

Papamoa Branch



NEWSLETTER

The Papamoa Branch of the New Zealand Society of Genealogists meets on the 2nd Monday of the Month in the Tohora Room at the Papamoa Community Centre, 10am- 2pm. The doors open at 9.30.

The next meeting will be on Monday 8th May 2017.

As this month is our Annual General Meeting there will be no door charge.
The Speaker is Kate McCarthy – Personal Historian – “Forget Me Not Life Stories” — Writing Life stories.



*Dear Members,
This is my last newsletter. I have enjoyed every minute of my time as Editor. I have learnt so much about computers and printers starting from zero 5 years ago.
A very big thank you to secretary Gloria for sending the editions out as I am on a slow hot spot, with no broadband up here.
I wish the new Editor all the best. Please make the job easier by sending in lots of genealogy & family history stories.
Happy Researching & thank you all for your wonderful support.
Lorrimer*

The Editor: Lorrimer McAlister NZSG 1091 (new address 614 Kaitemako Rd Tauranga.)
Email: drawbridge@kinect.co.nz or drawbridge1091@gmail.com (new) **Phone:** 0273836217

Genealogy Friendly: meets on the 3rd Monday of the month, 1.30pm -3.30pm, in the Mako Room at the Papamoa Community Centre.

The next meeting will be on the 15th May 2017.
Contact: Daphne Friis Ph.575 4674. Email: daphnefriis@kinect.co.nz



The Convenor's Comment

Betty Atkinson betty.ra.atkinson@xtra.co.nz



Greetings from the Convenor's Desk!

April Meeting Review

At this meeting we celebrated our 100th member, giving her a small gift and card to mark the occasion.

As is our usual practice in April we observed Anzac with the sale of poppies from the RSA brought by Bill Egerton. The poem "In Flanders Fields" was read by Bill followed by the reading of the names of those family members recorded on our Members' Roll of Honour to honour those who died serving their country 100 years ago in 1917. This was followed by a period of silence and then Bill read The Ode.

Paul Farrell spoke in the morning about his Farrell family, early settlers in Tauranga and the successful search for his ancestor's rare war medals which have now been restored to the family. Paul said he is not a genealogist but he certainly demonstrated excellent research techniques during his talk about researching his family. After lunch we watched a DVD entitled "Damsel in Distress," about the Water Mills in England. Especially interesting for several members who have ancestors with "Miller" as an occupation or surname in their trees. This DVD is the second in a series being made in Somerset by a group of U3A members there and it was loaned to us by Anne McEwen, thanks Anne.

Papamoa Library

Our monthly help sessions at the Papamoa Library have continued this year and in March we had a record number of 11 people turn up! Only 3 were branch members, the rest were public responding to advertising in local newspapers. Fortunately six members had offered to help that day so we were able to help a lot of people with their research and encourage them to join the branch.

Our AGM will be held on Monday 8th May and we are seeking people to fill several positions as four present committee members are stepping down after some time of service.

Assistance with Research at Papamoa Library

Don't forget the last Friday of each month in the Papamoa Library for assistance with your research. Branch volunteers are there from 10.00 am until 12.00 noon. The next session will be on **Friday 16th May 2017**.

A big thanks to those who help out at these sessions. If you think you would like to be a helper let me know, we all learn as we help others.

Speaker Programme 2017

May – I am looking forward to welcoming Kate McCarthy who will speak on writing personal history/family history after our AGM is completed.

June – Joyce Mattson will speak about the NZSG First Family Collection and in the afternoon there will be a brief time of assistance with research for those who need help.

July – We will welcome Graham Clark from the European Interest Group of the NZSG. So, those of you with research based in Europe it will be worth it to prepare some questions for Graham.

August – This is designated Family History Month and what better way to celebrate than to hear some brief presentations by branch members about their research successes. If you would like to share a brief 10 minute talk about one of your ancestors please contact me. We will need about 8 people to make this varied and interesting.

Betty – NZSG 17053



War's youngest air ace keen – as—mustard

WW1 Thomas Grey Culling - New Zealand's first air ace

War Stories

Otago Daily Times November 2016

By Ron Palenski

As strange as it may seem to later generations who knew the full consequences, men were anxious to go to World War 1. There were many reasons: for some a sense of duty, for some a quest for adventure, for some an overseas trip with all expenses paid.

Some men lied about their age so they could sign up and go. Some just hoped no-one would find out.

