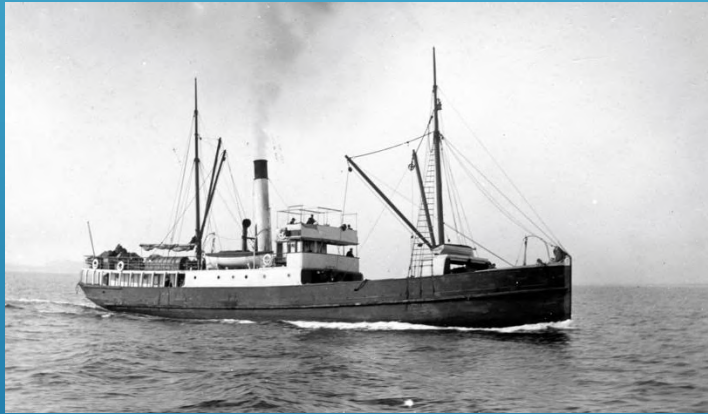
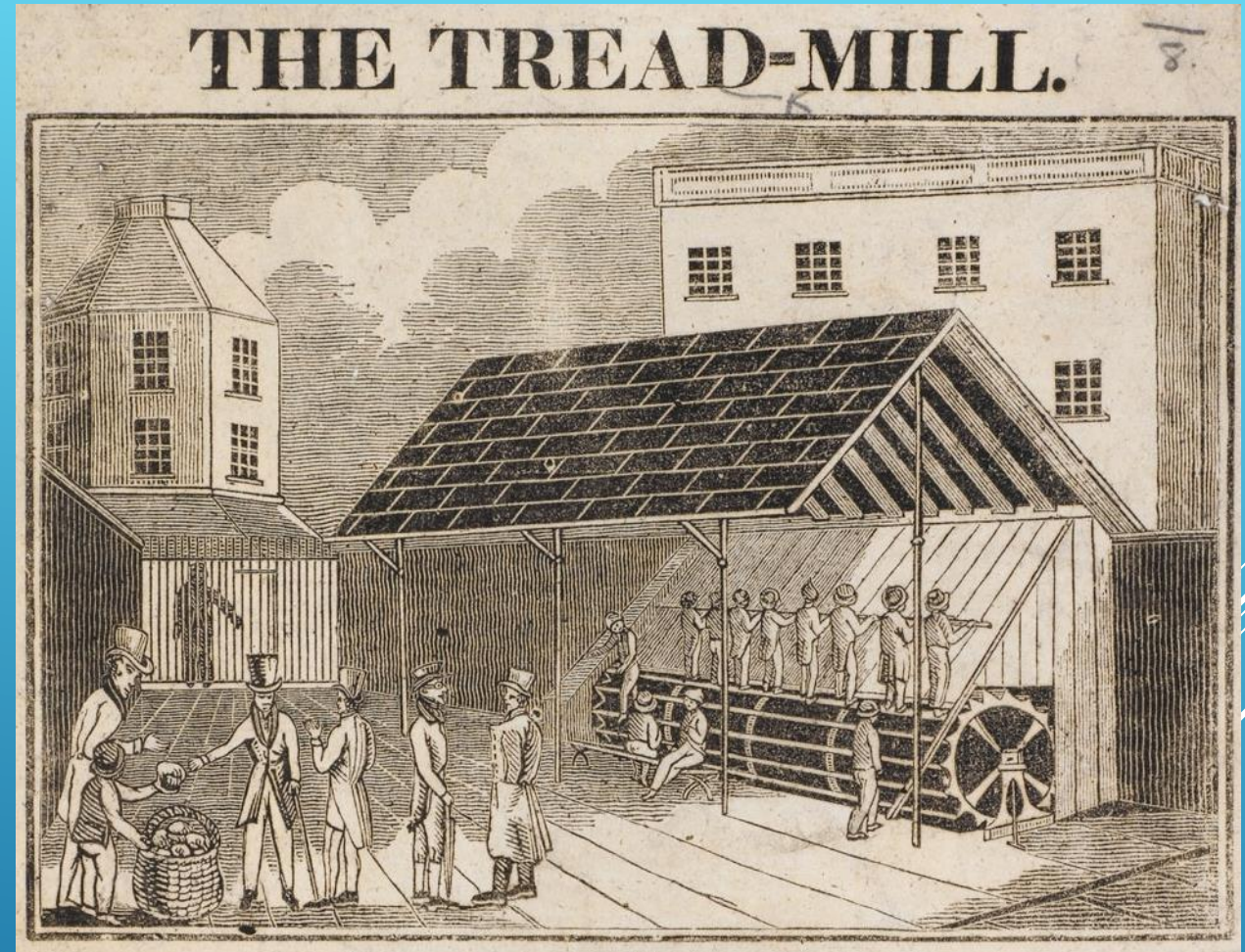
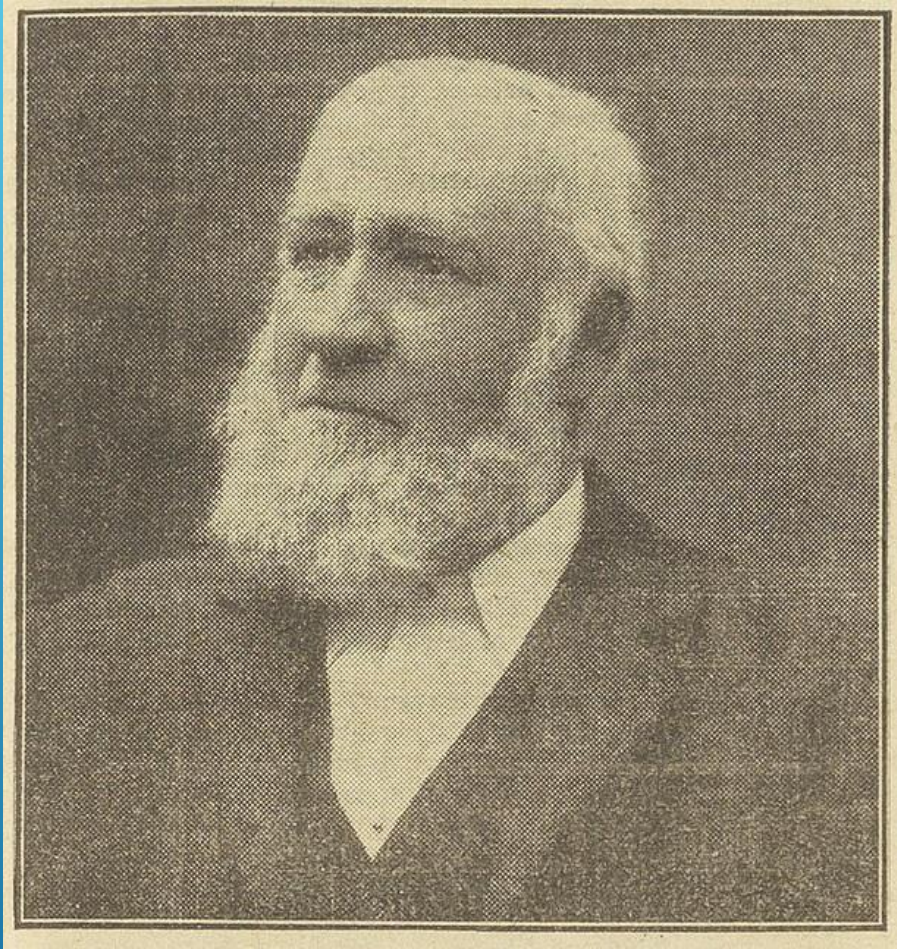


