

# NEWS SHEET

# 139

PO BOX 57 BALMAIN 2041

the balmain association

FOUNDED 1965

## THE MANAGEMENT COMMITTEE REPORTS .....

### NOTICE OF ANNUAL GENERAL MEETING 22ND AUGUST, 1984.

Once again the time is approaching when all Management Committee and Executive positions are declared vacant, and new elections conducted.

We ask you to take an active part in the running of your Association by nominating for one of the positions of President, Vice-President, Secretary, Treasurer, News Sheet Editor or Management Committee.

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Mr D Ramsey addressed our last meeting on 4th July on the subject of traffic control as part of the whole conservation of East Balmain, and in fact Balmain as a whole. He described how any fire in the narrow streets could lead to an alarming conflagration because of the difficulty of manoeuvring fire engines, the exposure to wind, and the congestion of parked cars. He told of accidents, as well as near misses, caused by the unplanned bus traffic near Darling Street Wharf. East Balmain needs a comprehensive environmental plan. David is an informed speaker, and stimulated great interest. We hope to be able to publish more information in our next News Sheet, and welcome the approach that he has made to us to help with such a large and important project.

NOTE: The Glebe Society has a Traffic Sub-Committee.

Following on from this, the Glebe Society wants to meet us at 11 a.m. at the Watch House on Sunday 5th August. The purpose is to exchange ideas and experiences, and to discuss the creation of an Environmental Forum. Dennis Grafton, whose essay is included in this News Sheet, will be attending this get-together in order to assist with any enquiries regarding the purpose of such a Forum. The Annandale and Stanmore Societies will also be attending.

So remember ... COME TO THE BRUNCH ON SUNDAY 5TH AUGUST ... the cost will probably be \$2 a head, and we would like to know how many people expect to be present. Please ring Frances Heathfield 818 2307 (evenings) if you are coming - ALL WELCOME.

The Maintain Balmain Group reports that a delegation from Balmain and Pyrmont visited the Minister for Ports, the R.H. Mr. L. Brereton on 20th June. The Minister assured the delegation that nothing would be done about the redevelopment of Berths 19-25 Pyrmont before six months; however it is still a strong option for Mr. Brereton, if it can be justified to him by the Maritime Services Board, that Port Jackson requires additional cargo handling facilities. The Minister appeared to ignore the environmental aspect of the proposal! More about this in our next News Sheet.

The purpose of the article by Robyn Jones in this News Sheet is to encourage Balmain residents to formulate their own redevelopment plan for MORT BAY, and to put this plan to Leichhardt Municipal Council if they wish to have any say in the matter - before it is too late!

The Association has received a letter from Leichhardt Council regarding 415-417 Darling Street, the proposed site of the

Food Plus supermarket, saying that the application had been refused under the Environmental Planning & Assessment Regulations 1980, and because of the substantial interference with the residential amenity and quality of life for premises in Birchgrove Road. Special comment was added that Council had taken into account representations from all objectors in the vicinity in arriving at this decision. Congratulations to John Watters and the 700 petitioners for their quick action to avert a disaster!

The following letter was received by the Balmain Association:

Dear Secretary,

I do not intend to renew my subscription to the Association. My decision is prompted by the Association's stance on the Clontarf issue. I strongly disagree with this stand and regret that you give precedence to the interests of a small sectional pressure group.

The letter goes on to say that .. it is essential that an organisation such as the Balmain Association when making such statements (or expression of an opinion) viz "The Management Committee .. is of the opinion that the Unit Density now proposed by the Housing Commission is not in the best interests of the community" - should at least be prepared to give valid and credible reasons to back up what you say. (N/Sheet No.137)

In support of the statement referred to, the Management Committee points out the following facts:

(a) The original resolution of Leichhardt Council on 1st December 1981 stated "... that Council wishes to proceed with negotiations with the Housing Commission for the building of approximately 16 aged units on the Clontarf site ..."

The current proposal contains 22 units.

(b) The original resolution further required that "... the design of the units be to the satisfaction of Council ..."