This range of motivations was mostly in the early days of the war before the Government introduced conscription to ensure a steady flow of reinforcement drafts so that the fighting division on the Western Front was not handicapped by a lack of men.

Among the earliest and youngest to offer his services was Thomas Grey Culling, then living in Auckland but born in Dunedin into a well-established and successful Dunedin family. Tom Culling was just 18 when the war began in August 1914 and, fresh from King's College, he was among the first small group of men from the Auckland Divisional Signal Company, popularly known as the College Rifles, that left Auckland on the noon express for Wellington on Saturday, August 8, 1914. Just three days earlier, on the Wednesday, New Zealanders learnt they were at war.

Culling and the other keen-as-mustard Aucklanders could not have known when they left on the train, but the Government was in the throes of organizing a force to take Samoa back from Germany. Some of Culling's travelling companions, such as Guy Batger, were later included in the brief Samoan mission.

But Culling had to go back to Auckland, recalled by his father, Thomas Shepherd Culling, because he thought his only son was too young to fight. (Culling Park in Dunedin is named for T.S.Culling, a mayor of St Kilda and son of Thomas Culling who was an early printer in Dunedin, owned and developed the Mataura Falls Paper Mill Company, and with the three Coull brothers laid the foundation of the printing and stationery company that spawned the 21st – century descendant companies Whitcoulls and Office, Max.) It wasn't that father Culling was opposed to the new war --- he had just donated £75 (about \$11,000 today, according to Reserve Bank inflation calculator) to the Citizens' War Fund.

“Our Tom was among the first”Thomas Culling wrote to one of his daughters. “I have protested against him leaving New Zealand, being only 18 years, whereas the Government promised that they would take none under 20 years.

Young Tom returned to his job as a salesman for a general merchant in Auckland until, about a year later, he was allowed to go. But instead of enlisting in the army, he took ship to Britain where he joined the Royal Naval Air Service in January 1916. He had his aviator's certificate after six months of flight training in Essex and within another three months, he could fix his pilot's brevet on to the left chest of his tunic. Then, there was gunnery training for a few weeks, and by October 1916 he was ready for operational action.

Praise trailed in his slipstream. His service record noted. “Perfect in every way. Good type of officer.”

Culling was based at Furness in Belgium close to the French border, and for the next few months flew patrols over the almost-static frontline, some on reconnaissance for soldiers on the ground, sometimes searching for and pinpointing German artillery positions and frequently attacking enemy barrage balloons or engaging with German fighters. For a time Culling and a celebrated Australian aviator, Stan Dallas, formed a formidable team, working in unison on their various tasks and able when back at base to verify each other’s activities.

Outgunned early in the war, the RNAS and the Royal Flying Corps--- the Royal Air Force from 1918--- gradually caught up in aircraft development and Culling was assigned to a naval squadron equipped with the new British fighter aircraft, the Sopwith Triplane. It had a more powerful engine than other aircraft (including any the Germans had) and it had a Vickers machinegun whose rate of fire was synchronized to fire through the propeller. The pilot thus aimed his aircraft rather than his gun.

Culling, Dallas and another pilot were involved in what came to be described as one of the epic dogfights of the war. They took on a squadron-sized formation of German aircraft and exploited a height advantage by continually diving and firing in short bursts before using the Sopwith’s superior rate of climb to reclaim the ascendancy. The usual procedure before this had been a simple hit-and-run tactic. In this first prolonged action, Culling and Dallas were said to have launched 20 separate gunnery runs against the German aircraft, constantly forcing them lower and lower until, faced with no alternative, the survivors fled for the safety of their own lines. Three German aircraft had been shot down.

This led to the award of a Distinguished Service Cross for Culling and a second DSC for Dallas. Culling was promoted to flight-lieutenant, wrote to his father for the last time in early May and on June 8, the second day of the Messines battle, he flew his 69th and last mission. Precisely what he was ordered to do is not known but New Zealand and Australian troops were still on the Messines ridge and being counter-attacked. It is likely Culling was behind German lines “spotting” artillery positions. It is known that over Warneton, just over the border into Belgium, he was in aerial combat with a German aircraft.



The Distinguished Service Cross

Its pilot later reported he shot down a triplane and it was assumed to be Culling’s.

His body was never recovered, so rather than a headstone like thousands of others in the lands of the war cemeteries, he is remembered on the Arras Flying Services Memorial. He is also remembered by those who vow never to forget such matters that he was the youngest air ace of the war and New Zealand’s first official ace.

