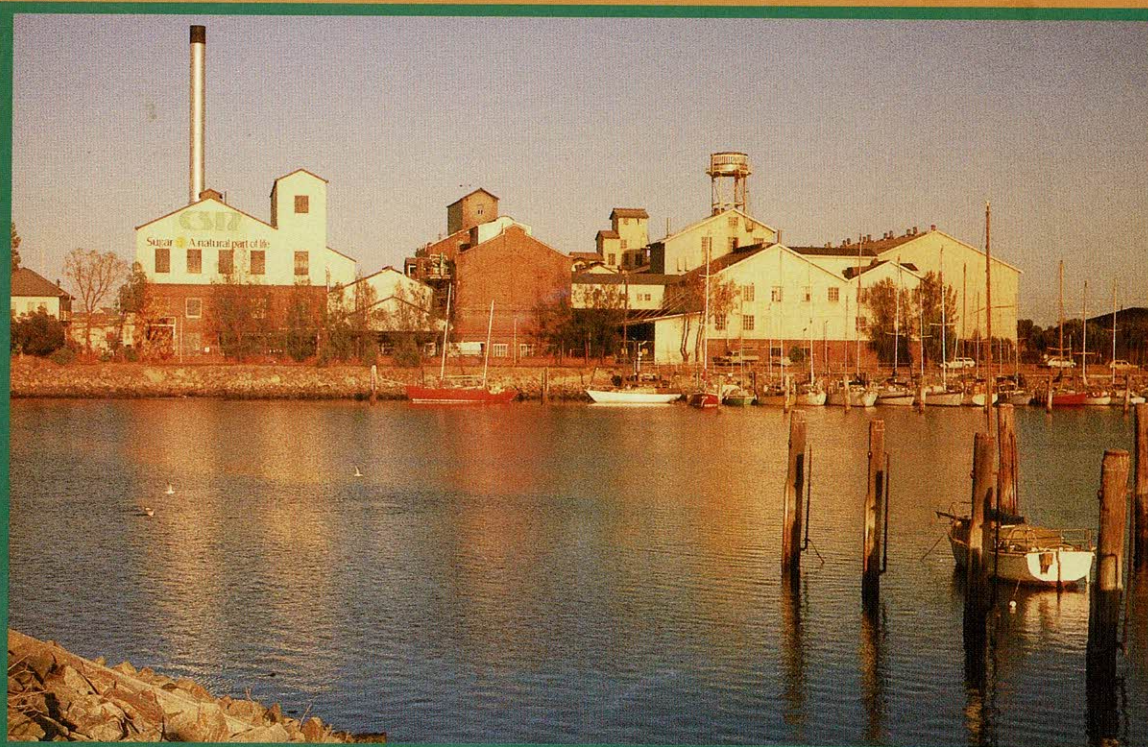


GLANVILLE REFINERY FROM BEGINNING TO END



100 YEARS OF SUGAR REFINING
IN SOUTH AUSTRALIA



**Refined
Sugars**

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INTRODUCTION



This publication, a history of the Glanville sugar refinery, has been produced since the plant's closure.

As the refinery approached 100 years of production at Glanville, various means of commemorating such an event were sought and considered...the plant had started producing sugar on November 3, 1891.

It was decided to publish a history of the plant as part of centenary celebrations.

However, between that decision and the publication of this book, an announcement from CSR was made - the Glanville refinery would cease operation and close.

Regardless publication pressed on.

A range of retirees and former employees of the plant were recruited to the effort. They supplied a fascinating representation of the plant's history in both pictorial and verbal form.

Part of that process was a CSR hosted social evening at the plant to which retirees and other former employees were also invited. Their input during that evening was invaluable and fascinating as they reminisced about work and life at Glanville.

Where possible, much of that input has been included here.

While it can be called a history book, this publication is also more than that. It has developed into a photographic impression of the buildings, the processes and the people which made up the Glanville factory.

I hope those who have the opportunity to explore this book will share in that feeling for a special place which was to so many people the "sugar works".

John Elverd

Maintenance Engineer

1947-1989

ACKNOWLEDGEMENTS



The Glanville Historical Committee of Bruce Lamb, Alan Matthews, Trevor Hazelhurst and Bill Hazelhurst for their work in obtaining, sorting and preparation of information.

The management of CSR Ltd and the Refinery Social Club for their support and finance for the project.