The proposed two storey development exceeds the 3.6 metre maximum wall height envelope required by Council's own Development Control Plan. The development further contravenes the Development Control plan with respect to bulk, over-shadowing and loss of privacy, ignoring the predominantly small scale single storey cottages adjacent to the site and common to the surrounding area.

The current proposal contains only three car spaces for 22 units and no car spaces for Clontarf itself.

(c) The original resolution also required the design "... to be within Council's policy on residential densities." - at that time Council's adopted population density for the surround area was 150 persons/hectare.

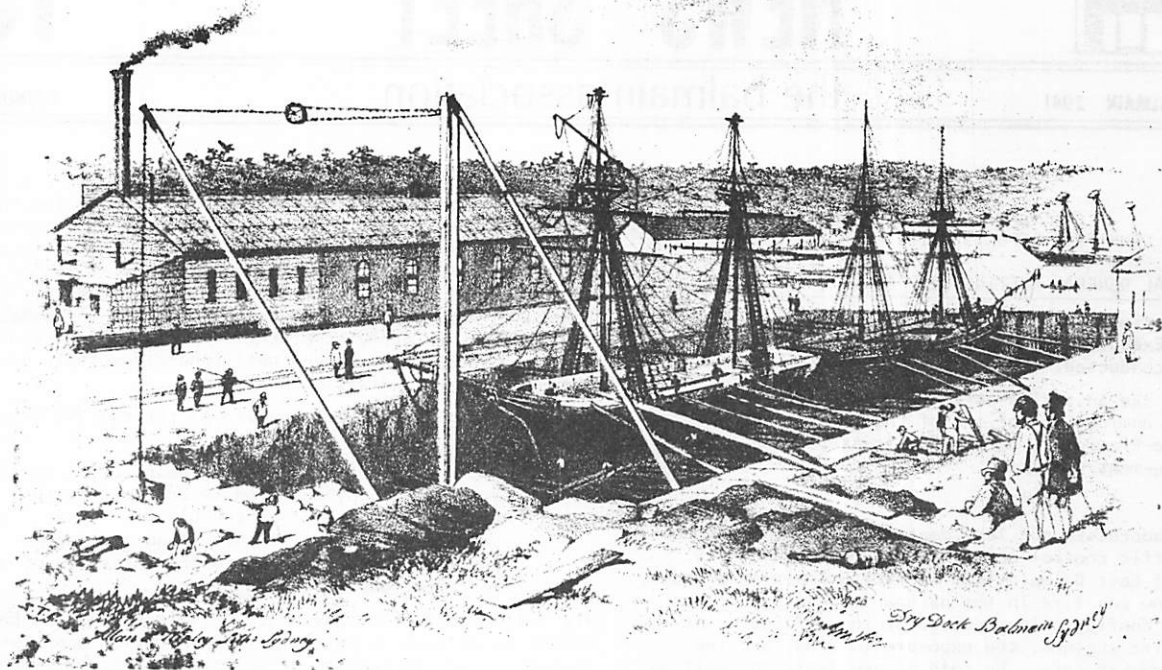
The current conditions of approval do not and, indeed since it is the Housing Commission, cannot impose a limit on the number of occupants per unit. Council Planners have indicated that at 1.7 persons/unit, the density would be 209 persons/hectare.

Our recent statements also take into account the prominence of the Clontarf Park issue in the recent Council elections and the mandate that the people of Balmain have given to preserving the open space zoning that has existed on the Clontarf site since 1968.

## ANNUAL GENERAL MEETING

WEDNESDAY 22ND AUGUST 1984 AT THE WATCH HOUSE

179 DARLING STREET AT 7.30PM



### MORT BAY IS A VERY SPECIAL PLACE

At a meeting of the Leichhardt Municipality Bicentennial Community Committee the dissemination of information about the Historical Significance of Mort Bay was formally adopted as a Bicentennial Project. This first step is a response to a suggestion from the Committee of the Balmain Association to write an article for the Newsletter.