# *THE HOLYMAN STORY:* A TALE OF COMPETITION VS COOPERATION.



Graeme Broxam

THRA 14 April 2026



WILLIAM HOLYMAN IN OLD AGE – WEEKLY COURIER, 6 OCTOBER 1932  
A 19<sup>TH</sup> CENTURY TREADMILL (WIKIPEDIA): AN INAUSPICIOUS START.



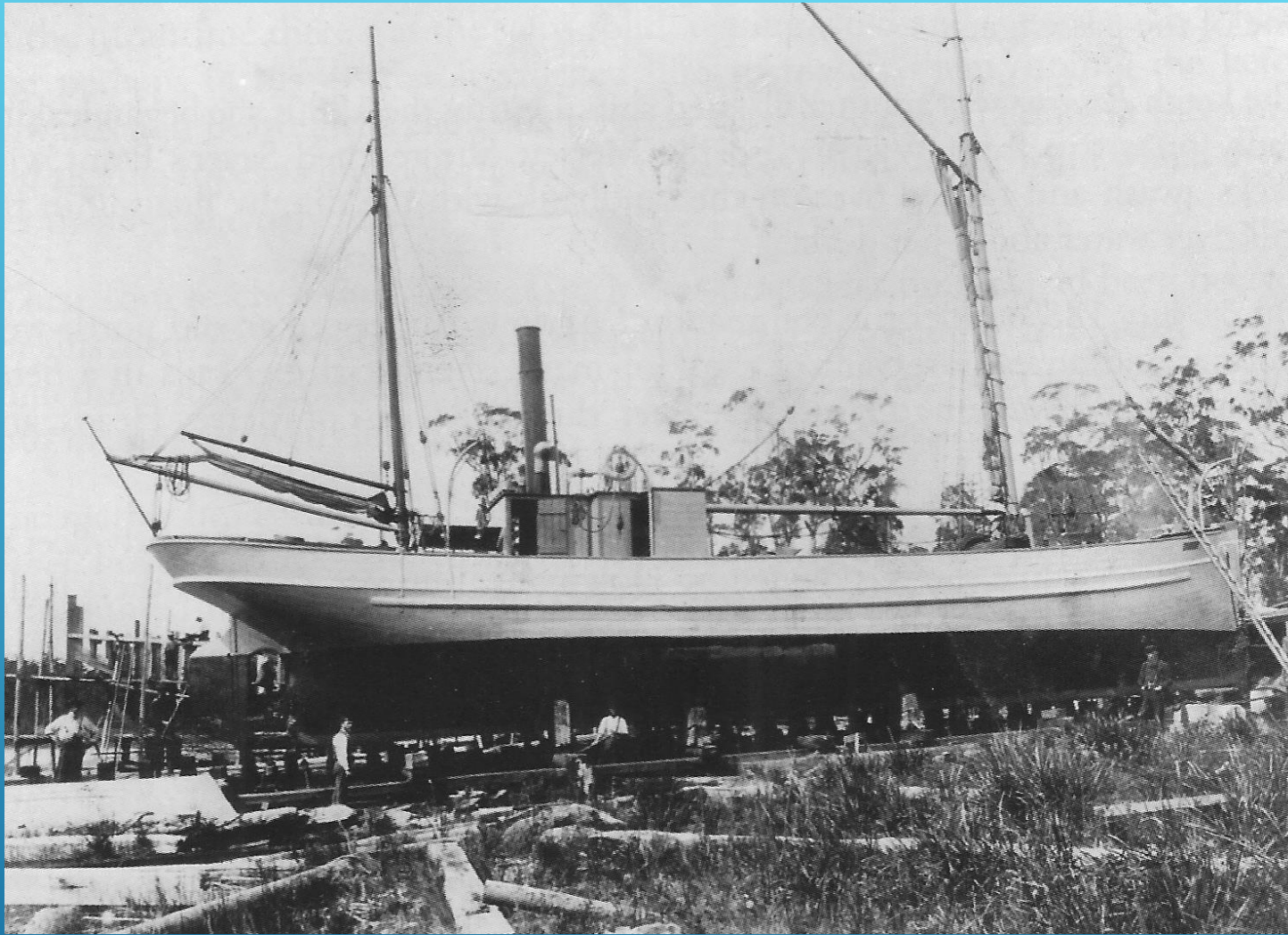
PADDLE STEAMERS *TAMAR* (MARINE BOARD) AND *ANNIE* AT LAUNCESTON IN OCTOBER 1871 – LIBRARIES SOUTH AUSTRALIA



