by the time that the *Oriana* was launched, passenger liners were already facing competition from aircraft. However, demand for her services was strong in her early years and she successfully paid her way.

The postcards illustrated were on sale in the mid-1970's, but both show the ship in her original livery, so must date from the early part of her career.

Cruising the South Pacific became a regular feature of the ship's itinerary from the early 1970's until the latter part of her career, it became a year round programme, with Sydney her home port. However, she did make longer cruises on occasion to the Far East.

When she completed her final cruise from Sydney in 1986, it marked the end of a twenty six year association with Australia.

I have fond memories of the *Oriana*, having first worked on her as a waiter in 1972, and as a barman on her final voyage in 1986. 



# HELP WANTED!

I am researching Robert Jolley Melbourne postcards, c.1898-1905. Would any readers have similar postcards to that illustrated from any State?

If you have any information, please contact Bronte Watts, Unit 3 / 3 Cosgrove Street, Magill, SA 5072:  
phone (08) 8431 0549  
email [wttbsbrnt@yahoo.com.au](mailto:wttbsbrnt@yahoo.com.au)

**SCUTTLED!** Despite protests and a court case against its scuttling, the frigate HMAS Adelaide was ignominiously towed from Sydney's Glebe Island, through the Heads and out to the ocean at first light on 11. April. Two days later the sea-cocks were opened, explosives set and the ship scuttled in 32 metres of water, 1.8 kilometers off Avoca Beach, where it will provide a military wreck dive site. I have kept an eye on the ship for the past year or so, as it could be seen from our home: during this time it was being decommissioned to remove all military equipment, fuel, insulation, etc. 



*HMAS Adelaide was built in USA and commissioned in 1980 (Royal Australian Navy PC: Bicentennial Naval Salute 1988 - No.1)*



## WALKER CONVALESCENT HOSPITAL

- Patricio Parragué

I'm a resident of Cabarita, a suburb of the Canada Bay area of Sydney, and in my collection of postcards I have some of the Walker Convalescent Hospital.

*Walker Hospital, Parramatta River, Sydney (Pub. "The Perfection" Series Colored Autotype Post Cards)*

Concord has the good fortune to have been chosen by Thomas Walker as the site of his estate in the 1860s, although he had been acquiring land in the district

from the 1840s. He built a fine home on the estate after his marriage to Jane Hart in July 1860.

In September 1861, their only child, Eadith Campbell Walker, was born and within the next few years the family moved to their country house "Yaralla" at Concord where Jane Walker died in 1870. Thomas Walker brought his sister Joanna Walker from her home in Scotland to look after his nine-year-old daughter. It was Joanna Walker who suggested that Anne Masfield was adopted by the family. Anne and Eadith were brought up as sisters.

Thomas Walker had acquired a great fortune. In the Victorian fashion he was also a generous philanthropist but the degree of his philanthropy was not fully understood until after his death in 1886. In his will, he stated:

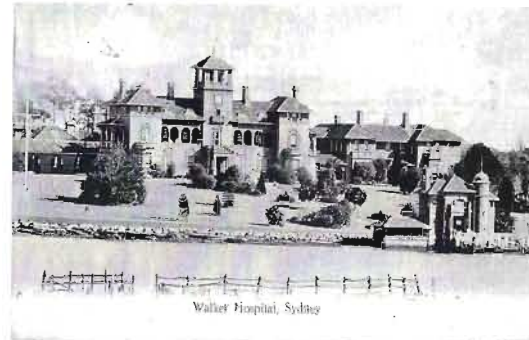
....'For a considerable time past I have had it in my mind to establish on part of my land here (Yaralla) a hospital on a somewhat extensive scale for the reception and restoration to health of the convalescent from the hospitals of Sydney or elsewhere....'

His daughter Eadith ensured that the Thomas Walker Convalescent Hospital was built and operated in the fashion sought by her father.

With the provisions of the Walker Trust Act 1938, the Yaralla mansion, administered by the Perpetual Trust Company, was bequeathed to charity. Yaralla and the surrounding land were purchased by the Trustees and given to the State Government. An additional of £100,000 to be used for the foundation of the Dame Eadith Walker Convalescent Hospital. The estate and the hospital were to be managed by the Royal Prince Alfred Hospital. The Dame Eadith Walker hospital was used for the convalescent of subacute patients who could benefit from the tranquillity and ambience of the beautiful setting.

However, long before the establishment of the Dame Eadith Walker Convalescent Hospital, Eadith Walker had already formed a close relationship with soldiers returning from WWI. She was conscious that many repatriated troops were suffering from tuberculosis, the disease that had taken the life of her mother.

Toward the end of 1915, she began to visit the soldiers regularly and take small gifts to



Walker Hospital (Anon.PC)

*Dutch Tower at Landing Stage (The Thomas Walker Convalescent Hospital Series of Postcards by Kerry, Sydney)*



these men who were housed at the North Head quarantine Station. Not content with mere visits, she decided she would establish a camp for them at Yaralla, which she did in 1917. That simple settlement sheltered 32 soldiers and all cost were borne by Eadith Walker. The area was known simply as The Camp and consisted of pitched tents and the Norwegian Cottage that was fitted out as a workshop.



View down the Parramatta [River] (Kerry)

*Joanna Walker Memorial Hospital for Children (Kerry)*



This retreat stayed in constant use until January 1920 with Eadith paying all expenses. In April 1917, Eadith also lent her Leura home "Shuna" to the Red Cross as a convalescent hospital for soldiers returning with tuberculosis. She again undertook the maintenance and staffing of the init. "Shuna" did not close until 1992 when she made it available to the Red Cross as a children's home. The property was ultimately bequeathed to the Junior Red Cross for use as a home for children.

In 1919, for her contribution to the war effort, Eadith Walker was made a Commander of the British Empire, the highest Royal order available to woman.