In three recent scholarly works there is a wealth of information about Mort Bay. These are:

"Half a Thousand Acres" by Peter Reynolds.

"With Banner Unfurled" - The early years of the Ship Painters and Dockers Union - by Issy Wyner, Hale & Iremonger 1983; and "Visions and Profits" - Studies in the Business Career of Thomas Sutcliffe Mort - by Alan Barnard, Melbourne University Press 1961.

From these three volumes can be integrated a fascinating story of human endeavour in a tiny part of the world remote from the European civilisation that spawned it. The visions of Thomas Sutcliffe Mort combined with the labour of the men who bent their backs created in the Dry Dock an engineering feat which changed the course of Australian history, for it brought to Sydney, rather than Melbourne, the eagerly awaited mail ships. For many courageous women the mail was a joyous link with family and greener pastures in Europe. It made life on these strange harsh harbour shores, dominated by striking but barren sandstones, a little easier to bear. As we plant the streets and gardens of Balmain with the trees of our beloved Australian Bush, we can spare a thought for our predecessors who with equal fervour planted their Colonial and Victorian gardens with their beloved English flowers and shrubs. [Cherish the Earth - The Story of Gardening in Australia - by Beatrice Bligh, Ure Smith Sydney in association with the National Trust of Australia (N.S.W.)]

It is hard for us in our comfortable homes with all the modern conveniences of the planned obsolescence society to imagine the day to day life of the nineteenth century [Cassell's Household Guides of the Period]. Harder still to imagine the working conditions of the men in the Dry Dock in a period of history when Man's inhumanity to Man appears almost savage - no workers compensation, no unemployment benefit, little human dignity. Thomas Mort was a prodigious worker and generous to the small community of Sydney, but he was demanding of himself and of his workers. Sparked by his determined will, it is no wonder that the workers combined in order to organise better conditions, particularly for their older or injured mates.

Because of the meticulously kept records of the Ship Painters and Dockers Union and the Mort Family Papers we have at Mort Bay probably the most completely documented Australian example of interaction between Labour and Management spanning almost a century. Mort Bay can justly claim to be the birthplace not only of the Balmain Labourers Union, but also of the Australian Labour Party. Do you believe that the history of an area has an influence on the future planned development of an area? Do you believe in the subtler, almost imperceptible influences of the ancient culture of an ancient continent? Have you ever wondered if it is a co-incidence that Canberra is an anglicised version of "Ngunbirri" - Aboriginal for Meeting Place?

In Balmain what are these ancient influences that may subtly demand our attention? One of our local Aboriginal place names "Carrawinya" - Fire on the Hill, a signal fire that shone out over water carrying messages to places farther afield? In the earliest days of European settlement Dr. William Balmain left us his name as a legacy of his brief involvement here. But, it is the less well known Gilchrist who provided in his will for the proceeds of the sale of his estates at Balmain to be used to finance lectures to working men in England, India and Australia. Some of the early lectures of the Workers Educational Association were financed in this way. The seeds of independent thought in education were sown very early in Balmain's history.

Thus the two great themes which run through the history of Mort Bay and its environs are employment and education. Those of us who have laboured over the years, against apparently insurmountable odds of at best human indifference, at worst selfish blind will, sometimes reflect on the past. We wonder if Gilchrist and Mort don't have a gentle conspiracy going on up there to assist to provide jobs and new ways in education to assist the disadvantaged; for somehow in the end things happen.

Most people do not know the latest census statistics showed that due to the decline of traditional industries, unemployment levels in the Mort Bay precinct are twice the Leichhardt Municipal average. Leichhardt Municipality had one of the highest unemployment figures in N.S.W. (Mort Bay - Graham 1983 - unpublished study).

So what are our obligations to the past and the future in planning what will happen to that very special 21 acres of land we call Mort Bay?

ROBIN JONES

### "OF HUMAN VANITIES & FUTURES"

Sometime in 1934 I stood with my father on the ramparts of Dudley Castle which commands a view of the midland plain as far as the eye can see.