A SMALL KETCH SIMILAR TO *COLLEEN BAWN* ON THE MERSEY RIVER 1890S  
-MARITIME MUSEUM OF TASMANIA



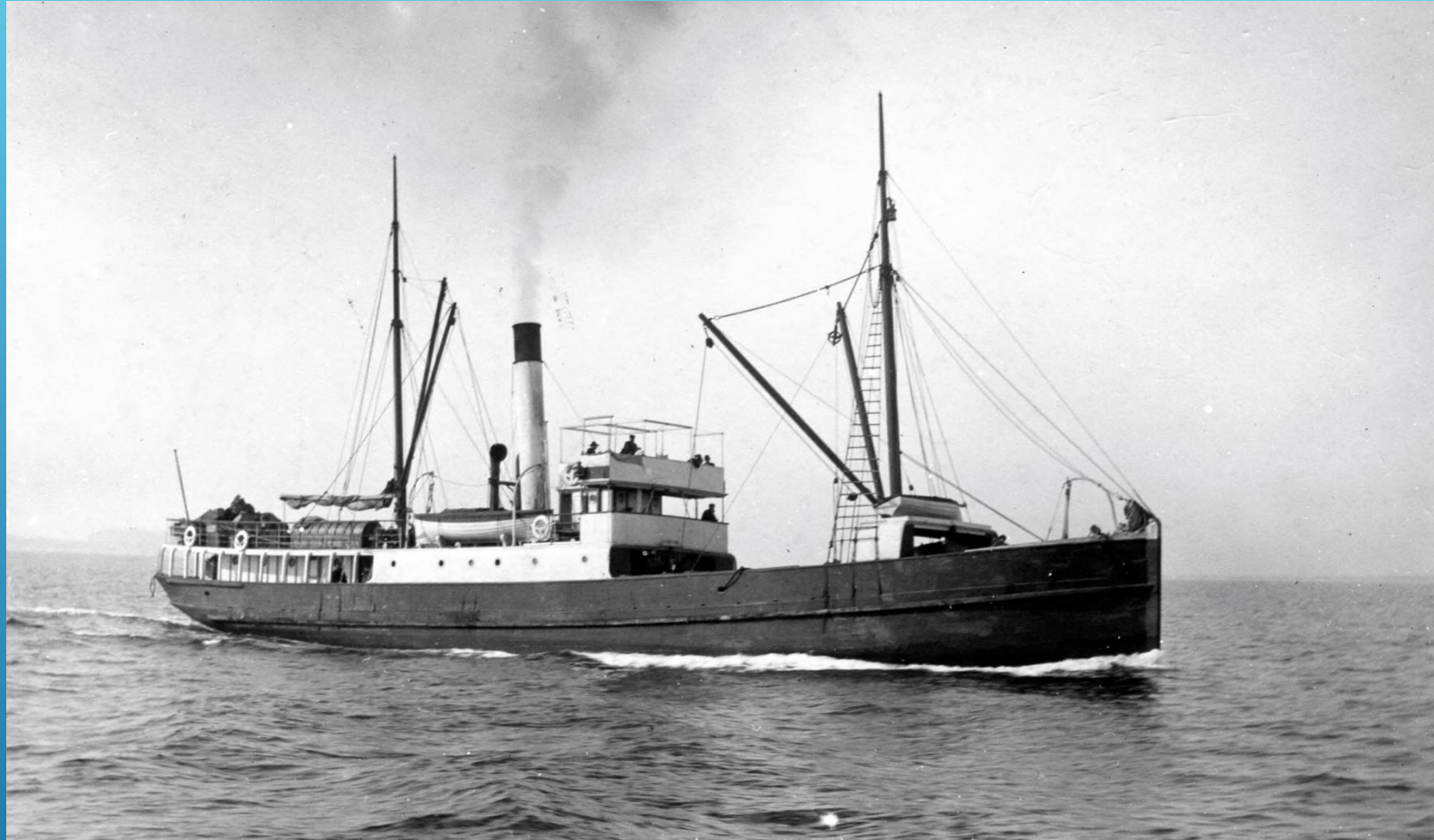
KETCHES *DE WITT* AND *PAULINE* AT WYNYARD C1880S: OWNED BY WILLIAM HOLYMAN, SR. AND WILLIAM HOLYMAN, JR., 1884-1897 AND 1881-1889  
—LIBRARIES TASMANIA



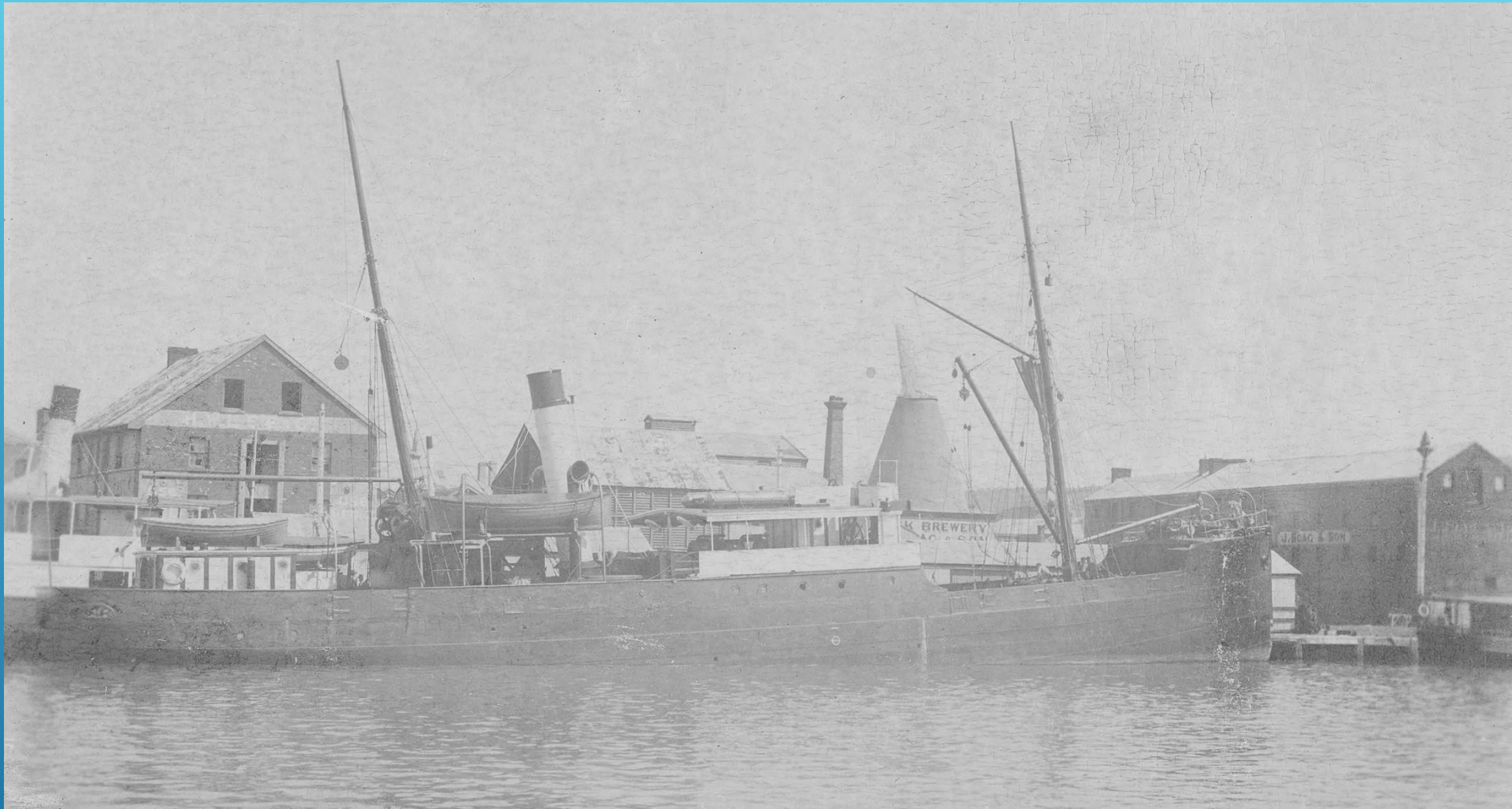
S.S. *STAR* ON WOOD'S SLIP DEVONPORT WHERE BUILT IN 1890,  
DEMOLISHED AT OTAGO BAY C1949.



S.S DORSET PROBABLY ON THE GORDON RIVER  
S.S. AMY WRECKED AT ST HELENS BAR IN 1911  
-STATE LIBRARY OF TASMANIA



S.S. *ORION* 1900-1908: LOST WILL ALL HANDS BETWEEN STANLEY AND MELBOURNE.  
-STATE LIBRARY OF TASMANIA



S.S. AUSTRALIAN AT LAUNCESTON.  
—STATE LIBRARY OF TASMANIA.