All ex-employees and retirees who attended the information night, Friday, February 22, 1991, for their participation and excellent information.

All those employees who forwarded information and photographs to the committee.

Mrs G. Hutton who forwarded negatives and photographs that had been taken by her late husband George when he was official photographer for Glanville Refinery.

The Port Adelaide Historical Society.

Media Message for writing, editing and production.

Altamura and Cronin Photography for photographing the refinery and its people during the last weeks.

Finally it was John Elverd who, given the raw material and funding, pulled this book together. It is not unexpected that John, who has also played a large part in Glanville's history, and who has returned in his retirement to help employees cope with the closure, should be the one to make this final effort for Glanville employees.



In its early days, the then Colonial Sugar Refining Company Limited operated on the premise that each major centre of population should have its own refinery.

Hence the Glanville refinery was built at the location it has occupied since, on reclaimed mud and mangrove flats beside the old Jervois Bridge at Port Adelaide.

Production started at Glanville on November 3, 1891.

The start of refining at Glanville ended the importing of refined sugar to South Australia from the Indian Ocean island of Mauritius.

Initially the plant processed 300 tons of raw sugar each week. The sugar was shipped into South Australia from Java, in Indonesia.

Mr E.C. Stables had been in charge of the construction process and was later appointed factory manager. Other important names in the establishment era included the State Manager for the company, Mr A. Astley and the factory's chief engineer, Mr T. Lynas.

As South Australia's population grew in the years between 1891 and 1926, so did the Glanville refinery.

Its expansion kept pace with the growing population, and by 1926 Glanville was producing 800 tons of refined sugar every week.

It employed 150 people and was a major focal point of the local community.

It's understandable therefore that the devastation to the local community, as well as the factory itself, caused by the fire of 1926, was considerable.

On the evening of Wednesday, February 24, 1926, a fiery disaster halted what in the past 35 years had been steady and unhindered progress at the plant.

The fire started in the raw sugar store and burnt for a week.

It destroyed the refinery, 17,000 tons of raw sugar and 700 tons of refined product. The raw and refined sugar stores were destroyed, as were offices, the laboratory and other buildings housing parts of the refining process.

All that was saved was the boiler station, cistern house, char end, coal handling plant and workshop.

Although work to rebuild the plant started immediately, it would be seven months before production resumed.

The years of the Great Depression and the Second World War followed. It was a time during which little further change occurred at the plant. Glanville had become old, worn out and inefficient.

It was, however, about to enter its period of greatest improvement and upgrade.

From the 1950s through to the 1990s was a time which featured major changes to the plant and the outlines of the factory. A new boiler station and stack was added while the char end and brick stack were removed. Offices were extended, a new warehouse and Hopkins Hall built and a tank farm established. Lawns and gardens were developed in a landscaping program and the general buildings upgraded and painted.

Major changes to the refining process and plant also continued during the period from the '50s to the 1990s.

These included replacement of water driven fugals by the latest electric fugals, and from coal firing to oil and eventually to gas firing of the boiler.



The engine room plant also became redundant when Glanville began buying its power from the State supply.

This period included the transition to receiving bulk raw sugar for processing. Where previously sugar was received in 140 lb sacks, bulk ships now delivered the product to firstly Glanville and later to a new receiving depot at Osborne.

The bag factory was also a casualty of the modernisation process, closing down when paper bags were introduced for 30 kilogram packing.

Other victims included the char end and cisterns, bowing out to a new process of resin decolorisation.

Hesser and Hamac machines were introduced for packaging retail sugar and what was the latest technology in computerised control systems greatly improved process control and quality.

Included in the process of change was also the company name with the Colonial Sugar Refining Company Limited taking on the name by which it is known today - CSR Ltd.

The people of the Glanville plant were special - they certainly considered themselves that way. They looked to the company as something of a father figure and were proud to say they worked at the "sugar works".

There was great comradeship and friendship between workmates, workgroups and the broader staff. Many employees worked at Glanville for 40 to 50 years, with 20 years service commonplace.

This attitude was supported by the company's efforts to improve employee conditions and well being.

In the early days the factory was hot, wet, noisy and at times dangerous. The workers also toiled for 48 hours a week.

By the 1990s conditions had improved vastly. Employees worked for 36 hours a week in safe, pleasant surroundings.

The social aspect of employment at Glanville was also considered as important in maintaining the cheerful nature of CSR people as were the constantly improving work conditions.