The Castle was a product of twelfth century high technology and evidently the builders thought it a fortress for all eternity. The Black Prince did hold it through a prolonged siege but in the English revolution the Royalists bailed up Dudley and held the Castle but only until the Roundheads could bring up the new high tech - Venetian version of the cannon they in turn had copied from the Chinese.

So in the words of the song "It's One of the Ruins Cromwell Knocked About a Bit".

As I said, the midland plain lay to the north, east and west. In the 17th and 18th century forests with plumes of smoke of the charcoal burners would have been visible with sweet meandering streams, small villages, livestock around farms and a few outback style roads along which the likes of Samuel Johnson and the great actor Garrick (plug for the theatre) would to and fro from Litchfield to Coventry or Worcester, but in 1932 this plain retained its 19th century title "the Black Country".

As far as the eye could see no trees, only tall chimneys, no farms only pit mounds, no villages only blackened workers' slums, no fragrant streams only black and stinking canals, and at night the glow of a thousand fiery furnaces.

My father's companion, a retired mining engineer pointed to the pit mounds then surviving and named each in turn. 'That to the right was Williams family pit, then beyond Donaldsons and the biggest over yonder, the James family pit'. In this sense the plain resembled the Valley of the Kings because equally with Cheops these mining families regarded their pit mounds as permanent monuments to a dynasty.

But came 1914-18 and the wartime tank metamorphosed into the grader and over the next twenty years these pit mounds were levelled off for light industry to take over.

How you may ask does this relate to the environment of Inner Sydney?

My answer very much so. The aspirations of engineers and technological bureaucrats to leave permanent monuments on the environment, to perpetuate their own glorious achievement, is everywhere evident, and with it an incapacity real or self-indulgent - not to see the future direction of social change and technology.

Still on the international scale take the Anglo-French Concord, as a Britisher I am on the one hand proud of it, when national pride was dented it was a symbol of Anglo-French genius. But I immediately saw that it could only be of service to high-level executives getting from Tokyo to Zurich for conferences - speed is irrelevant beyond certain limits because of jet lag.

It was obvious to me then that soon 'in historical time' these conferences would be linked by satellite - boardroom to boardroom and today this is reality.

Aside from this in local terms we have seen the rise and fall of the Atlantean bus and Redfern Mail Exchange, both of which failed to take account of human limitations.

Coming nearer home, the anti-deluvian Maritime Services Board (resembling then Dicken's circumlocution office) suddenly awoke one morning to the news of the newfangled containerisation and the ships being built to ply internationally between continents.

The day after (in bureaucratic light years that is) the late president in consultation with the late Robert Askin announced that the only place for a container port was Balmain. Now the ports of Tilbury, Hamburg and Amsterdam had large salt marshes to convert into the massive marshalling yards needed for containers, but as highlighted in my previous essay, Sydney Harbour has not.

The then president proudly announced that 'White Bay Terminal would be the most advanced in the world', as containers could be stacked four and five deep and the new computer technology would locate the required container. Amazingly they had not figured that to get the one under three and four others the cost of handling would be prohibitive!!

This was energetically propounded at the time by the waterfront unions and by Nick Origlass and Issy Wyner with their accustomed MEGA VOLUME.

Finally a judge in the Prices Justification Tribunal pointed out to the operators, Seatainer Terminals, that costs had increased by 700% from commencement of operations in a few short years. Seatainer Terminals were first in at Botany where conventional terminals are being developed and White Bay is being converted for roll-on roll-off which needs no marshalling yard.

This brings us to the coal loader. The Middle East oil crisis of the early 70s saw an expanded demand for coal.

Against strong opposition in Botany, a marginal seat, the Wran government had to find extra capacity for coal export without the proposed coal loader at Botany.

The new Port Kembla coal loader was held back by the demands of unions and residents for pollution controls and improved design. The new coal loader for Newcastle was still a distant possibility.

So the government decided to extend and improve Balmain coal loader which was and in part still is near the end of its working life.