S.S. WAREATEA AT LAUNCESTON C1905:  
IN THE HOLYMAN FLEET 1904-1945  
-STATE LIBRARY OF TASMANIA



TASMANIAN MOTOR SYNDICATE COACHES AT BEACONSFIELD.  
-WEEKLY COURIER, 19 DECEMBER 1906



THE TASMANIAN MOTOR COMPANY OFFICE AND WORKSHOP,  
GEORGE STREET, LAUNCESTON, C1920S.  
—STATE LIBRARY OF TASMANIA



The Company's express lorry in Melbourne receiving goods that have been consigned from that city on one of the Holyman steamers.

With the phenomenally fast progress and tremendous driving power of Holyman's Transport Service there is little wonder that when times demand a quicker pace for small goods Holymans provided the means—an Express Delivery Service...This service was commenced two years ago, and has since developed to the stage where the business man or householder simply rings Holyman's 'phone, and they do the rest. Fast express lorries pick up the goods, deliver them to the ship, which on arrival at the various mainland ports is met by lorries that move the consignments immediately to their destination. Modern in every respect, and aiming at eliminating every delay, this service has become one which could not be done without, especially in these days of rush. That is why in every port you'll see goods consigned through Holyman's Express Delivery Service.

FROM AN ADVERTISING FEATURE. —WEEKLY COURIER 6 OCTOBER 1932.



TOP: HOLYMANS' S.S. *WONIORA* AT BURNIE, LOADED WITH VEHICLES C1950.  
BOTTOM: HOLYMANS' *LARANAH*, *LANENA* AND *LUTANA* AT HOBART 1920S



THE STATE SHIPPING SERVICES S.S. *TAMBAR* ON PORT PHILLIP – STATE LIB. VIC.  
*COLLIBOI* AFTER BEING WRECKED AT WOOLNORTH PINT IN 1932



LEFT: TASMANIAN AERIAL SERVICES DESOUTTER COUPE  
MISS *FLINDERS*, NOW AT LAUNCESTON AIRPORT.  
RIGHT: DE HAVILLAND DH-83 FOX MOTH MISS *CURRIE*

TASMANIAN AERIAL SERVICES BROCHURE  
C1934 WITH DE HAVILLAND DH-84 DRAGON  
MISS LAUNCESTON.

-AUSTRALIAN ARCHIVES,  
PAPERS OF PRIME MINISTER JOSEPH LYONS.

NOTE THE USE OF HOLYMAN FLAG, AND OF  
COURSE THE MAIL!



**THE AIRLINER MISS HOBART AND SOME OF HER PASSENGERS**



**MISSING.**—The Miss Hobart, a airliner of Holyman's Airways Pty. Ltd., which left Western Junction yesterday morning for Essendon (V.), with two pilots and nine passengers, and is missing.



**Capt. V. C. Holyman  
(pilot).**

*THE MERCURY, 20 OCTOBER 1934.*

IVAN NELLO HOLYMAN (1896-1957)  
SON OF WILLIAM, JR AND HONORA HOLYMAN.



National Archives of Australia NAAS A1200, L23698




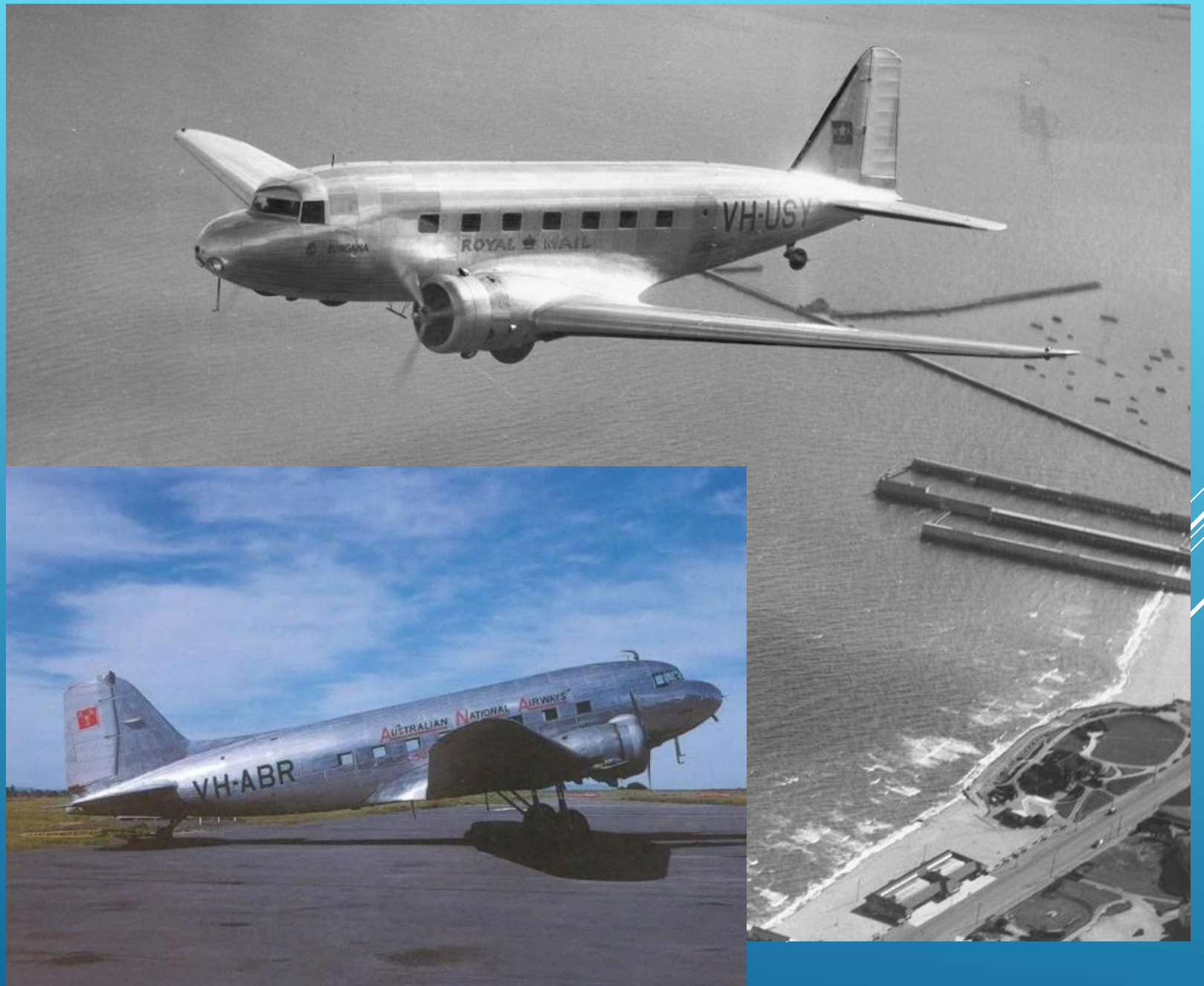


HOLYMAN AIRWAYS' DE HAVILLAND DH-86S LEPENA AND LOINA AT WESTERN JUNCTION IN 1935. PHOTOGRAPHER VAUDREY ROBINSON (BROTHER-IN-LAW OF VICTOR AND IVAN HOLYMAN)

HOLYMAN AIRWAYS'  
DOUGLAS DC-2  
BUNGANA OVER ST  
KILDA 1936.