Employees and their families looked forward to the social activities that working at the plant presented, a calendar of which included picnics when up to 400 people would travel by special trains or buses to a variety of locations.

Christmas tree celebrations were staged in the Port Adelaide Town Hall and later on site in Hopkins Hall and were very successful. Glanville men celebrated Christmas and approaching marriages with 'bucks nights', and in later years cabarets and games nights were always well attended.

However, the last chapter of the Glanville sugar refinery has now been written.

Workmates and friends have dispersed, some to other employment, others to retirement.

CSR's operations in South Australia now consist of a warehousing and distribution centre at Regency Park.

Sugar is supplied from interstate.

The Glanville sugar refinery closed on April 26, 1991, a sad and emotional day for everyone connected with the plant.



The Colonial Sugar Refining Company Limited's Glanville plant grew out of an area of mudflats and mangroves. This is the view looking towards the Jervois Bridge and the vacant area of land on the opposite side of the Port River which would become the CSR sugar refinery.



By 1919 the plant, with impressive smoke stack, dominated the scene looking across the Jervois Bridge and the Port River. Entrance to the plant was gained through an archway in the brick building on the right.



The factory entrance after the blaze.

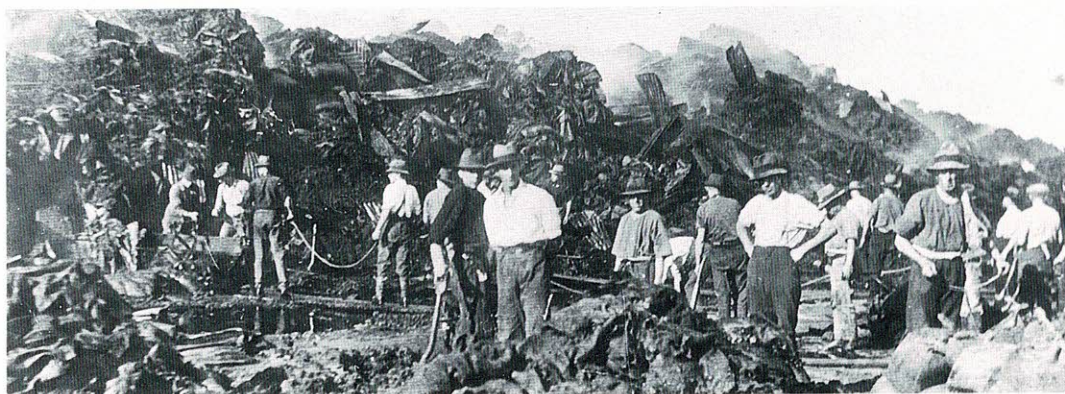
The fire was one of those disasters which forces its way on to the pages of any relevant history book.

"The fire" passed into the folklore of the refinery.

It erupted in the raw sugar store on February 24, 1926.

Harry Sax, an engine driver, was first to notice the blaze and raised the alarm between 6.00pm and 7.00pm.

It was estimated that a total of 1.1 million pounds of damage was caused, a huge bill even by today's standards.



Salvaging raw sugar.



Damage was divided between an estimated 600,000 pounds for stock, machinery and buildings, and 500,000 pounds for 17,000 tons of raw sugar and 700 tons of refined product.

The fire burnt for a week.

Many former Glanville employees can still recall this graphic moment in the plant's history.

Retirees Bill Edwards and Alf Eickhoff both vividly remember the destruction and devastation caused by flames which rose several hundred feet into the air. Flames could be seen as far away as the city centre and distant suburbs.

Molten sugar turned to syrup and cascaded into the Port River killing all the fish in the area and cleaning barnacles off boats.

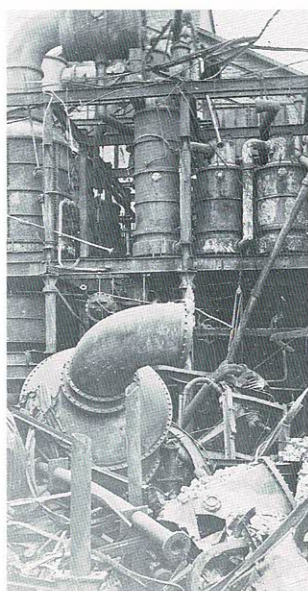
Sparks and burning fragments of bagging were blown all over the seaport. The fall-out of ash affected every house in the neighborhood turning interiors black, including shining silverware and cutlery.