Our umbrella group G.L.O.G. discredited the cosmetic environmental impact statement put out by the M.S.B. and though redevelopment was not prevented, superior dust control and other measures were enforced and most importantly in the context of this essay, we succeeded in convincing the government of the need to complete the Sandy Hollow Railway to Newcastle, which has been accomplished so that coal and wool and wheat can now bypass Sydney.

Today both Port Kembla coal loader and Newcastle coal loader are working under capacity, so is Balmain if my eyes do not deceive me.

The government went into print at the time with the prospect of five to seven years extended life for the Balmain coal loader. Five years will be completed at the end of 1984. So we can press then for closure but what is the future for that site and the White Bay Power Station site.

I have no time for residents who seek improvement in their environment without thinking through the socio-economic consequences of change.

Vacation of these sites will make way for the Balmain end of the, to my mind, unlikely second harbour bridge. I would like to see a soccer field on the power station site, this would further the greening of White Bay and be available for active recreation in that area. This would place the land under Municipal control. The N.R.M.A.'s chief traffic engineer (obviously in collusion with the Main Road Board and the motor industry) has recently called for revival of the bridge scheme. I am quite sure the Wran government particularly with Laurie Brereton as Minister for Works will not bring it back.

Mr. Brereton seems to see empire building technocrats in the same light as I do.

However, some time in the future we may get a Griener government, far more susceptible to those pressure groups.

The theme I have expounded spells out the fallibility of technocrats who as Alvin Toffler pointed out, have an interest in self-perpetuation, wishing to inflict on the community a future of their own imprudence. This, despite new directions.

The bridge problem is a product of the rampant high rise development presided over by the Askin government in the 60s. The N.R.M.A. and its cohorts should have screamed at the time for that immense wealth to be poured into interstate highways and inland water conservation. Reafforestation of extinct dairy farms on the south coast etc., etc.

I have a well-reasoned conviction that soon, with home computer terminals, we shall see in local terms a situation similar to that I described in relation to the Concord, where information moves around the metropolis not people.

The silicon chip inevitably must empty those ivory towers dedicated to former vice presidents of A.M.P., Goldfields and Unilever.

In the consequent re-cycling we shall probably see some of the best retained for prestige home units, some as offices and the middle group for low income housing. Many could be demolished in the interest of better civic design and open space provided.

To conclude - in the past, technologists working in a vacuum have inflicted their products on the environment without accurate 'futuology' forecasts - within the broad socio-economic parameters (what language!). Society slept through all of this and only woke to the ring of an axe on 800 year old trees or the clang of containers on the front door step.

We cannot indulge this any further. Natural and economic resources are finite but we have the technology to more accurately forecast futures.

An environmental forum would not wait for environmental threats or scream irrationalities when they come; the forum would forecast and research - answering the N.R.M.A. for example with firstly, a futuology study by Sydney University on the lines I have outlined; secondly, promote an organisation "Motorists and Residents Against Inner City Freeways" and encourage all of its constituents to confine membership to road service only.

DENNIS GRAFTON.

BUT DOES ANYONE WANT IT TO LOOK LIKE THIS AGAIN!

Our panorama of Ultimo, Pyrmont and Glebe was snapped at the turn of the century.

Today's environmentalists would doubtless be horrified at the profusion of black smoke pouring from the funnel of the ferry pulling away from the wharf in the foreground.

To nostalgia buffs though, the smell of steam and lubricating oil of the reciprocating engine will tell another tale.

Also, in those days the phrase 'No Coal Loader for Balmain' was a fact of life, not a SLOGAN!

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#### CONCERNING PARKING OF POLICE VEHICLES IN DARLING STREET.