INSET: ANA'S DOUGLAS  
DC-3 KANANA (MADE  
1939 AND STILL FLYING

NOTE 'ROYAL  MAIL' UNDER  
THE WINDOWS AND  
HOLYMAN FLAG-BASED  
LOGO ON THE TAIL.



# LORD WILLIAM SEMPILL (1893-1965)

- \* AVIATOR
- \* ENTREPRENEUR
- \* JAPANESE SPY

(SEMPILL SHOWING ADMIRAL TO GO A BRITISH AIRCRAFT - WIKIPEDIA).



## Abridged Prospectus of AIRLINES OF AUSTRALIA LIMITED

(Registered under the Companies Act of New South Wales, and incorporated on the Fourth day of October, 1935.)

(Application for the whole of the undervalued issue of Ordinary Shares has been guaranteed by British Pacific Trust Ltd., 4, Cleveland Square, St. James, London, W.)

CAPITAL	divided into	£1,000,000
995,000 Ordinary Shares of £1 each	---	995,000
5,000 Deferred Shares of £1 each	---	5,000
1,000,000		£1,000,000

75,000 Ordinary Shares are offered for subscription payable 5/- on application and 5/- on allotment; the balance in 4 calls of 2/6 each at intervals of not less than one month, the first of such calls to be made not less than two months from the date of allotment.

20,795 Ordinary Shares, and 5,000 Deferred Shares are to be issued as fully paid to the Vendors (New England Airways Limited and G. A. Robinson) and the Optionholders (British Pacific Trust Limited) for the transfer of goodwill and assets, particulars of which are set out in the full prospectus of the Company.

899,205 Ordinary Shares are to be held in reserve for future issue at the discretion of the Directors: Of these shares 100,000 are placed under option to British Pacific Trust Limited on terms set out in the full prospectus.

1,000,000

The British Pacific Trust Limited has undertaken to apply and pay for 25,000 Ordinary Shares of this issue, and if the issue is not fully subscribed for it has also undertaken to apply and pay for the remainder of the Ordinary Shares not subscribed for so that the whole issue of 75,000 Ordinary Shares is assured.

No cash consideration is being paid, but a sum of £2,000 is to be paid to Mr. G. A. Robinson, Managing Director of New England Airways Limited, to refund him certain personal expenses which are referred to under "Preliminary Expenses" in the full prospectus.

### PRIMARY OBJECTS.

The Company has been formed for the purpose, inter alia, of acquiring the main assets of New England Airways Limited and also the manufacturing plant, etc., of the Larkins Aircraft Supply Company Limited (In Liq.) at Cook Island, Melbourne, Victoria.

The Company will carry out the services now being conducted by New England Airways Limited between Sydney and Melbourne, Sydney and Newcastle, Brisbane and Townsville, Brisbane and Townsville, and, in addition, it contemplates extending these services to Madras and other centres.

Four new "Managers" (10-passenger) Planes are to be purchased for use on the above services, in addition to the aeroplanes at present in use by New England Airways Limited, and to be taken over from that Company.

### DEVELOPMENT OF COMMERCIAL AVIATION.

The development of Commercial Aviation abroad is one of the most striking features of the past decade. In the Continent of Europe and in America, Air Lines by regularly in large numbers between the Cities, providing safe and rapid transport for thousands of passengers daily.

The British Pacific Trust Limited is chiefly attracted by some of the most important Overseas Opportunities highly experienced in aviation in all its phases, as hereinafter mentioned. Owing to its connection with the British Pacific Trust Limited, the Company will derive much direct benefit from these activities.

The new 10-passenger "Managers" Planes which the Company will acquire have two engines of Pratt & Whitney type (1600 h.p. each), and the modern of the "Managers" (General Aircraft Limited) possesses a maximum speed of 187 miles p.h., and a cruising speed of 176 miles p.h.

The great advantage of this enterprise lies in the fact that it is taking over a going concern which has already acquired a large and experienced staff, and which has the equipment of hangars, aerodromes and servicing facilities which can be expanded wherever desired. In addition, the Company is in a position to offer exceptional facilities to the travelling public. The Company will have a valuable asset in the experienced personnel of pilots and mechanics, who are ready to conduct the extended services contemplated; it is thus in a position to undertake all its operations on a most economic basis, and meet any competition that may arise in the future, especially the fact that it has secured a British Capital and a British aviation organization.

### NEW ENGLAND AIRWAYS LIMITED.

The Company will acquire from New England Airways Limited all its aeroplanes, hangars, plants and plans and goodwill and will pay for same by the issue of fully paid and deferred shares, and the acceptance of a liability by New England Airways Limited to General Aircraft Limited for these 10-passenger "Managers" Planes.

For some time there and a half year New England Airways Limited, under the management of Mr. G. A. Robinson, has successfully conducted services between Sydney and Brisbane, and more recently between Newcastle and Sydney, and Brisbane and Townsville and Townsville. Mr. Robinson, with a life-long experience in a company, has proved to be a competent and successful manager, and the fact that the services have operated with regularity and safety has attracted the attention of the travelling public, whose patronage shows a steady increase in volume. The Company's need of pilots, mechanics and mechanics is an obvious one, and above which can be supported by an efficient technical organization.

The profit-making capacity of New England Airways Limited has already been demonstrated, and with speed and economical new machines the services at present being operated by New England Airways Limited will, apart from other sources of revenue, offer profitable employment for the Company's capital. The Auditors to New England Airways Limited (Messrs. A. C. Robinson & Co., Chartered Accountants (Aust.), Limited, N.S.W.) have certified that the Company's profits over the last four years were—

Year ended 31st Dec. 1934	£1,000
Year ended 31st Dec. 1933	£1,000
Year ended 31st Dec. 1932	£1,000
Year ended 31st Dec. 1931	£1,000

One side of the Trust's activities is specifically devoted to the development of aviation. It has been developed to the point where it is now being operated by the Trust for the first time as a large unit and it was mainly responsible for the formation of General Aircraft Limited, the makers of the "Managers" Aeroplanes.

### BRITISH PACIFIC TRUST LIMITED.

British Pacific Trust Ltd., 4, Cleveland Square, St. James, London, the promoter of this Company, is an English Company registered in the Republic of South Africa, and has a number of substantial enterprises in Great Britain, Canada, India and elsewhere.