A "powder monkey" from Broken Hill was hired for the clean up operation at the plant because dynamite was the only way to remove the stack of raw sugar bags which set like a huge rock.

What sugar had survived was dumped on the wharf where men worked up to their knees in syrup and mud rebagging the product for dispatch to Sydney and Melbourne for reprocessing.

The Glanville sugar refinery fire remains one of the biggest in the history of South Australia.

Yet within seven months the plant had been rebuilt and production recommenced.



Collapsed vacuum pans and condensers.



The devastation caused to the pan house and tank house viewed from the Port River.



Rebuilding the plant happened quickly.

Bill Edwards remembers the process and a "time capsule" which will emerge some day : "After the fire they built the raw store which is still existing now.

"I remember when the foundations had been built. The men got together and wrote their names on pieces of paper and put them in a bottle.

"The bottle was put into one of those foundations, so one of these days someone will be lucky enough to find it."

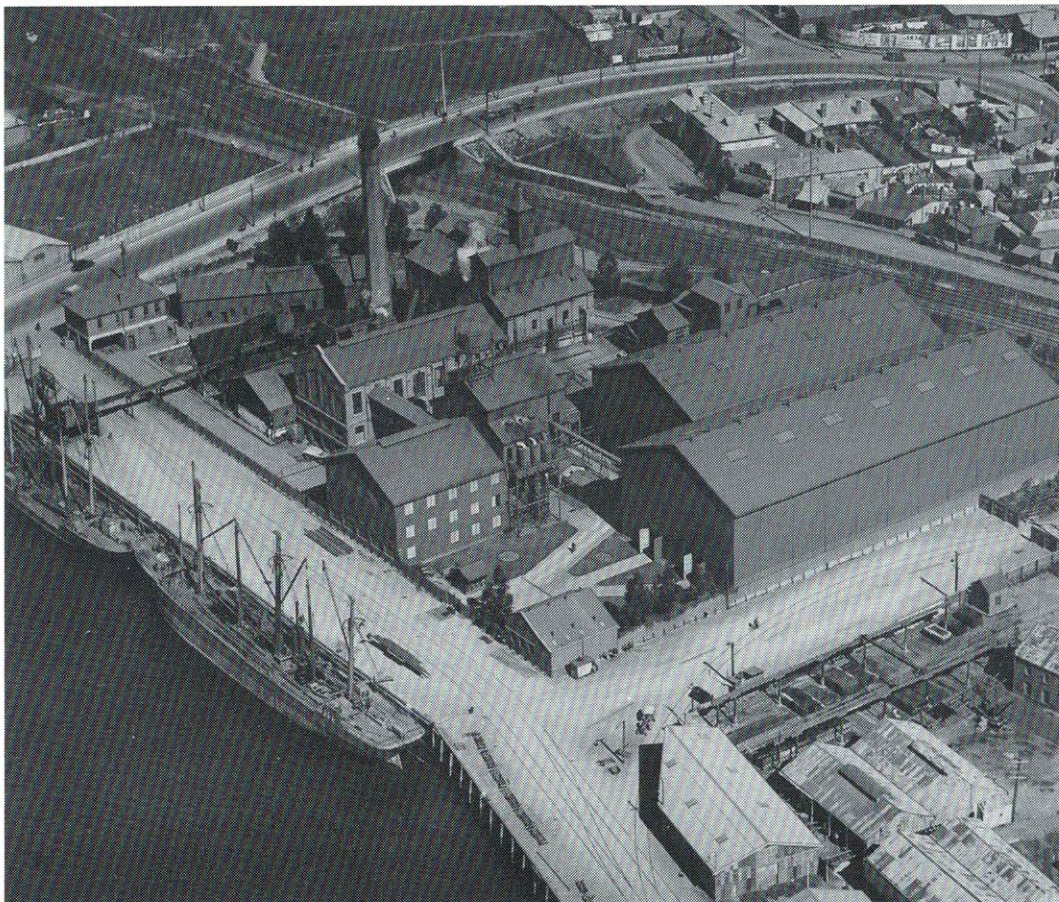
After the rebuilding program was completed little was to change at the factory until the 1950s.

However this period was a time of war and depression.