The Leichhardt Traffic Committee on 15 March 1984 recommended that it would support either of the following alternatives with respect to the zone for three police vehicles outside the Esso Service Station in Darling Street:

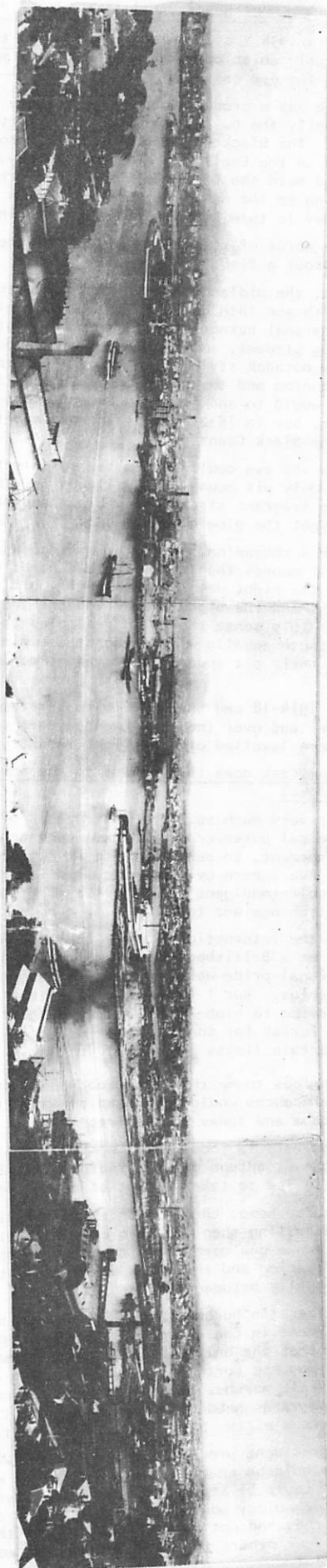
- (a) the deletion of one car space from the zone, or
- (b) the elimination of the zone and the creation of a similar facility for two police vehicles on the eastern side of College Street in the present "No Standing" zone at the corner of Darling Street.

Council elected to adopt (b); however, the Department of Main Roads representative, who has been delegated absolute responsibility by the Traffic Authority of New South Wales for making decisions in respect of parking zones, elected to adopt (a), and stated that the signs should remain in the present position but be reduced to two parking spaces.

So far as parking space being available for police vehicles under the Lantay Chambers Building, it was previously ascertained this area is for resident vehicles only. So far as the grounds of the Esso Service Station are concerned, the proprietor charges a weekly fee for motorists who park in this area.

It appears that it is considered that the present parking zone is absolutely essential to accommodate the vehicles of Licensing and Traffic police and that no reasonable alternative is currently available.

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## CLONTARF PARK ACTION GROUP

c/o 22 adolphus st balmain 2041 ph 8106447

Our thanks to those of you who signed the petition, drafted by Balmain Aldermen Nick Origlass and Issy Wyner. Despite the difficulties collecting all the petitions door to door, over 800 signatures were delivered to the Housing Commission protesting their plans to "poach" Balmain Open Space. No response has been received.

Unless the new Council accepts some responsibility, the stage is set for the development to proceed. All that is now required is the finalisation of a lease agreement between the State Housing Commission and Leichhardt Council. It is at this point, however, that the project will be legally vulnerable again. This explains our current drive for funds. Perhaps it also explains the time it is taking for the lease agreement to materialise.

### THE FACTS ON OPEN SPACE

- \* The generally accepted standard for provision of public open space is just over 2.8 hectares of parkland per 1,000 people.
  - \* In 1972 Leichhardt ranked 35th out of 39 local Sydney councils in provision of open space with a figure of just of over 1 hectare per 1,000!
- (The figure for the Sydney region as a whole was just over 3.5 hectares per 1000).
- \* In 1982, although no ranking is yet available, Leichhardt Municipality's open space ratio had improved to just over 1.4 hectares per 1000 people. This was due mainly to a fall in population, though some gains in open space were made.
  - \* In Balmain, where the amount of privately open space is limited and the need for parks correspondingly greater, the 1982 level was only 1.3 hectares per 1000 - under half of the targeted level.
  - \* New parks planned for the Sydney Slipway site and Jubilee Bay will not even match the increase in population generated by the new developments they serve!

We're going backwards.