He is remembered too at King’s College, where there are two stained glass windows donated by his mother Fanny and unveiled in 1927 by the Anglican archbishop of New Zealand, Arthur Averill (the father, incidentally, of Leslie Averill, who memorably led the storming of the ancient ramparts of Le Quesnoy in 1918.)

Tom Culling’s father, who delayed his son’s departure for war, had died in 1920. A year after his son’s death, in 1918. Culling had the melancholy duty of attending an investiture ceremony held by the governor-general at the Auckland Town Hall. It was an event characterized by pathos. All those being honoured were dead. There was just the reading of each citation by a uniformed vice-regal aide and the medals were handed to grieving relatives. There was a cheer for each one from the otherwise silent and sombre gallery.

There is to be a Centennial Memorial Service held at King’s College Chapel on 8th June, 2017.

Thank you to Heather Culling Smith

Anecdotes

(Do you want cream-cakes with that?)

Many years ago we used to visit an Uncle and Aunt who used to invite us over between milkings. We were very fond of this Uncle and his lovely wife. He was my first husband's mother's brother. He entertained us right royally with his anecdotes and stories.

Could he tell stories!!!

One I can remember was that he said his Grandmother was Mary Cherry from Londonderry.

Well it sounded better than County Down.

There were so many stories which he had told so many times that I think he really believed them. The trouble is that when you discover one inconsistency you start doubting all the stories, so everything must be double checked as you can easily spend many years going down the wrong track. Of course we all have to keep an open mind because one day we might discover that one of these yarns is in fact true, or is a partial truth.

We still think of him very fondly and remember the beautiful cream sponge cakes our lovely Aunty produced.

Once these stories become entrenched in family history I do find it hard to convince some members that my research has a very different outcome.

On his mother's side the name was Bailey so of course his Great Grandfather's brother had gone to America and was the Bailey of 'Barnum and Bailey' Circus fame. Also his Grandfather was responsible and designed the Bailey Bridge. I did find that he built bridges, so he may have constructed a Bailey Bridge in New Zealand in his time.

I discovered that he (Charles Bailey) is buried in the TePuke Cemetery.

My children loved their visits to this lovely old couple and were given rides on the small welsh pony. They were fascinated when Aunty took out a very large piece of Cream sponge for the pony which he demolished in record time.

And from the internet:--- (The amended version)

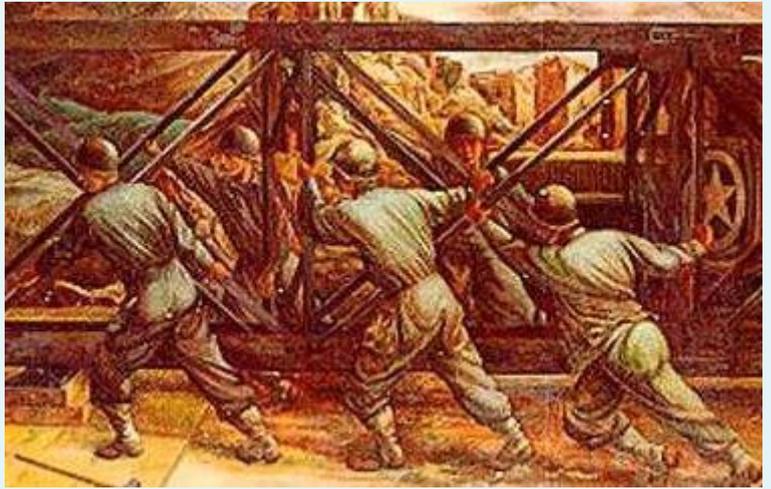


Drawing of a Bailey Bridge

Bailey Bridge

During the months preceding World War II, new tanks were developed that weighed up to 35 tons, such as the M3 Grant and M4 Sherman tanks. This heavy equipment posed problems for an engineer force that had just replaced its Civil War-era 7 1/2-ton pontoon bridges with 10- and 20-ton-capacity bridges.