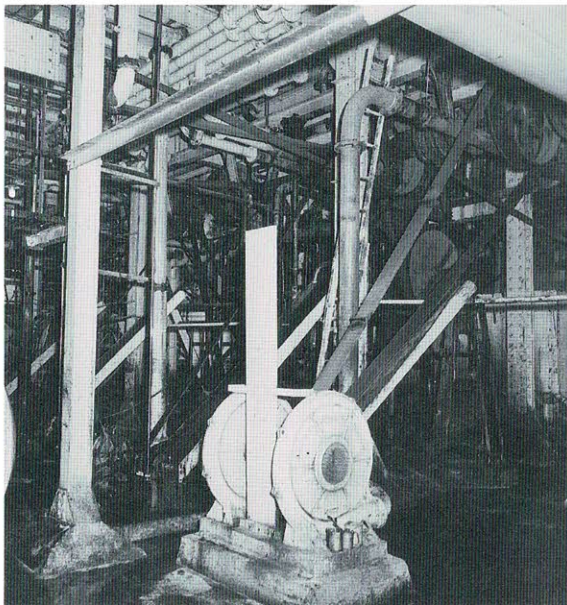
Bill Edwards : "During the Depression of the 1930s, they used to give us weeks off at a time without pay. A manager called Mr Ferguson dropped our wages twice, by 10 shillings each time within a few months. I was then getting two pounds, eight and six. That was the adult wage for 48 hours, from 7.30am to 5.15pm Monday to Friday and until midday on Saturday."



The rebuilding process began immediately after the fire. A crane lifts sections of the new plant framework.

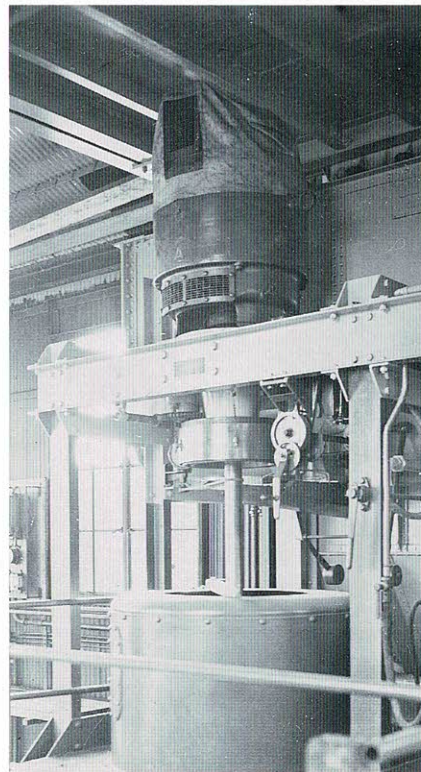


An aerial view of the Glanville refinery with coal hulks unloading their cargo.



John Elverd remembers, as a 16 year old apprentice in the late 1940s, the melt house ground floor was noisy and congested with belts and line shafts.

"It was a frightening experience to work in there," John says. The picture shows the Blackman fan in the centre of the ground floor of the melt house, the air receiver and malleux are at left with the belt drives and shafting and throw pumps right of the centre.



A manual operated Watson Laidlaw centrifugal.



During the Depression and war years the condition of the Glanville plant ran down. In the 1950s, however, the factory and production processes entered a period of upgrade lasting until the 1990s.

Some of the major changes are examined here.

BUILDINGS AND LANDSCAPE

The expansion of housing in the adjacent suburbs of Glanville and Ethelton meant the refinery ultimately became part of a residential district.

It was therefore decided the condition of the refinery and surrounding estate had to meet community standards.

The estate was landscaped, the exterior of the buildings repaired and repainted - walls cream, roof red - and CSR logos highlighted the east, west and southern aspects of the factory.

A new office was built allowing employees from town office on Greenhill Road to be transferred to the Glanville factory.



The refinery in the 1950s. A significant upgrade vastly improved its appearance.



TRANSPORT

Many former employees remember the horse and cart days, and the transition to motor vehicles.

As late as the 1930s and 1940s, horsedrawn trolleys delivered sugar from the refinery.

After changing to motor drive, sugar was delivered to the Port Dock Station and loaded on to rail trucks. It was then taken to Mile End for delivery to its final destination.