- \* Leichhardt Council has virtually no money available to buy more parkland. (For example, the Rank Kirby site in Lilyfield is going for housing.)

You can make up your mind from these facts if it is justifiable to sacrifice any existing Balmain Open Space.

..... why is Leichhardt Council doing it.

Leichhardt Council is dominated by a Labor Caucus of eight. The Clontarf Park decision is symptomatic of the intrusion of State Labor Policy into Local Government. In line with the recession low cost housing is "In" and the environment is a dead issue.

Balmain parks must not be subject to political whims.

Leichhardt Council's Labor Caucus has the power to force its will on the people of Balmain against the votes of our elected Aldermen. Can an individual expect a fair hearing if this Council is deaf to the protests of 800 petitioners, the two Balmain Aldermen and the Balmain Association?

REMEMBER, IT COULD BE YOUR PARK TOMORROW !!

### STOP PRESS

.... BEATTIE STREET PARK THREATENED

After providing residents with a touch of green for over thirty years, the fate of the small park between Elliot and Lawson Streets, Rozelle is in doubt. Its landlord, the Department of Education, has delivered an ultimatum to Council - buy it now or else!

Likely beneficiary? None other than the State Housing Commission.

Protest to your State Member - Peter Crawford.

NEXT MEETING OF CLONTARF PARK ACTION GROUP --  
MONDAY AUGUST 13 AT 8.00 P.M. AT THE BALMAIN  
WATCHHOUSE.

### AMERICAN PATCHWORK QUILTING

On Wednesday 18th July, Jenny Burton and a group of enthusiasts began 'quilting' in the meeting room of the Watch House. They will be meeting regularly each fortnight during the daytime, and hope that interested people will join them.

This craft was popular in American colonial and frontier homes, and a revival of interest in the work is growing rapidly. We hope that the group will be able to display their work as they consider the Watch House 'atmosphere' is ideal for that purpose.

Jenny Burton may be contacted on: 810 6645.

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### MYSTERY OR 'WHO DUNNIT'!

On 24th May a box of very fine photographs of various architectural aspects of Balmain houses and buildings, together with some excellent copies of old maps, was found INSIDE the Watch House. A lot of time and devotion has gone into this collection, and the Association would be pleased to acknowledge receipt of these photographs if the mysterious donor would come forward. WAS IT YOU?

### NICHOLSON STREET PUBLIC SCHOOL

Nicholson Street Public School will be holding its Fifth Annual Art Show on the weekend of October 13 and 14, 1984. Go with your friends and join in the festivities.

Tickets will be readily available from the school during September at a very reasonable price.

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### A THEATRE IN ROZELLE

Dennis Grafton kindly displayed his model of the Open Air Theatre project, which was a great "talking point" for Watch House visitors on June 16 & 17. This project was also written up in 'The Glebe' on 27 June 1984.

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### 'THEFT AND NEIGHBOURWATCH'

This is the subject of a talk to be given at the Annandale Neighbourhood Centre, 79 Johnston Street, Annandale on Wednesday 8th August at 8 pm. The speaker will be an officer of the Crime Prevention Squad, N.S.W. Police.



# BALMAIN GARDEN CLUB.

## ROSE PRUNING



Pruning is carried out when the plant is dormant, but as this never occurs completely, in this climate July is the best month, when most leaves have fallen and the sap has retreated to the base.

To many people rose pruning is a mysterious process not readily comprehended. Actually there are only a few guiding principles to understand. The timid soul not knowing these, makes a few snips and retires defeated; then the opposite type, nothing loath, dashes out and slashes the plant to almost nothing, and comes back beaming with satisfaction. It is most important to know why we prune, which is to get new growth which will produce the blossoms. In modern roses, flowers are only produced on the new wood. If left entirely unpruned, they will become a tangled mass with few flowers.

Will Shakespeare said it all, in his play "Richard III", when he had the gardener say "Superfluous branches we lop away, that bearing boughs may live".