Sir Donald Bailey, of Britain's Royal Engineers, designed the Bailey bridge in 1940 to meet this new requirement. Production began in July 1941, and by December 1941, the Bailey bridge was being delivered to engineer units in Britain. The 1941-45 production figures were staggering; a total of over 490,000 tons of Bailey bridge was manufactured, representing 200 miles (320 kilometers) of fixed bridges and 40 miles (64 kilometers) of floating bridges. Both American and British generals have sung its praises as one of the key factors in the Allied victory. Indeed, Britain's Field Marshal Bernard Montgomery wrote, in 1947,



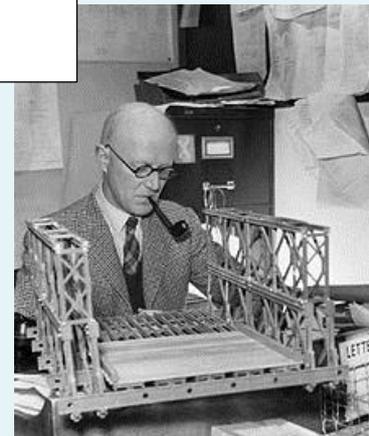
"Bailey bridging made an immense contribution towards ending World War II. As far as my own operations were concerned, with the Eighth Army in Italy and with the 21 Army Group in Northwest Europe, I could never have maintained the speed and tempo of forward movement without large supplies of Bailey bridging."

Likewise, General Dwight D. Eisenhower considered the Bailey bridge one of the three most important developments of the war, on a par with radar and the heavy bomber.

DC Bailey with a model of a section of a Bailey Bridge

Donald Bailey (civil engineer)

Sir Donald Coleman Bailey, [OBE](#) (15 September 1901 – 5 May 1985) was an [English civil engineer](#) who invented the [Bailey bridge](#).



Background[[edit](#)]

Bailey attended [Rotherham Grammar School](#) and [The Leys School](#) in Cambridge. He pursued a [BEng](#) degree from [University of Sheffield](#) and graduated in 1923.

Bailey was a civil servant in the [War Office](#) when he designed his bridge. Another engineer, [A. M. Hamilton](#), successfully demonstrated that the Bailey bridge breached a [patent](#) on the [Callender-Hamilton bridge](#), though the Bailey bridge was generally regarded as being superior for temporary use.

Bailey was knighted in 1946 for his bridge design. By this time he was living quietly in [Southbourne](#) in [Bournemouth](#). Dorothy Barnes, one of the girls at the Southbourne Crossroads bank, which he used regularly was surprised to learn that her unassuming customer had been knighted. He died in Bournemouth in 1985. There is, as yet, no [blue plaque](#) in Bournemouth to commemorate him. His 1940s home was demolished c 2004 and replaced by flats, although he also had other addresses in Bournemouth, being recorded in 1974 at 14 Viking Close, as Bailey, Sir Donald C. OBE, JP. The house in which Bailey was born, 24 Albany Street, [Rotherham](#) is still standing.

During the Second World War, there was a factory making the components for the Bailey Bridge in the neighbouring town of [Christchurch](#), where a section of bridge still remains, at a retail park in Barrack Road. The components were shipped to training grounds in Cumbria, where men learned the difficult technique of assembling them in rivers at night, to simulate combat conditions.

[Field Marshal Montgomery](#) is recorded as saying that

“without the Bailey bridge, we should not have won the war.”

Lorrimer McAlister



From the Librarian British Maps NO 36

In the JAN stock-take, this map was missing. I was hoping that it would be returned this year.
I have searched the red book, to see who had borrowed it, to follow it up, but alas there is no record
As there had been no inventory of the maps made, I have no idea of its name/place

If you think you may have borrowed it in the past, do have a look for it, and no questions asked if it is returned!! In fact I would be delighted. This is a timely reminder to make sure you enter anything you borrow from our library and check it off when you return it.
THANKS and it's great to see so many people browsing and borrowing from the library, if you have any suggestions, how it could run more efficiently, do let me know ☺☐

Thank you Shirley Youens

Voted Best Scottish Short Joke

A bloke walks into a Glasgow library and says to the prim librarian,

'Excuse me Miss, dey ye hae ony books on suicide?'

To which she stops doing her tasks, looks at him over the top of her glasses and says,

'Bugger off, ye'll no bring it back.'

Thank you Mark McKinney



Almoner: Please notify Carole Bridge of unwell or bereaved members. Phone: 578 1144 (new) Email: kenrole@gmail.com

Stories & information in the Newsletter are sourced from various publications & the Internet.
While every care has been taken, their accuracy cannot always be guaranteed.

The Editor: Lorrimer McAlister NZSG 1091

(my 53rd & last issue)

Haere rā