One side of the Trust's activities is specifically devoted to the development of aviation. It has been developed to the point where it is now being operated by the Trust for the first time as a large unit and it was mainly responsible for the formation of General Aircraft Limited, the makers of the "Managers" Aeroplanes.

### DIRECTORS:

The Lord Sempill, Director, Marine Airways Ltd., and other Companies, Sardinia House, Kingsway, LONDON, W.2.  
W. S. Stephenson, Managing Director, British Pacific Trust Limited, 4, Cleveland Square, St. James, LONDON, W.  
G. A. Robinson, Managing Director, New England Airways Limited, 14, Martin Place, SYDNEY.

E. B. Wareham, Company Director, Late Manager Adelaide Steamship Co. Ltd., 44, Milton Rd., Cremorne, SYDNEY.  
H. C. Armstrong, Company Director and Australian Representative of British Pacific Trust Limited, 350, George Street, SYDNEY.  
A. D. W. Allen, Solicitor, Messrs. Allen, Allen & Hensley, 19, Castlereagh Street, SYDNEY.

Andrew Macdougall, Director of Macdougall Limited, 111, Pitt Street, SYDNEY.  
E. D. Armstrong, Chartered Accountant (Aust.) and Consulting Accountant to New England Airways Limited, LISMORE, N.S.W.

Solicitors: Messrs. Allen, Allen & Hensley, The English, Scottish & Australian Bank Ltd., King Street, SYDNEY.  
The National Bank of Australasia Ltd., BRISBANE AND LISMORE.

Auditors: Messrs. David Fell & Co., Chartered Accountants (Aust.), 350, George Street, SYDNEY.  
Registered Office (pro tem.): New England Airways Ltd., 14, Martin Place, SYDNEY.

RIGHTS OF ORDINARY AND DEFERRED SHAREHOLDERS.  
The Trust has recently acquired the Douglas Moberg Engineering Works, one of the largest of its kind in Great Britain, where construction of Aero Engines on a large scale will shortly be commenced. It has also acquired the British Empire Rights of the Hispania Buena Vista, which is used very largely in modern aircraft. This engine will also be manufactured at the Douglas Works.

The Trust's latest subsidiary aviation organization is Marine Airways Ltd., of which The Lord Sempill is Director. Marine Airways Ltd. has been formed to conduct an Empire and Overseas Flying Service in connection with this it has been reported recently that the Trust has acquired the rights of the British-made Sikorsky Flying Boats. The Sikorsky Flying Boat has achieved a reputation for its performance as a number of years on Commercial Ocean Services and is a power used by the American Airways on the services to South America and it is reported to be used on the contemplated extension to Australia.

It is also used for daily services between the Islands of Hawaii. British Pacific Trust Limited, already having negotiations as to what service in Australia will be undertaken by the British Pacific Trust Ltd. with Sikorsky Flying Boats.

Having determined on acquiring the Australian field by entering the operations of New England Airways Limited, the excellent opportunity which has been presented at considerable expense for the first time with preparations for the formation of Airlines of Australia Limited and the extension indicated in the full prospectus.

These "Managers" for Under Services have already been ordered by the Trust and are now in the process of being ready for completion, having been specially built to meet Australian requirements. Other will follow as needed.

Regarding the inevitable demand for Aeroplane manufacture in Australia, British Pacific Trust Ltd., agreed to the purchase of the plant, etc., of the Larkins Aircraft Supply Company Limited (In Liq.) by Mr. G. A. Robinson in contemplation of its purchase by Airlines of Australia Limited. These steps taken by the Trust will do much to hasten the realization of the Company's aspirations. Experts, when considered available, will be used for the Trust, and, further, the Company will have the benefit of the advice of The Lord Sempill and Mr. W. S. Stephenson, both of whom are well-qualified to meet active participation in the development of Empire aviation. The recent sale of the former from England, and over many parts of Australia, is well known.

Other will follow as needed.

### ALLOTMENT.

The minimum amount which, in the opinion of the Directors, may be raised out of the proceeds of this issue is £75,000 to provide for the following requirements:

1. The liability to General Aircraft Limited, to be taken over from the issue of 10-passenger "Managers" Planes at Brisbane	£8,000
2. New Planes to be acquired for the extension of service contemplated	16,000
3. Preliminary Expenses (including £2,000 to be refunded Mr. G. A. Robinson) and brokerage	18,018
4. Working Capital	37,982
	£70,000

The above is an abridgement of the full prospectus dated 10th November, 1935, a copy of which has been filed with the Registrar of Companies in Queensland and South Australia, and does not contain all the particulars mentioned therein. The full prospectus is available at the Chartered Accountants of Queensland and of South Australia. No share has yet been subscribed for by the Directors to qualify them as such.

### APPLICATIONS FOR SHARES.

Prospectus with full information may be obtained by application to the Company's brokers, or any member of the South Brisbane or to the Company's offices, pro tem. (c/o New England Airways Limited, 14 Martin Place, Sydney), and applications for shares should be made only on the basis of the prospectus referred to and endorsed upon the full prospectus.

Applications for Shares.

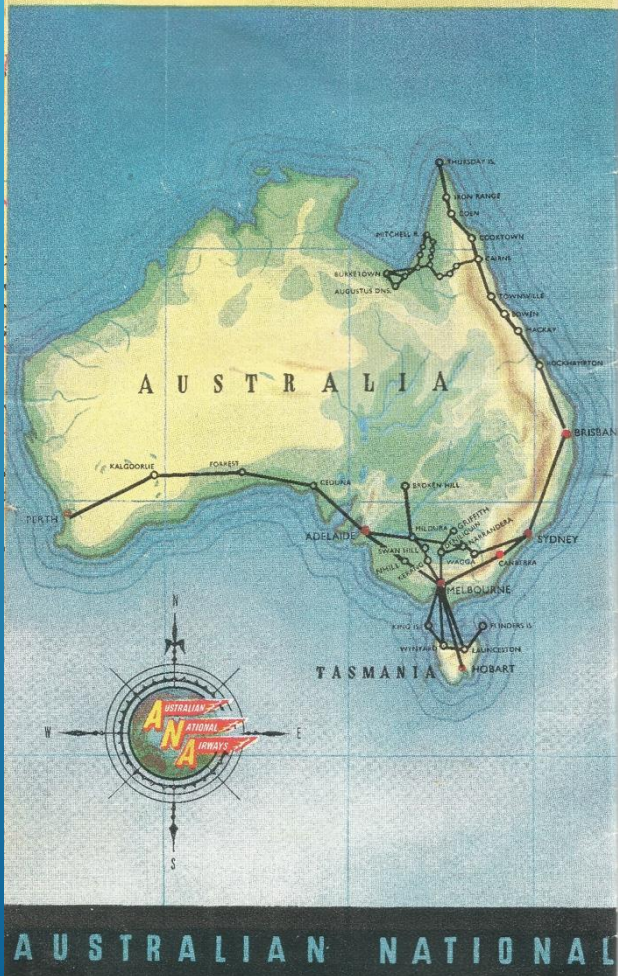
Messrs. Philip Pring & Co., Queensland National Bank Chambers, SYDNEY.