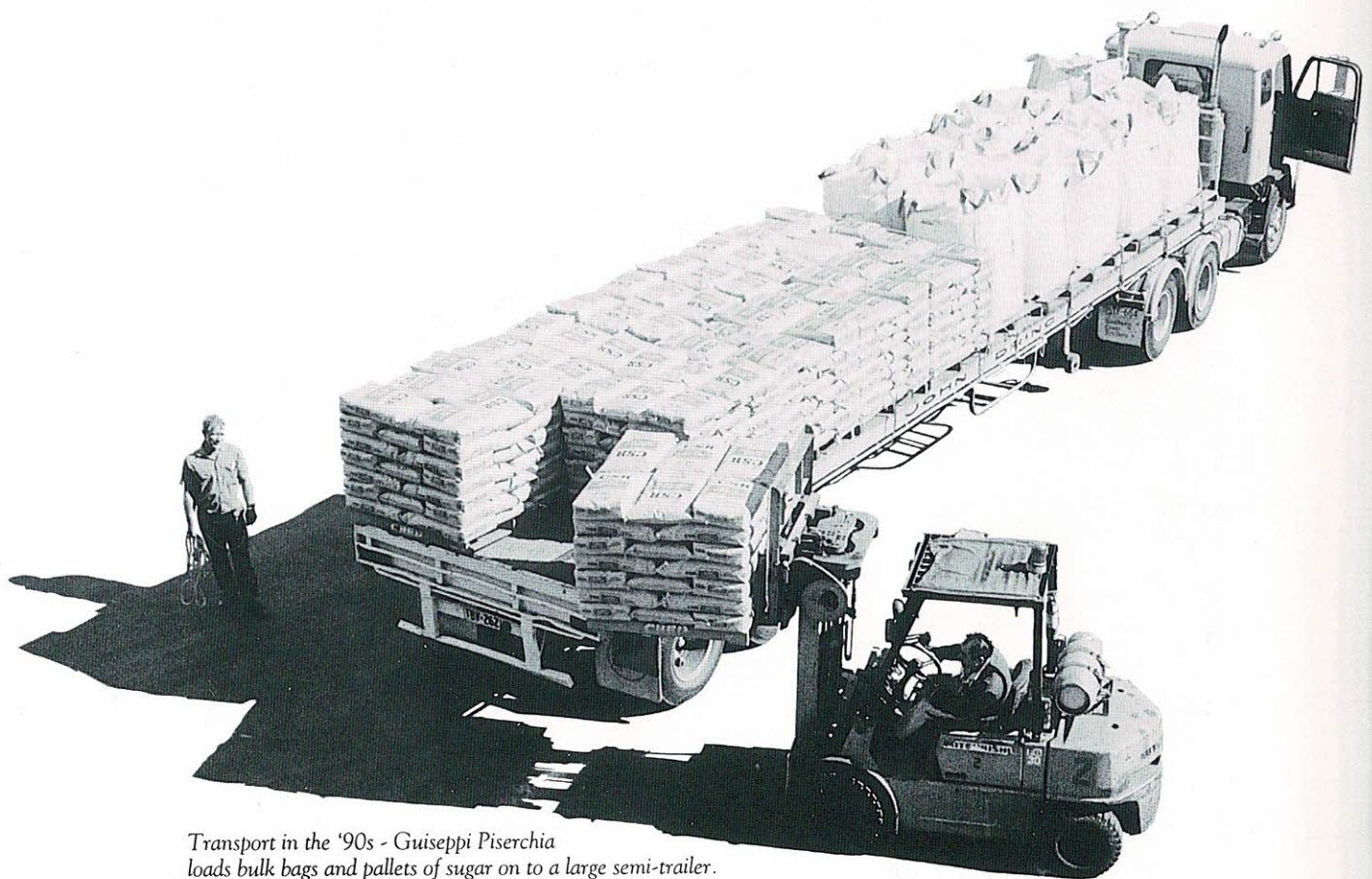
Wally Benson remembers that the old trucks had solid rubber wheels with no springs or suspension.



The plant's beam weighbridge. Don Bull recalls the problems horses pulling trolleys faced because of the two steel plates visible on each side of the weighbridge : "Because of their steel shoes, the horses would slip on the steel plates and fall head over heels. They'd have to get the horses up before they could go on."