So the first thing is to cut out dead wood, and any very old unproductive branches, right to the base. Then cut back all the other branches about a third, or not more than half on poor light soil such as Balmain has. Cut the branches above a leaf node, on a slant (to let rain run off), on the outside of each branch. Keep the centre of the plant open if possible. Do not try to make branches uniform. Remove any remaining leaves, and with those already on the ground, burn, with all prunings as these are the source of next year's diseases if left around. A good spray of mixed insecticide and anti-fungus material is a good idea, and is easy to do with the bush stripped. Also apply a little fertiliser, around the bush away from the trunk, and water in.

Many of the old-fashioned roses (before 1900) flower on previous years growth so need little pruning beyond removing dead wood.

Among these are the Banksia Roses (white 1807) and the tiny yellow one (1824). They need only to be tidied up, and curbed if unruly.

Climbers: mostly flower on previous years growth, so only remove very old or dead wood in July, and in November, after flowering, shorten back the limbs, and cut back to 3 or 4 nodes the cross growing laterals.

Miniature Roses: can be cut well back and dead wood removed. As these are all grown from cuttings, you might like to try putting some of your prunings in a pot, and if they grow, should be ready for Christmas presents.

Essential for good pruning are really sharp secateurs, and a strong pair of gloves.

JESSICA MURRAY

## THE BALMAIN GARDEN CLUB

The Balmain Garden Club meets the 3rd Saturday in each month (except December and January) at 1.15 pm at the Watch House, 179 Darling Street, Balmain. Good gardening library available for members. All interested welcome.

The Management Committee of the Balmain Association is indebted to the Garden Club for funds donated to it as a result of the successful Heritage Roses Exhibition held in November last year, and organised by Jessica Murray.

Their most recent activity was a lecture (with slides) entitled "ART IN ARCHITECTURE" given by David Millar at the Watch House on June 17.

## THE COMBINED BRIDGE ACTION GROUP

The constitution and structure of the Combined Bridge Action Group is still in existence. In the last Minutes of the Executive Finance Sub-Committee dated 1st September 1983, the Treasurer reported that 79% of income had been spent on media and promotion of the cause; while the bulk of the remainder had been spent on expenses including a qualified auditor's statement.

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## NOMINATION FORM

### THE BALMAIN ASSOCIATION 1984-85 MANAGEMENT COMMITTEE

We ..... and .....  
being financial members of the Balmain Association hereby  
nominate ..... as .....  
of the Association for the forthcoming year.  
DATED ..... SIGNED ..... AND .....  
I, ..... of .....  
(Name in full) (Address)

..... consent to this nomination.

SIGNED .....

Note: This form may be lodged with the Hon. Secretary,  
P.O. Box 57, Balmain 2041, at any time prior to the election  
at the ANNUAL GENERAL MEETING on WEDNESDAY 22 AUGUST 1984.

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ANNUAL GENERAL MEETING ON WEDNESDAY 22ND AUGUST  
AT THE WATCH HOUSE, 179 DARLING STREET AT 7.30 PM.

## JOIN the balmain association

meaning BALMAIN BIRCHGROVE ROZELLE

OUR AIMS ARE TO:

- \* improve the living working and recreational amenity of our area
- \* maintain all features having natural architectural and/or historical value
- \* compile and record the history of the area/ keep a permanent collection of items of historical interest
- \* seek the co-operation of everyone concerned in the realization of the above



the balmain association

MEMBERSHIP FORM

(OPEN/RENEW)

PO BOX 57 BALMAIN 2041

NAME: .....

ADDRESS: .....

TELEPHONE: ..... (HOME) ..... (WORK)

ANNUAL SUBSCRIPTION (including News Sheet delivery in Balmain Birchgrove Rozelle)

|                      |         |
|----------------------|---------|
| Single               | \$ 4.00 |
| Family or Household  | \$ 6.00 |
| Pensioner or Student | \$ 1.00 |
| Organization         | \$12.00 |

Add \$3.00 to above rates to have News Sheet posted.  
Cheques made payable to "The Balmain Association".