Responsible Brokers: Messrs. Philip Pring & Co., Queensland National Bank Chambers, SYDNEY.



MONOSPAR ST-18 CROYDON STRANDED ON SERINGAPATAM REEF,  
TIMOR SEA, 8 OCTOBER 1936.

# A.N.A. Network



## THE D.C. 4 SKYMASTER

One of A.N.A.'s Skymasters over Melbourne, Victoria. These giants of the air carry 44 passengers, a crew of 4, including two Air Hostesses,



plus a freight load of over 4,000 lbs. The Skymaster has a wing spread of 117 ft. 6 in., four 1350 h.p. motors, and weighs fully laden 73,000 lbs.





**MORE HOURS IN THE DAY  
MORE PLACES TO GO**

Time flies . . . but now you can fly with it. Travelling by air adds many hours to your day, makes it possible to see and to do so much more. After Victory you will be able to fly to any part of the world within 60 hours . . . and Australia will benefit commercially and culturally by the freer intercourse with other peoples of the world. Australian National Airways - operating the world's greatest internal air service - is fast making this new age of flight a reality for every Australian.

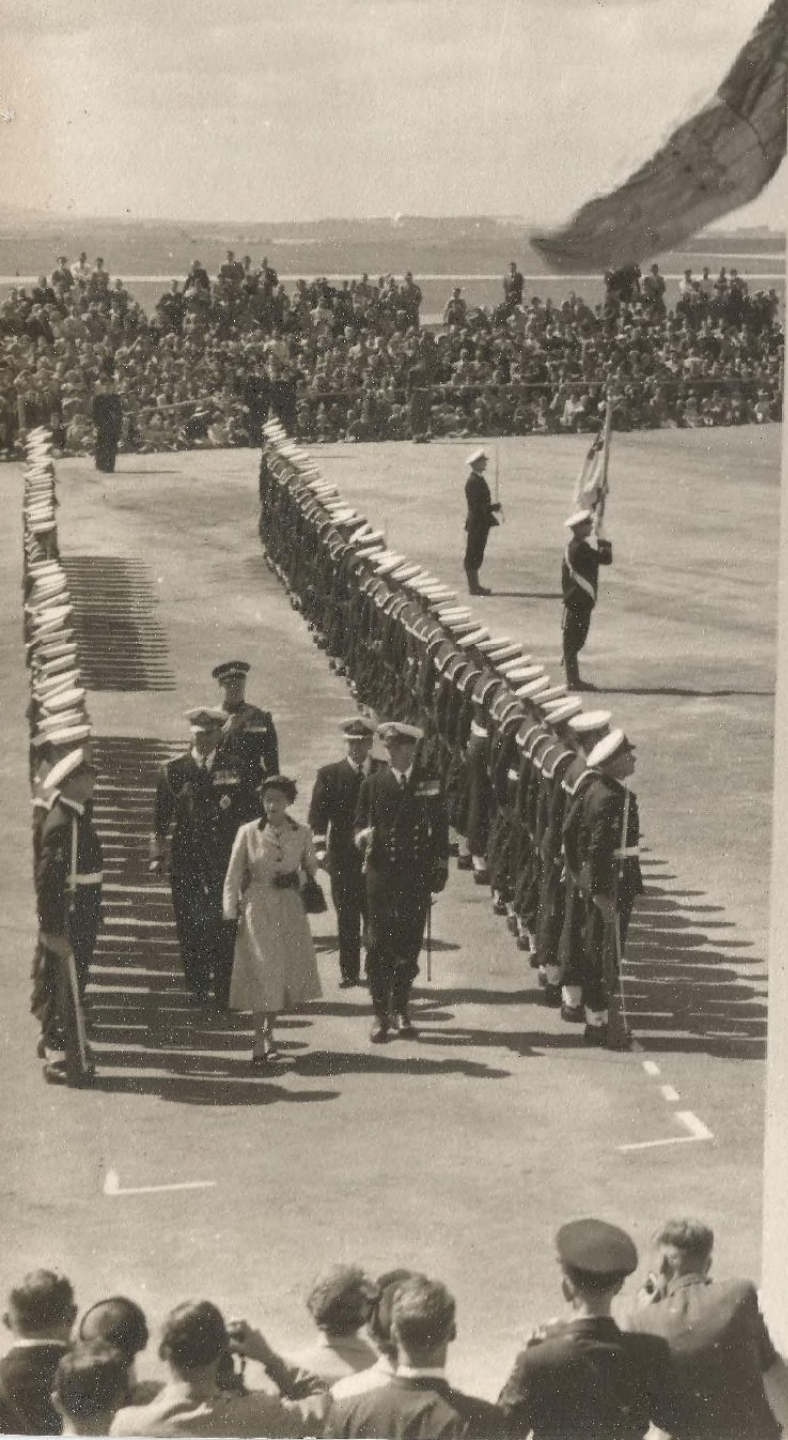
Invest in Victory - Buy War Bonds

**AUSTRALIAN NATIONAL AIRWAYS**  
PTY. LTD.

**THWARTED  
AMBITIONS!**

**(1944 AND 1947  
ADVERTS)**





**ANA'S PROUDEST  
MOMENT: FLYING QUEEN  
ELIZABETH II AND PARTY  
TO HOBART, FEBRUARY  
1954.**



WAREATEA (II) (1952) AT HOBART AND LEMANA (1956) AT MELBOURNE



ABOVE: MOTOR SHIP  
*WILLIAM HOLYMAN* ON  
TRIALS AT NEWCASTLE NSW,  
WHERE BUILT IN 1961.  
RIGHT: *WILLIAM HOLYMAN*  
HANDLING CONTAINERS