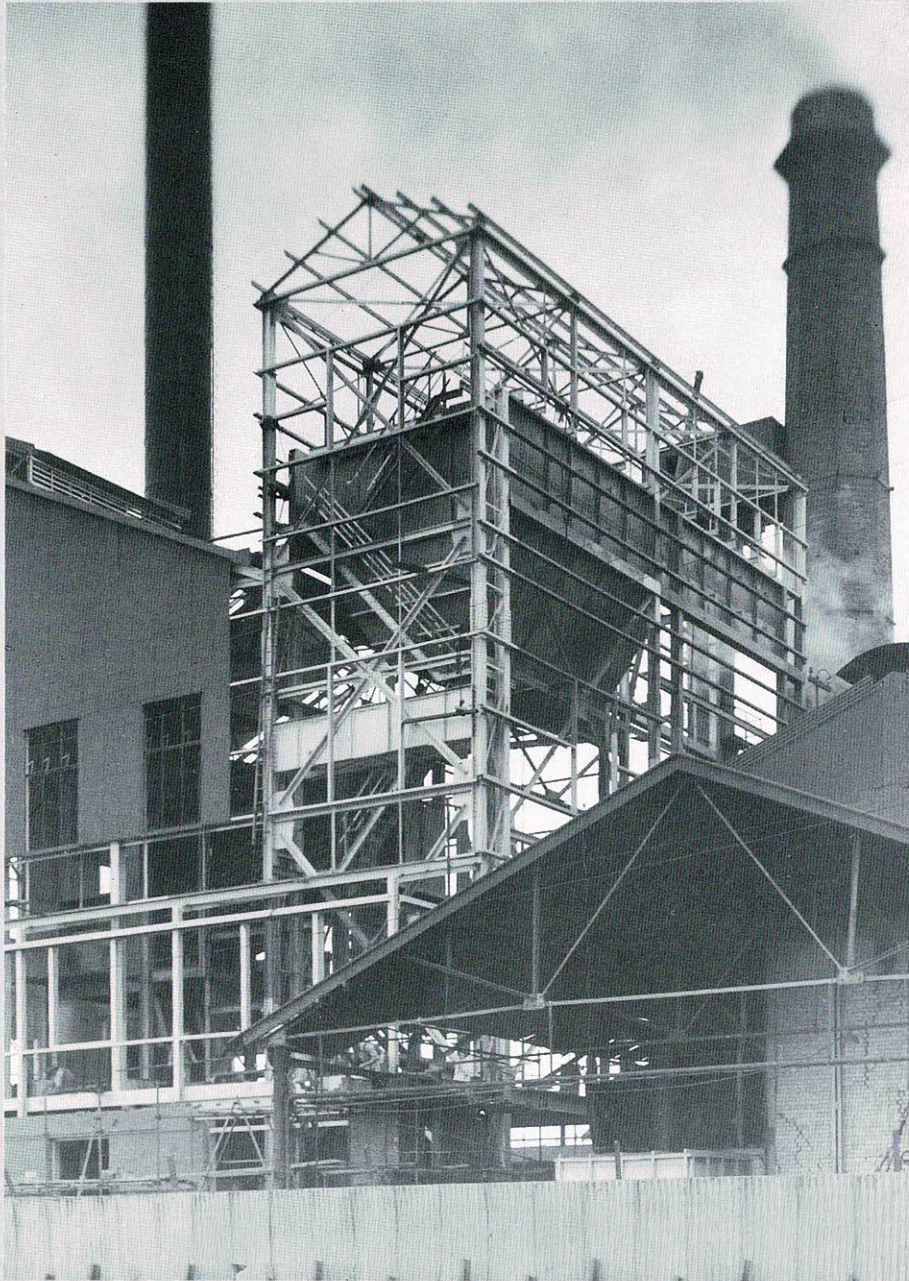
John Dring's name became very familiar around the Glanville plant after he took over the cartage contract, as evidenced by the predominance of the Dring name in this shot.



Transport in the '90s - Guiseppi Piserchia loads bulk bags and pallets of sugar on to a large semi-trailer.



NEW BOILER



A new boiler station was built in the early 1950s by Hansen and Yuncken with input by CSR engineer, Alan Brame.

The new boiler station building was prefabricated in Germany and transported to Australia. Colin Beswick recalls the difficulties of a building made in Germany for pre-metric Australia :

"It was all metric nuts and bolts which was confusing because our spanners didn't fit."

The new Babcock and Wilcock boiler replaced four smaller B. and W. boilers that had generated steam for the refinery over many years.