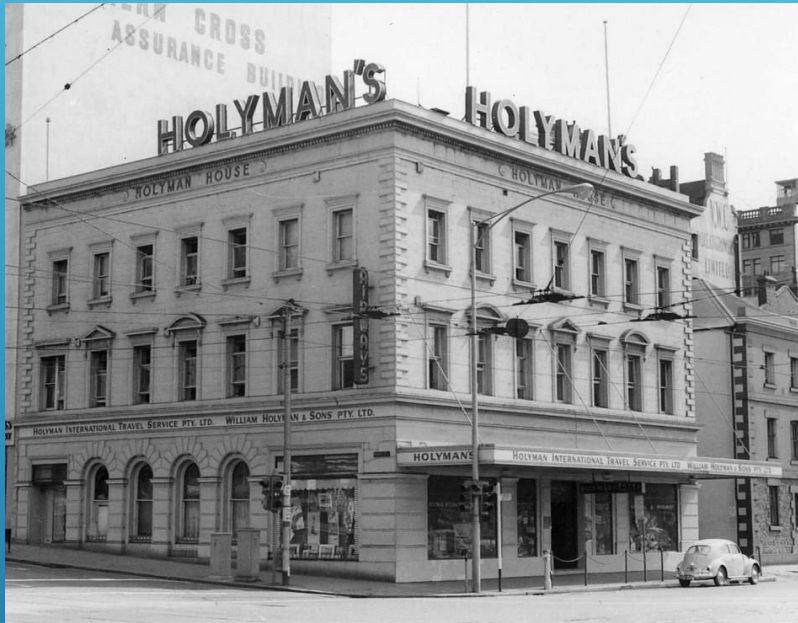
MOTOR SHIP *MARY HOLYMAN* (1971) WITH FINAL WHITE STAR FUNNEL SCHEME



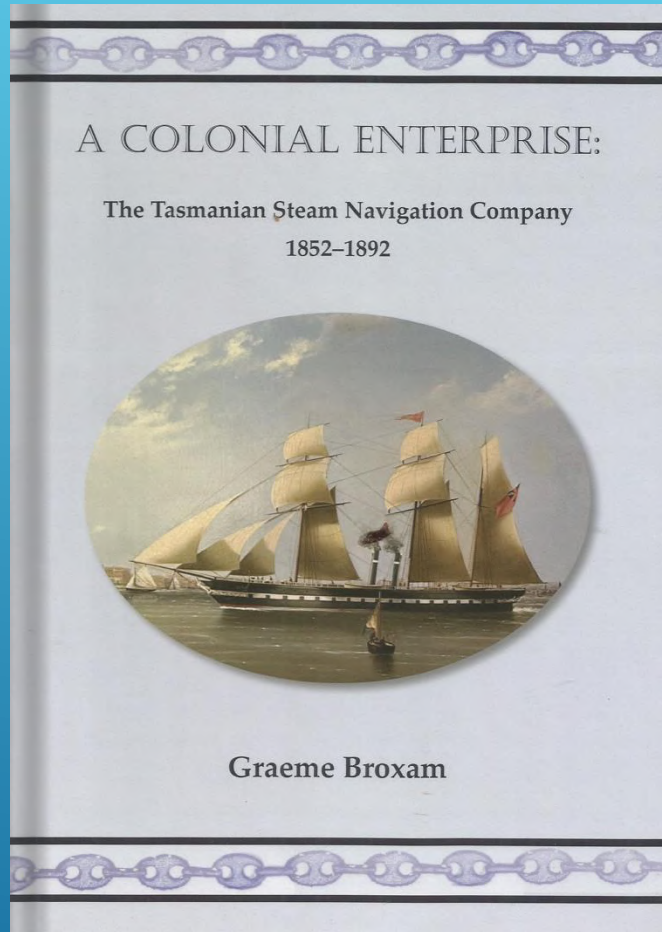
CONDOR 12 AT HOBART 1996, OWNED BY TNT  
SUBSIDIARY HOLYMAN SALLY, TRADING AS  
CONDOR FERRIES.

- **Tasmanian Motor Syndicate**
- **Tasmanian Motor Co. Ltd**
- **Victorian and Tasmanian Express Delivery (Holyman's Express Delivery)**
- **Northern Motors Pty Ltd**
- **Fish Canneries of Tasmania Pty Ltd**
- **Butler Air Transport Ltd / Pty Ltd**
- **Queensland Airlines Pty Ltd**
- **Townsville and Country Airways Pty Ltd**
- **Air Beef Pty Ltd**
- **Air Ceylon**
- **Cathay Pacific Airlines Ltd**
- **Tasmanian Aerial Services Pty Ltd**
- **Holyman's Airways Pty Ltd**
- **Australian National Airways Pty Ltd**
- **Bungana Investments Pty Ltd**

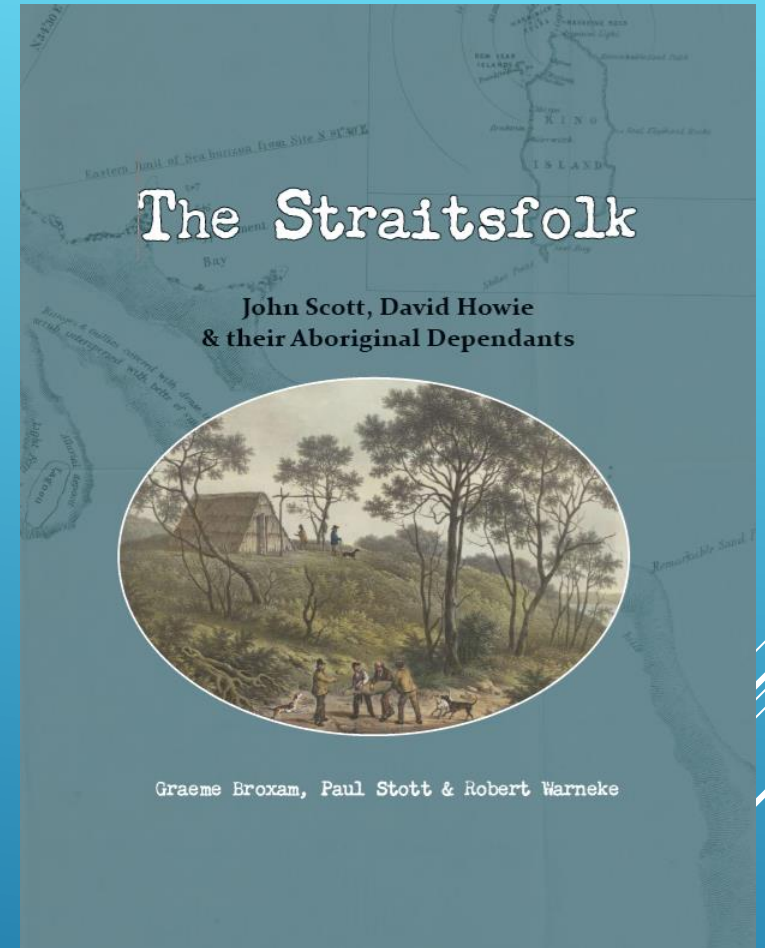
- **K.D. Atkins Pty Ltd**
- **Kilndried Hardwoods Pty Ltd**
- **Tasmanian Paper and Timber Mills Pty Ltd**
- **Tasmanian Board Mills Ltd**
- **King Island Steamers Pty Ltd**
- **R.H. Houfe & Co. Pty Ltd (Straitsman)**
- **The Alexander Patent Racket Co. Ltd**
- **George Harvey Electric Pty. Ltd.**
- **Holyman (Tas) Marine Centre**
- **Holyman Monds Affleck (H.M.A.) Pty Ltd**
- **Holyman International Travel Service Pty Ltd**
- **Holyman Investments Ltd / Pty Ltd**
- **Holyman Holdings Ltd**
- **Holyman Group Pty Ltd**
- **Australian & Overseas Agencies Pty Ltd**



'HOLYMAN HOUSES' MELBOURNE, LAUNCESTON AND HOBART



The END!



[www.navarine.net](http://www.navarine.net)